

Bastrop City Council

April 14, 2015 at 6:30 pm



Pursuant to the Texas Government Code, Chapter 551, the Bastrop City Council will hold a Regular Meeting on the aforementioned date in the City Council Chambers located at 1311 Chestnut Street, Bastrop, Texas to consider the following matters:

1. **CALL TO ORDER**
2. **PLEDGES OF ALLEGIANCE**– Jo Christy Brown, City Attorney
3. **INVOCATION** – The Reverend Ben Hitzfeld, Bastrop Christian Church
4. **PRESENTATION(S)**
 - A) Bastrop Student Character Education “*Self-Discipline*”: by Justin Chute, Bastrop Middle School
5. **PROCLAMATION**
6. **CITIZEN COMMENTS**
7. **ANNOUNCEMENTS**

CITY MANAGER’S INFORMATIONAL REPORT FOR APRIL 14, 2015 CITY COUNCIL MEETING:

I. Meetings and Events Attended:

- A. Special City Council Meeting of March 31, 2015
- B. The Regular Monthly Board Meeting of the Zoning Board of Adjustments on April 1, 2015.

II. Update on City Projects and Issues:

- A. Discussion and Review of Water Usage for the period of April 1, 2015 through April 12, 2015.
- B. Update on the Long Term Water Supply Project.
- C. Update on the AMI Project.
- D. Discussion and Review regarding the un-opened portion of Spring Street east of Mr. CP Johnson.
- E. Update on the area north of the Rail Road Tracks between S.H. 95 and Carter Street in the City of Bastrop.
- F. Update on the Comprehensive Plan.
- G. Update on RFP for Solid waste Services.
- H. Update on the CBD Parking/Traffic Study.
- I. Update on the bids for the Reconstruction of Farm Street.
- J. Update on the Water Reuse Project/Dirty Water Calls.
- K. Update on Water Filtration Project.
- L. Update on Critical Infrastructure Needs of the City of Bastrop.
- M. Changing Bastrop Arts In Public Places from a “Task Force” to a City “Board or Commission”.
- N. Update on the “Quiet Zone”
- O. Next Utility Meeting of the City Council
- P. Items Potential Scheduled to be Discussed on at the April 28, 2015 City Council Meeting.
- Q. The Noon Whistle

III. Other City Activities:

- A. City of Bastrop Convention Center Activities.
- B. The City of Bastrop Main Street Program.
- C. Planning Department – Inspection Report.
- D. Update on the YMCA Program.

Inviting input from the City Council related to issues for possible inclusion on future agendas related to issues such as (but not limited to) municipal projects, personnel, public property, development and other City/public business.

A. CONSENT AGENDA *All the following items are considered to be self-explanatory by the Council and will be enacted with one motion; there will be no separate discussion of these items unless a Council Member so requests.*

	Tab	Page	Reqstr
A.1 Approval of Minutes for meetings held on March 10 and March 31, 2015	A.1	4	Lopez
A.2 Approval of Bastrop Marketing Corporation's request for reimbursement of expenses.	A.2	17	Stovall
A.3 Approval of the statutory denial, for a period of 180 days from the date of Council action on this request for the Resubdivision of a Portion of Lot 1 Bastrop West Commercial, Section 2 for Wal-Mart Store #1042, to create an additional commercial lot, located on Agnes Street within the City of Bastrop, Texas.	A.3	20	McCollum

B. PUBLIC HEARINGS, ORDINANCES, OTHER ITEMS FOR CONSIDERATION AND/OR ACTION

C. OLD BUSINESS

D. NEW BUSINESS

D.1 Consideration, discussion, review and possible action regarding directing the City Manager to Coordinate with Officials from XS Ranch to continue work on the creation of a "Public Improvement District" for Phase One of the XS Ranch Property located in the extra territorial district of the City of Bastrop, and to concurrently remove phase one from the Municipal Utility District, so as to eliminate any potentially duplicative District fees for future residents.	D.1	22	Talbot
D.2 Acknowledgement, acceptance and possible action on the State Highway 71 Traffic Analysis prepared by The University of Texas at Austin, Center for Transportation Research.	D.2	47	Brandon
D.3 Consideration, discussion and possible action on the Award of Contract for a Complete Street reconstruction project including the replacement of Water & Waste water utilities to Smith Contracting Co. for a total base bid amount of \$ 841,214.00	D.3	156	Job
D.4 Consideration, discussion and possible action on acceptance of the unaudited Monthly Financial Reports for the period ending in February 28, 2015.	D.4	164	Stovall

E. EXECUTIVE SESSION

E.1 The Bastrop City Council will meet in a closed/executive session pursuant to the Texas Government Code, Chapter 551, *et seq*, to discuss the following:

- SECTIONS 551.071(1) (A) & 551.071 (2):** Consultation with Attorney concerning:
 - (1) potential, pending, threatened, and/or contemplated litigation or claims, including but not limited to **(a) Pine forest Unit #6;** and
 - (2) and/or matter upon which the Attorney has a duty and/or responsibility to report to the governmental body, **(a) including, but not limited to XS PID formations/legal issues,** and/or
 - (3) any other matters posted on the agenda:

2. **SECTION 551.072**– Deliberation regarding real property: Regarding the purchase, exchange, lease, disposition, or value of real property
3. **SECTION 551.074** – Personnel Matters
4. **SECTION 551.086** - Certain Public Power Utilities: Competitive Matters.

E.2 The Bastrop City Council will reconvene into open session to discuss, consider and/or take any actions necessary related to the executive sessions noted herein, or regular agenda items, noted above, and/or related items.

F. ADJOURNMENT

CERTIFICATION

I, Elizabeth Lopez, City Secretary, certify that this notice of meeting was posted at the Bastrop City Hall on the **10** day of **April 2015** at **1:00 pm** *Elizabeth Lopez*, City Secretary

NOTICE OF ASSISTANCE AT PUBLIC MEETINGS THE CITY OF BASTROP IS COMMITTED TO COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT. BASTROP CITY HALL AND COUNCIL CHAMBERS ARE WHEELCHAIR ACCESSIBLE AND SPECIAL MARKED PARKING IS AVAILABLE. PERSONS WITH DISABILITIES WHO PLAN TO ATTEND THIS MEETING AND WHO MAY NEED ASSISTANCE ARE REQUESTED TO CONTACT THE CITY SECRETARY'S OFFICE AT 512-332-8800. PLEASE PROVIDE A FORTY-EIGHT HOURS NOTICE WHEN FEASIBLE. Confirm time posted: KR

AGENDA ITEM A-1

STANDARDIZED AGENDA RECOMMENDATION FORM

DATE SUBMITTED: APR. 10, 2015

MEETING DATE: APR. 14, 2015

1. Agenda Item: **Approval of minutes for meetings held on March 10 and March 31, 2015.**
2. Party Making Request: **Elizabeth Lopez, City Secretary**
3. Nature of Request: (Brief Overview) Attachments: Yes X No
4. Policy Implication: _____
5. Budgeted: X Yes No N/A
 Bid Amount: _____ Budgeted Amount: _____
 Under Budget: _____ Over Budget: _____
 Amount Remaining: _____
6. Alternate Option/Costs: _____
7. Routing: NAME/TITLE INITIAL DATE CONCURRENCE
8. Staff Recommendation: _____
9. Advisory Board: Approved Disapproved None
10. Manager's Recommendation: Approved Disapproved None
11. Action Taken:



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~ MINUTES ~

City Council Special Meeting

Tuesday, March 31, 2015 at 5:30 pm

Bastrop City Council Chambers, 1311 Chestnut St. Bastrop, Texas 78602

Subject To ChangeDate 4-10-15

I. CALL TO ORDER – At 5:30 p.m., Mayor Kesselus called the meeting to order. A full quorum was present; Council Members Joe Beal, Dock Jackson, Kay Garcia-McAnally, Kelly Gilleland, and Mayor Pro-Tem DeLaRosa.

II. WORKSHOP SESSION - The Bastrop City Council will **adjourn** the Special Session and convene into a Workshop Session to discuss:

A. Presentation, consideration, and discussion on a General Bond Election in November 2015 including, but not limited to information and input related to bond and finance issues, such as:

- A.1 Council, City Manager, Director and staff input on potential bond 'project lists' and hierarchy of same;
- A.2 City operations, staffing levels, departmental and community needs, financial issues, status of historical bonding, previously bonded City projects;
- A.3 Comprehensive Plan impact, utility issues, project requests;
- A.4 Bond election issues; and
- A.5 All other matters determined by the Council and City Manager to be pertinent to the Council's work, evaluation and decision making regarding future bond issuance and management of City funds/taxes, including but not limited to use of Hotel Occupancy Tax Funds, distribution of Tier Three (3); possible support for a proposed YMCA Building; and shelter to be constructed with HUD Grant.

At 5:31 pm, Mayor Kesselus adjourned the Special Meeting and convened the Bastrop City Council into a Workshop Session. Mayor Kesselus thanked everyone in attendance and welcome the City Financial Consultants who were in attendance.

Mayor invited City Manager Talbot, addressed the Council and conducted a PowerPoint Presentation on the City of Bastrop Top Priorities for 2015-2017 – Scores for Priorities by the City Council. He pointed out the priorities in Top Priority that were in Progress as:

- 1. Update of the City Comprehensive Plan
- 2. Development of a Short-Term and Long Term Water Plan Strategy for the City of Bastrop

He advised the Council the following priorities and their score:

- 3. Consideration of the City Manager's Staff/Organizational Restructuring Plan which was in progress and received 30 priority points.
- 4. Clearly Communicated, Reasonably Attainable List of City Council Priorities for the City Manager, 21
- 5. Develop a New Marketing Plan for the Convention Center, 20
- 6. Develop and Adopt Plan for Annexation/Utility Expansion, 20
- 7. Consider General Fund Level Tax Rate & Future Bonded Indebtedness for Infrastructure, 18
- 8. Develop Plan for Fire Protection, 17
- 9. Continue Benchmarking (Staffing Levels, Types of Services, Financial Matrix, Tax Rate, Indebtedness, and Succession Planning), 14
- 10. Consider Constraints Incentive for Infill Development, 14
- 11. Bastrop Marketing Corporation, 14
- 12. Enhance the Partnership between the City of Bastrop & the Bastrop EDC, 11
- 13. Five Year Capital Improvements Plan, 11
- 14. Review and Discuss the current allocation of HOT Funds, 10
- 15. Enhance Tourism Marketing in the City of Bastrop and the Lost Pines Region, 9
- 16. Explore a Plan for Affordable Housing within the City, 8
- 17. Review Police Staffing, 7
- 18. Discuss the Feasibility of creating a partnership between the City and the YMCA for the construction of a building, 6
- 19. Annual Review of City Manager's Performance, 4
- 20. Include/Emphasize the Hispanic Community, 3
- 21. Propose Process for Implementation of Task Force Initiatives present to City Council, 3

City Manager Talbot proceeded with his review of the Priority scoring provided by the City Directors, commencing with the two top priorities that are current in progress:

1. Update of the City Comprehensive Plan
2. Development of a Short-Term and Long Term Water Plan Strategy for the City of Bastrop

He proceeded with his review of the list of priorities provided by the Directors and their scores:

3. Develop Plan for Fire Protection, 63
4. Develop and Adopt Plan for Annexation/Utility Expansion, 50
5. Include/Emphasize the Hispanic Community, 48
6. Consideration of the City Manager's Staff/Organizational Restructuring Plan which was in progress and received 42 priority points
7. Continue Benchmarking (Staffing Levels, Types of Services, Financial Matrix, Tax Rate, Indebtedness, and Succession Planning), 33
8. Five Year Capital Improvements Plan, 29
9. Review Police Staffing, 28
10. Consider General Fund Level Tax Rate & Future Bonded Indebtedness for Infrastructure, 27
11. Bastrop Marketing Corporation, 27
12. Consider Constraints Incentive for Infill Development, 23
13. Explore a Plan for Affordable Housing within the City, 22
14. Discuss the Feasibility of creating a partnership between the City and the YMCA for the construction of a building, 21
15. Enhance Tourism Marketing in the City of Bastrop and the Lost Pines Region, 19
16. Enhance the Partnership between the City of Bastrop & the Bastrop EDC, 14
17. Clearly Communicated, Reasonably Attainable List of City Council Priorities for the City Manager, 14
18. Develop a New Marketing Plan for the Convention Center, 11
19. Review and Discuss the current allocation of HOT Funds, 10
20. Propose Process for Implementation of Task Force Initiatives present to City Council, 9
21. Annual Review of City Manager's Performance, 6

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The City Manager pointed out the varying of the priorities and scoring, which was also reflective that there were a considerably more City Directors who were provided the same number of points for the priority listing. City Council Members held a discussion and were surprised at the ranking difference between the Priority Ranking provided by the Council and the City Directors. City Manager Talbot provided additional clarification that some of the directors opted to focus on one or two priorities instead of distributing their scores between the all or the majority of the priorities.

City Manager Talbot proceeded with the presentation of the 2015 Preliminary Bond Discussion, as follows:

- a) Preliminary and Conceptual Redevelopment area of the Northwest Sector of the City, \$2,090,000.00
- b) Preliminary and Conceptual Proposed Reconstruction/Seal Coating of Existing Streets, \$2,0750,000.00
- c) Preliminary and Conceptual Proposed New Street Projects- Streets & Drainage, \$1,950,000.00 (Construction Costs only, does not include the purchase of the Right of Way)
- d) Preliminary and Conceptual Proposed Sidewalk Program, \$750,000.00
- e) Preliminary and Conceptual Proposed Land Acquisition Project, \$1,250,000.00
- f) Preliminary and Conceptual Proposed Improve and Upgrade Street Lighting throughout the City of Bastrop, currently evaluating all street lights throughout the City.
- g) Preliminary and Conceptual Proposed Facilities/ Structures Program (YMCA, Police, Old Iron Bridge, Public Works) \$2,725,000.00
- h) Preliminary and Conceptual Suggested other Projects/Programs (Citywide Wi-Fi, Police Fleet, Skate Park), \$1,000,000.00
- i) Preliminary and Conceptual Total Cost for projects outlined \$12,515,000.00

City Manager Talbot added that a funding necessitated for these projects would equal to approximately a \$.11 ½ cent increase. City Manager invited the City Financial Advisors who confirmed the City Manager's analogy and provided a financial synopsis of the interest rates currently available. Mayor Pro-Tem DeLaRosa and Council Members Beal and McAnally and Gilleland agreed to seek other funding alternatives for the urgent. The Council elicited the City Manager's recommendation that initiated a discussion with consideration of hosting a Bond Election for funding of these projects; they concluded to postpone consideration for a Bond Election until 2016.

Mayor Kesselus invited public comments. Tammy Eden of the Bastrop County Water District expressed her eagerness to dialogue with the Council and provide that feedback to the Bastrop County Water District Board. The Mayor and Council thanked her for attending the meeting and invited her to meet with City Manager Talbot.

Mayor Kesselus thanked City Manager Talbot for the detailed presentations, and the Council Members echoed the accolade.

III. THE BASTROP CITY COUNCIL WILL ADJOURN THE WORKSHOP SESSION.

At 8:09 p.m., Mayor Kesselus adjourned the workshop session and reconvened into regular session.

IV. THE BASTROP CITY COUNCIL WILL RECONVENE INTO SPECIAL SESSION TO TAKE ANY NECESSARY ACTION(S) RELATED TO THE WORKSHOP SESSION PRESENTATIONS, CONSIDERATIONS AND DISCUSSIONS.

Council Member McAnally informed the Council of a Legislative Bill proposed by the City of San Marcos that would also benefit the City of Bastrop. She requested the Councils support in contacting the City of San Marcos in efforts to collaborate our efforts.

The Council held a discussion and expressed support, which was followed Mayor Kesselus' request for a motion.

MOTION - Council Member McAnally's made the motion to authorize the City Manager to collaborate with the City Attorney and investigate the San Marcos Legislative Bill and to contact the City of San Marcos and take action as necessary. Seconded by Council Member Gilleland and motion passed unanimously 5-0.

V. ADJOURN -Mayor Pro-Tem DeLaRosa moved to adjourn, seconded by Council Member Gilleland and the meeting adjourned at 7:10 pm.

Approved _____
Kenneth W. Kesselus, Mayor
Secretary

Attest _____
Elizabeth Minerva Lopez, City

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Subject To Change
Date 4.10.15



~ MINUTES ~

**City Council Regular Meeting
Tuesday, March 10 2015 at 6:30 pm**

Bastrop City Council Chambers, 1311 Chestnut St. Bastrop, Texas 78602

www.cityofbastrop.org

1. **CALL TO ORDER** – At 6:30 pm, with a full quorum present, Mayor Kesselus called the meeting to order.

Council Members Present

Kenneth W. Kesselus, Mayor
Dock Jackson, Place 1
Joseph Beal, Place 2
Kay Garcia-McAnally, Place 3
Willie DeLaRosa, Pl.4/Mayor Pro-Tem
Kelly Gilleland, Place 5

City Staff in Attendance

City Manager Michael H. Talbot
City Attorney Jo-Christy Brown
Chief Financial Officer/ACM Karla Stovall
City Secretary Elizabeth Lopez
City Engineer Wesley Brandon
Convention Center Director Kathy Danielson
Main Street Director, Nancy Wood
IT Director Andres Rosales
Parks & Utility Director Trey Job
Planning/Development Director Melissa McCollum
Police Chief Steve Adcock
Police Assistant Chief James Altgelt

Guest Speakers

Aaron Landis, Dvlpmnt Assoc. Austin Habitat for Humanity
Paula Lowe, Partner Pattillo, Brown & Hill LLP

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2. **PLEDGES OF ALLEGIANCE** – Former Mayor and his wife, Terry and Patricia Orr

3. **INVOCATION** – The Reverend Phil Woods, First Assembly of God

4. **PRESENTATION(s):**

- a) **BASTROP STUDENT CHARACTER EDUCATION “SELF-RELIANCE”** - Mayor Kesselus invited Tanille West, a ninth grade honor student at Genesis High School, who presented her speech on the importance of self-reliance. According to several teachers and staff members, Tanille is an “incredibly gifted artist-she can draw anything.” She has been asked to design and draw a new mural for the main hallway at Genesis High School. Tanille was accompanied by her mother Maria West. Mayor Kesselus stated that Tanille exemplified the attributes of self-reliance and that he looks forward to seeing her artwork in the near future.
- b) **“ANNUAL RACIAL PROFILING REPORT”** – Mayor Kesselus invited Police Chief Adcock who addressed the Council and presented a PowerPoint presentation on the “Partial Exemption Racial Profiling Report” from January through December 2014. He reviewed the motor vehicles stops/contacts/searches and reflected the percentages relating to ethnicity and race. The Council thanked him for the detail information provided in his presentation.
- c) **CAPITAL AREA COUNCIL OF GOVERNMENTS “PROPOSED OZONE STANDARDS & IMPLICATIONS FOR CENTRAL TEXAS”**- Mayor Kesselus welcomed Fred Blood, Air Quality Program Specialist with CAPCOG. He conducted a PowerPoint presentation

5. **PROCLAMATION**

6. **CITIZEN COMMENTS** – Bonnie Coffey accepted Mayor Kesselus’ invitation to citizen comments and requested the Council’s consideration and support for funding of a local YMCA facility. The Council expressed their appreciation for her support.

7. **ANNOUNCEMENTS** – Council Member Beal addressed the Council and offered clarification that this was an invitation by the Austin City Council to attend their meeting and offer his expert opinion, which was based on his extensive background in successfully dealing with water concern/issues. He referenced a LCRA article dated February 18, 2015 that expressed the current drought conditions and the record-low inflows in streams and tributaries affect all of us.

There were no other statements, therefore Mayor Kesselus proceeded to the Consent Agenda.

A. CONSENT AGENDA

- A.1 Approval of the **Second Reading** of an Ordinance of the City Council of the City of Bastrop, Texas amending Article 12.04 of the City Code, entitled Schedules, related School Speed Zones & devices to denote same; directing that signs be erected to reflect this change; establishing fines & penalties for violations of the code; enacting a 180 Day Moratorium Enforcement of Parking Time Limits in portions of the Central Business District, as encoded in Sec.12.06.004 of Article 12.06, entitled “Restricted Parking Zones”; providing a severability clause; and providing an effective date.
- A.2 Approval of Minutes for the meetings held on January 27th, February 24th, and March 3, 2015.
- A.3 Approval of Bastrop Marketing Corporation’s request for reimbursement of expenses.
- A.4 Approval of the Statutory Denial, for a period of 180 days from the date of Council action on the Amending Plat of Piney Creek Subdivision, Block A, Lots 3 & 4 to combine 2 residential lots into 1 on Pecan St. north of Mesquite St. in the Bastrop, Texas city limits.

- A.5 Approval of the Statutory Denial, for a period of 180 days from the date of Council action on this request for the Colony MUD 1E Section 2 Phase A, Preliminary Plat (33 residential lots) being approximately 15.542 acres out of the Jose Manuel Bangs Survey A-5 within Area A of the City of Bastrop, Texas Extra Territorial Jurisdiction (ETJ).
- A.6 Approval of the Statutory Denial, for a period of 180 days from the date of Council action on this request for the Colony MUD 1E Section 2 Phase B, Preliminary Plat (59 residential lots) being approximately 23.910 acres out of the Jose Manuel Bangs Survey A-5 within Area A of the City of Bastrop, Texas Extra Territorial Jurisdiction (ETJ).

Mayor Kesselus read agenda caption A.1 in recognition of the second reading of an ordinance, followed by his request for a motion. **MOTION-** Mayor Pro-Tem DeLaRosa made motion to approve Consent Agenda items, Seconded by Council Member Gilleland and motion carried unanimously 5-0.

B. PUBLIC HEARINGS, ORDINANCES, & OTHER ITEMS ELIGIBLE FOR CONSIDERATION AND/OR ACTION

- B.1 **PUBLIC HEARING: ON THE ADOPTION OF A RESOLUTION R2015-04 OF SUPPORT FOR THE FORM BASED CODE PLANNING INITIATIVE BY THE PLANNING AND ZONING COMMISSION, BOARD OF ADJUSTMENT, HISTORIC LANDMARK COMMISSION, FORM BASED CODE TASK FORCE AND MAIN STREET PROGRAM FOR COUNCIL'S APPROVAL OF A CITY INITIATED ZONING CHANGE & CODE AMENDMENTS FOR THE GREATER DOWNTOWN FORM BASED CODE (FBC) AREA BOUNDED GENERALLY BY HAWTHORNE ST. TO THE NORTH, HWY 95 TO THE EAST, COLLEGE ST./HWY 71 TO THE SOUTH, & THE COLORADO RIVER TO THE WEST. (McCollum)**

At 7:38 pm, Mayor Kesselus opened the Public Hearing. Planning and Development Director McCollum addressed the Council and advised them that the Planning and Zoning had held a public hearing on February 17, 2015 and on Thursday, February 26, 2015 and voted unanimously to recommend approval of the City initiated code amendments and regulation plan for the Downtown Form Based Code Area. She requested the Council's approval of the Resolution supporting the Form Based Code Planning Initiative proposed by the Planning and Zoning Commission, Board of Adjustment, Historic Landmark Commission, Form Based Code Task Force and the Main Street Program.

Mayor Kesselus invited public comments, but with no response he closed the Public Hearing at 7:45 pm.

- B.2 **CONSIDERATION, DISCUSSION AND POSSIBLE ACTION ON THE FIRST READING OF A PROPOSED ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BASTROP, TEXAS AMENDING CITY OF BASTROP, TEXAS ZONING ORDINANCE NO. 99-37, AS AMENDED,; ADDING NEW SECTION EXHIBIT "B" TO ESTABLISH A DOWNTOWN FORM BASED CODE ZONING ('FBC') DISTRICT; PROVIDING DEFINITIONS, USES, AND STANDARDS FOR DEVELOPMENT WITHIN THE FBC DISTRICT; PROVIDING FOR A PENALTY FOR VIOLATIONS; PROVIDING FOR PUBLICATION; AND PROVIDING AN EFFECTIVE DATE. (McCollum)**

Mayor Kesselus invited Planning and Development Director McCollum who requested the Council's approval of the first reading of an amendment to Ordinance 99-37 adding a new section to establish a Form Based Code Zoning (FBC) District in the greater downtown area.

The Council thanked the participating members on the Boards, Commissions, and Task Force for their efforts in this endeavor. City Manager Talbot thanked Mrs. McCollum for her department's efforts and acknowledged this as a Council directed project that had been completed ahead of schedule. The Council echoed City Manager Talbot's accolades for the Planning and Department staff.

ABSTENTION- Council Member Gilleland requested to recuse herself from the agenda item and from any participation, discussion, vote, or action related to the matter because of a business relationship. **Attachment**

Mayor Kesselus requested a motion.

MOTION- Council Member McAnally made the motion to approve the First Reading of Ordinance No. 99-37, amending/adding new section Exhibit "B" to establish a downtown form based code zoning ('FBC') District; providing definitions, uses, and standards for development within the FBC District; providing for a penalty for violations; providing for publication; and providing an effective date. Seconded by Council Member Jackson and motion carried unanimously 4-1. **Aye:** McAnally, Jackson, Beal, DeLaRosa **Abstention:** Gilleland

Mayor Kesselus acknowledged the second reading of the amended ordinance would be placed under New Business on the upcoming City Council agenda allowing time for the public to attend and express their support and/or concern.

C. OLD BUSINESS

At 7:50 pm, Mayor Kesselus called for an eight-minute recess and reconvened into open session at 7:58 pm.

D. NEW BUSINESS

- D.1 **CONSIDERATION, DISCUSSION AND POSSIBLE ACTION ON THE APPROVAL OF THE FIRST READING OF AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF BASTROP, TEXAS CANCELLING THE MAY 9, 2015 GENERAL ELECTION OF THE CITY OF BASTROP, TEXAS AND DECLARING EACH UNOPPOSED CANDIDATE ELECTED TO OFFICE. (Kesselus)**

Mayor Kesselus stated the ordinance would be adopted after one reading to meet the Secretary of State requirements to cancel an election. He then requested a motion.

MOTION- Council Member Beal made the motion to adopt the Ordinance cancelling the May 9, 2015 General Election in the City of Bastrop, Texas and declaring each unopposed candidate elected to office. Seconded by Council Member Jackson and motion carried unanimously 5-0.

MAYOR KESSELUS MOVED UP AGENDA ITEMS D.6 AND D.7**D.6 CONSIDERATION, DISCUSSION, AND POSSIBLE ACTION APPROVING ACCESS, DEMOLITION, AND REMOVAL AGREEMENT DESCRIBED AS THE FORMER BASTROP ADVERTISER BUILDING & ALL FEES ASSOCIATED WITH THE PERMITTING TO THE VETERANS OF FOREIGN WARS POST 12104. (Talbot)**

City Manager Talbot requested the Council's consideration and approval of the aforementioned agreement pertaining to the Bastrop Advertisement Building. Mayor Kesselus requested a motion.

MOTION- Mayor Pro-Tem DeLaRosa motioned to approve the access, demolition, and removal agreement described as the former Bastrop Advertiser Building and all fees associated with the permitting to the Veterans of Foreign Wars Post 12104 with the correction to reflect 90 days as recommended by the City Manager. Seconded by Council Member Gilleland, motion carried unanimously 5-0.

D.7 CONSIDERATION, DISCUSSION AND POSSIBLE ACTION ON THE PRELIMINARY PLAT FOR THE 969 SUBDIVISION BEING +/-51.02 ACRES WITHIN THE JOSIAH WILBARGER SURVEY, ABSTRACT NO. 70, LOCATED WITHIN AREA A OF THE BASTROP, TEXAS EXTRA TERRITORIAL JURISDICTION (McCOLLUM)

Planning and Development Director McCollum addressed the Council and informed them that the Planning & Zoning Commission had held a meeting on February 26, 2015; with a majority vote of 7-1 they motioned to request the City Council's acceptance of the 969 Preliminary Plat.

MOTION- Council Member Beal made the motion to approve the preliminary plat for the 969 subdivision being +/-51.02 acres within the Josiah Wilbarger survey, Abstract No. 70, located within area A of Bastrop, Texas Extra Territorial Jurisdiction. Seconded by Mayor Pro-Tem DeLaRosa, motion carried unanimously 5-0.

MAYOR KESSELUS RETURNED TO AGENDA ITEM D.2 THROUGH D.5 AND D.8 & D.9**D.2 CONSIDERATION, DISCUSSION, AND POSSIBLE ACTION ON THE FIRST READING OF AN ORDINANCE OF THE CITY OF BASTROP, TEXAS, AMENDING CHAPTER 13 "UTILITIES" TO ADD ARTICLE 13.11 "RECLAIMED WATER" AND ARTICLE 13.12 "TRANSPORTATION OF RECLAIMED WATER"; ESTABLISHING CONDITIONS AND RESTRICTIONS RELATED TO RECLAIMED WATER; ESTABLISHING PENALTIES FOR THE VIOLATION OF AND PROVISIONS FOR ENFORCEMENT OF THESE RESTRICTIONS; PROVIDING A SAVING CLAUSE; PROVIDING FOR PUBLICATION; AND PROVIDING SEVERABILITY AND AN EFFECTIVE DATE. (Talbot)**

City Manager Talbot stated that the Council had requested an analysis on the use of wastewater effluent and via TCEQ's requirements, we are now permitted to sell effluent for construction purposes only. The Council thanked City Manager Talbot, and he thanked City Consultant Gene Kruppa, City Attorney Jo-Christy Brown, and the City Engineer Brandon and Utility Director Job. Mayor Kesselus requested a motion.

MOTION- Council Member McAnally made motion to accept the first reading of the ordinance amending chapter 13 "Utilities" to add article 13.11 "Reclaimed Water" and article 13.12 "Transportation of Reclaimed Water"; establishing conditions and restrictions related to reclaimed water; establishing penalties for the violation of an provisions for enforcement of these restrictions; providing a saving clause; providing for publication; and providing severability and an effective date. She requested the second reading of the ordinance be placed on the content agenda. Seconded by Mayor Pro-Tem DeLaRosa and motion carried unanimously 5-0.

D.3 CONSIDERATION, DISCUSSION AND POSSIBLE ACTION REGARDING THE MODIFICATION OF THE CURRENT POLICY FOR EXPENDING HOTEL OCCUPANCY TAX FUNDS.)

Mayor Kesselus pulled this item from the agenda.

D.4 CONSIDERATION, DISCUSSION AND POSSIBLE ACTION TO APPROVE A RESOLUTION OF THE CITY COUNCIL OF BASTROP, TEXAS REGARDING THE CITY'S GROUNDWATER RIGHTS AND WATER SUPPLY. (McAnally)

Mayor Kesselus requested a motion, Council Member McAnally made a motion to approve the Resolution by the City Council of Bastrop, Texas regarding the City's Groundwater Rights and Water Supply. Council Member Gilleland seconded the motion.

Mayor Kesselus invited discussion, and Council Member McAnally stated she respected Council Member Beal's opinion, however she was expressing concern over letters and phone calls she had received regarding his attendance/participation at a recent City Council Meeting in Austin regarding water issues. The Council held a discussion offering their personal insight; Mayor Pro-Tem DeLaRosa's interjected and offered clarification that the Resolution being presented was for clarity and transparency. Council Members McAnally and Gilleland expressed their support for the Resolution as it demonstrated the City's intent at the upcoming Water District Meeting scheduled for March 23, 2015.

Council Member Jackson eloquently made the motion to have sections 1-5 and paragraph 6 stricken from the agreement. Council Member Beal again expressed that his intent was to set the record straight, because people are confused about his participation at the Austin City Council Meeting; he was called upon for his expert opinion due to extensive background with water issues/concerns. Council Member Gilleland added that although she was in support of the Resolution, she was not in support of the way it was written. Council Member McAnally requested the City

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Manager's opinion, and he stated there are many variable considered during the permitting process and this Resolution would be a transparent gesture in support of our application with the Water District.

Mayor Kesselus called for a vote and the Council unanimously agreed to accept the discussion to amend the Resolution and not approve the Resolution as presented. Mayor Kesselus called for a motion.

MOTION- Council Member Jackson made the motion to amend the resolution and have sections 1-5 and paragraph 6 stricken from the agreement, seconded by Council Member Gilleland and the motion to amend the resolution passed with a unanimous vote 5-0.

1 CONSIDERATION, DISCUSSION AND POSSIBLE ACTION ON ACCEPTANCE OF THE SEVENTH AMENDED BYLAWS OF THE BASTROP ECONOMIC DEVELOPMENT CORPORATION OF THE CITY OF BASTROP, TEXAS (Talbot)

City Manager Talbot requested the Council's acceptance of the Seventh Amended Bylaws of the Bastrop Economic Development Corporation of the City of Bastrop, Texas. The Council held a discussion and received clarification from the City Attorney regarding the staggering terms on appointments. Mayor followed with a request for a motion.

MOTION- Council Member Beal motioned to accept the Seventh Amended Bylaws of the Bastrop Economic Development Corporation of the City of Bastrop, Texas. Seconded by Mayor Pro-Tem DeLaRosa and motion carried unanimously 5-0.

D.8 CONSIDERATION, DISCUSSION, AND POSSIBLE ACTION ON THE ACCEPTANCE OF THE UNAUDITED MONTHLY FINANCIAL REPORTS AND QUARTERLY INVESTMENT REPORT FOR THE PERIOD ENDING JANUARY 31, 2015. (Stovall)

Chief Financial Officer Stovall addressed the Council and requested the acceptance of the aforementioned agenda item. Mayor Kesselus requested a motion.

MOTION- Mayor Pro-Tem DeLaRosa motioned to accept the unaudited monthly financial reports and quarterly investment report for the period ending January 31, 2015. Seconded by Council Member McAnally and motion carried unanimously 5-0.

D.9 BOARD APPOINTMENT BY MAYOR KESSELUS AND SUBJECT TO CONFIRMATION BY THE BASTROP CITY COUNCIL ON THE APPOINTMENT OF CARLOS G. LIRIANO, AS THE SEAT 6 MEMBER TO FILL AN UNEXPIRED TERM ON THE BASTROP ECONOMIC DEVELOPMENT CORPORATION BOARD; & ON JUNE 2016, COMMENCE A 2YR TERM EXPIRES JUNE 2018

Mayor Kesselus requested the Councils confirmation of appointment for Carlos Liriano to fill seat 6 an unexpired term on the Bastrop Economic Development Corporation Board. Mayor Kesselus requested a motion.

MOTION- Council Member Jackson made motion to confirm the appointment of Carlos Liriano to fill seat 6, an unexpired term on the Bastrop Economic Development Corporation Board. Seconded by Mayor Pro-Tem DeLaRosa and motion carried unanimously 5-0.

PRELIMINARY
Subject To Change
Date 4.10.15

At 9:28 pm, Mayor Kesselus moved into Executive Session to discuss items 2 and 3.

E. EXECUTIVE SESSION

E.1 The Bastrop City Council will meet in a closed/executive session pursuant to the Texas Government Code, Chapter 551, *et seq*, to discuss the following:

1. ~~SECTION 551.071(1)(A)-Consultation with Attorney concerning:(1) potential, pending, threatened, and/or contemplated litigation or claims, including but not limited to and/or SECTION 551.071(2) matter upon which the Attorney has a duty and/or responsibility to report to the governmental body, and/or any other matters posted on the agenda~~
2. **SECTION 551.072- Deliberation regarding real property: Regarding the purchase, exchange, lease, disposition, or value of real property**
3. ~~SECTION 551.074- Personnel Matters:~~
4. **SECTION 551.086 - Certain Public Power Utilities: Competitive Matters.**

E.2 The Bastrop City Council will reconvene into open session to discuss, consider and/or take any actions necessary related to the executive sessions noted herein, or regular agenda items, noted above, and/or related items.

At 9:48 p.m., Mayor Kesselus reconvened into regular session. No action taken.

F. ADJOURNMENT – Council Member Gilleland moved to adjourn, seconded by Council Member Jackson and the meeting adjourned at 9:49 pm.

Approved _____
Kenneth W. Kesselus, Mayor

Attest _____
Elizabeth Minerva Lopez, City Secretary

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Drought conditions worsen along Highland Lakes

Record-low inflows in streams and tributaries contribute to revised water inventory estimate

Feb. 18, 2015

Preliminary 2014 data shows the drought gripping the Highland Lakes is now the most severe drought the region has experienced since construction of the lakes began in the 1930s.

As a direct result of the prolonged record-dry conditions and record-low inflows from the streams and tributaries feeding the Highland Lakes, the "firm yield," or inventory of water LCRA can provide reliably every year, has been decreased by about 100,000 acre-feet, to 500,000 acre-feet per year. (An acre-foot of water is 325,851 gallons.) Further reductions in firm yield are possible as the drought continues.

LCRA staff provided its revised firm yield estimates in an update to the LCRA Board of Directors during a Water Operations Committee meeting on Feb. 18.

In the presentation, staff reported preliminary data shows the Highland Lakes are now in a new "critical period" marking the driest conditions on record, eclipsing the 1947-57 drought that until now was the worst on record for this region.

"We're in a historic drought like we've never seen in our lifetimes," said Phil Wilson, general manager of the Lower Colorado River Authority. "Based on our preliminary analysis of 2014 data, we are now in a new critical period. As a result, our reliable inventory has been reduced by 100,000 acre-feet a year, to 500,000 acre-feet per year. Even in these conditions, however, lakes Travis and Buchanan remain significantly above their all-time lows, thanks to smart water management decisions and excellent water saving efforts by our customers throughout the lower Colorado River basin."

The most water used by firm customers in a single year was about 250,000 acre-feet in 2011, far below the estimated 500,000 acre-feet per year firm yield.

Lakes Travis and Buchanan are the primary water supply reservoirs for many cities in Central Texas. On Feb. 18, the lakes stood at about 717,000 acre-feet, or 36 percent of capacity, – almost 100,000 acre-feet higher than the all-time low combined storage of 621,221 acre-feet, or 32 percent of capacity, seen in 1952.

The revised estimate of the firm yield changes the amount of water available for sale in the future, but does not impact existing contracts, such as those held by the City of Austin and other firm customers. Since 2008, the average annual increase in new firm water commitments has been about 350 acre-feet per year.

"LCRA has water available to meet all our existing contracts," Wilson said. "The good news is the reservoirs are doing what they were designed to do – capturing water when it rains and holding it for use during droughts. At the same time, LCRA continues to aggressively work to expand the region's water supplies – including building a new reservoir near the Texas coast – to make sure our region has the water it needs for future growth."

Late last year, LCRA broke ground on the Lane City Reservoir in Wharton County. Once complete in 2017, the reservoir will be capable of adding up to 90,000 acre-feet per year to the water supply.

It's important to note the firm yield is unrelated to trigger levels in the 2010 Water Management Plan. The state-approved plan, which determines how water is allocated in a drought, sets out three triggers that must be met before the LCRA Board issues a Drought Worse Than Drought of Record (DWDR) declaration. Those triggers are:

- 24 months since lakes Travis and Buchanan were full.
- Prolonged low inflows worse than inflows during the 1947-57 drought.
- Combined storage in lakes Travis and Buchanan at less than 600,000 acre-feet.

After a DWDR declaration, LCRA would cut off Highland Lakes water for remaining interruptible customers and would impose mandatory across-the-board water use cutbacks of 20 percent for firm customers. Current estimates show the earliest combined storage could hit 600,000 acre-feet is the May-June time frame.

February 20, 2015

Mayor Ken W. Kesselus
City of Bastrop
1301 Church Street
Bastrop, Texas 78602

Dear Mayor Kesselus:

In light of the fact that some of our residents had questions about my participation in a recent Austin City Council policy discussion, I wanted to provide you and the rest of the Council with some additional background, which I have outlined below.

On February 9, 2015 I was invited by new Austin Mayor Steve Adler to participate in a Council discussion addressing water issues, neighborhood issues, and transportation and mobility matters within the City of Austin.

Mayor Adler asked me because I am an expert on water issues and policies, having spent my entire 50-year career (including 12 years at LCRA) on water issues. Although I am a 20 year resident of Bastrop and have served on the Bastrop City Council with pride for a number of years, I went there as an individual. And I believe I gave them good advice - figure out your water issue and solve it now because surrounding communities are dependent on your economic viability."

To summarize my council remarks:

- Cities upstream of Bastrop utilize water from a single source - the Highland Lakes on the Colorado River (Austin and much of Williamson County are the major users).
- While Austin and the Central Texas region has and continues to experience massive population growth and a booming economy, it is a fact that this single source of water is dwindling.
- The LCRA has issued statement after statement warning that this water system is experiencing tremendous stress and is reaching unprecedentedly low levels.
- Austin needs to diversify its water supply now for the benefit of the region.

Why is this important to all of us in the Bastrop community? Because as you know, surrounding counties are dependent on Austin's continued growth for sustained economic success. The bottom-line for us is that so goes Austin, so goes Bastrop.

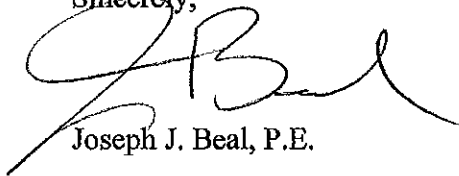
Since my participation in this meeting, the urgency of Austin's water situation has only escalated. On February 18 the LCRA issued a release that stated they had underestimated the amount of water that is available to serve Austin area residents:

"Preliminary 2014 data shows the drought gripping the Highland Lakes is now the most severe drought the region has experienced since construction of the lakes began in the 1930s.

As a direct result of the prolonged record-dry conditions and record-low inflows from the streams and tributaries feeding the Highland Lakes, the "firm yield," or inventory of water LCRA can provide reliably every year, has been decreased by about 100,000 acre-feet, to 500,000 acre-feet per year. (An acre-foot of water is 325,851 gallons.) Further reductions in firm yield are possible as the drought continues."

So the issue we all face today is not whether communities in Central Texas (and around the state for that matter) need to develop additional water resources, but rather where, when and at what cost. Urban areas are going to get the water they need one way or the other and I think it is critically important for our community to be a proactive part of this discussion or we could be left behind.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Beal', written over the printed name.

Joseph J. Beal, P.E.

Attachment: LCRA firm yield announcement

AFFIDAVIT OF CONFLICT OF INTEREST

THE STATE OF TEXAS

§

COUNTY OF BASTROP

§

Board/Commission:

City Council

Date of Meeting:

03-10, 2015

Agenda Item Number:

B2

I, Kelly Gilleland make this affidavit of a conflict of interest and recusal, pursuant to the City of Bastrop's Ethic's Ordinance, and on oath state the following:

I am hereby recusing myself from the agenda item noted above, and from any participation, discussion, vote, or action related to this matter, because my action on this item is likely to affect the Economic Interests of me and/or the person(s) or entity(ies) I have noted below. (Check all which are applicable)

- ☐ me, or
- ☐ my parent(s), child(ren), spouse, or other family member(s) within the third degree of consanguinity or second degree of affinity, or
- ☐ member(s) of my household, or
- ☐ client(s) of mine, or
- ☐ outside employer(s) of mine or of my parent(s), child(ren), or spouse, or
- ☐ a Business Entity in which I or the people I know and/or am related to (as named above) hold an Economic Interest, or
- ☐ a Business Entity which I know is an affiliated business or partner of a Business Entity in which any of the persons I know and/or am related to (as named above) holds an Economic Interest, or
- ☐ a Business Entity or nonprofit entity for which I serve as an officer or director or in any other policy making position, or
- ☒ a person or Business Entity:

(1) from whom, within the past twelve months, I or my spouse, child or parent, directly or indirectly has (i) solicited, (ii) received and not rejected, or (iii) accepted an offer of employment, whether compensated or not and regardless of the level of compensation; or

(2) with whom I or my spouse, directly or indirectly is engaged, or within the past twelve months engaged, in negotiations pertaining to business opportunities.

Upon the filing of this affidavit with the Official Record Keeper of the City, I affirm that I will abstain from voting on any decision involving this business entity and from any further participation on this matter whatsoever.

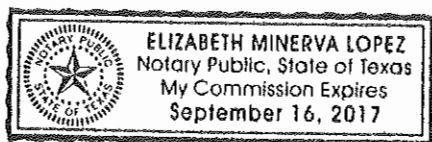
Signed this 10th day of March, 2015.

Kelly M Gilleland
Signature of Official

Council Member
Title

BEFORE ME, the undersigned authority, this day personally appeared _____ and on oath stated that the facts hereinabove stated are true to the best of their knowledge or belief.

SWORN TO AND SUBSCRIBED BEFORE ME on this 10 day of March, 2015.



[Signature]
Notary Public in and for the State of Texas

ⁱ *Economic Interest* includes, but is not limited to legal or equitable property interests in land, chattels, and intangibles, and contractual rights having more than *de minimis* value. Unpaid service by a City Official or Employee as an officer, director, advisor, or otherwise active participant in an educational, religious, charitable, fraternal, or civic organization does not create, for that City Official or Employee, an economic interest in the property of the organization. Ownership of an interest in a mutual or common investment fund that holds securities or other assets is not an economic interest in such securities or other assets unless the person in question participates in the management of the fund. Ownership of stock in a publicly traded corporation does not constitute ownership for purposes of this Code if the Employee or City Official owns less than 10% of the voting stock or shares of the entity and the fair market value of the stock is less than \$15,000.

AGENDA ITEM A-2

STANDARDIZED AGENDA RECOMMENDATION FORM

DATE SUBMITTED: APR. 8, 2015

MEETING DATE: APR. 14, 2015

1. Agenda Item: **Approval of Bastrop Marketing Corporation's request for reimbursement of expenses.**
2. Party Making Request: **Karla Stovall, Chief Financial Officer**
3. Nature of Request: (Brief Overview) Attachments: Yes X No _____
4. Policy Implication: _____
5. Budgeted: X Yes _____No N/A
 Bid Amount: _____ Budgeted Amount: _____
 Under Budget: _____ Over Budget: _____
 Amount Remaining: _____
6. Alternate Option/Costs: _____
7. Routing: NAME/TITLE INITIAL DATE CONCURRENCE
8. Staff Recommendation: _____
9. Advisory Board: _____Approved _____Disapproved _____None
10. Manager's Recommendation: _____Approved _____Disapproved _____None
11. Action Taken: _____

**CITY OF BASTROP
FINANCE
DEPARTMENT**

Memo

To: Mayor, City Council and City Manager
From: Karla Stovall, Chief Financial Officer
Date: April 10, 2015
Re: Reimbursement of Accrued Bastrop Marketing Corporation Expenses

Attached is the request from Bastrop Marketing Corporation (BMC) for payment of funds in accordance with the Tourism Marketing Agreement that was signed with the City of Bastrop in November 2003.

This request is for the time period for Feb. 2015. There is a month lag in the receipt of the hotel occupancy tax monies.

It is recommended that Council approve the reimbursement of funds in the amount of \$58,057.53 for Feb. 2015 to BMC in accordance with our agreement to be spent on advertising and marketing the City of Bastrop area. This amount represents 43% of the tax collections.

If you have any questions regarding this agreement please contact me at 512-332-8820.

Bastrop Marketing Corporation ("BMC")
October 2014 through September 2015 - Budget

2 0 1 4					2 0 1 5									
	September	October	November	December	January	February	March	April	May	June	July	August	September	
HRLPR Room Revenues	\$ 2,299,365.49	\$ 2,724,285.13	\$ 2,402,471.39	\$ 1,722,040.54	\$ 1,680,111.04	\$ 1,948,304.57	\$ 3,096,600.00	\$ 2,403,800.00	\$ 2,843,000.00	\$ 3,308,000.00	\$ 3,732,800.00	\$ 3,541,500.00	\$ 2,782,820	
Exemptions	(3,169.71)	-	-	-	-	-	-	-	-	-	-	-	-	
Taxable Room Revenues	2,296,195.78	2,724,285.13	2,402,471.39	1,722,040.54	1,680,111.04	1,948,304.57	3,096,600.00	2,403,800.00	2,843,000.00	3,308,000.00	3,732,800.00	3,541,500.00		
City of Bastrop HOT Rate	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%	7%		
City of Bastrop HOT Tax	\$ 160,733.70	\$ 190,699.96	\$ 168,173.00	\$ 120,542.84	\$ 117,607.77	\$ 136,381.32	\$ 216,762.00	\$ 168,266.00	\$ 199,010.00	\$ 231,560.00	\$ 261,296.00	\$ 247,905.00		
Gross Liability to City		\$ 160,733.70	\$ 190,699.96	\$ 168,173.00	\$ 120,542.84	\$ 117,607.77	\$ 136,381.32	\$ 216,762.00	\$ 168,266.00	\$ 199,010.00	\$ 231,560.00	\$ 261,296.00	\$ 247,905.00	
Hotel Owner Collection Allowance (1%)		(1,607.34)	(1,907.00)	(1,681.73)	(1,205.43)	(1,176.08)	(1,363.81)	(2,167.62)	(1,682.66)	(1,990.10)	(2,315.60)	(2,612.96)	(2,479.05)	
Net Collection by City		159,126.36	188,792.96	166,491.27	119,337.41	116,431.69	135,017.51	214,594.38	166,583.34	197,019.90	229,244.40	258,683.04	245,425.95	
Applicable % payable to BMC		43%	43%	43%	43%	43%	43%	43%	43%	43%	43%	43%	43%	
Funds Available to BMC		68,424.33	81,180.97	71,591.25	51,315.09	50,065.63	58,057.53	92,275.58	71,630.84	84,718.56	98,575.09	111,233.71	105,533.16	
Total Budget	\$944,601.74	Allocated:	78,716.81	78,716.81	78,716.81	78,716.81	78,716.81	78,716.81	78,716.81	78,716.81	78,716.81	78,716.81	78,716.83	
Payment of Funds by City to BMC		\$ 68,424.33	\$ 81,180.97	\$ 71,591.25	\$ 51,315.09	\$ 50,065.63	\$ 58,057.53	\$ 92,275.58	\$ 71,630.84	\$ 84,718.56	\$ 98,575.09	\$ 111,233.71	\$ 105,533.16	
			Paid 1/16/2015	Paid 2/5/2015	Paid 2/19/2015	Paid 3/11/2015	Currently Due							

check: \$ -

Updated: 2/20/2015

149,605.30	221,196.55	272,511.64	322,577.27	380,634.80	472,910.38	544,541.22	629,259.78	727,834.87	839,068.58	944,601.74
157,433.62	236,150.43	314,867.24	393,584.05	472,300.86	551,017.67	629,734.48	708,451.29	787,168.10	865,884.91	944,601.74

CITY OF BASTROP

AGENDA ITEM

A-3

STANDARDIZED AGENDA RECOMMENDATION FORM

CITY COUNCIL

DATE SUBMITTED: April 1, 2015

MEETING DATE: April 14, 2015

1. Agenda Item: **Approval of the statutory denial, for a period of 180 days from the date of Council action on this request for the Resubdivision of a Portion of Lot 1 Bastrop West Commercial, Section 2 for Wal-Mart Store #1042, to create an additional commercial lot, located on Agnes Street within the City of Bastrop, Texas.**

2. Party Making Request: **Melissa McCollum, Director of Planning and Development**

3. Nature of Request: (Brief Overview) Attachments: Yes X No

A city must take action on a plat within 30 days or the plat is automatically approved.

4. Policy Implication: _____

5. Budgeted: _____ Yes _____ No N/A

Bid Amount: _____

Budgeted Amount: _____

Under Budget: _____

Over Budget: _____

Amount Remaining: _____

6. Alternate Option/Costs: _____

7. Routing: **NAME/TITLE INITIAL DATE CONCURRENCE**

8. Staff Recommendation:

9. Advisory Board: _____ Approved _____ Disapproved _____ None

10. Manager's Recommendation: _____ Approved _____ Disapproved _____ None

11. Action Taken: _____

WAL-MART REPLAT STORE # 1042 **THE RESUBDIVISION OF A PORTION OF LOT 1** **BASTROP WEST COMMERCIAL, SECTION 2**

STATE OF TEXAS |
 KNOW ALL MEN BY THESE PRESENTS
 COUNTY OF BASTROP |

I, Wal-Mart Real Estate Business Trust, owner of Lot 1 of Resubdivision of Lot 1, Bastrop West Commercial, Section 2 recorded in Cabinet 3, Page 25-B, Bastrop County Plat Records, as conveyed in Volume 987, Page 522, Bastrop County Official Records, acting by and through its Senior Director, do hereby consent to all said note requirements shown herein, and do hereby dedicate to the City of Bastrop the streets, alleys, rights-of-way, easements and public places shown herein for such public purposes as the City of Bastrop may deem appropriate. This subdivision is to be known as "WAL-MART REPLAT STORE # 1042 THE RESUBDIVISION OF A PORTION OF LOT 1, BASTROP WEST COMMERCIAL, SECTION 2".

TO CERTIFY WHICH, WITNESS by my hand this ____ day of _____, 2015.

Wal-Mart Real Estate Business Trust
 a Delaware business trust

By: _____, Senior Director

Attest:

_____, Witness

STATE OF TEXAS |
 KNOW ALL MEN BY THESE PRESENTS
 COUNTY OF BASTROP |

Before me, the undersigned authority, on this day personally appeared _____, known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that he executed the same for the purposes and consideration therein expressed, in the capacity therein stated.

GIVEN UNDER MY HAND AND SEAL of office this ____ day of _____, 20____.

Notary Public in and for the State of Texas
 My Commission expires on: _____

STATE OF TEXAS |
 KNOW ALL MEN BY THESE PRESENTS
 COUNTY OF BASTROP |

That I, Michael Turner do hereby certify that I prepared this plat from an actual and accurate on-the-ground survey of the land and that the corner monuments shown thereon were properly placed under my personal supervision, in accordance with the subdivision regulations of the City of Bastrop, Texas.

RELEASED: 3/27/15 FOR REVIEW

"PRELIMINARY: THIS DOCUMENT SHALL NOT BE RECORDED FOR ANY PURPOSE AND SHALL NOT BE USED OR VIEWED OR RELIED UPON AS A FINAL SURVEY DOCUMENT."

MICHAEL TURNER DATE
 REGISTERED PROFESSIONAL LAND SURVEYOR
 STATE OF TEXAS NO. 6441
 WINDROSE LAND SERVICES AUSTIN LTD.
 4130 COMMERCIAL CENTER DRIVE, SUITE 300
 AUSTIN, TEXAS 78744
 PHONE: 512-326-2100
 FAX: 512-326-2770
 FIRM REGISTRATION NO. 10110400

STATE OF TEXAS |
 KNOW ALL MEN BY THESE PRESENTS
 COUNTY OF BASTROP |

APPROVED THIS ____ DAY OF _____, 20____ BY THE COUNCIL OF THE CITY OF BASTROP, TEXAS.

APPROVED:

MAYOR
 CITY OF BASTROP, TEXAS

CITY SECRETARY
 CITY OF BASTROP, TEXAS

STATE OF TEXAS |
 KNOW ALL MEN BY THESE PRESENTS
 COUNTY OF BASTROP |

I, ROSE PITTSCH, CLERK OF BASTROP COUNTY, TEXAS DO HEREBY CERTIFY THAT THE FOREGOING INSTRUMENT OF WRITING AND ITS CERTIFICATE OF AUTHENTICATION WAS FILED FOR RECORD IN MY OFFICE ON THE ____ DAY OF _____, 20____ A.D. AT ____ O'CLOCK ____ M., PLAT RECORDS OF SAID COUNTY AND STATE IN DOCUMENT NO. ____ OFFICIAL PUBLIC RECORDS OF BASTROP COUNTY.

WITNESS MY HAND AND SEAL OF OFFICE OF THE COUNTY CLERK, THIS THE ____ DAY OF _____, 20____ A.D.

_____, COUNTY CLERK, BASTROP COUNTY, TEXAS.

By: _____
 DEPUTY

LOT 1, BLOCK "A", AND
 LOT 1, BLOCK "B"
 BASTROP WEST
 COMMERCIAL SECTION THREE
 (CABINET 3, PAGE 110-A,
 B.C.P.R.)



SCALE: 1" = 40'

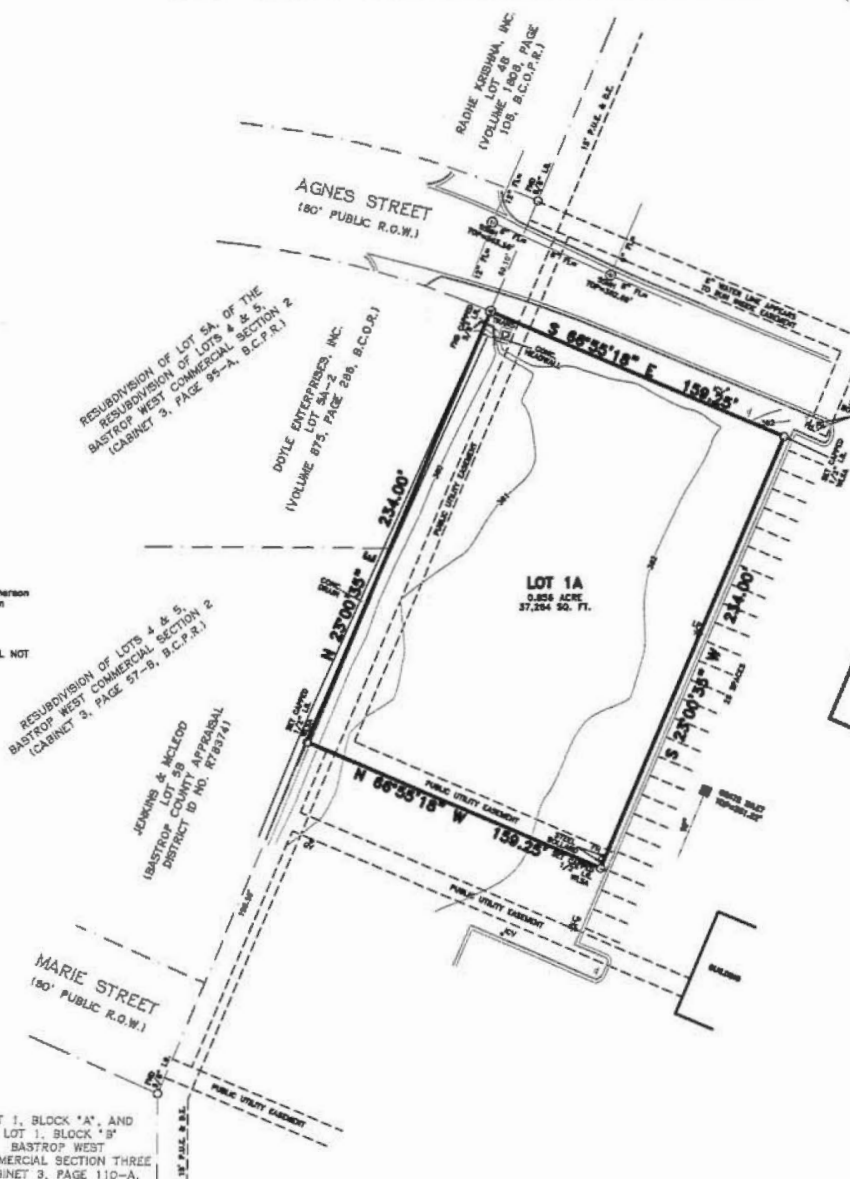
40 0 40 80 120 Feet

LEGEND

- NE - UTILITY EASEMENT
- () - RECORD INFORMATION
- ⊙ - CONTROL MONUMENT

GENERAL NOTES:

- 1) THIS PROPERTY IS LOCATED WITHIN THE CITY LIMITS OF BASTROP, TEXAS.
- 2) NO PORTION OF THIS SUBDIVISION LIES WITHIN THE BOUNDARIES OF THE 100 YEAR FLOOD PLAIN AS DEFINED BY F.E.M.A. FIRM MAP NUMBER 480022 0355 P, EFFECTIVE DATE OF JANUARY 18, 2006, AS SHOWN HEREON.
- 3) THIS REPLAT PLAT IS DESIGNED TO CREATE LOT 1A FOR FURTHER COMMERCIAL DEVELOPMENT.
- 4) THIS REPLAT DOES NOT CHANGE ANY EXISTING BOUNDARY, EASEMENTS OR SETBACKS FROM THE PRIOR PLAT.
- 5) BUILDING SETBACKS NOT SHOWN SHALL BE IN ACCORDANCE WITH CITY OF BASTROP ZONING ORDINANCE.



RECEIVED
 MAR 27 2015
 By: _____



Windrose Services

4130 Commercial Center Dr.
 Suite 300
 Austin, Texas 78744

Land Austin

Telephone: (512) 326-2100
 Fax: (512) 326-2770
 COPYRIGHT 2015 WINDROSE LAND SERVICES AUSTIN, ALL RIGHTS RESERVED

CITY OF BASTROP

AGENDA ITEM D-1

STANDARDIZED AGENDA RECOMMENDATION FORM

CITY COUNCIL

DATE SUBMITTED: April 9, 2015MEETING DATE: April 14, 2015

1. Agenda Item: **CONSIDERATION, DISCUSSION, REVIEW AND POSSIBLE ACTION REGARDING DIRECTING THE CITY MANAGER TO COORDINATE WITH OFFICIALS FROM XS RANCH TO CONTINUE WORK ON THE CREATION OF A "PUBLIC IMPROVEMENT DISTRICT" FOR PHASE ONE OF THE XS RANCH PROPERTY LOCATED IN THE EXTRA TERRITORIAL DISTRICT OF THE CITY OF BASTROP, AND TO CONCURRENTLY REMOVE PHASE ONE FROM THE MUNICIPAL UTILITY DISTRICT, SO AS TO ELIMINATE ANY POTENTIALLY DUPLICATIVE DISTRICT FEES FOR FUTURE RESIDENTS.**

2. Party Making Request: Michael H. Talbot, City Manager

3. Nature of Request: (Brief Overview) Attachments: Yes x No

At the March 27, 2014 "Regular City Council Meeting" there was an agenda item regarding the creation of a "Public Improvement District" ("PID") for Phase One of the XS Ranch Project. Officials of XS Ranch, along with their consultants, made a presentation to the City Council regarding the potential creation of a PID solely for Phase One of the XS Ranch Project. At the meeting, the XS Ranch representatives provided the City Council a hand-out, which they reviewed with Council, discussing topics concerning the PID creations, including: 1. The process and reason behind the XS Ranch's desire to create a PID in the City's Extra-Territorial Jurisdiction, 2. How the proposed PID would function for the XS Ranch development, 3. What the City's role in that process would be, 4. How the PID varies from the existing MUD, and 5. How the MUD for Phase One would be dissolved in the area that would be covered by the PID, to avoid duplicative District fees for residents in the XS Ranch development. Dan Wegmiller the City's Financial Advisory and Bart Fowler the City's Bond Counsel will be present Tuesday evening to address any concerns or questions the Council has related to the XS Ranch presentation. XS Ranch will be seeking the Council's approval, on Tuesday evening, to allow the staff to continue working toward the creation of the PID related solely to Phase One of the XS Ranch Development, or in the alternative to hearing what additional information or work XS should do to carry this matter forward for future approval of the PID's formation by the City.

4. Policy Implication: _____

5. Budgeted: _____ Yes _____ No _____ N/A

Bid Amount: _____

Budgeted Amount: _____

Under Budget: _____

Over Budget: _____

Amount Remaining: _____

6. Alternate Option/Costs: _____

7. Routing: NAME/TITLE INITIAL DATE CONCURRENCE

8. Staff Recommendation:

9. Advisory Board: _____ Approved _____ Disapproved _____ None

10. Manager's Recommendation: _____ Approved _____ Disapproved _____ None

11. Action Taken: _____

XS Ranch
XS Ranch Public Improvement District
City Council Presentation
City of Bastrop, Texas

XS Ranch

What is a Public Improvement District?

- **Economic development tool** created by State of Texas to finance construction of **public improvements**
- Improvements can be funded through bonds or assessments only
- City uses bond revenue to **immediately fund projects** benefitting property in the PID and assesses PID property owners to repay bonds
- **Assessments are fixed amount and terminate when bonds are repaid**
- **Bond proceeds are held by Trustee** selected by the City
- **PIDs are not separate political subdivisions**

XS Ranch

What Costs are Qualified for a PID?

- Streets and sidewalks;
- Public safety and security services;
- Water, wastewater, health and sanitation, and drainage facilities
- Acquisition of rights of way;
- Art;
- Creation of pedestrian malls;
- Erection of fountains;
- Landscaping and other aesthetics;
- Library facilities;
- Mass transit;
- Park, recreation and cultural facilities;
- Parking facilities; and,
- Acquisition, renovation and/or construction of affordable housing.

XS Ranch

How Does Use of a PID Benefit the City of Bastrop?

- **Accelerates project development**
- **Enhances project viability** by assuring infrastructure will be in place when needed thereby increasing assessed valuations
- **Facilitates private equity investment and debt financing**
- PID bond issuance and structure are **controlled by City**
- No “**extra taxation**” as Project is not within City limits

XS Ranch

How Does Use of a PID Affect the City of Bastrop?

- **“Development pays for itself”**
- **No negative financial or legal impact to the City of Bastrop**
- **No costs to the City of Bastrop**
- **PID bonds are non-recourse to the City of Bastrop**
- **PID bonds will not materially reduce City’s bonding capacity**
- **No reduction of City sales and ad valorem tax revenues as occurs with TIRZs**
- **All administrative requirements may be outsourced to third parties**

XS Ranch

Why Are PID Bonds Non-Recourse to the City?

Page 1 of the PID Bond Offering Statement will state (***bolding added***):

THE BONDS ARE SPECIAL OBLIGATIONS OF THE CITY **PAYABLE SOLELY FROM PLEDGED REVENUES** AND ANY OTHER FUNDS HELD UNDER THE INDENTURE, AS AND TO THE EXTENT PROVIDED IN THE INDENTURE. **THE BONDS DO NOT GIVE RISE TO A CHARGE AGAINST THE GENERAL CREDIT OR TAXING POWERS OF THE CITY** AND ARE NOT PAYABLE EXCEPT AS PROVIDED IN THE INDENTURE. **THE OWNERS OF THE BONDS SHALL NEVER HAVE THE RIGHT TO DEMAND PAYMENT THEREOF OUT OF ANY FUNDS OF THE CITY OTHER THAN THE PLEDGED REVENUES AND ANY OTHER FUNDS HELD UNDER THE INDENTURE, AS AND TO THE EXTENT PROVIDED IN THE INDENTURE. THE CITY SHALL HAVE NO LEGAL OR MORAL OBLIGATION TO PAY THE BONDS OUT OF ANY FUNDS OF THE CITY OTHER THAN THE PLEDGED REVENUES.**

XS Ranch

Additional Risk Protection for the City

The Bond Indenture can include the following provision:

No provision of this Indenture, the Bonds, the Assessment Ordinance, or any agreement, document, instrument, or certificate executed delivered or approved in connection with the issuance, sale, delivery, or administration of the Bonds, ***shall require the City to expend or risk its own general funds or otherwise incur any financial liability*** (other than with respect to the Pledged Revenues) in the performance of any of its obligations hereunder, or in the exercise of any of its rights or powers, if in the judgment of the City there are reasonable grounds for believing that the repayment of such funds or liability is not reasonably assured to it.

Source: **INDENTURE OF TRUST** By and Between **CITY OF LAGO VISTA, TEXAS** and **U.S. BANK NATIONAL ASSOCIATION**, As Trustee - **CITY OF LAGO VISTA, TEXAS SPECIAL ASSESSMENT REVENUE BONDS, SERIES 2012 (TESSERA ON LAKE TRAVIS PUBLIC IMPROVEMENT DISTRICT MAJOR IMPROVEMENT AREA PROJECT)**

XS Ranch

How Does a PID Financing Benefit Homeowners?

- **Cost certainty** over life of property ownership through fixed nature of assessments
- **Finite life of obligations** due to fixed term of PID
- **Ultimate flexibility** as assessment can be prepaid without penalty at any time
- **Increased property values** do not increase assessment costs
- **No impact** on “my home” or “my property” by actions of others

XS Ranch

What is the PID Repayment Mechanism?

- Assessments placed on each individual parcel or lot
- Assessments are due only for life of PID
- Assessments are **paid annually**
- Typical delinquency penalties apply
- **Only landowner is responsible** for assessment payment
- All homeowner obligations are **known and certain** at time of purchase

XS Ranch

What is the PID Bond Collateral?

- City, County and ISD Tax Liens remain in first payment priority position
- The PID debt is **secured by a Special Assessment Lien** on the PID Land
- Project appraised value (land “**as is**” plus value of improvements to be constructed with bond funds) is primary factor in determining bond capacity (**typical bond size is 1/3 of appraised value**)
- **Does not rely upon future development** to create value to support bond issue and debt payment

XS Ranch

Public Improvement Districts Bond Offerings State of Texas

Jurisdiction	Project	Developer/ Owner	Bond Size	Value to Lien	Closing Date
Waxahachie	North Grove*	John Houston Homes	\$ 6,675,000	3.01	Mar-15
Westlake	Entrada	Centurion American	\$ 26,175,000	3.42	Feb-15
Celina	Lakes at Mustang Ranch	Cambridge	\$ 22,150,000	3.43	Jan-15
Galveston	Bayside at Waterman's*	Stonehenge Development	\$ 9,600,000	3.06	Dec-14
Leander	Oak Creek*	Sentinel/Cotter	\$ 5,200,000	4.02	Nov-14
Celina	Creeks of Legacy	Centurion American	\$ 15,500,000	2.80	Jul-14
Hackberry	Shores at Hidden Cove	Lennar	\$ 4,850,000	3.00	Jul-14
Flower Mound	River Walk at Central Park	Centurion American	\$ 16,000,000	3.09	May-14
Fate	Williamsburg	Centurion American	\$ 8,075,000	5.71	Apr-14
Little Elm	Valencia	Centurion American	\$ 16,240,000	3.26	Feb-14
Austin	Estancia*	Stratford Land	\$ 12,590,000	3.00	Jul-14
Lago Vista	Tessera*	Hines	\$ 24,690,000	3.31	Nov-12
Austin	Whisper Valley*	Taurus	\$ 33,985,168	4.35	Nov-11
Austin	Indian Hills*	Taurus	\$ 5,192,350	4.43	Nov-11

* - DPFG served as Special Assessment Consultant to Developer/Owner

XS Ranch

Other Selected Texas Jurisdictions Pursuing PID Projects

- Hays County* (PID Approved)
- Kyle*
- Dripping Springs*
- Austin*
- San Marcos* (PID Approved)
- Mansfield*
- Denton* (PID Approved)
- Leander*
- Celina*
- Mesquite
- Oak Point* (PID Approved)
- Manor*
- Marble Falls*
- Midland County*
- Bexar County*
- Kendall County*
- Royse City*

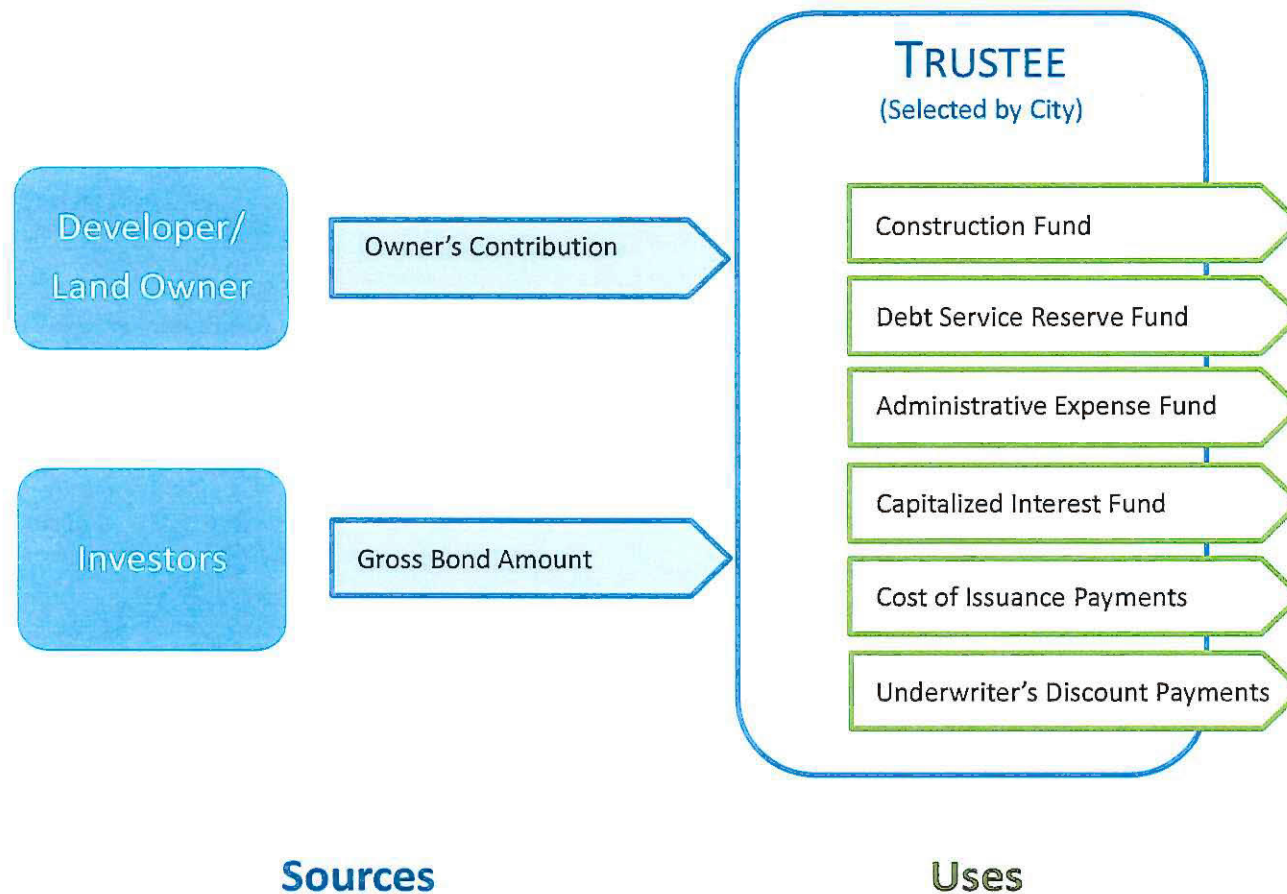
* DPFG is serving as Special Assessment Consultant to the Developer

XS Ranch

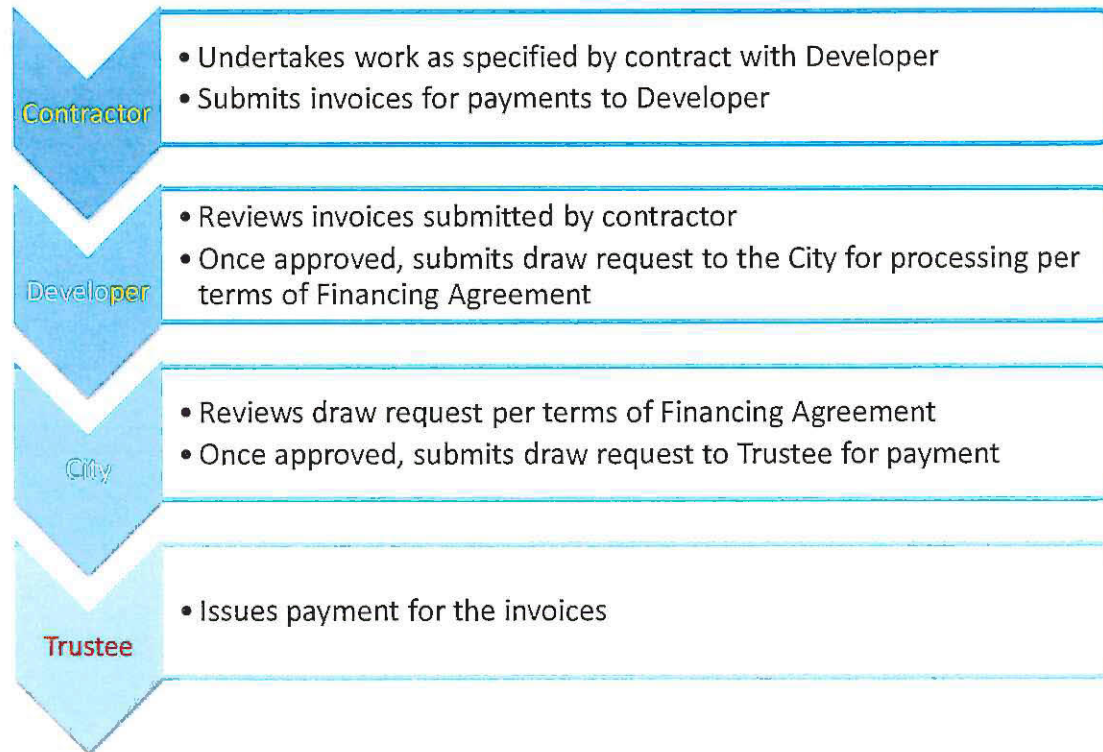
What is the Typical Sequence of Events for an Initial Project PID Bond Issue?

- Introduction of PID to City
- Preparation of PID Petition by developer
- City Council Meeting to Accept PID Petition
- Public Hearing to Approve Formation of PID
- Preparation of Project and Finance Plan
- Public Hearing to Approve Project and Finance Plan and Levy Assessments
- Initiate Property Appraisal
- Initiate Preparation of Bond Documentation
- City Council Review and Approval of Bond Issue
- Complete Bond Issue
- Initiate Construction of infrastructure improvements

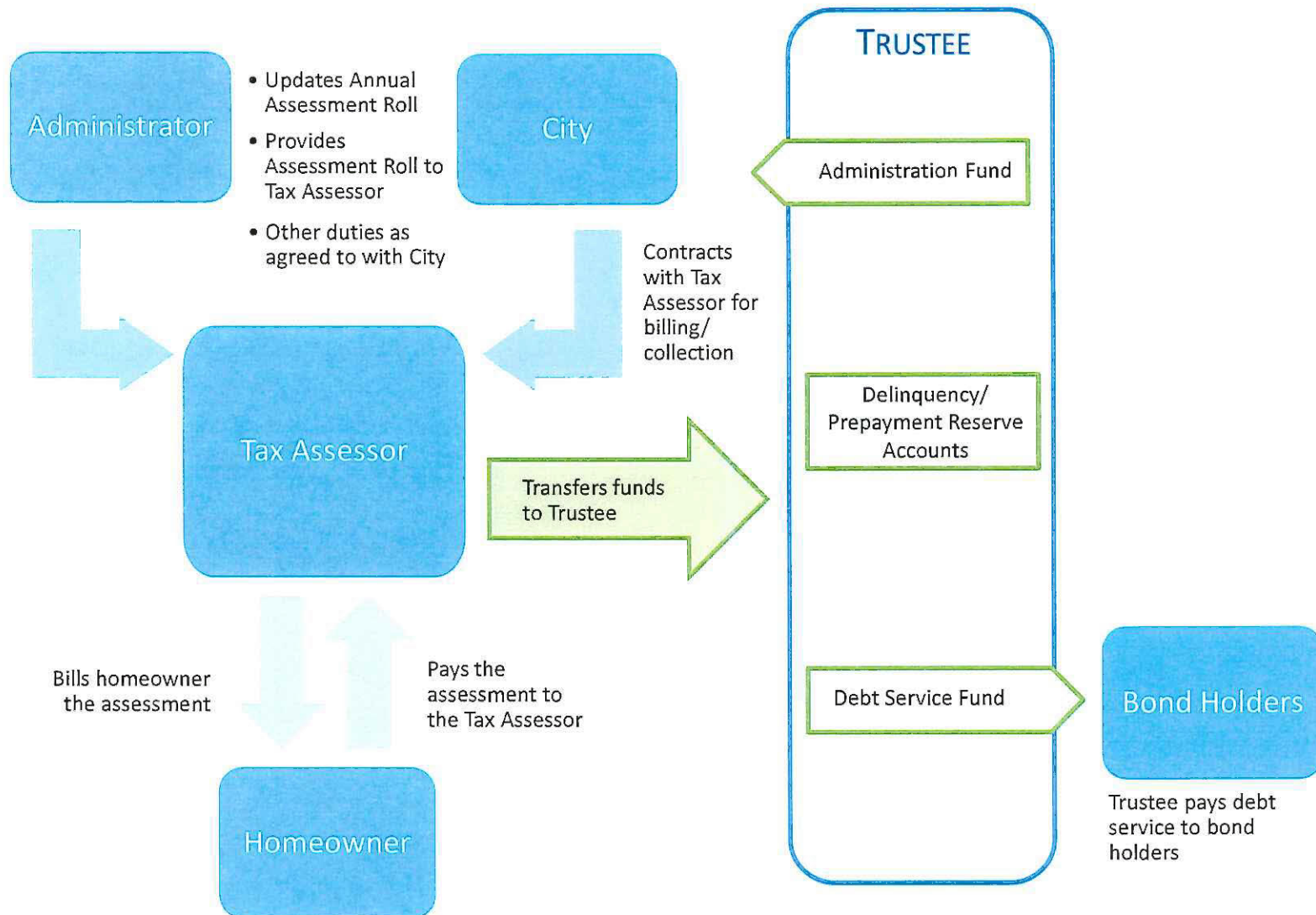
PID Bond Issuance Process



Construction Funding Process



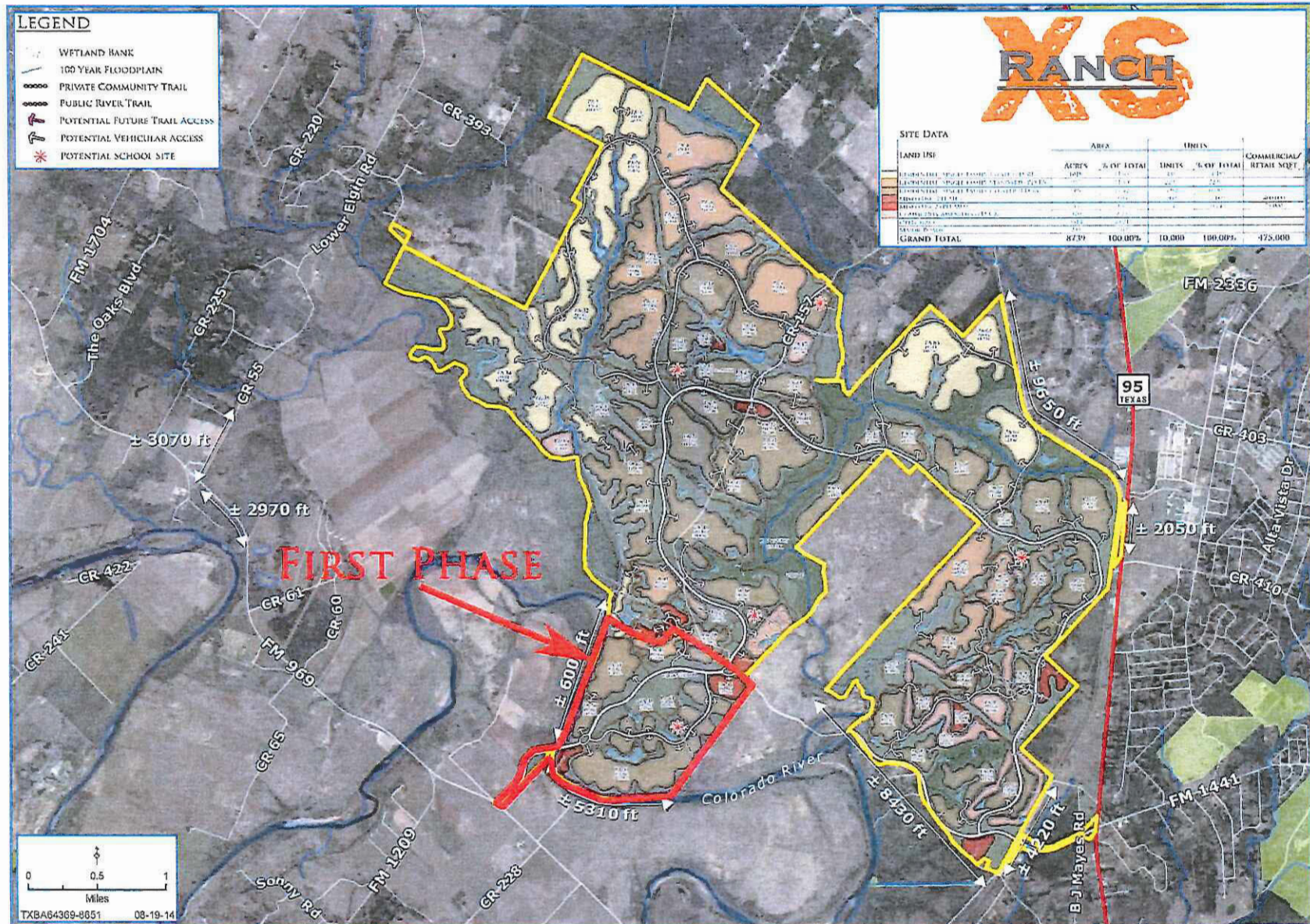
PID Bond Debt Payment Process



XS Ranch

Project Overview

- **Located in the City of Bastrop extraterritorial area**
- **9,600 Acre mixed-use master planned community**
- **Approximately 10,000 single family residential units**
- **Nine (9) different housing products**
- **Community educational facilities and amenity areas**
- **Multiple parks**
- **Extensive trail system**
- **PID would only be utilized on Phase 1**



XS Ranch

Proposed Terms of PID Bonds

- **Maximum total indebtedness - \$30,000,000**
- **Maximum construction costs funded - \$25,000,000**
- **Minimum appraised value to debt ratio - 3.0:1**
- **Maximum years of capitalized interest - 2**
- **Maximum term of bonds - 30 years**

XS Ranch Project Costs

TOTAL PHASE I OFF-SITE COSTS		
		Phase I
Roads & Bridges	\$	10,264,332
Water & Sewer	\$	9,844,275
Parks, Trails & Lakes	\$	1,815,000
HOA Amenities	\$	2,830,000
Eng & Soft Costs	15% \$	3,786,507
Contingency	15% \$	4,281,017
Total	\$	32,821,131

XS Ranch

Estimated PID Impact on Homeowners

Lot Width	Estimated Home Price	Assessment Per Lot	Annual Installment Per Lot	Equivalent Tax Rate (per \$100/AV)
45' X 120'	\$ 225,000	\$ 24,704	\$ 1,806	\$ 0.80
50' X 115'	\$ 250,000	\$ 27,449	\$ 2,007	\$ 0.80
50' X 120'	\$ 250,000	\$ 27,449	\$ 2,007	\$ 0.80
55' X 120'	\$ 275,000	\$ 30,194	\$ 2,208	\$ 0.80
65' X 120'	\$ 325,000	\$ 35,684	\$ 2,609	\$ 0.80
70' X 120'	\$ 350,000	\$ 38,429	\$ 2,810	\$ 0.80
80' X 120'	\$ 400,000	\$ 43,919	\$ 3,211	\$ 0.80
Additional Lots	\$ 300,000	\$ 32,939	\$ 2,408	\$ 0.80

For Additional Information:

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Managing Principal
DPFG
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Austin, TX 78746
512.732.0296 - direct
512.567.8598 - cell
rick.rosenberg@dpfg.com
www.dpfg.com

QUESTIONS FOR DISCUSSION

CITY OF BASTROP**AGENDA ITEM D-2****STANDARDIZED AGENDA RECOMMENDATION FORM****CITY COUNCIL****DATE SUBMITTED: April 8, 2015****MEETING DATE: April 14, 2015**

1. Agenda Item: **Acknowledgement, acceptance and possible action on the State Highway 71 Traffic Analysis prepared by The University of Texas at Austin, Center for Transportation Research.**
2. Party Making Request: **Wesley Brandon, PE, City Engineer**
3. Nature of Request: (Brief Overview) Attachments: Yes X No

Mason Gemar. PhD, PE, PTOE gave a presentation analyzing the impact of State Highway 71 Interchange construction on traffic within the City of Bastrop at the February 10, 2015 City Council meeting.

4. Policy Implication: _____
5. Budgeted: _____ Yes _____ No _____ N/A
 Bid Amount: _____ Budgeted Amount: _____
 Under Budget: _____ Over Budget: _____
 Amount Remaining: _____
6. Alternate Option/Costs: _____
7. Routing: **NAME/TITLE INITIAL DATE CONCURRENCE**
8. Staff Recommendation:
9. Advisory Board: _____ Recommended Approval _____ Disapproved _____ None
10. Manager's Recommendation: _____ Approved _____ Disapproved _____ None
11. Action Taken: _____



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CENTER FOR TRANSPORTATION RESEARCH

SH 71 Traffic Analysis

City of Bastrop City Council Meeting

February 10, 2015

Mason Gemar, PhD, PE, PTOE

COLLABORATE. INNOVATE. EDUCATE.

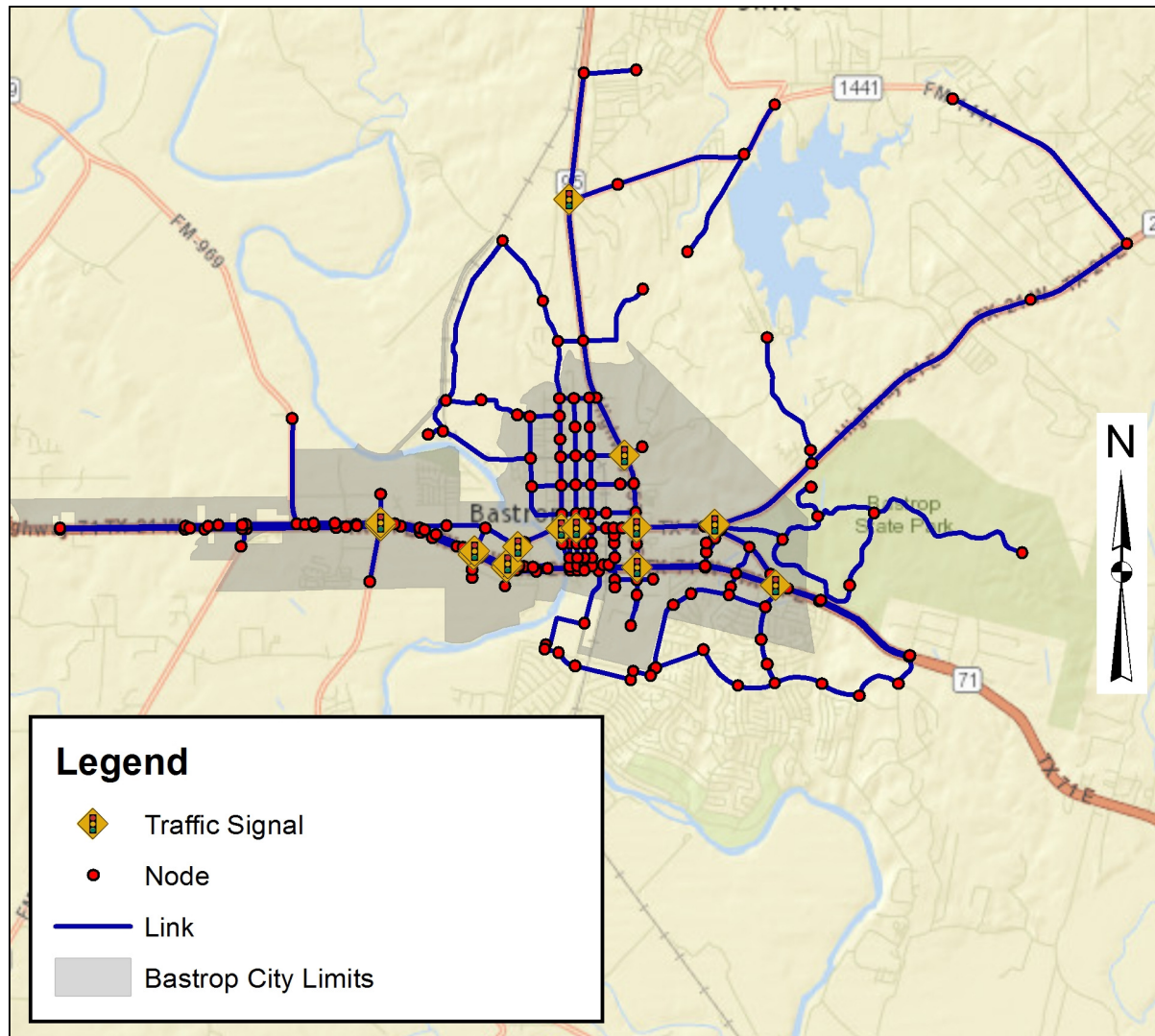


Project Scope

1. Route diversion during construction resulting in cut-through traffic in downtown Bastrop area
2. Operations during construction



Model Layout





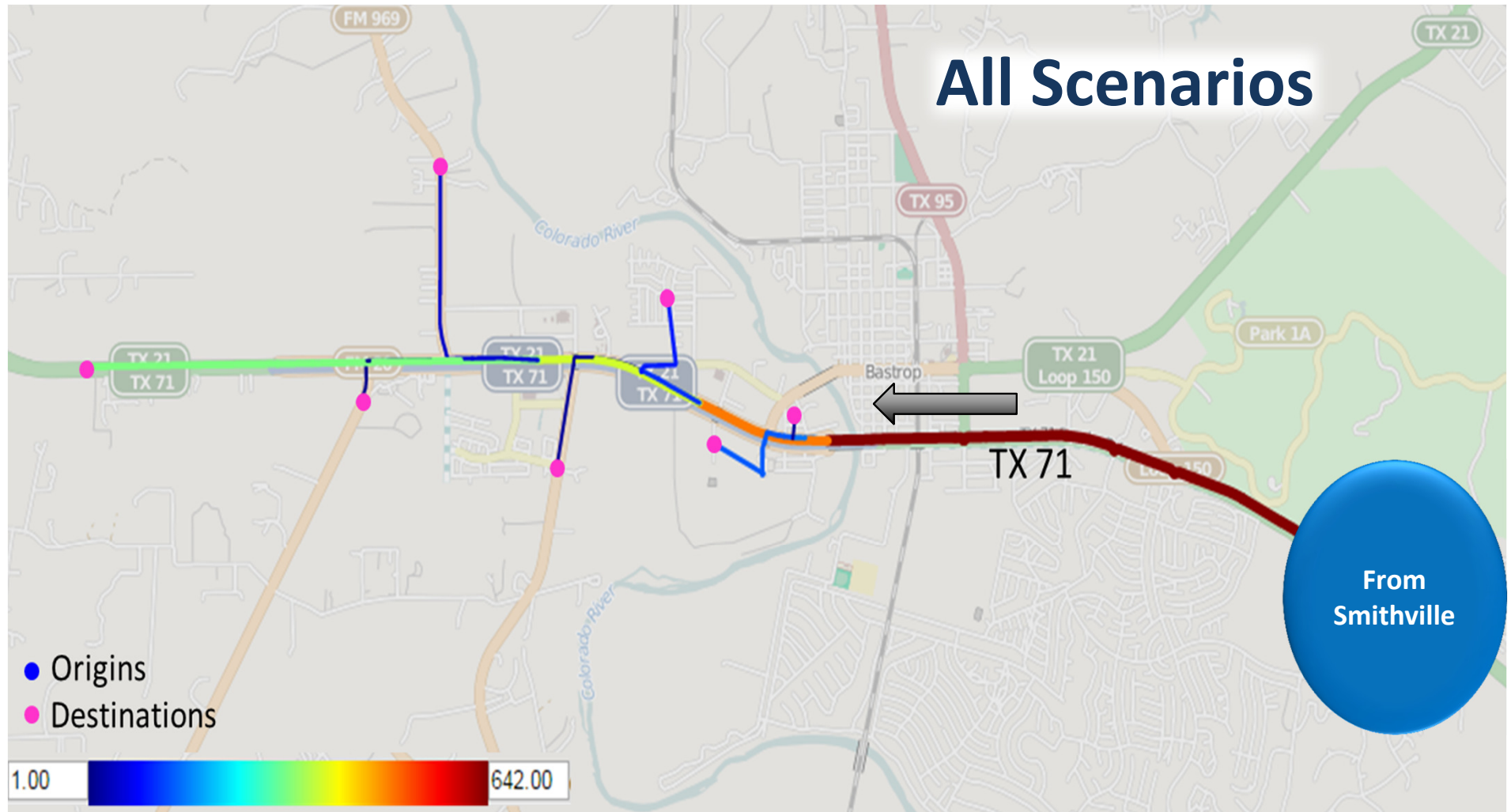
Area Model

- CAMPO model inputs and additional network detail
- Examined travel patterns before, during and after construction
- Results for morning and afternoon peak periods
- Worst case scenarios



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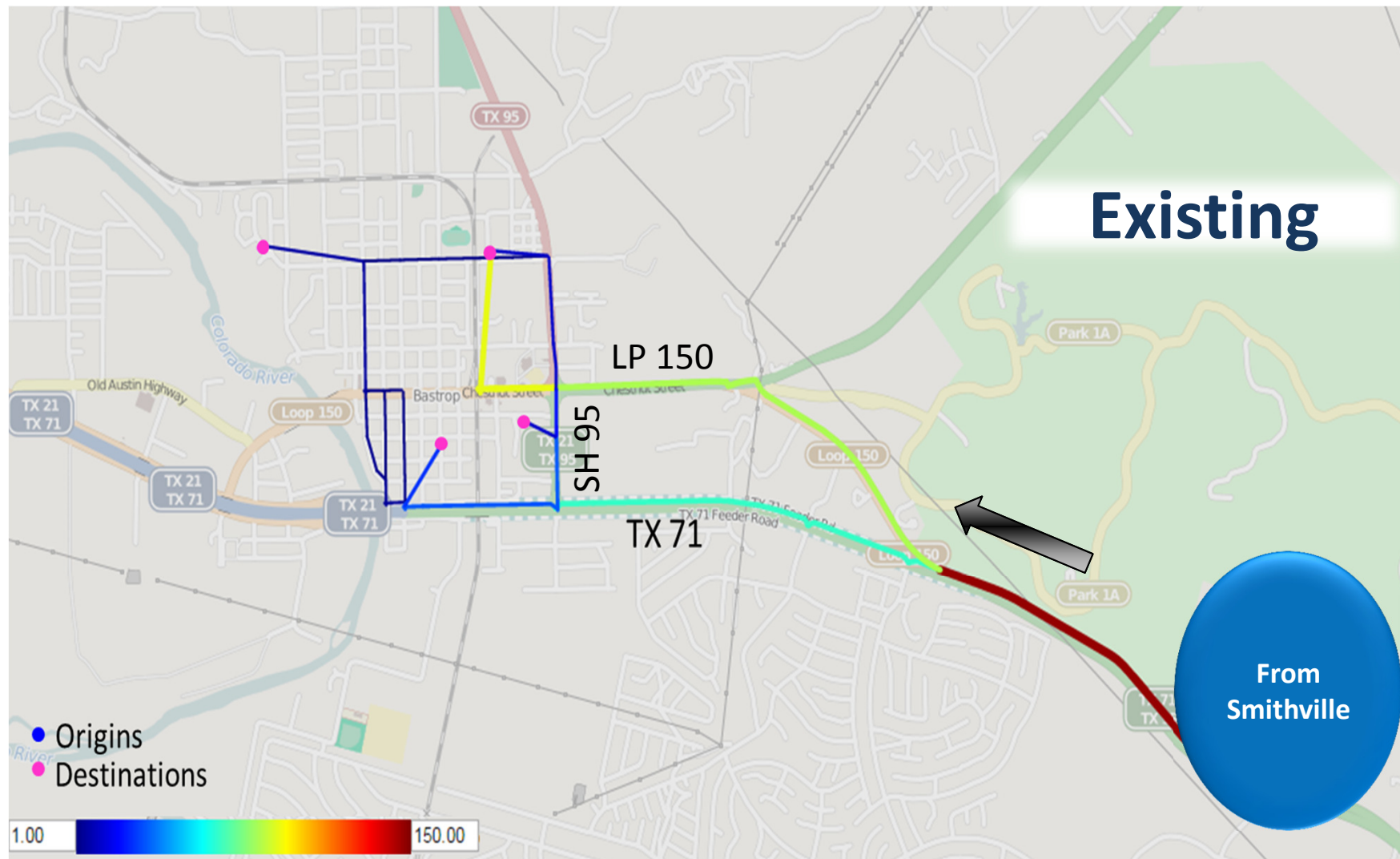
Smithville to West of River Morning Peak





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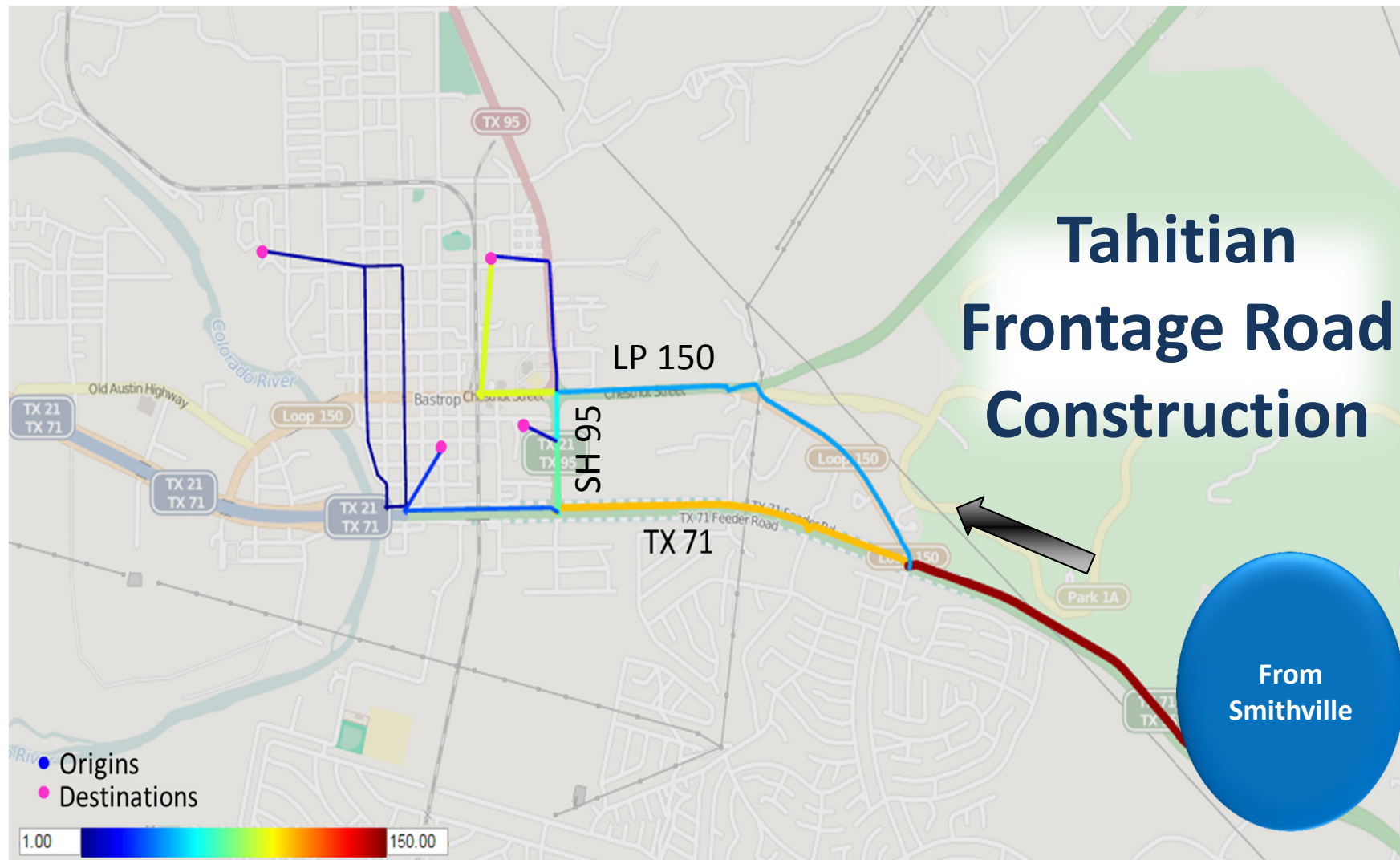
Smithville to Downtown Morning Peak





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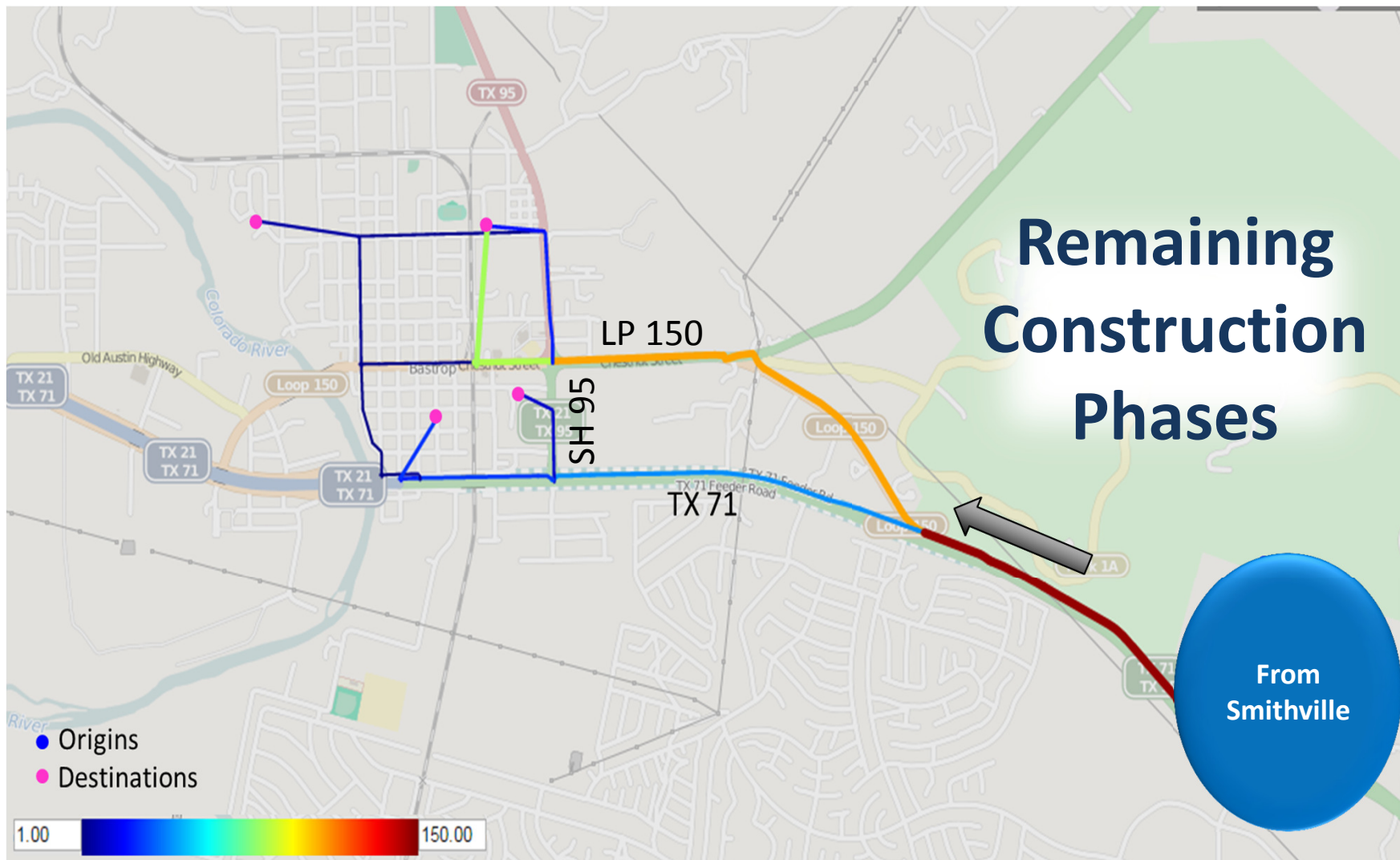
Smithville to Downtown Morning Peak





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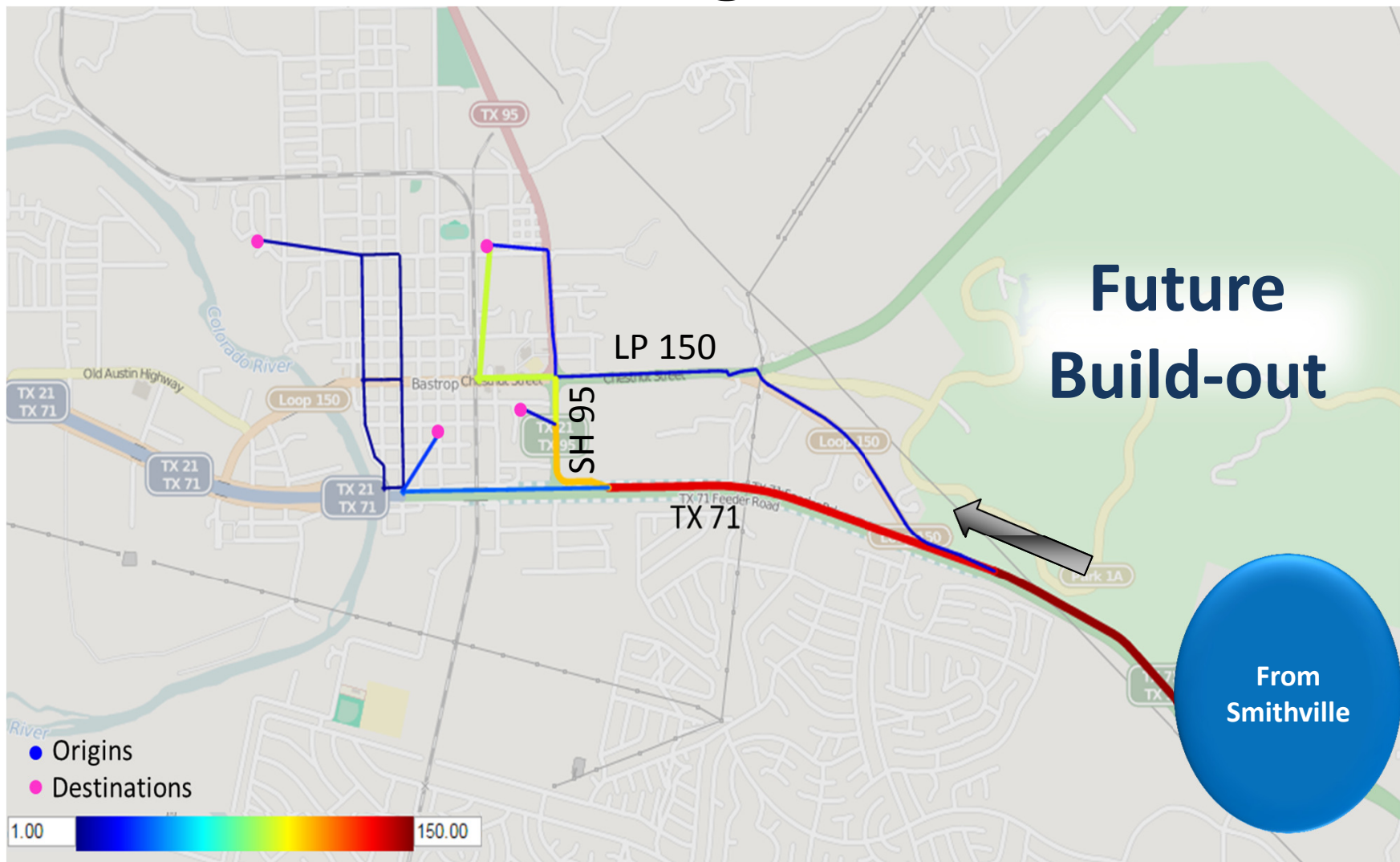
Smithville to Downtown Morning Peak





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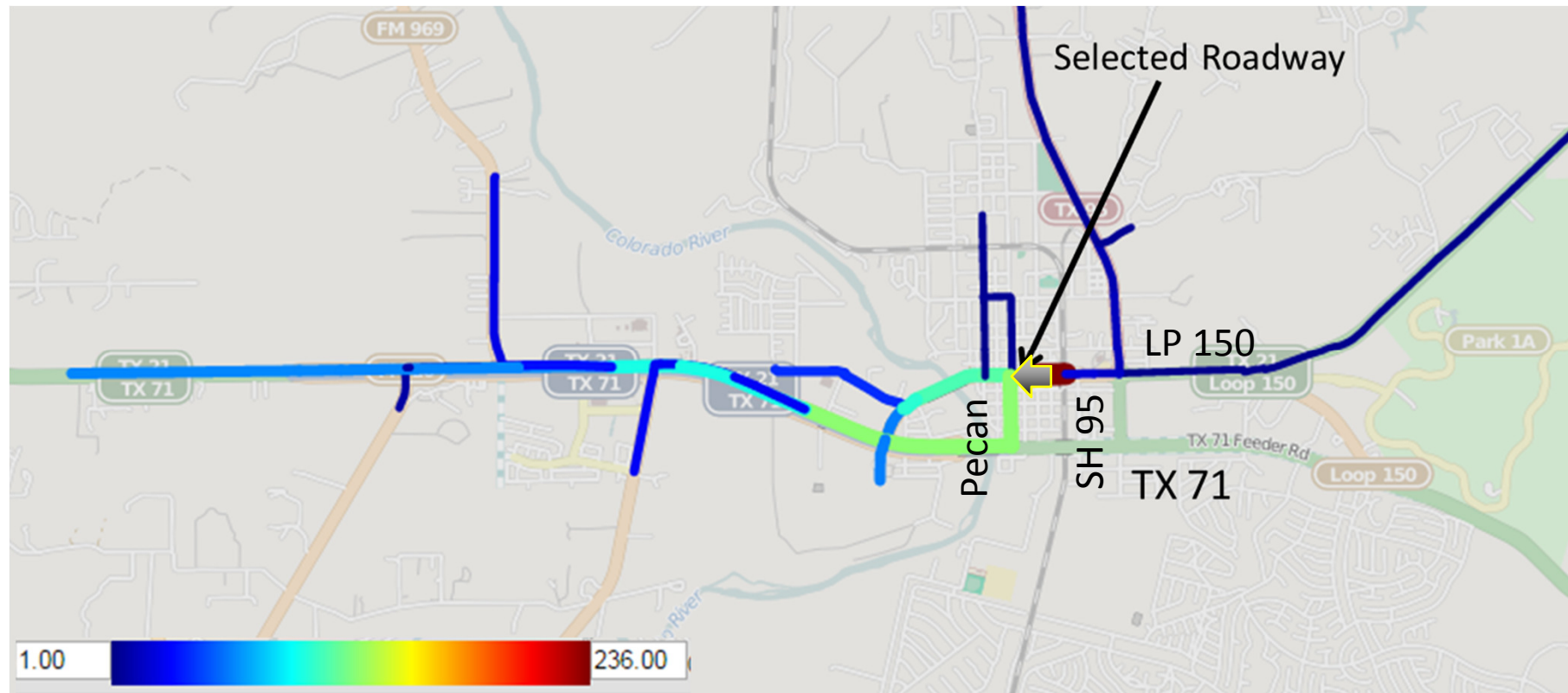
Smithville to Downtown Morning Peak





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Chestnut Street Morning Peak (Westbound)

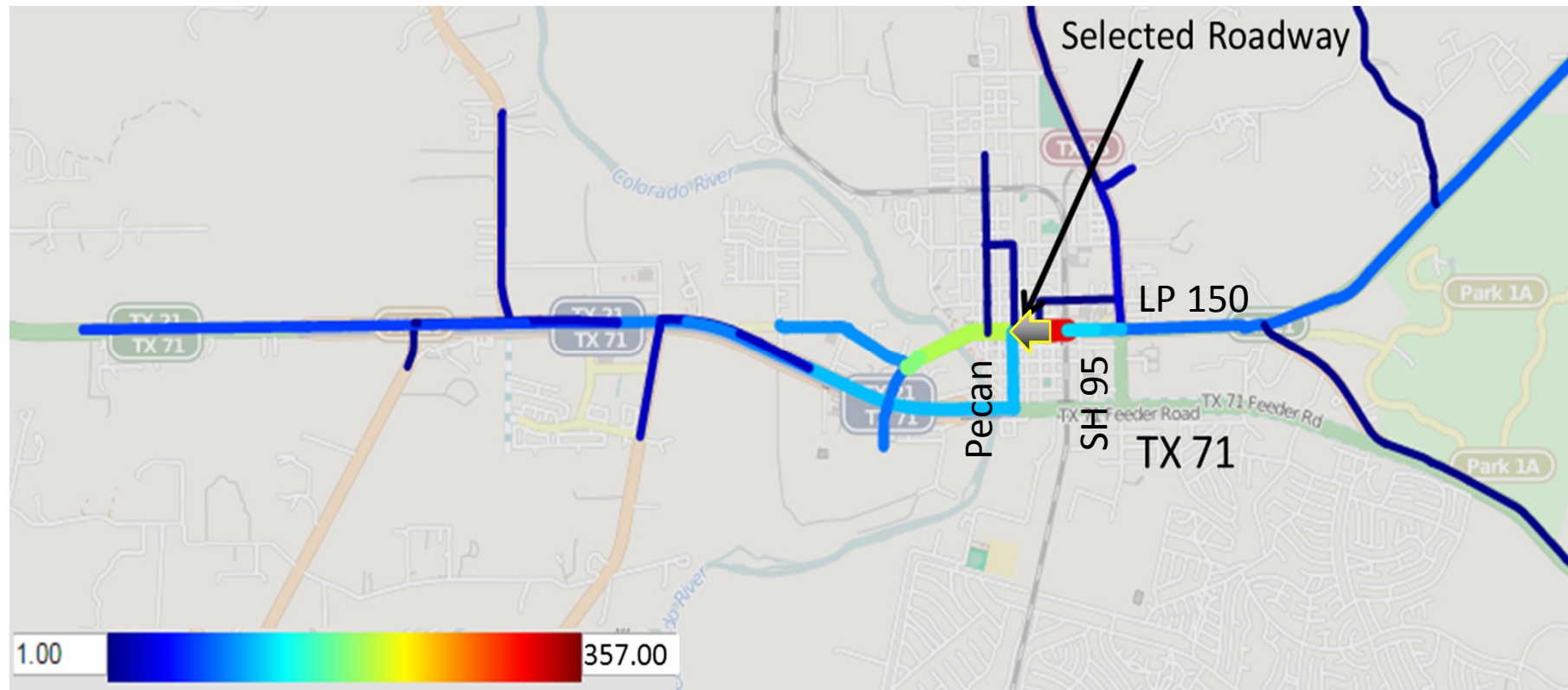


	Existing	SH 71 FRs Tahitian	SH 71 ML Tahitian	SH 71 FRs SH 95	SH 71 ML SH 95	Build-out
# vehicles during peak hour	230	250	250	360	330	240



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Chestnut Street Morning Peak (Westbound)

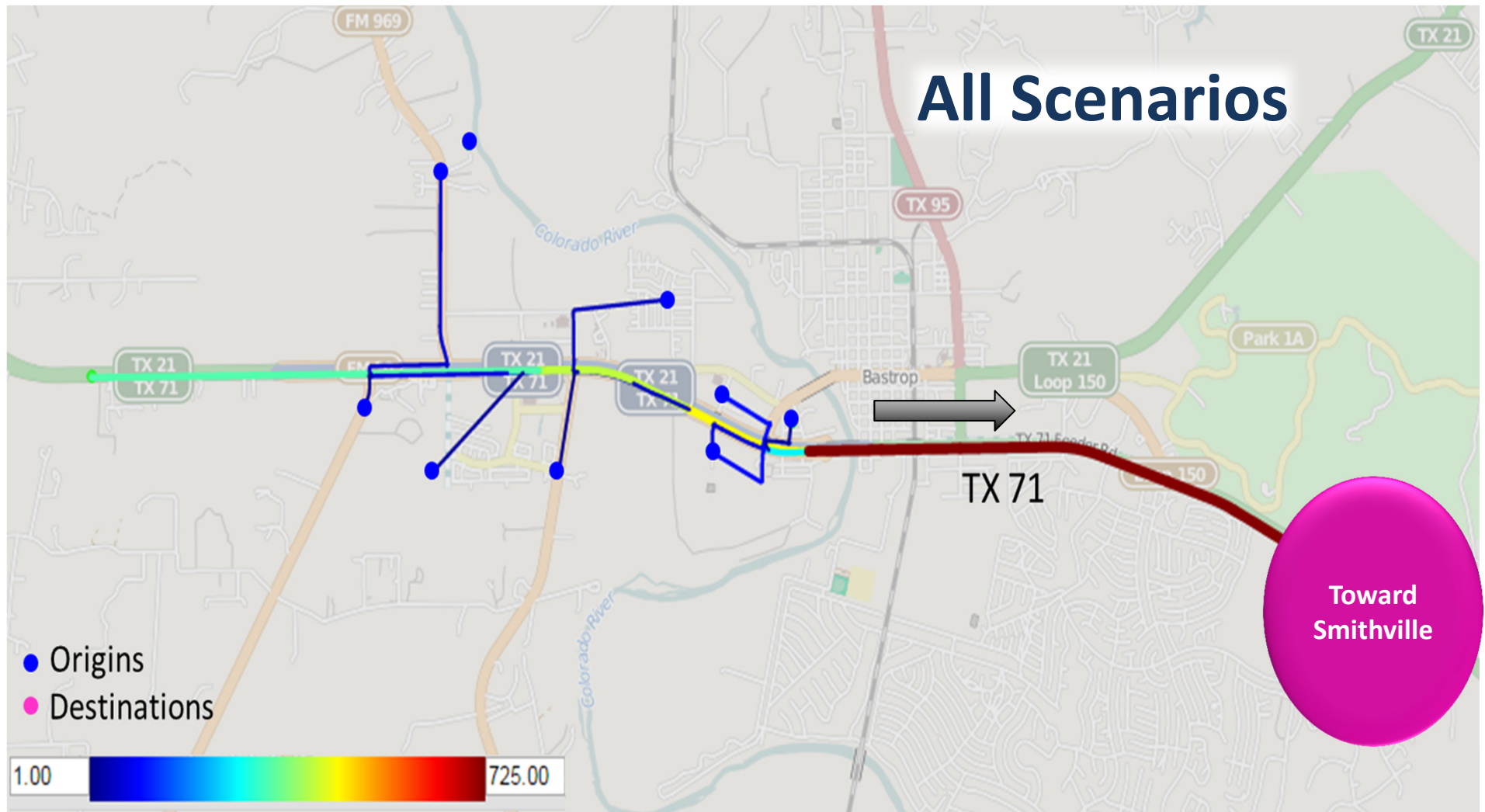


	Existing	SH 71 FRs Tahitian	SH 71 ML Tahitian	SH 71 FRs SH 95	SH 71 ML SH 95	Build-out
# vehicles during peak hour	230	250	250	360	330	240



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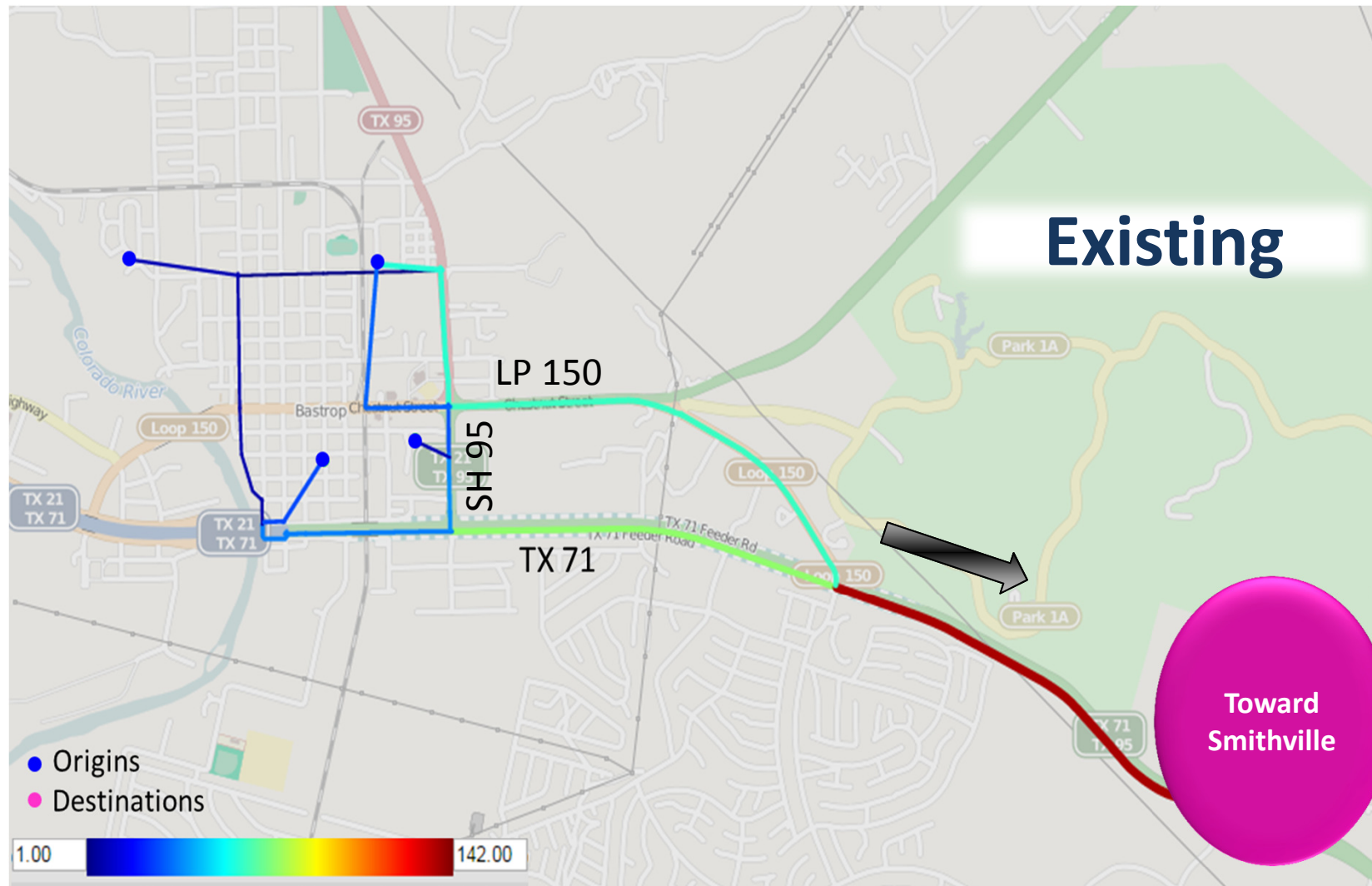
West of River to Smithville Afternoon Peak





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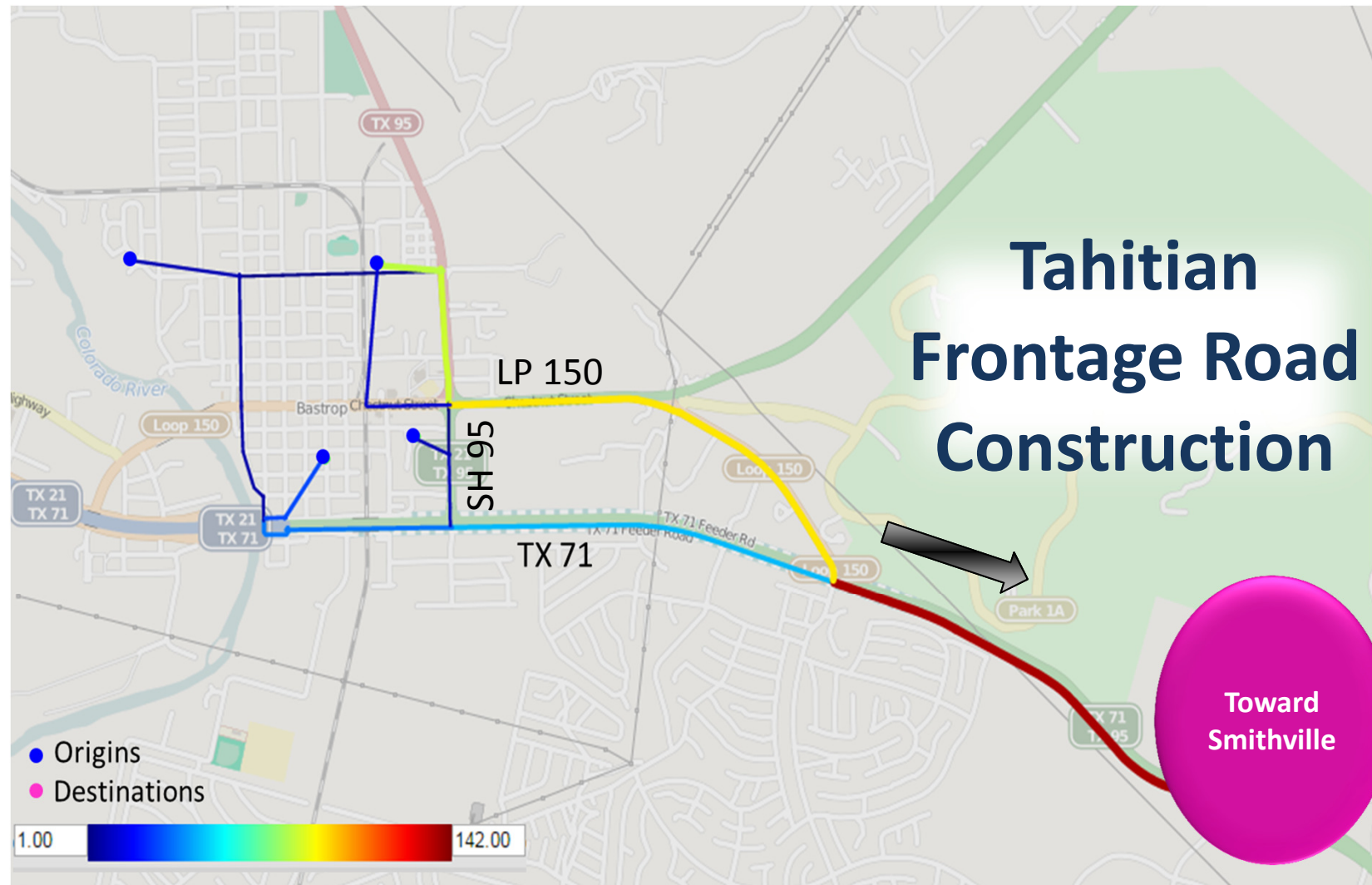
Downtown to Smithville Afternoon Peak





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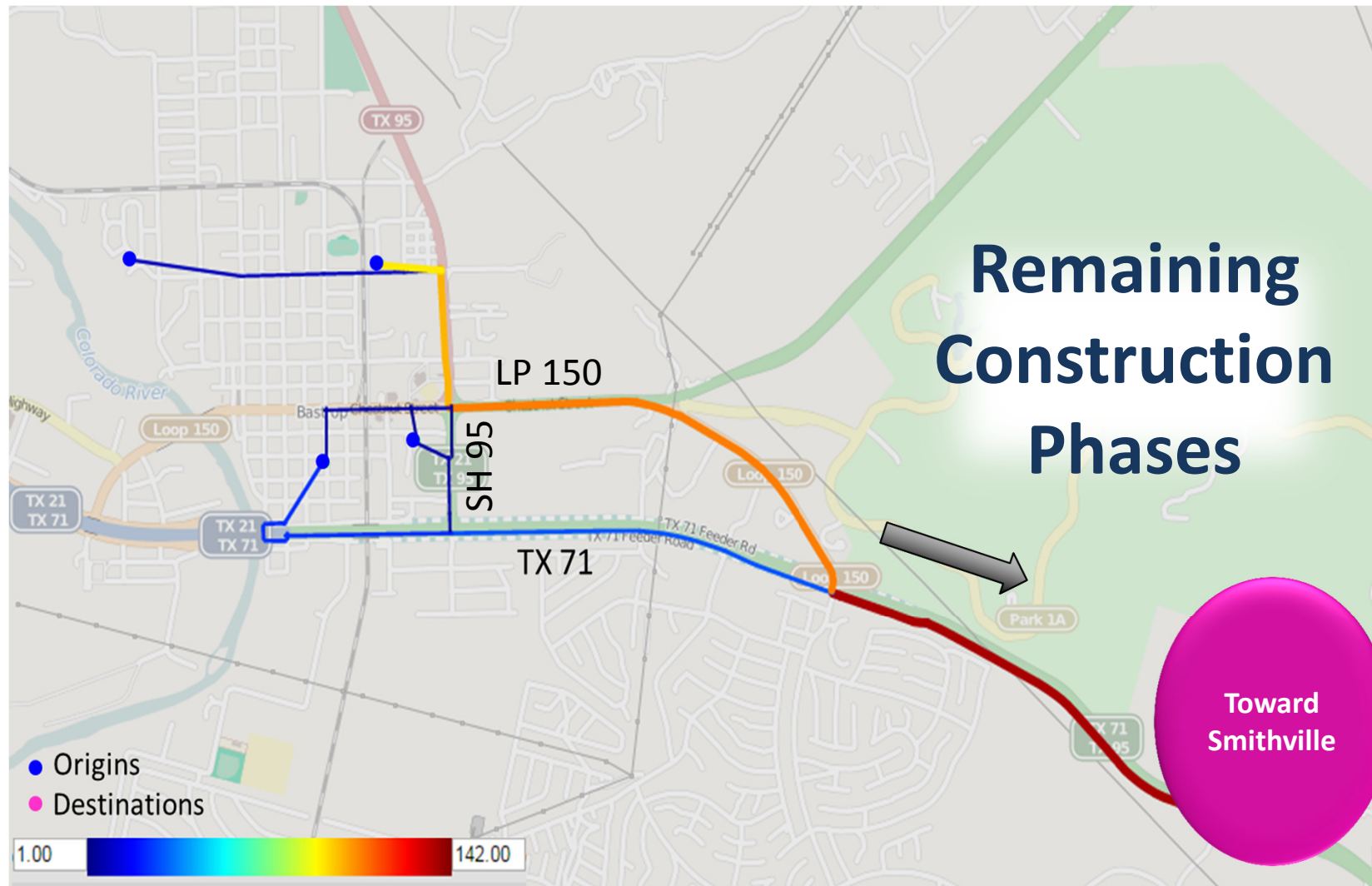
Downtown to Smithville Afternoon Peak





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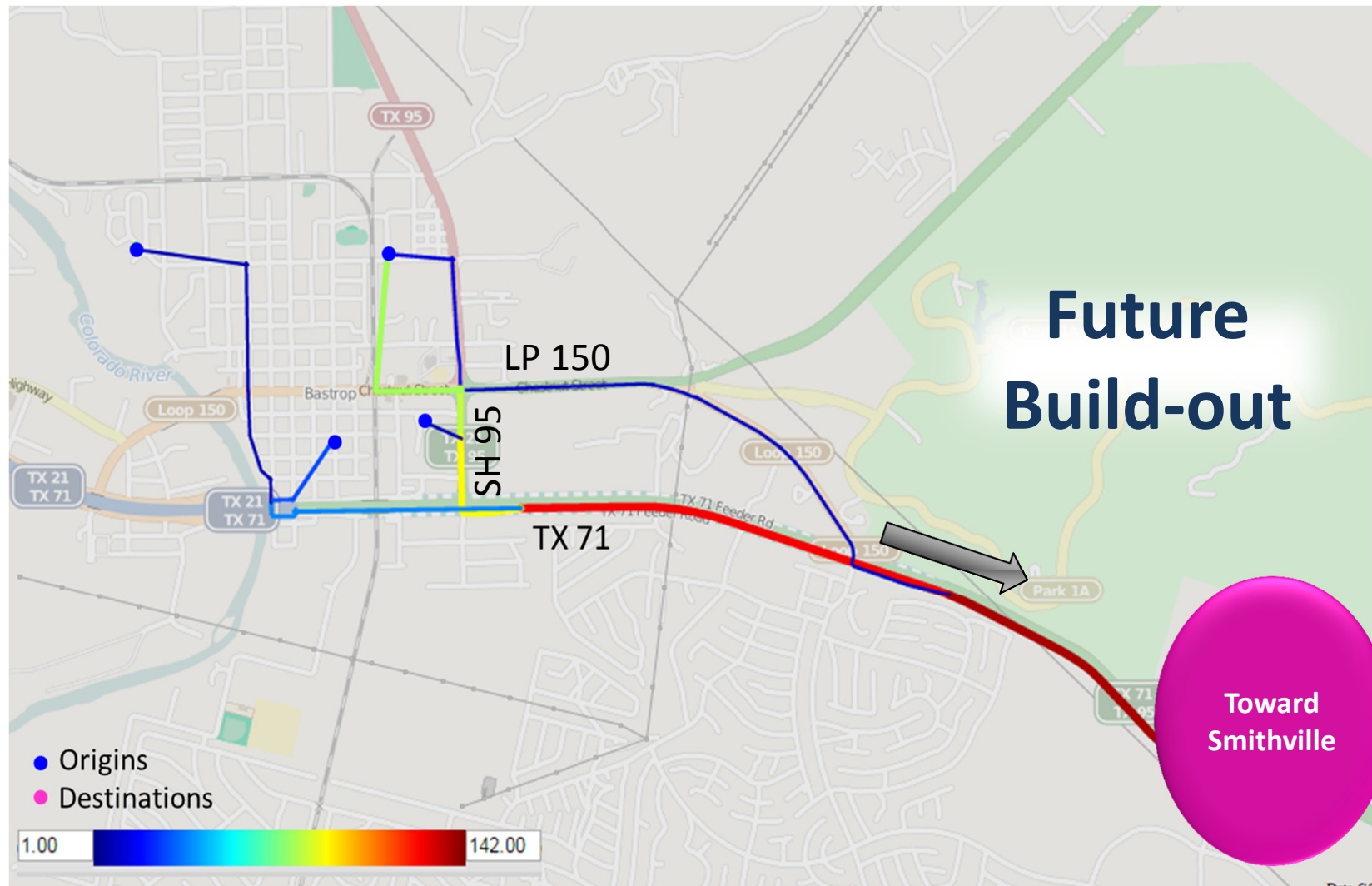
Downtown to Smithville Afternoon Peak





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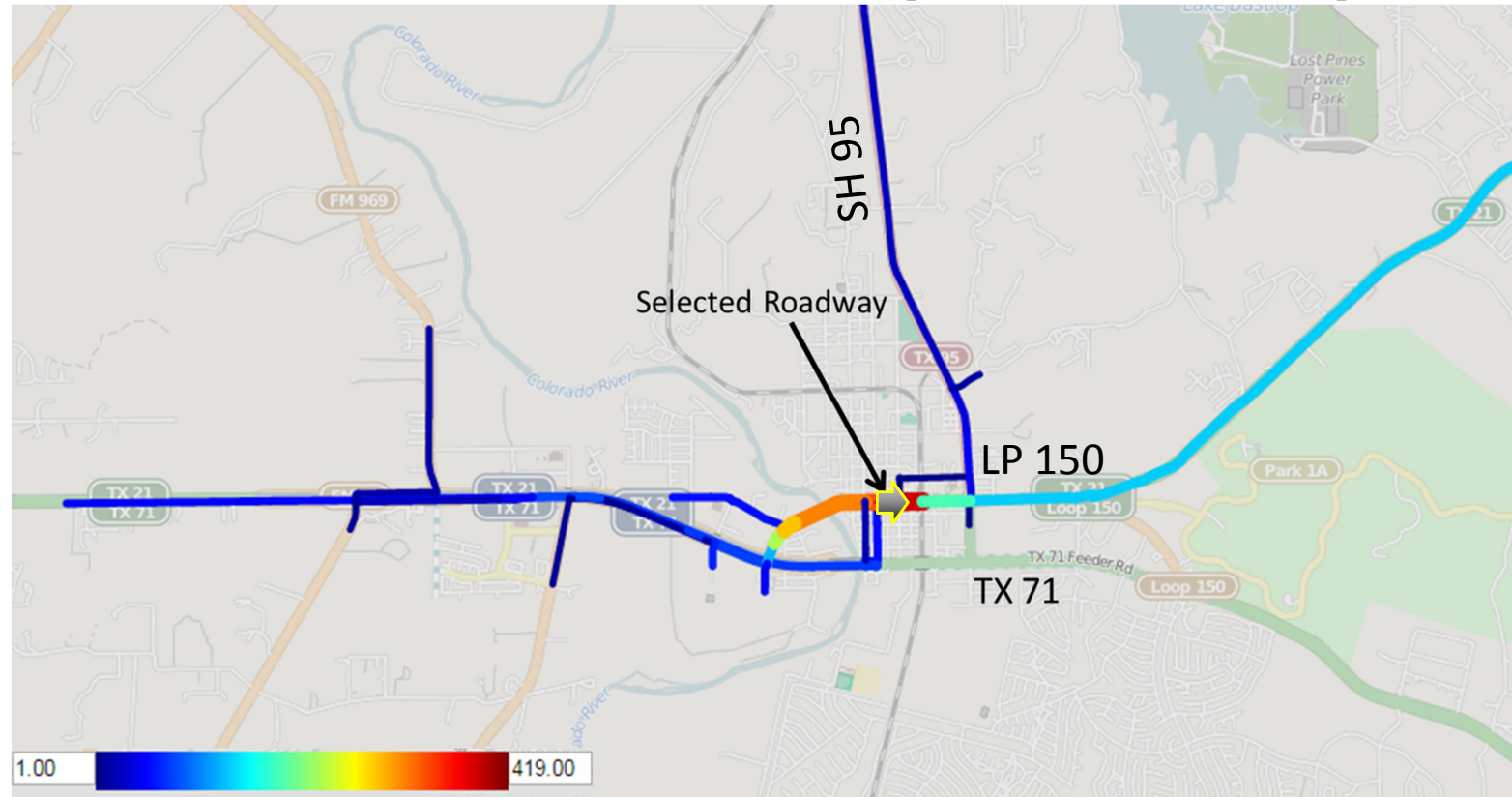
Downtown to Smithville Afternoon Peak





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Chestnut Street Afternoon Peak (Eastbound)

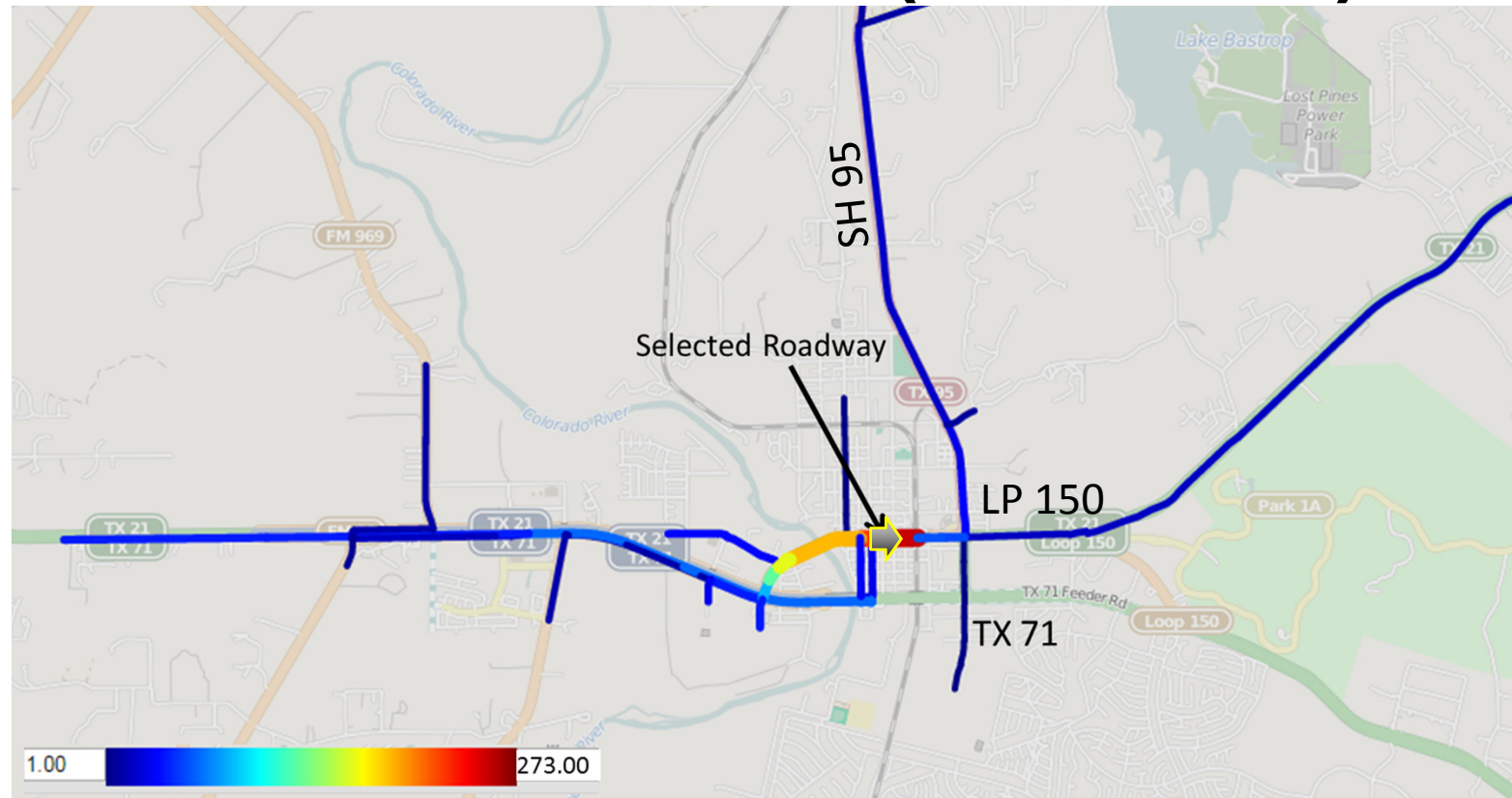


	Existing	SH 71 FRs Tahitian	SH 71 ML Tahitian	SH 71 FRs SH 95	SH 71 ML SH 95	Build-out
# vehicles during peak hour	420	420	430	470	460	270



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Chestnut Street Afternoon Peak (Eastbound)



	Existing	SH 71 FRs Tahitian	SH 71 ML Tahitian	SH 71 FRs SH 95	SH 71 ML SH 95	Build-out
# vehicles during peak hour	420	420	430	470	460	270



Area Model Findings

- Temporary increase in traffic on Chestnut Street
- Temporary increase in travel time
- After full build-out, traffic shifts to SH 71
- Travel times decrease



Intersection Model

- Based on traffic counts
- Investigated numerous construction phases
- Results for morning and afternoon peak hour
- Graded like a report card



Intersection Traffic Signal Service Measurement

Control Delay (seconds per vehicle)	LOS
0-10	A
>10-20	B
>20-35	C
>35-55	D
>55-80	E
>80	F

Traffic signals are evaluated for morning and afternoon rush hours based on traffic counts and signal timing plans.

Signals can be “optimized” to improve timings, reallocate green time based on conditions.



Intersection Model – Existing Conditions

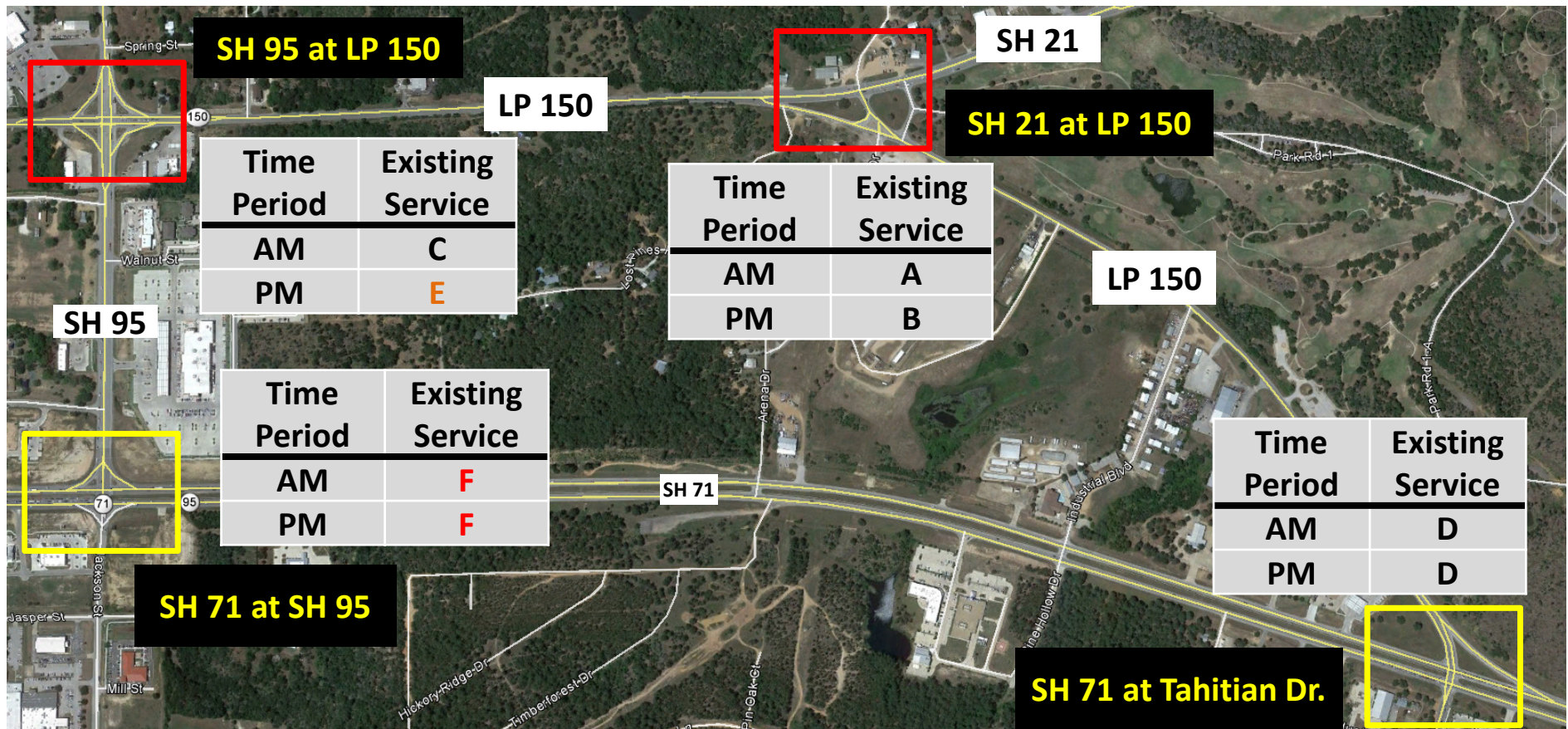


Image: Google Earth, 2014



Future Build-out Improved Conditions

Intersection	Morning		Afternoon	
	Existing	Future	Existing	Future
SH 71 Westbound Frontage Road at SH 95	F	A	F	A
SH 71 Eastbound Frontage Road at SH 95		B		B
SH 71 Westbound Frontage Road at Tahitian Dr.	D	A	D	B
SH 71 Eastbound Frontage Road at Tahitian Dr.		B		A
SH 95 at Chestnut Street	C	C	E	C



Tahitian Dr. Frontage Road Construction Signal Improvements

Peak Period	Signal Timing Plan	Level of Service	Delay (sec)
Morning	Existing	D/E	59
	Optimized	D	46
Afternoon	Existing	F	113*
	Optimized	E/F	83*

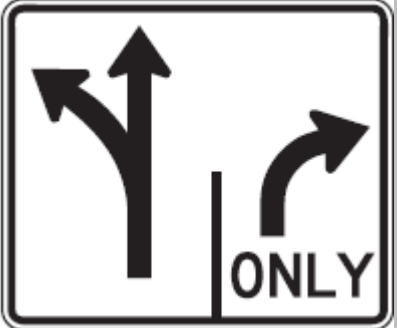


SH 95 Frontage Road Construction Signal Improvements

Peak Period	Signal Timing Plan	Planned Configuration (sec, delay)	
Morning	Existing	205	
	Optimized	128	
Afternoon	Existing	126	
	Optimized	97	



SH 95 Frontage Road Construction Signal Improvements

Peak Period	Signal Timing Plan	Planned Configuration (sec, delay)	Right-turn Lane (sec, delay)	
Morning	Existing	205	129	
	Optimized	128	110	
Afternoon	Existing	126	122	
	Optimized	97	78	



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SH 95 Frontage Road Construction Signal Improvements

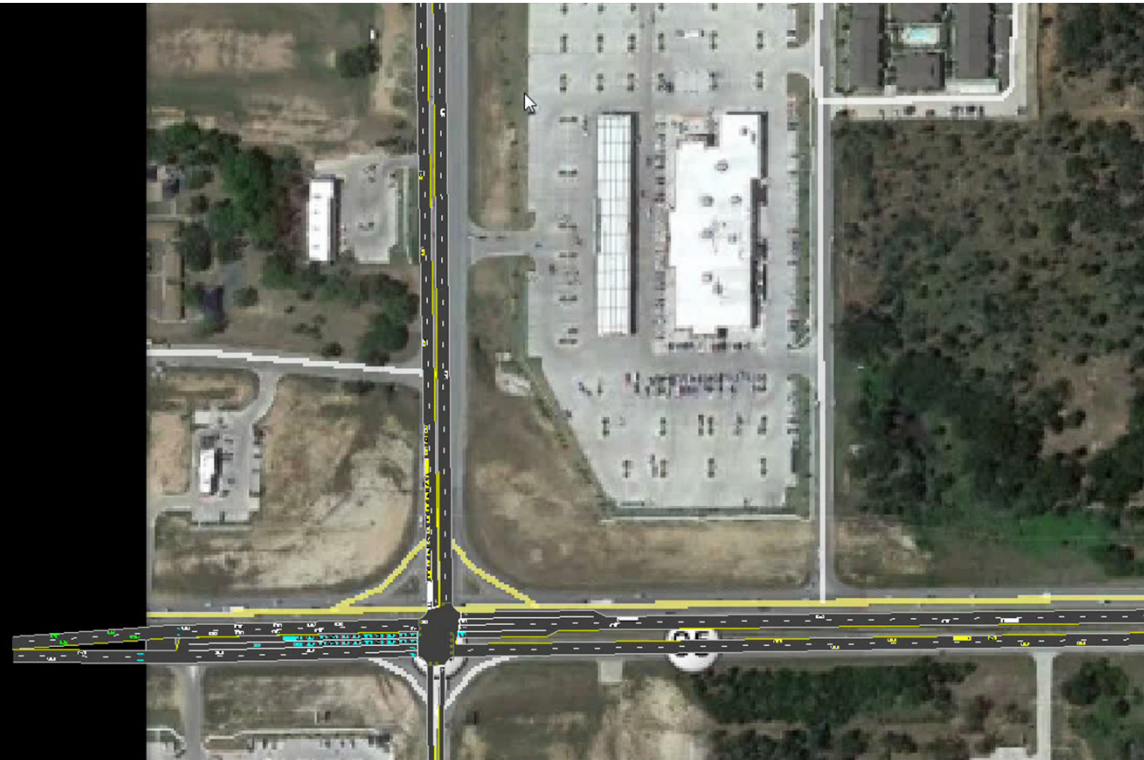


Peak Period	Signal Timing Plan	Planned Configuration (sec, delay)	Right-turn Lane (sec, delay)	Shared and Right-turn Lane (sec, delay)
Morning	Existing	205	129	168
	Optimized	128	110	100
Afternoon	Existing	126	122	155
	Optimized	97	78	92



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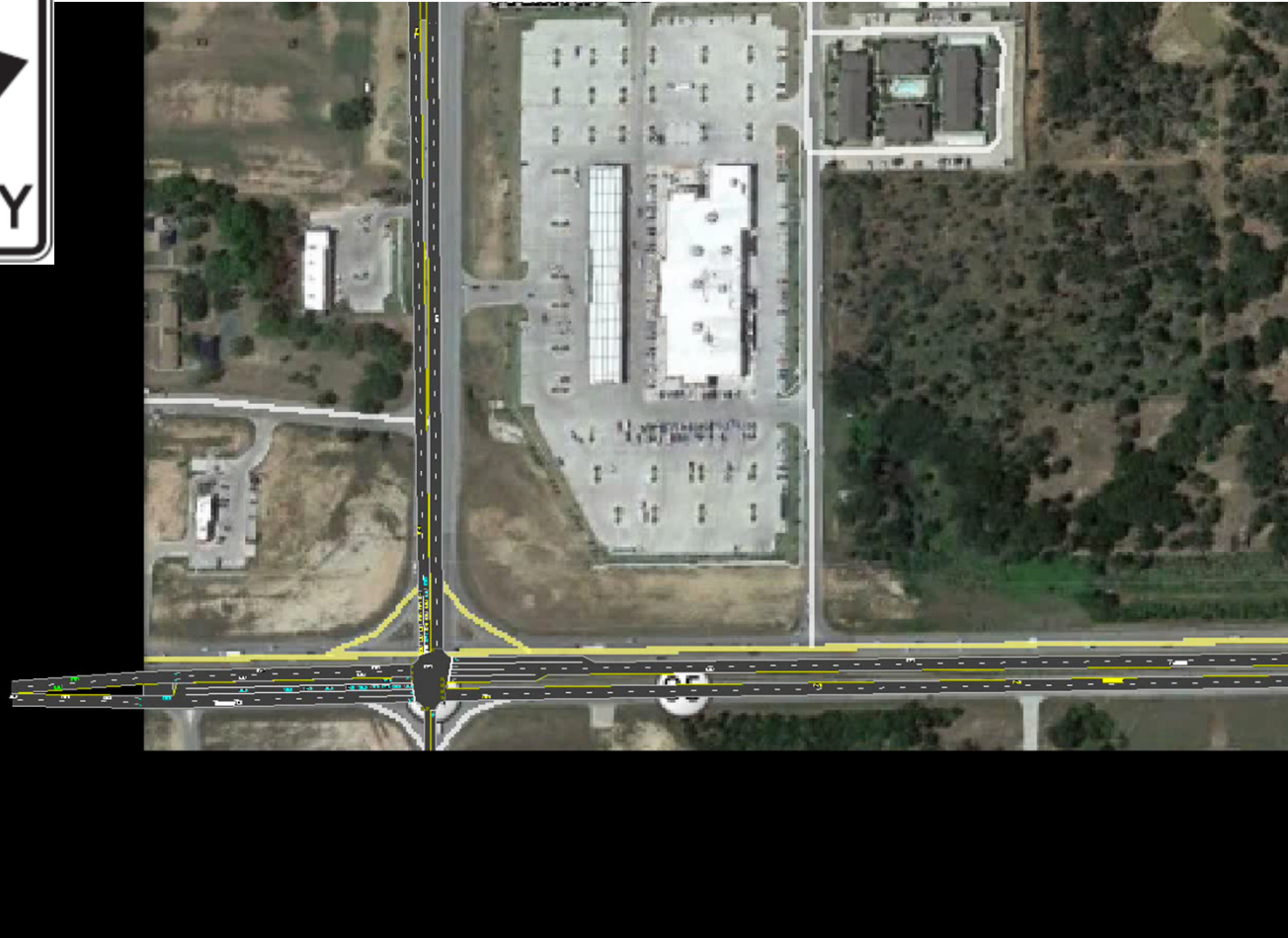
Existing SB Approach Configuration





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Exclusive RT Lane and Shared Lane





Intersection Model Findings

- Construction will cause delay; improved with optimization
- Problems with queueing at SH 95; reconfiguration needed
- Signal optimization can help SH 95 and Chestnut Street
- Turning volumes at SH 95 intersection are problematic



Recommendations

- Collect data to assess weekend conditions
- Facilitate southbound right-turn at SH 95
- Optimize signals during construction
- Monitor conditions during construction
- Optimize signal at SH 95 and Chestnut Street



Questions



SH 71 IMPROVEMENTS:

Analyzing the Impact of SH71 Interchange Construction on Traffic in the City of Bastrop

Prepared by:

**The University of Texas at Austin
Center for Transportation Research**

Prepared for:

CAMPO and The City of Bastrop

February 2015



**THE UNIVERSITY OF TEXAS AT AUSTIN
CENTER FOR TRANSPORTATION RESEARCH**

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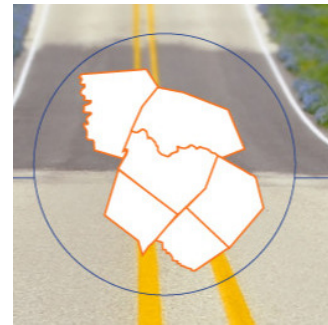
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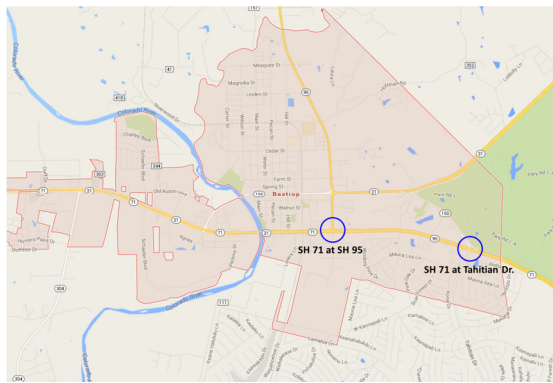


EXECUTIVE SUMMARY

The Capital Area Metropolitan Planning Organization (CAMPO) has funded the development of a dynamic traffic assignment (DTA) model for the metropolitan planning region. The University of Texas at Austin's Center for Transportation Research (CTR) is tasked with development and application of this DTA model. Part of the funding provided by CAMPO enables CTR to apply the DTA model to various locations in the region. CAMPO's support of its member agencies enabled this project to be completed for the City of Bastrop.



The objective of this study was to analyze traffic impacts during and after the construction of a grade-separated interchange along SH 71 at Tahitian Drive (LP 150) and a grade-separated interchange along SH 71 at SH 95 (Jackson Street). The analysis, covering both morning (a.m.) and afternoon (p.m.) peak periods, was completed using two types of traffic models. DTA models were developed to estimate changes to area travel patterns during and after construction of the two interchanges. More detailed microsimulation models were also used to examine the performance of four key intersections before, during, and after construction.



DTA models are designed to assign vehicles to a transportation network by adjusting route selection as simulated traffic conditions change over time. They are generally more detailed and can simulate the impact of congestion more appropriately than conventional travel demand models. Though not as refined as microsimulation models, they can be used to assess areas or regions more efficiently. The DTA model constructed for this study covers the Bastrop city limits and surrounding areas. It was extracted and uses demand estimates from the 2005 CAMPO travel demand model, updated to represent 2015 conditions.

Six DTA models were developed to simulate existing conditions, various stages of roadway construction, and full build-out conditions. The construction-scenario DTA models were designed to reflect “worst-case” scenario conditions based on the anticipated timeline for construction.

The DTA models estimated no routing impact on either east-west or west-east travel along SH 71, during or after construction. Between SH 71, east of Tahitian Drive, and the Bastrop downtown area and points north of the rail line (Hawthorne Street), some traffic was found to shift to LP 150 during construction. Some traffic was also found to shift to Chestnut Street west



of SH 95 during construction phasing. After build-out of the two interchanges, traffic using Chestnut Street, west of SH 95, was found to decrease significantly during the p.m. peak, but return to near existing conditions for the a.m. peak. This is part of a larger trend of traffic shifting to SH 71 after construction. While travel times were found to increase during construction, they were generally found to be lower after construction than before.

Four intersections were included in the microsimulation models built for this study: LP 150 at SH 95, LP 150 at SH 21, SH 71 at SH 95, and SH 71 at Tahitian Drive. The intersections were evaluated for peak hour conditions based on traffic counts conducted in August after the beginning of the school year. The unique configurations of the intersections were evaluated using the Synchro microsimulation software.

With existing signal timing plans, the operation of SH 71 at Tahitian Drive and SH 95 will experience diminished service during construction, in large part due to the minor approaches experiencing more delay. Some of this delay can be alleviated with signal timing optimization. Excessive queuing was not found from the construction scenario simulations, except for the southbound approach at SH 95. Provision of an exclusive right-turn lane during construction, and potentially enabling right turns from both approach lanes during part of construction, is important for operation of the signal. The full build-out of the two interchanges is anticipated to improve operation of the intersections along SH 71 significantly, though the large turning volumes at the SH 95 intersection will continue to be a concern.

Several recommendations have been devised based on the results of the study:

- Additional data should be collected to evaluate the two intersections along SH 71 during weekend conditions. A supplemental analysis should then be undertaken to assess differences in intersection operations as travel patterns change during the week.
- The traffic signals along SH 71 at Tahitian Drive and SH 95 should be optimized during construction; this will involve changing the signal plans as the configuration of the intersections is modified based on observed traffic conditions.
- The traffic control plan for SH 71 at SH 95 should be modified to maintain an exclusive right-turn lane for the southbound approach, possibly enabling right turns from both approach lanes during Phase 1 Stage 3.
- Additional data should be collected and conditions monitored along LP 150/Chestnut Street during construction. Additional optimization of the signals, notably at SH 95 at LP 150/Chestnut Street and Chestnut Street at Main Street, may improve operations along this corridor given the identified change in travel pattern (additional traffic using LP 150 during construction of the SH 95 interchange).
- The traffic signal at the intersection of LP 150 at SH 95 should be optimized during the p.m. peak, pending a review of the need for pre-timed signal operation.



1. INTRODUCTION

The objective of this study was to analyze traffic impacts during and after the construction of a grade-separated interchange along SH 71 at Tahitian Drive (LP 150) with frontage roads and a grade-separated interchange along SH 71 at SH 95 (Jackson Street). Two different types of traffic models were developed for the City of Bastrop area:

- 1) Dynamic traffic assignment (DTA) models, which were used to estimate route-changing behavior in response to the network modifications, and
- 2) Microsimulation models, which provided detailed performance measures at four key intersections.

This study was funded through a contract with the Capital Area Metropolitan Planning Organization (CAMPO) with the goal of providing transportation network modeling services to member agencies. This report summarizes the results observed from the DTA and microsimulation models and provides several recommendations based on the findings.

2. BACKGROUND

The Texas Department of Transportation (TxDOT) plans to upgrade the intersections of SH 71 at Tahitian Drive and SH 71 at SH 95 in the City of Bastrop from at-grade intersections to grade-separated interchanges (see Figure 1 for intersection locations). The objectives of this study are to determine if and how traffic may divert during and after the construction of these two interchanges and what impact the construction will have on area operations.



Figure 1. Location of Intersections along SH 71 Designated for Improvement

The first goal of this effort is to estimate traffic impacts due to construction of the interchanges along SH 71 at Tahitian Drive and SH 95. Specifically, this study will estimate whether traffic will divert through the downtown Bastrop area, notably along LP 150/Chestnut Street and north-south roadways connecting Chestnut Street and SH 71, as a result of the proposed traffic control plan configuration. The study was designed to assess existing conditions and compare these results to conditions during construction phasing for the intersections and after full build-out of the two interchanges. An update on the construction timeline for the corridor improvements indicated that the SH 95 interchange construction will let prior to completion of the interchange at Tahitian Drive. Therefore, the review of construction impacts includes simultaneous phasing of the two interchanges.

To study the impact of the traffic control plan (TCP) scenarios and proposed improvements, the research team carried out two modeling efforts. To assess route diversion in the area during construction of the two interchanges, the team created a DTA model for the City of Bastrop and surrounding vicinity. A microsimulation model was also created using Synchro software to assess the impact of the construction scenarios and full build-out on traffic operations along SH 71. The purpose of the microsimulation modeling effort was to evaluate traffic operations, including delays and queues at key intersections.



3. MODEL DEVELOPMENT

3.1 DTA Model

A DTA model was used to investigate changes to travel patterns resulting from construction and full build-out of the interchanges along SH 71. The traffic assignment process involves routing vehicles between their points of origin and destination. This routing is based on assigning vehicles to their least cost path with the shortest travel time. The model evaluates routes and assigns vehicles across the network to achieve the lowest travel time for each individual vehicle modeled.

The DTA model applies changes to route selection as traffic conditions change over time, and can simulate the impact of congestion more appropriately. The ability of the model to adapt the routing assignment to congestion generally makes the model more accurate for evaluating network impacts during peak periods, particularly those involving changes to capacity, which are common in traffic control plan scenarios. The DTA model also enables one to investigate impacts throughout an area extending beyond a corridor or series of intersections where a microsimulation would be appropriate. The construction of interchanges along SH 71 lends itself to this type of application, where there is concern about rerouting of traffic along roadways throughout the downtown area.

The DTA model used in this analysis represents a subnetwork extracted from a regional DTA model. The model was constructed by combining the base CAMPO network with more detailed features, including traffic signals, added within the subnetwork boundaries. The subnetwork follows the limits of the one-mile extraterritorial jurisdiction for the City of Bastrop to the east and north, with the Colorado River as the boundary to the south, and includes the intersection of FM 20 and SH 71 to the west (see Figure 2). These limits extend beyond the area of concern for the project evaluation while encompassing several major route alternatives and travel productions within the region.

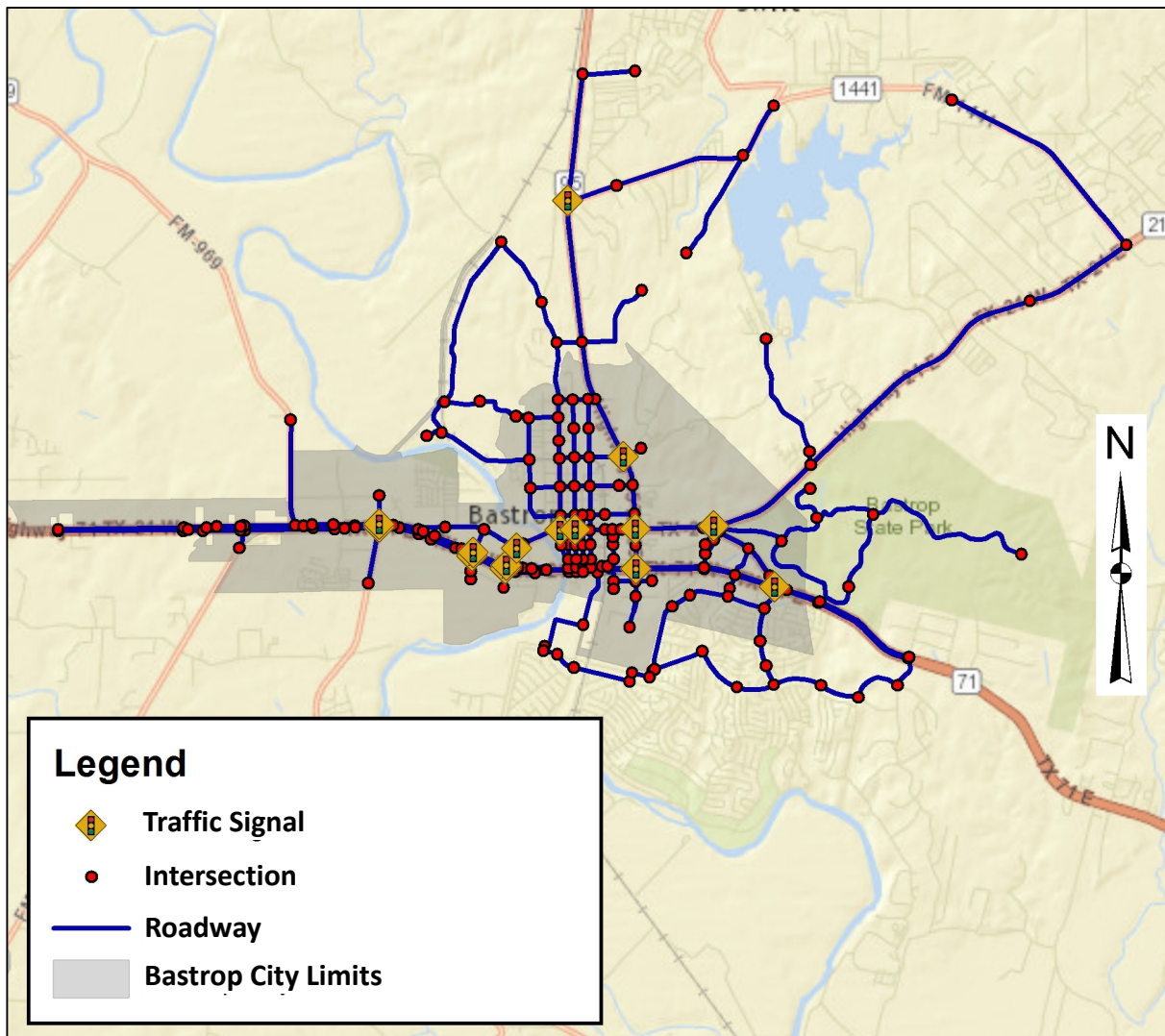


Figure 2. Layout and Extent of DTA Model

To represent existing conditions, the 2015 CAMPO morning and afternoon peak period models with forecasted demand tables were used. Demand for the subnetwork was extracted from the full CAMPO regional model using TransCAD and input into the DTA software.

The DTA models were developed to evaluate the route choice behavior of travelers before, during, and after the construction of grade-separated interchanges along SH 71 at Tahitian Drive and SH 95, and the impact on area traffic, especially in the downtown Bastrop area. Both the morning (a.m.) and afternoon (p.m.) peak periods were analyzed to review the impacts during typical weekday conditions when demand is at its highest. For the CAMPO travel demand model, the a.m. peak period represents 6:00 to 9:00 a.m. and the p.m. peak period represents 3:30 to 6:30 p.m. To date, the impact of four scenarios has been reviewed to assess the impact of construction of the interchange at Tahitian Drive and the full build-out of the two interchanges.



Six DTA models have been developed and analyzed for the a.m. and p.m. peak periods representative of the following scenarios:

- 1) Existing Conditions: At-grade intersections along SH 71 at Tahitian Drive and SH 95
- 2) Tahitian-1: Phase 1 Stage 3 of construction of the SH 71 at Tahitian Drive interchange
- 3) Tahitian-2: Phase 2 Stage 1 of construction of SH 71 at Tahitian Drive interchange
- 4) SH 95-1: Phase 1 Stage 3 of construction of SH 71 at SH 95 interchange (simultaneous with Phase 2 Stage 1 of construction of SH 71 at Tahitian Drive interchange)
- 5) SH 95-2: Phase 2 Stage 1 of construction of SH 71 at SH 95 interchange (simultaneous with Phase 2 Stage 1 of construction of SH 71 at Tahitian Drive interchange)
- 6) Full Build-out Conditions: Grade-separated interchanges at Tahitian Drive and SH 95

3.2 Microsimulation Model

In addition to the DTA models, microsimulation was used to assess four key intersections in the vicinity of the project site (see Figure 3) for a.m. and p.m. peak periods. The following intersections were included in the analysis:

- 1) SH 95 at Loop 150/SH 21 (Chestnut Street)
- 2) SH 21 at Loop 150
- 3) SH 71 at SH 95 (Jackson Street)
- 4) SH 71 at Tahitian Drive (LP 150)

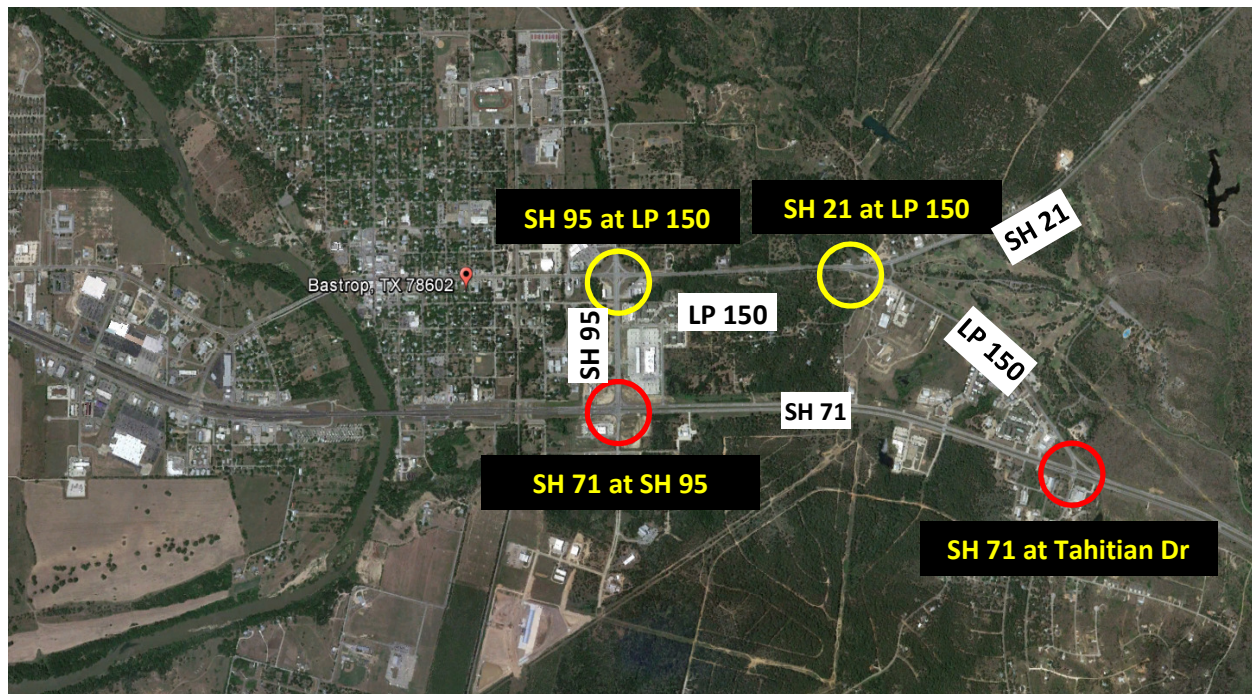


Figure 3. Key Intersections Included in the Microsimulation Models (Google Earth)



Traffic counts from the week of August 25, 2014, at these four intersections were obtained from GRAM Traffic. The traffic counts are cumulated into 15-minute intervals ranging from 7:00 a.m. to 9:00 a.m. for the morning peak period and from 4:00 p.m. to 6:00 p.m. for the afternoon peak. The traffic counts were assessed to determine a peak hour, or maximum count over four consecutive 15-minute intervals, for each peak period collected. The a.m. peak hour was determined to be 7:45 to 8:45 a.m. and the p.m. peak hour was found to be 5:00 to 6:00 p.m. Please refer to Appendix A for the traffic counts at these four intersections. To supplement the turning movement counts, 2012 TxDOT 24-hour counts were reviewed primarily to determine the percentage of heavy vehicles for the intersection approaches. Figure 4 shows the count locations with 2012 average annual daily traffic counts (AADTs) and the percentage of heavy vehicles from the TxDOT collection at each site.

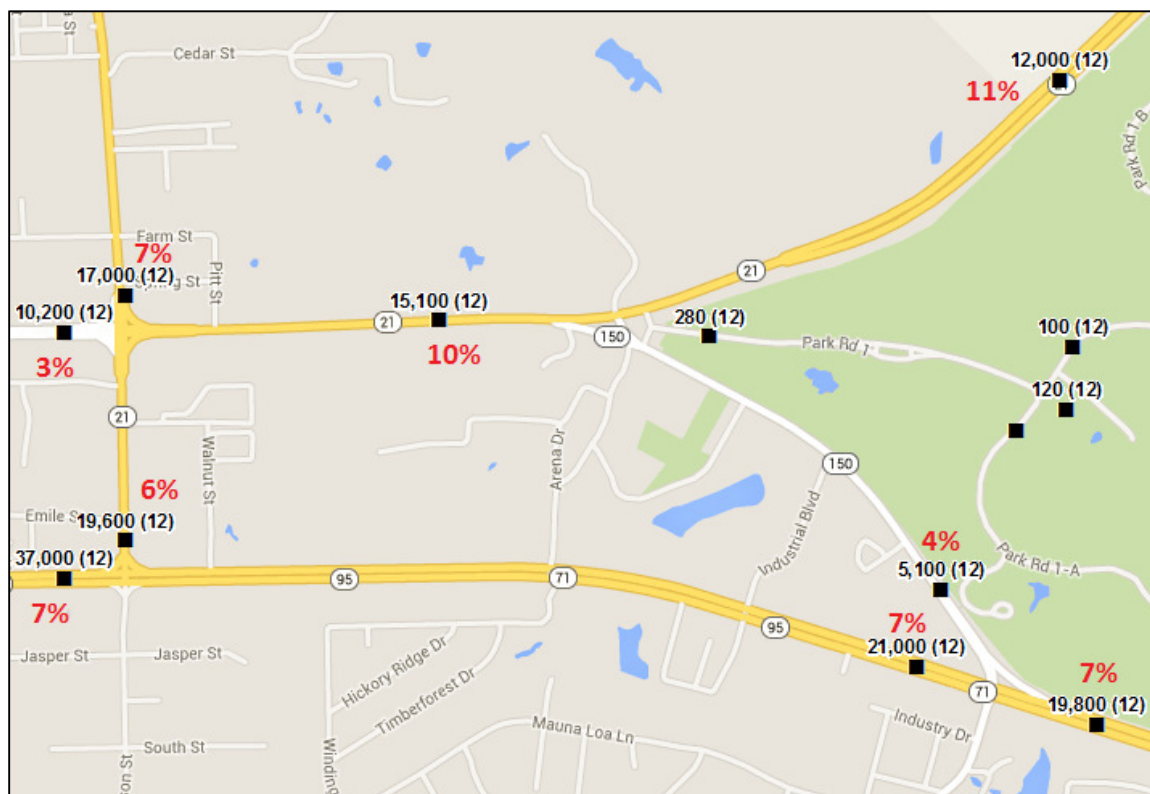


Figure 4. TxDOT 2012 AADTs and Percent Heavy Vehicles (Google Maps)

In addition to traffic counts, current signal timing plans for each intersection were obtained from TxDOT. The traffic signals at all four intersections operate with at least semi-actuated timing plans with the exception of the signal at SH 95 at LP 150, which operates on a pre-timed plan during the p.m. peak period. Based on this information and the TCP drawings provided by the City, twelve scenarios were analyzed using Synchro for the a.m. and p.m. peak periods. The scenarios are summarized below:

- 1) Existing conditions/current roadway configuration
- 2) SH 71 at Tahitian Drive TCP scenarios



- a. SH 71 at Tahitian Drive TCP Phase 1 Stage 1
 - b. SH 71 at Tahitian Drive TCP Phase 1 Stage 2
 - c. SH 71 at Tahitian Drive TCP Phase 1 Stage 3a (no separate right-turn lane along westbound approach)
 - d. SH 71 at Tahitian Drive TCP Phase 1 Stage 3b (separate right-turn lane along westbound approach)
 - e. SH 71 at Tahitian Drive TCP Phase 2 Stage 1
- 3) SH 71 at SH 95 TCP scenarios
- a. SH 71 at SH 95 TCP Phase 1 Stage 1
 - b. SH 71 at SH 95 TCP Phase 1 Stage 2
 - c. SH 71 at SH 95 TCP Phase 1 Stage 3
 - d. SH 71 at SH 95 TCP Phase 2 Stage 1
 - e. SH 71 at SH 95 TCP Phase 2 Stage 2
- 4) Full build-out of all proposed improvements along SH 71 at SH 95 and SH 71 at Tahitian Drive (including frontage roads)

4. MODEL RESULTS

4.1 DTA Model Results

This section summarizes the DTA modeling results for the six scenarios described in Section 3.1. The findings are presented for the a.m. and p.m. peak periods, respectively.

4.1.1 Morning Peak

Origin-Destination (OD) Path Analysis

The OD Path Analysis examines the paths taken by vehicles traveling between an origin (or set of origins) and a destination (or set of destinations). In addition to representing points within the network, origins and destinations may represent points of entry along the boundary of the network. In this section, the used paths for different OD pairs before, during, and after construction are presented for the a.m. peak period (6 to 9 a.m.). The pairings analyzed use the east end of SH 71 as a fixed origin to help demonstrate the typical westbound flow of commuter traffic in the area during the a.m. peak. The graphics in this section specifically show routing for the second hour of simulation as intended to represent the peak hour. The line weight and color is designated to indicate the relative amount of traffic on each roadway segment, as indicated in the figure legends. The color scale goes from dark blue (low volumes) to dark red (high volumes) with an increase in line thickness with higher relative volumes.

***OD Pair 1: SH 71 East End to SH 71 West End***

Origins: Boundary of study area at east end of SH 71

Destinations: Boundary of study area at west end of SH 71

Total demand: Approximately 950 vehicles for the peak period (~320 veh/hr)

Model results: No differences between the six scenarios in terms of route choice were found. Vehicles use only SH 71 in all six scenarios (see Figure 5).

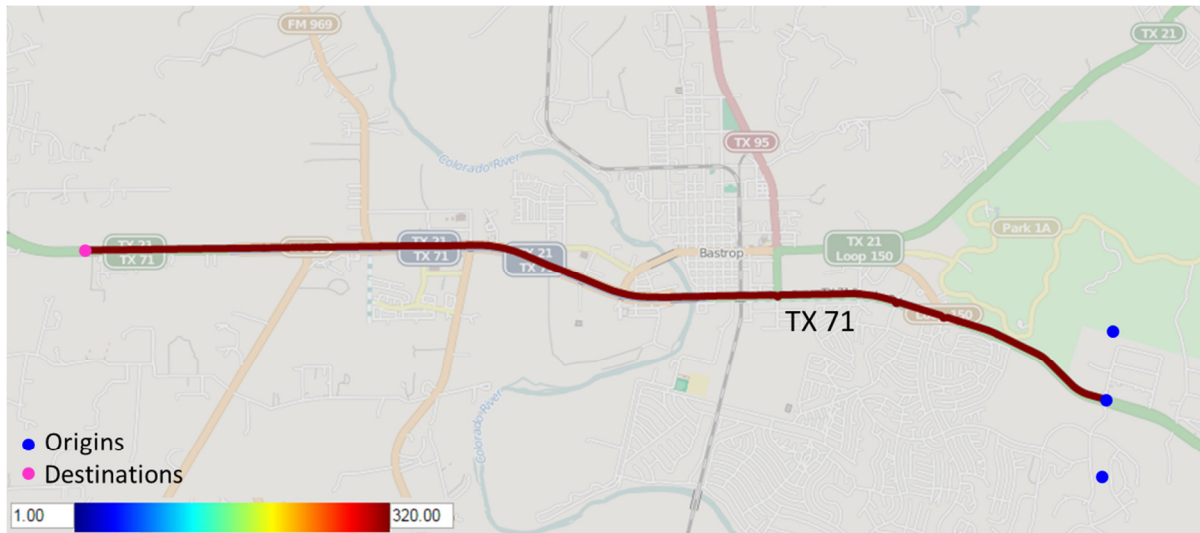


Figure 5. Travel Pattern from SH 71 East End to SH 71 West End

OD Pair 2: SH 71 East End to West of the Colorado River

Origins: Boundary of study area at east end of SH 71

Destinations: West of Colorado River

Total demand: Approximately 1,920 vehicles for the peak period (~640 veh/hr)

Model Results: No differences between the six scenarios in terms of route choice were found. Vehicles use only SH 71 in all six scenarios (see Figure 6).

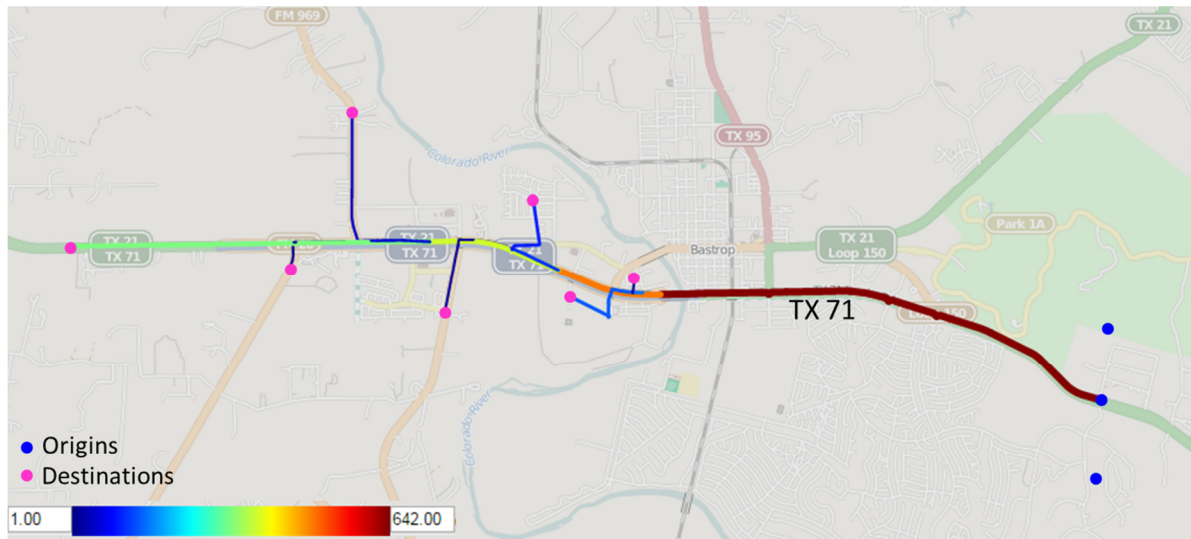


Figure 6. Travel Pattern from SH 71 East End to Destinations West of Colorado River

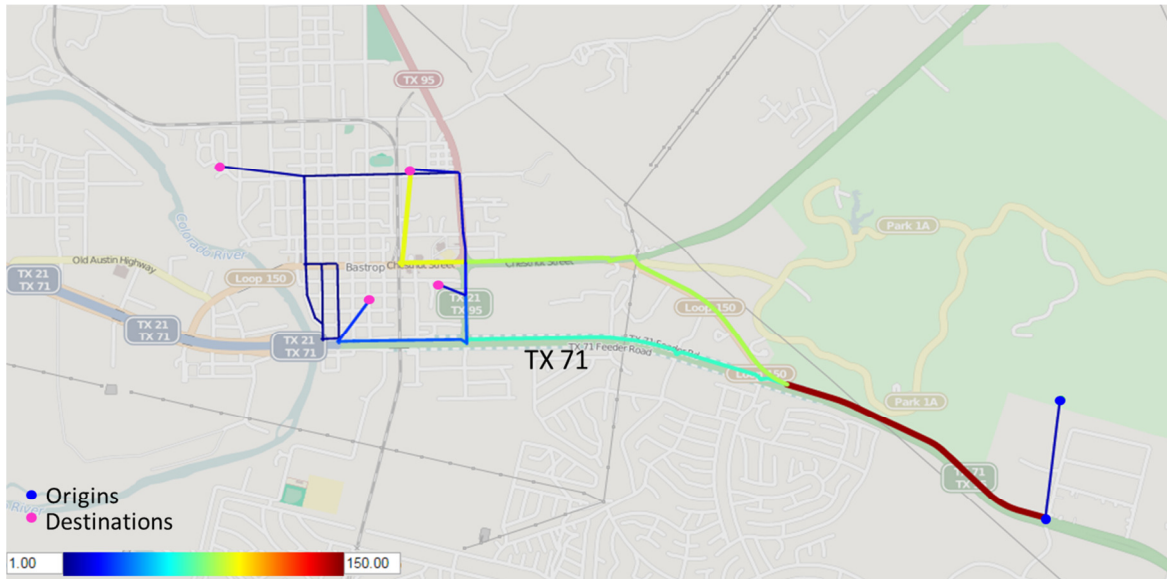
OD Pair 3: SH 71 East End to Downtown Bastrop Area

Origins: Boundary of study area at east end of SH 71

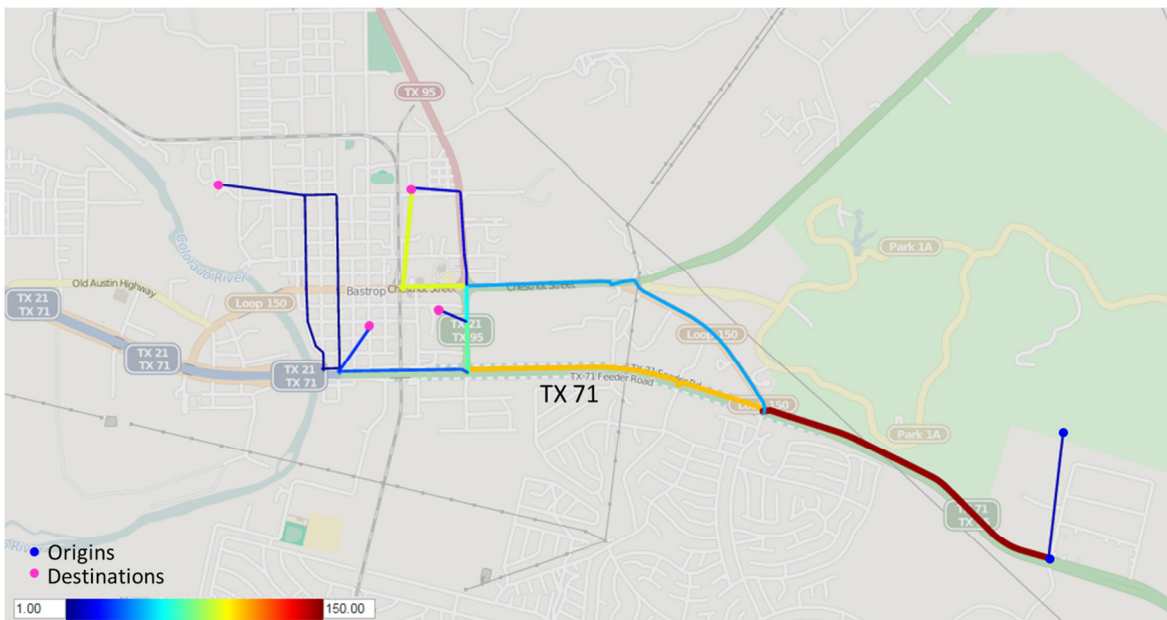
Destinations: Downtown Bastrop south of the rail line

Total demand: Approximately 445 vehicles for the peak period (~150 veh/hr)

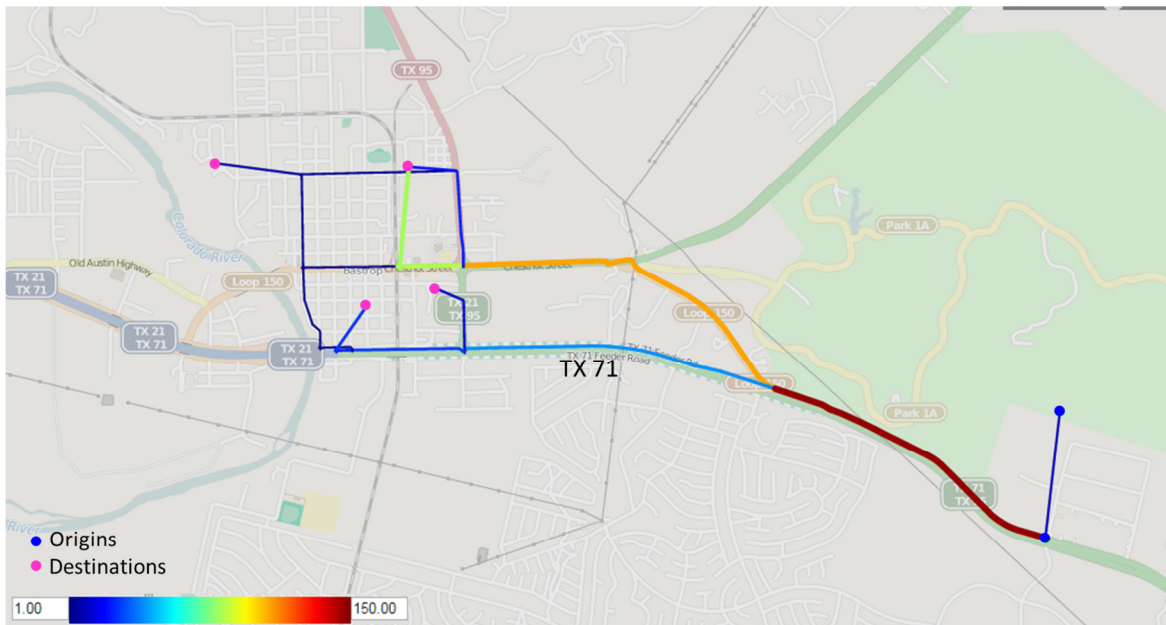
Model Results: In the existing scenario, travelers use both Loop 150 (57 percent) and SH 71 (43 percent) to reach their destinations (see Figure 7 (a)). For the Tahitian-1 scenario, the majority of vehicles are assigned to SH 71 (71 percent) (see Figure 7 (b)). This is likely due to the fact that the channelized right turn lane along the westbound approach at the Tahitian Drive intersection will be closed during this construction stage and the accessibility from SH 71 to Loop 150 will subsequently be reduced. For the Tahitian-2, SH 95-1, and SH 95-2 scenarios, more travelers are assigned to Loop 150 (about 73 percent) (see Figures 7 (c) and (d)). In the full build-out scenario, most of the vehicles are assigned to SH 71 (92 percent) (see Figure 7 (e)). It is worth noting that very little, if any, change to traffic along LP 150, west of SH 95, occurs between the existing, Tahitian-1, Tahitian-2, and full build-out scenarios. There does appear to be slightly less traffic using LP 150 (Chestnut Street) immediately west of SH 95 for the SH 95-1 and SH 95-2 scenarios for this pairing due to more use of SH 95 to the north (see Figure 7 (d)).



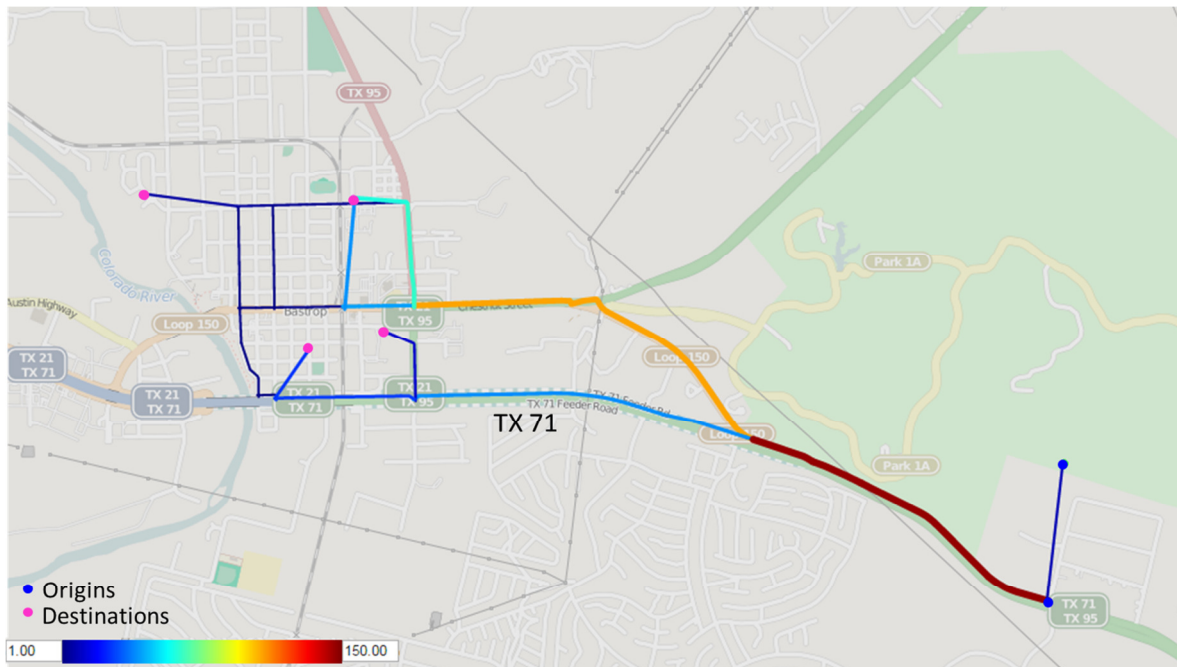
(a) Existing



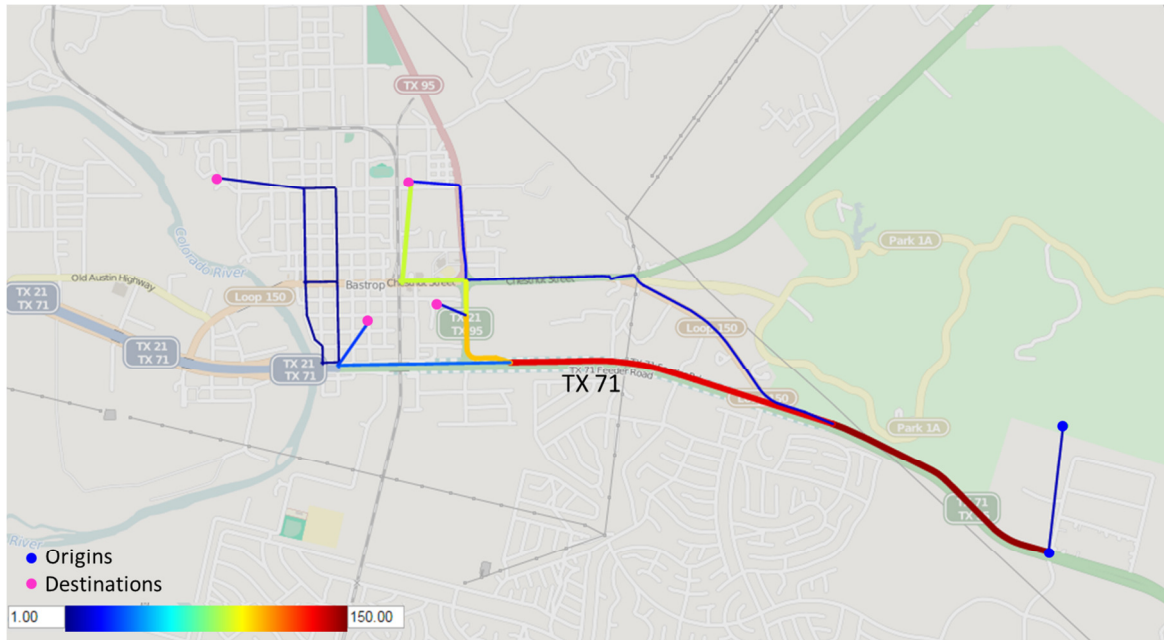
(b) Tahitian-1



(c) Tahitian-2



(d) SH 95-1 & SH 95-2



(e) Full Build-out

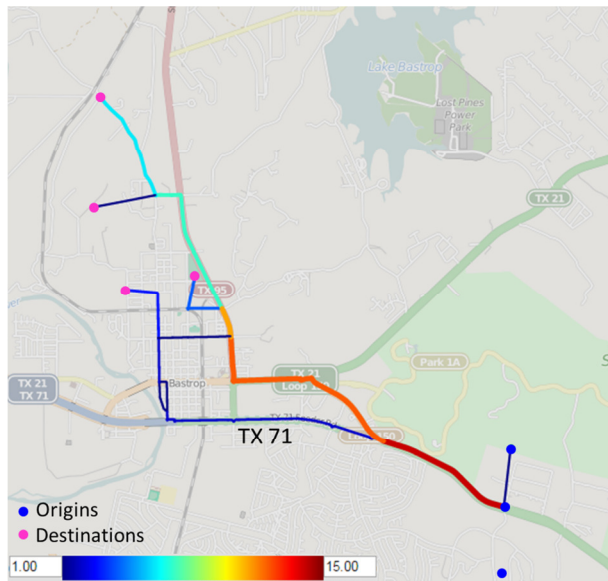
Figure 7. Travel Patterns from SH 71 East End to Downtown Bastrop Area**OD Pair 4: SH 71 East End to North Side of Bastrop**

Origins: Boundary of study area at east end of SH 71

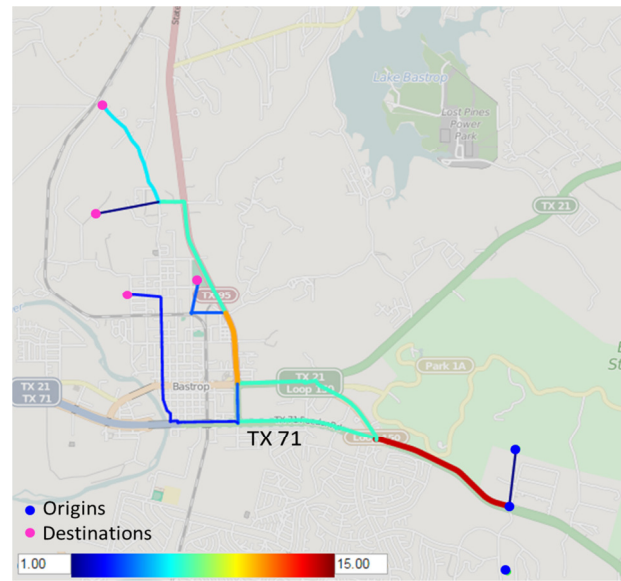
Destinations: Bastrop north of the rail line

Total demand: Approximately 40 vehicles for the peak period (~15 veh/hr)

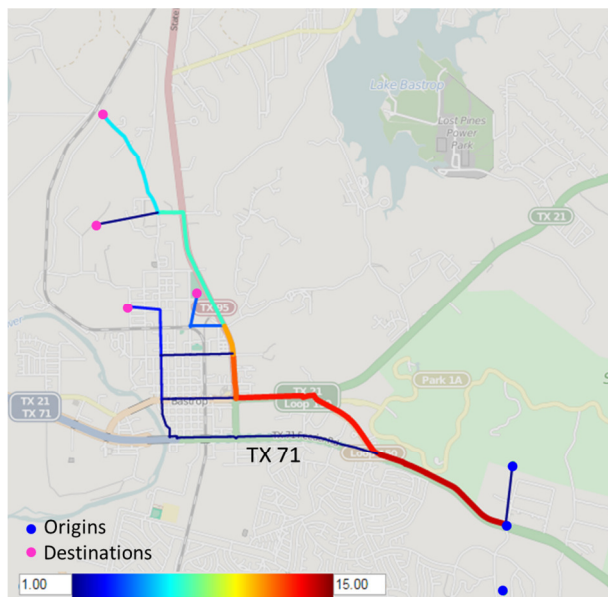
Model Results: In the existing scenario, vehicles mainly use Loop 150, with some traffic on SH 71 (14 percent) (see Figure 8 (a)). For the Tahitian-1 scenario, the numbers of vehicles using SH 71 and Loop 150 are approximately the same (see Figure 8 (b)). For the Tahitian-2 and SH 95-1 scenarios, less than 10 percent of the vehicles are assigned to SH 71 (see Figure 8 (c)). For the SH 95-2 scenario, all vehicles use LP 150 (see Figure 8 (d)). In the full build-out scenario, more travelers choose SH 71 (33 percent) (see Figure 8 (e)), indicating a clear shift to SH 71 with the new interchanges in place for these destinations. Travel west of SH 95 for this OD pairing is not significantly affected by the network changes. It should be noted that the demand for this OD pair is very low, at only approximately 15 vehicles per hour during the a.m. peak period.



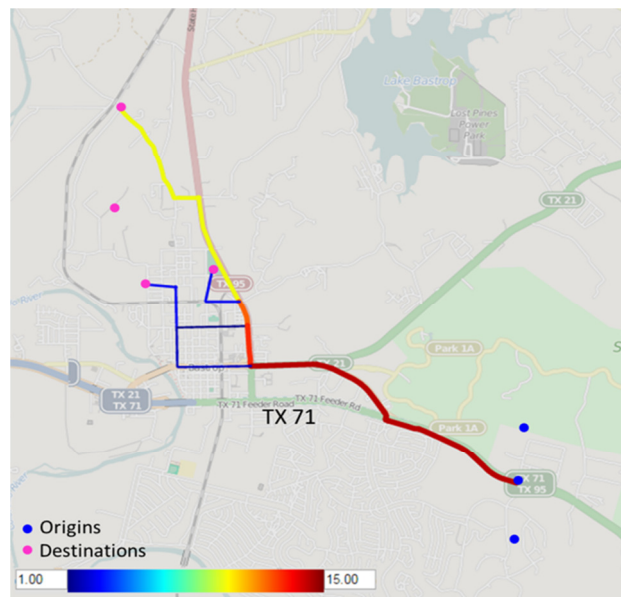
(a) Existing



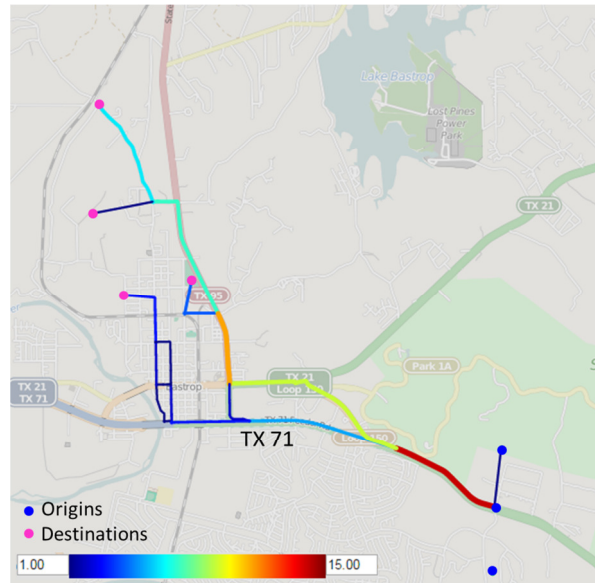
(b) Tahitian-1



(c) Tahitian-2 & SH 95-1



(d) SH 95-2



(e) Full Build-out

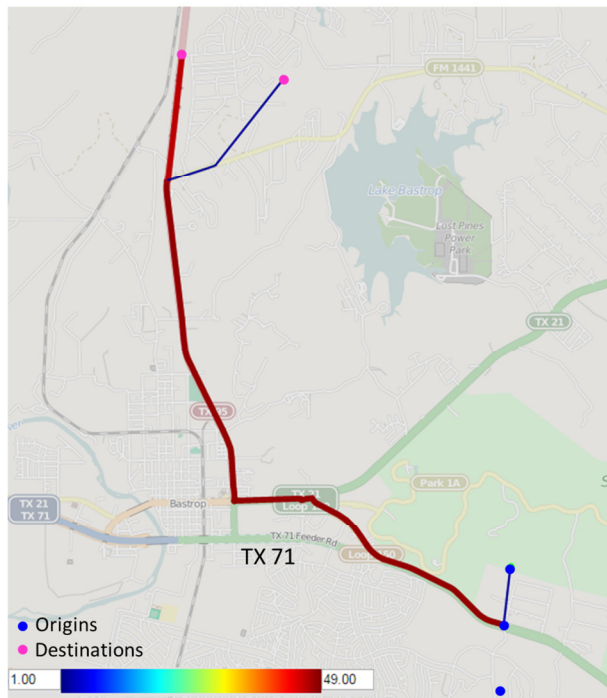
Figure 8. Travel Patterns from SH 71 East End to North Side of Bastrop***OD Pair 5: SH 71 East End to North End of SH 95***

Origins: Boundary of study area at east end of SH 71

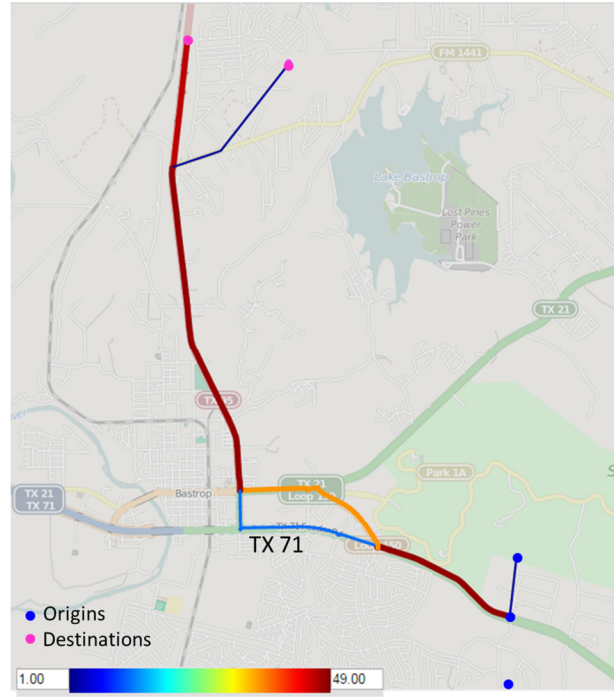
Destinations: Boundary of study area at north end of SH 95

Total demand: Approximately 145 vehicles for the peak period (~50 veh/hr)

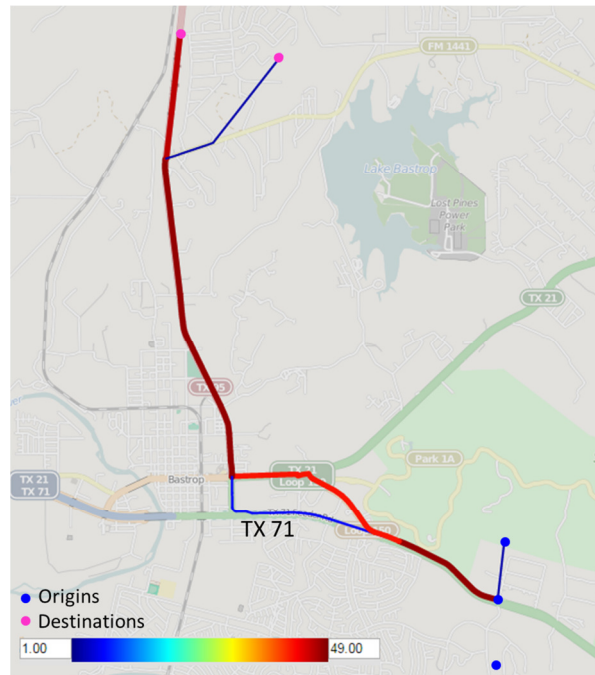
Model Results: For the existing, Tahitian-2, SH 95-1, and SH 95-2 scenarios, all vehicles for this OD pair use only Loop 150 (see Figure 9 (a)). For the Tahitian-1 scenario, some travelers switch to SH 71 (24 Percent) (see Figure 9 (b)). In the full build-out scenario, a few travelers choose SH 71 (12 percent) (see Figure 9 (c)). No impact west of SH 95 is visible for the scenarios. It should be noted that the demand for this OD pair is relatively low, at approximately 50 vehicles per hour during the a.m. peak period.



(a) Existing, Tahitian-2, SH 95-1, & SH 95-2



(b) Tahitian-2



(c) Full Build-out

Figure 9. Travel Patterns from SH 71 East End to North End of SH 95

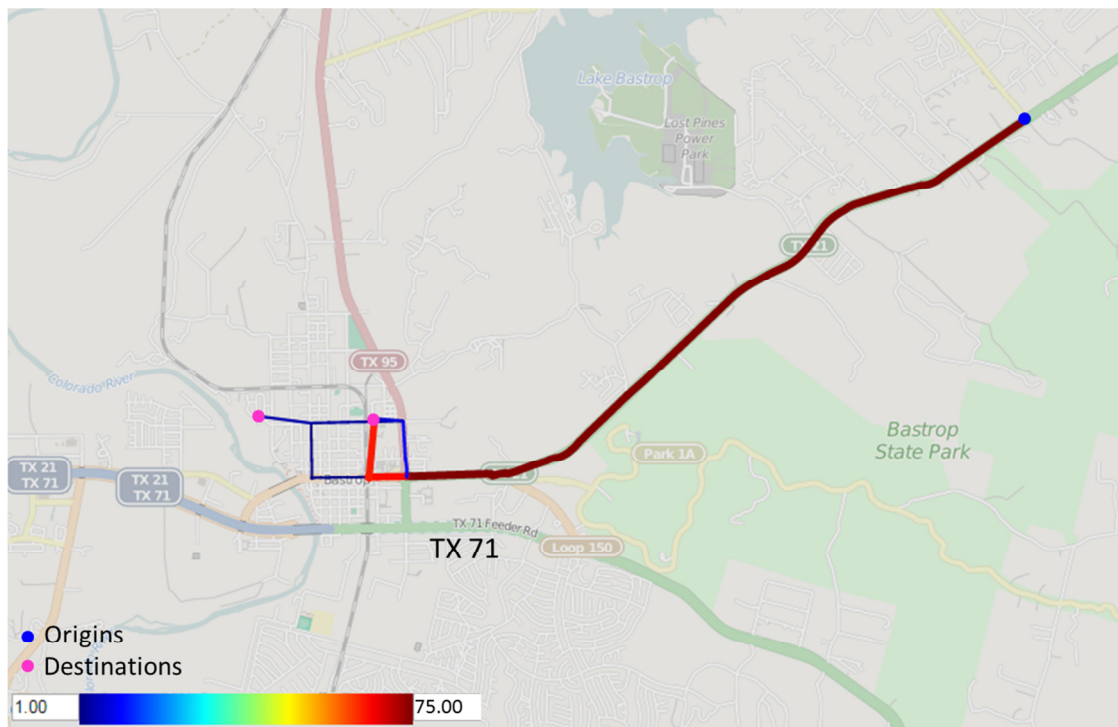
**OD Pair 6: SH 21 East End to Downtown Bastrop Area**

Origins: Boundary of study area at east end of SH 21

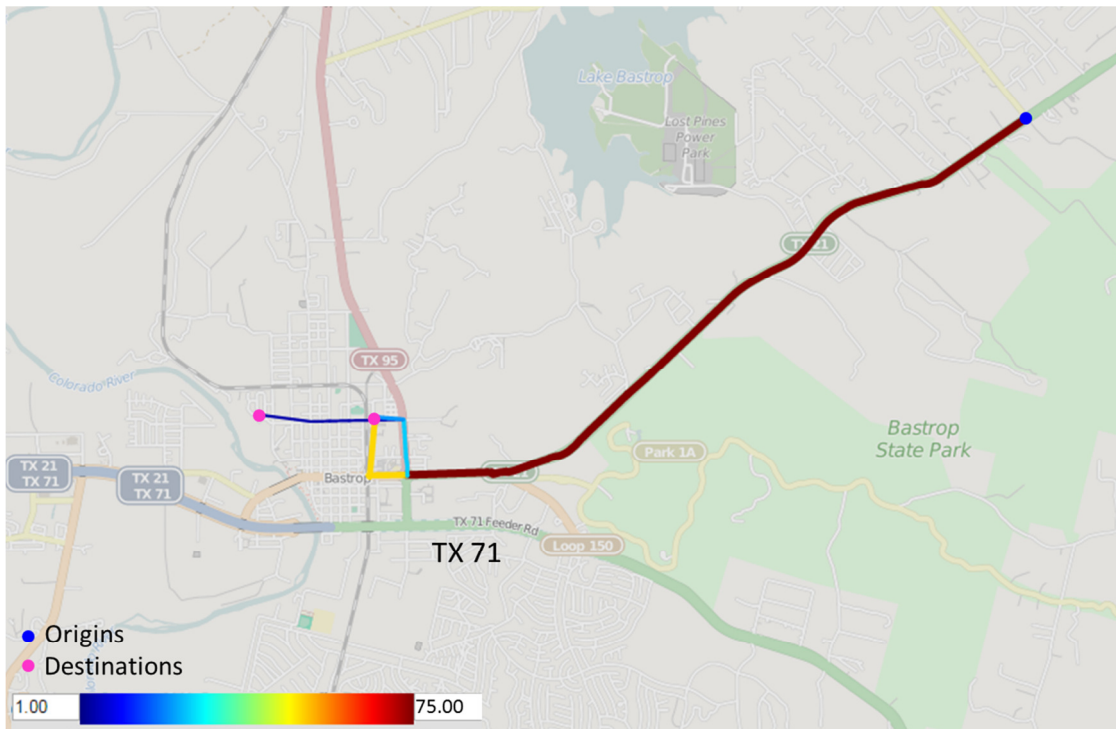
Destinations: Downtown Bastrop south of the rail line

Total demand: Approximately 225 vehicles for the peak period (~75 veh/hr)

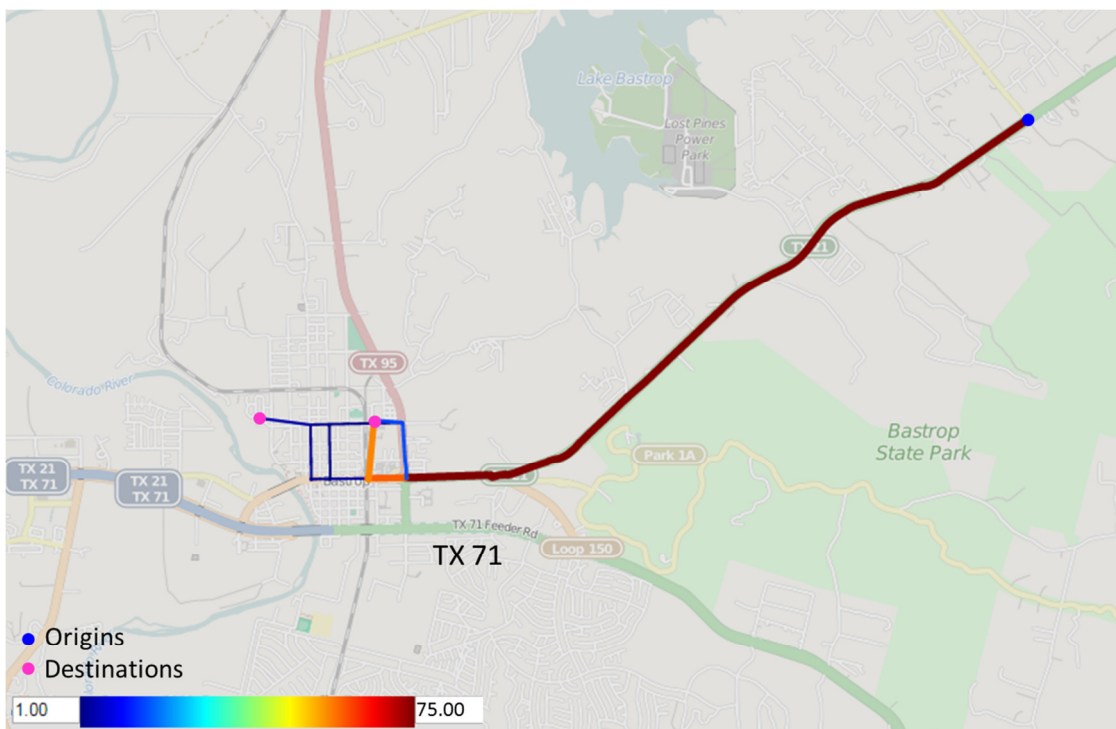
Model Results: In the existing scenario, most vehicles coming from SH 21 use LP 150 to travel to the two downtown destinations north of LP 150. In all other scenarios (during construction and after full build-out), some vehicles originally using LP 150 adjust their route to head north along SH 95 and then west along east-west connections, such as Cedar Street, to make their way to their destination. This trend is most obvious in the SH 95-1 scenario as more vehicles take the route using SH 95 (See Figure 10 (e)). This shift off of LP 150 is likely a result of other vehicles adjusting their route to use LP 150 instead of SH 71.



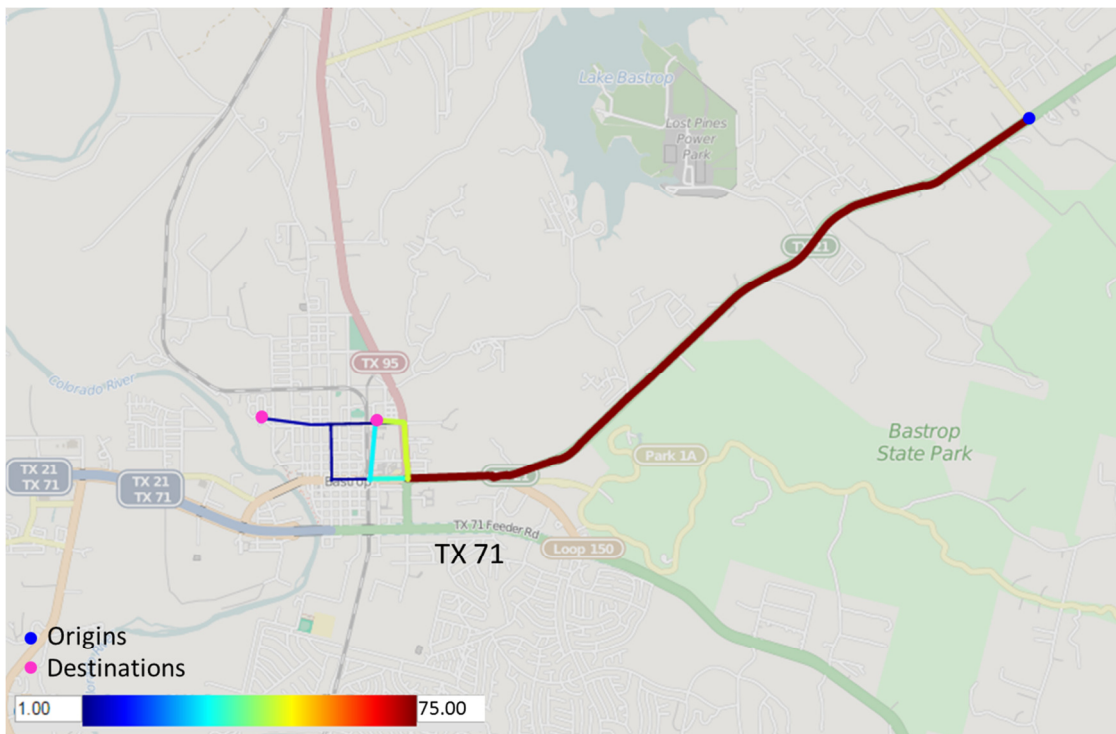
(a) Existing



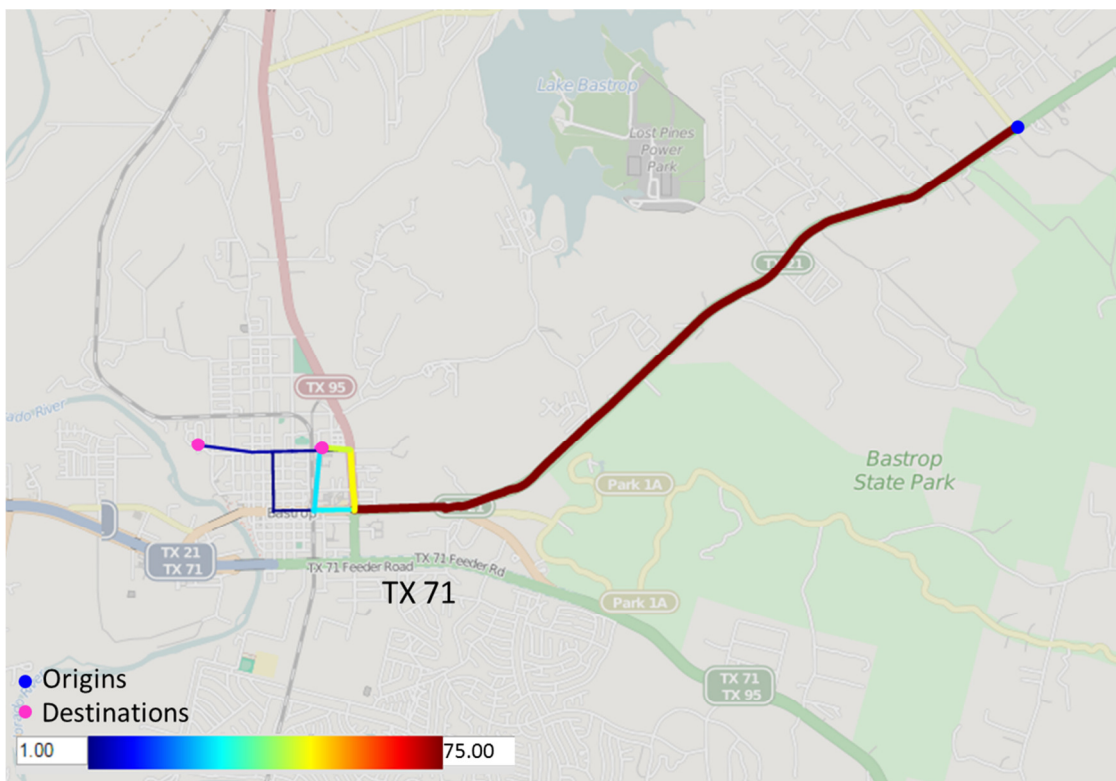
(b) Tahitian-1



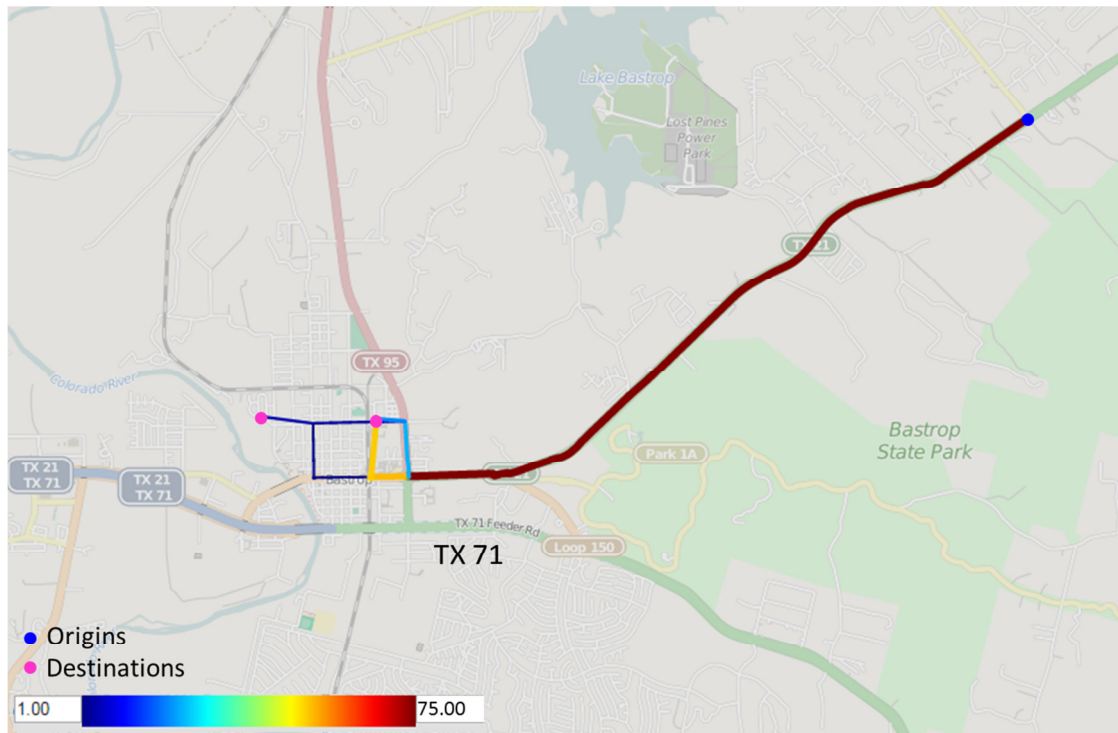
(c) Tahitian-2



(d) SH 95-1



(e) SH 95-2



(f) Full Build-out

Figure 10. Travel Patterns from SH 21 East End to Downtown Bastrop Area***OD Pair 7: Downtown Bastrop Area to West of Colorado River***

Origins: Downtown Bastrop south of the rail line

Destinations: West of Colorado River

Total demand: Approximately 700 vehicles for the peak period (~235 veh/hr)

Model Results: No significant change in route choice is observed between scenarios for this OD pair during the morning peak period. The majority of vehicles use SH 71, as shown in Figure 11. Note that approximately 100 vehicles use Pecan Street to access SH 71 from LP 150.

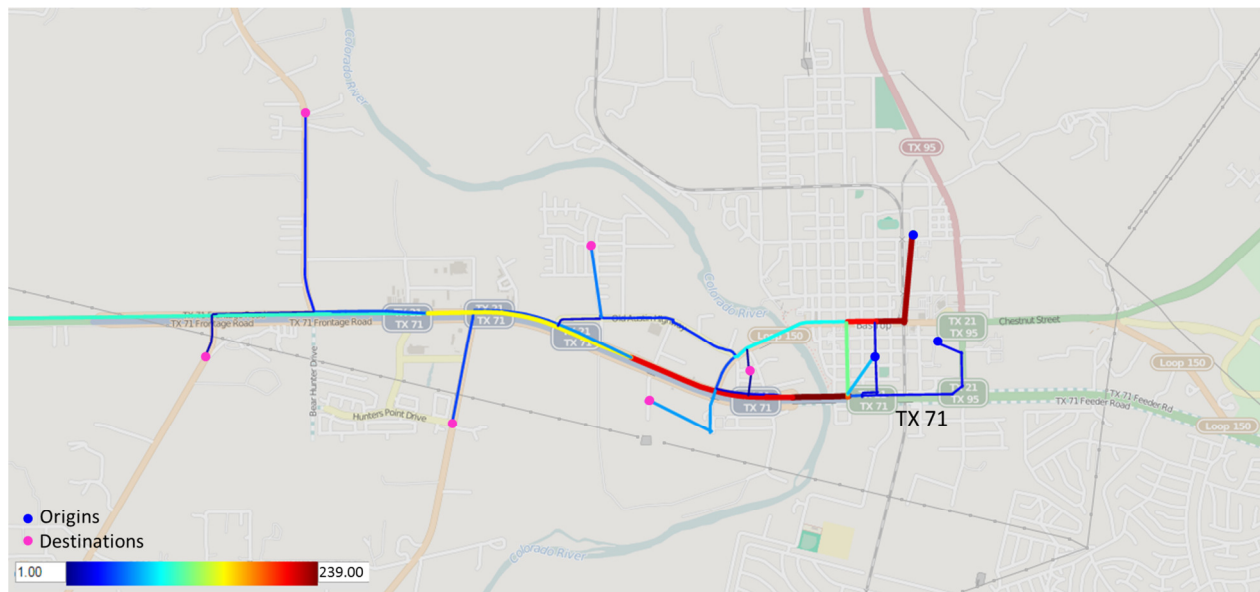


Figure 11. Travel Patterns from Downtown Bastrop Area to West of Colorado River

Travel Time Analysis

This section presents the change in average travel time during the a.m. peak period between the aforementioned OD pairs. From Table 1, we can see that the Tahitian-2 and SH 95-1 scenarios are the worst performing scenarios, with travel time increases over existing conditions for some OD pairs. It should be noted that the construction scenarios incorporate optimized signal timing plans for the SH 71 intersections during construction phasing based on the results of the microsimulation analysis, which is estimated to improve the conditions for these intersections, at least relative to utilization of the existing timing plans. After full build-out, the travel time between most OD pairs improves, especially from the east end of SH 71 to the west and downtown Bastrop. Travel times from the east end of SH 71 to points north remain relatively unchanged after full build-out.

**Table 1. Morning Travel Time Analysis (Minutes)**

Origins	Destinations	Existing	Tahitian-1	Tahitian-2	SH 95-1	SH 95-2	Full Build-out
SH 71 at Bastrop State Park	West end of SH 71	10.5	9.5	10.0	10.0	10.0	8.0
	West of River	9.0	8.5	9.0	9.0	9.0	7.0
	Bastrop S. of rail line	5.0	5.0	5.0	5.0	5.0	4.0
	Bastrop N. of rail line	10.5	11.0	11.0	11.0	11.0	10.5
	North end of SH 95	10.0	10.5	10.0	10.0	10.0	10.0

Selected Roadway Segment Analysis

This part of the analysis helps identify which travelers are using a selected roadway segment in the network by illustrating the paths of all vehicles that use the segment. To evaluate if traffic will shift to LP 150/Chestnut Street during construction phasing, roadway segments along LP 150—one west of SH 95 and one east of SH 95—were selected for analysis.

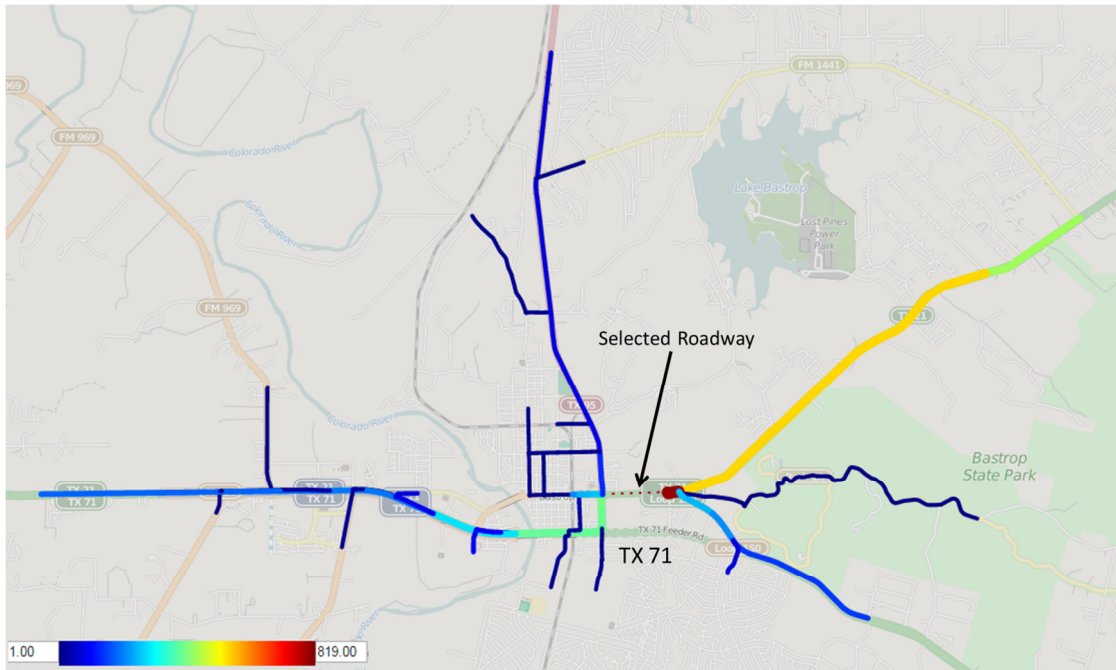
Loop 150 between SH 21 and SH 95, Westbound Direction

In the full build-out scenario, the number of vehicles assigned to this section of roadway decreases by approximately 170 vehicles during the peak hour compared with the existing scenario (see Table 2). The travel pattern remains largely unchanged between the existing scenario and the construction scenarios (see Figure 12 (a)). After full build-out, among all the travelers using this section of roadway, the proportion of vehicles coming from the southeast is lower (see Figure 12 (b)), indicating more vehicles from that direction will use SH 71 with the intersection upgrades. The figure also indicates that a higher proportion of vehicles use SH 95 from LP 150 to the east to gain access to SH 71 after full build-out of the interchange, but the absolute number is approximately the same.

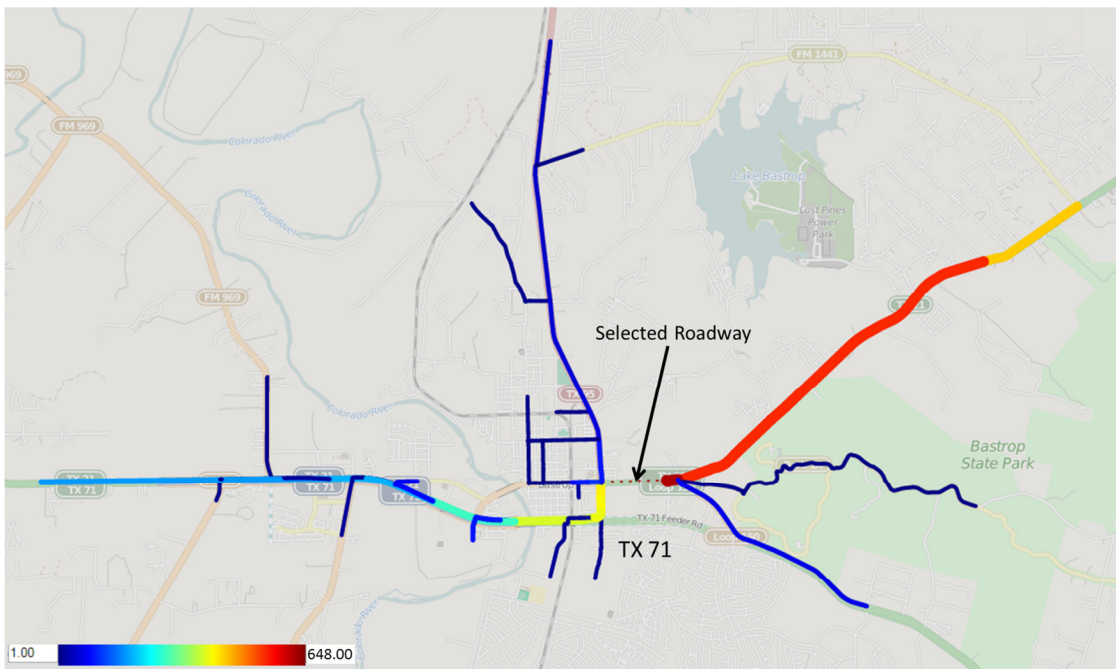
Table 2 shows that the number of vehicles using this roadway segment decreases during most construction phases. This is due to some travelers that originally use LP 150 switching to other routes. For example, vehicles leaving the neighborhood south of SH 71 at Tahitian Drive use both LP 150 and SH 71 when heading toward downtown Bastrop. However, during construction phasing, as more traffic from areas to the east diverts to LP 150, some of these vehicles reroute to SH 71 as a result.

Table 2. Number of Vehicles Using Loop 150 between SH 21 and SH 95, Westbound

	Existing	Tahitian-2	Tahitian-3	SH 95-1	SH 95-2	Full Build-out
Number of vehicles during peak hour	820	760	750	740	830	650



(a) Existing, Tahitian-1, Tahitian-2, SH 95-1, & SH 95-2



(b) Full Build-out

Figure 12. Paths of Vehicles Using Loop 150 between SH 21 and SH 95, Westbound Direction

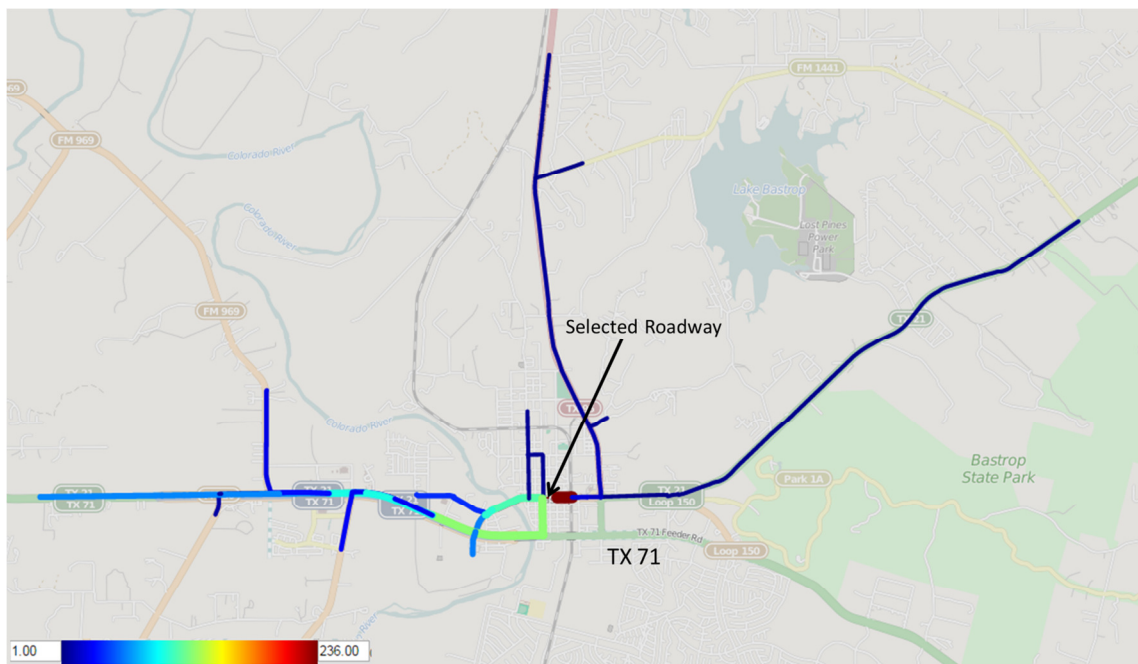


Loop 150 (Chestnut Street) between Hill Street and Pecan Street, Westbound Direction

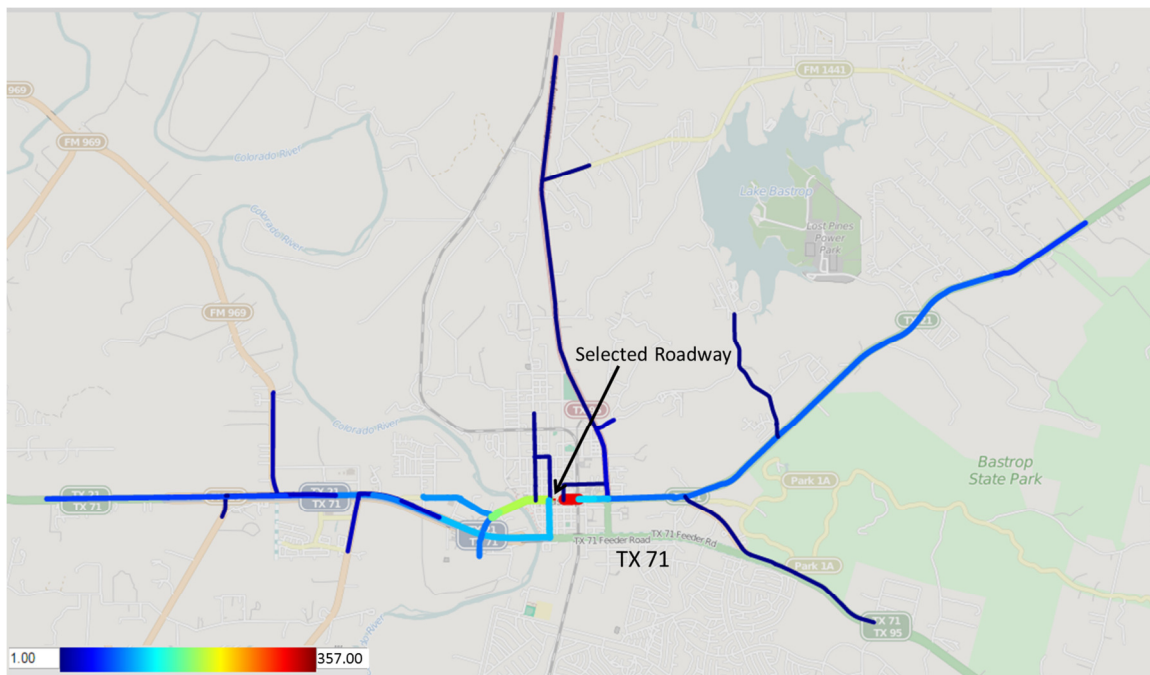
The majority of traffic identified on the segment of LP 150 (Chestnut Street) west of SH 95 through the downtown Bastrop area, originates from the east along SH 21 or north along SH 95. This traffic is primarily destined to points west of the river along LP 150 or SH 71, with some destinations in the downtown area. Much of the traffic crossing this section bound for SH 71 uses Pecan Street to gain access to the highway. Traffic destined for points along LP 150 continue along the roadway to the west (see Figure 13). This pattern of traffic splitting in this area, depending on the destination, is consistent between scenarios. During construction, the total number of vehicles using this section of roadway increases by approximately 8 percent in the Tahitian-1 and Tahitian-2 scenarios, 17 percent in the SH 95-1 scenario, and 52 percent in the SH 95-2 scenario (see Table 3). The significant increase in traffic during the SH 95-1 and SH 95-2 scenarios comes from SH 21 (see Figure 13 (b)). This traffic otherwise uses SH 95 to access SH 71, but during reconstruction of the SH 95 intersection, these vehicles divert to Chestnut Street. After construction, with the full build-out, the volume on this section of roadway returns to approximately its original value.

Table 3. Number of Vehicles Using Loop 150 between Hill Street and Pecan Street, Westbound

	Existing	Tahitian-2	Tahitian-3	SH 95-1	SH 95-2	Full Build-out
Number of vehicles during peak hour	230	250	250	360	330	240



(a) Existing, Tahitian-1, Tahitian-2, & Full Build-out



(b) SH 95-1 & SH 95-2

Figure 13. Paths of Vehicles Using Loop 150 between Hill Street and Pecan Street, Westbound Direction

4.1.2 Afternoon Peak

OD Path Analysis

In this section, the used paths for different OD pairs before, during, and after construction are presented for the p.m. peak period (3:30 to 6:30 p.m.). The pairings analyzed use the east end of SH 71 as a fixed destination to help demonstrate the typical eastbound flow of commuter traffic in the area during the p.m. peak. The graphics in this section specifically show routing for the second hour of simulation as intended to represent the peak hour.

OD Pair 1: SH 71 West End to SH 71 East End

Origins: Boundary TAZs at west end of SH 71

Destinations: Boundary TAZs at east end of SH 71

Total demand: Approximately 990 vehicles for the peak period (~330 veh/hr)

Model Results: No differences between the six scenarios in terms of route choice were found. Vehicles use only SH 71 in all six scenarios (see Figure 14).

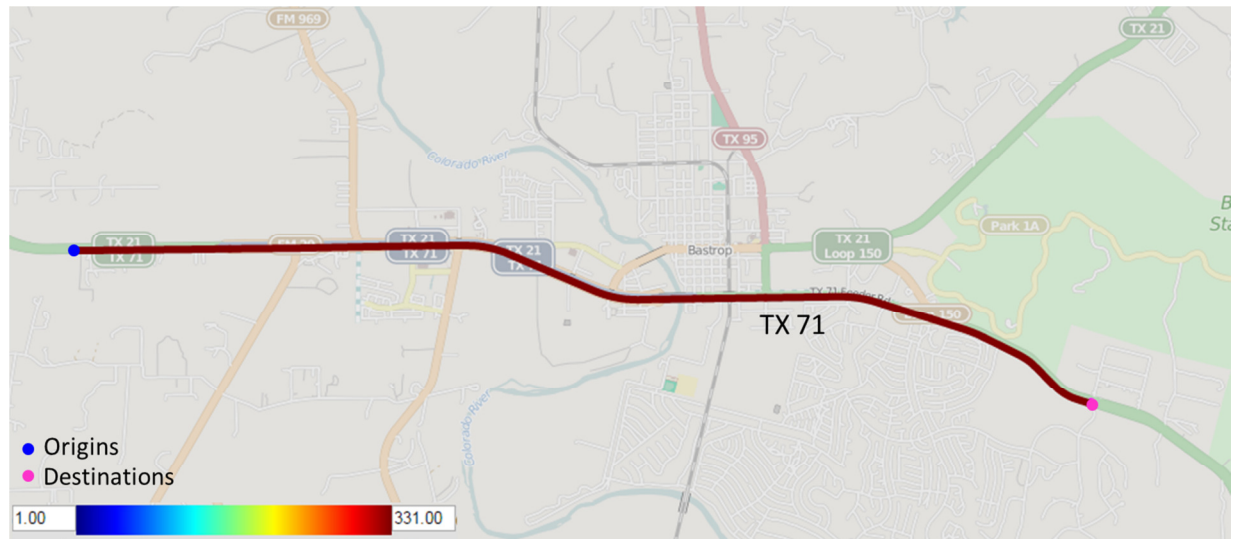


Figure 14. Travel Pattern from SH 71 West End to SH 71 East End

OD Pair 2: West of the Colorado River to SH 71 East End

Origins: TAZs west of Colorado River

Destinations: Boundary TAZs at east end of SH 71

Total demand: Approximately 2,170 vehicles for the peak period (~725 veh/hr)

Model Results: No differences between the six scenarios in terms of route choice were found. Vehicles use only SH 71 in all six scenarios (see Figure 15).

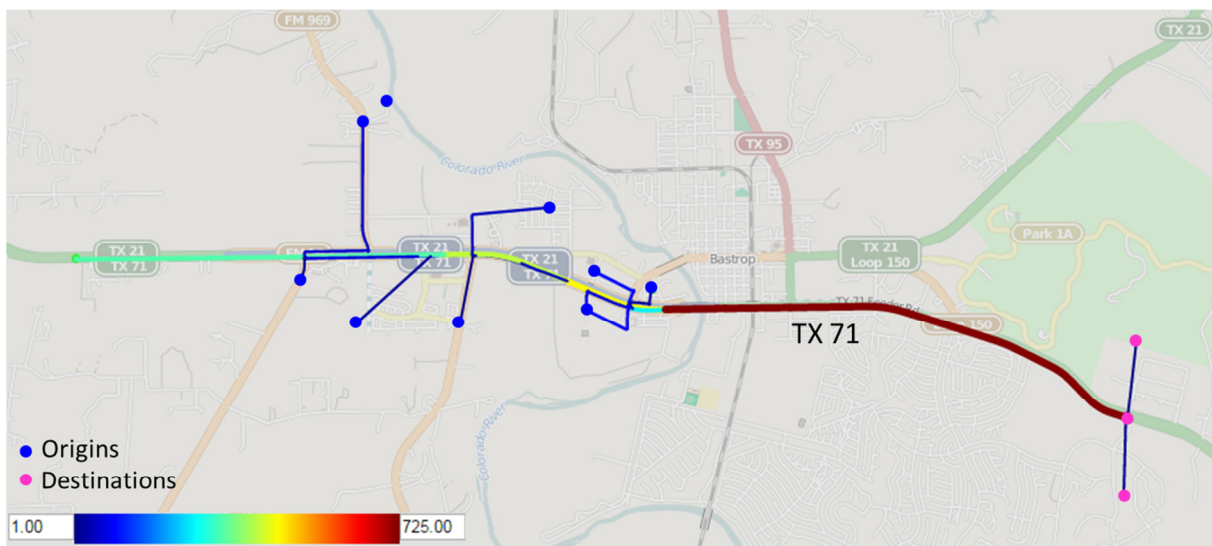


Figure 15. Travel Pattern from West of Colorado River to SH 71 East End

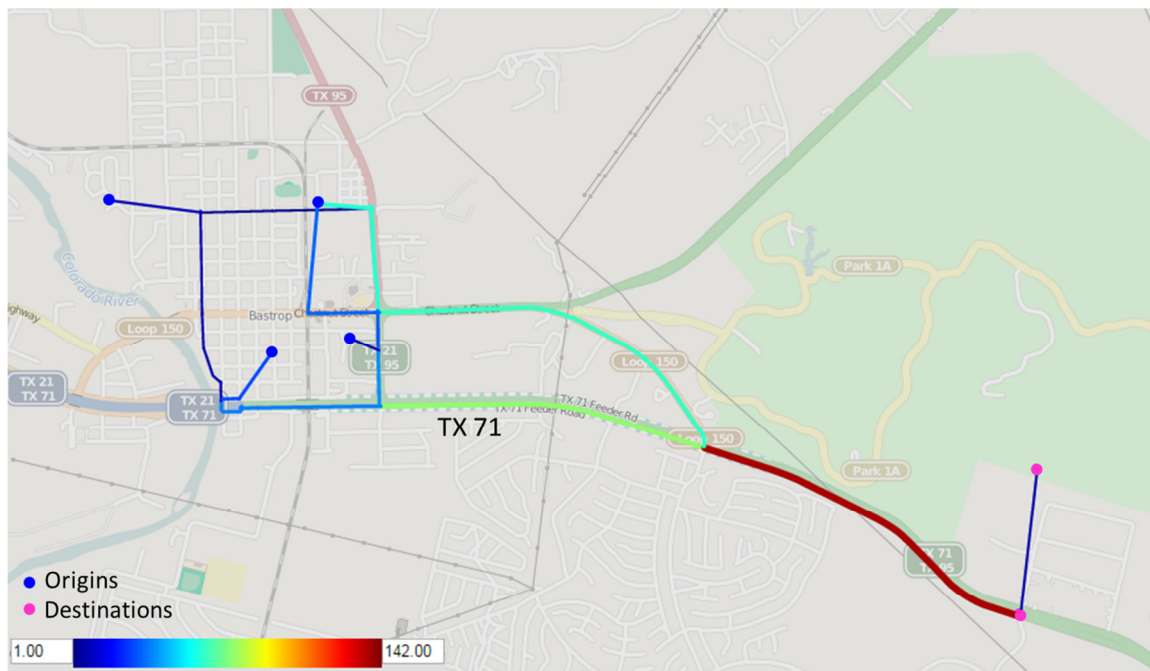
**OD Pair 3: Downtown Bastrop Area to SH 71 East End**

Origins: Downtown Bastrop south of the rail line

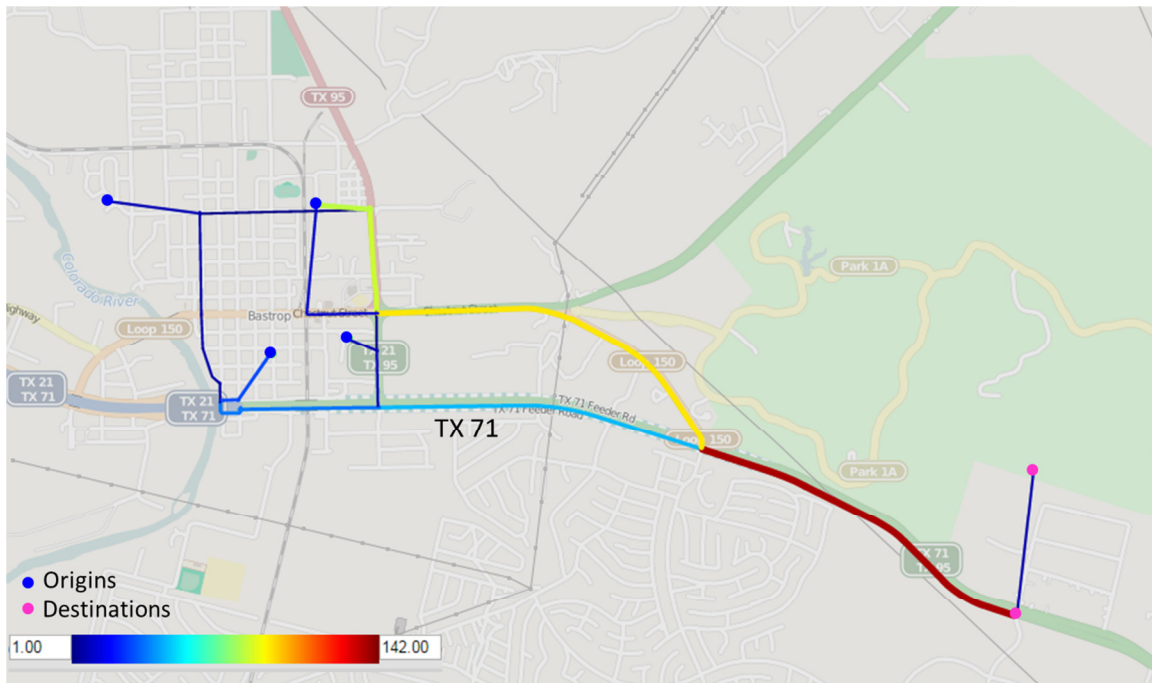
Destinations: Boundary of the study area at east end of SH 71

Total demand: Approximately 420 vehicles for the peak period (~140 veh/hr)

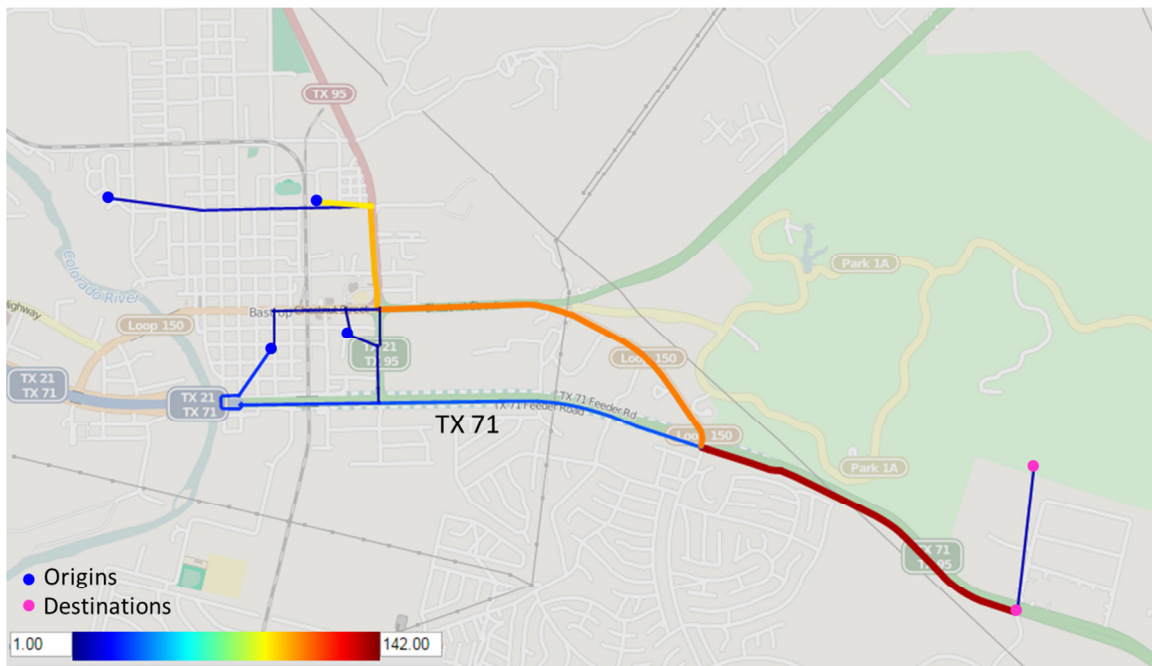
Model Results: In the existing scenario, travelers use both Loop 150 (44 percent) and SH 71 (56 percent) (see Figure 16 (a)). For the Tahitian-1 scenario, the trend begins to shift with a higher proportion of vehicles using LP 150 (69 percent) than SH 71 (31 percent) (see Figure 16 (b)). For the Tahitian-2, SH 95-1, and SH 95-2 scenarios, the majority of vehicles for this OD pairing continue to use LP 150 (69 percent for Tahitian-2, 76 percent for SH 95-1, and 94 percent for SH 95-2) (see Figure 16 (c)). In the full build-out scenario, nearly all travelers use SH 71 (93 percent) via SH 95 (see Figure 16 (d)).



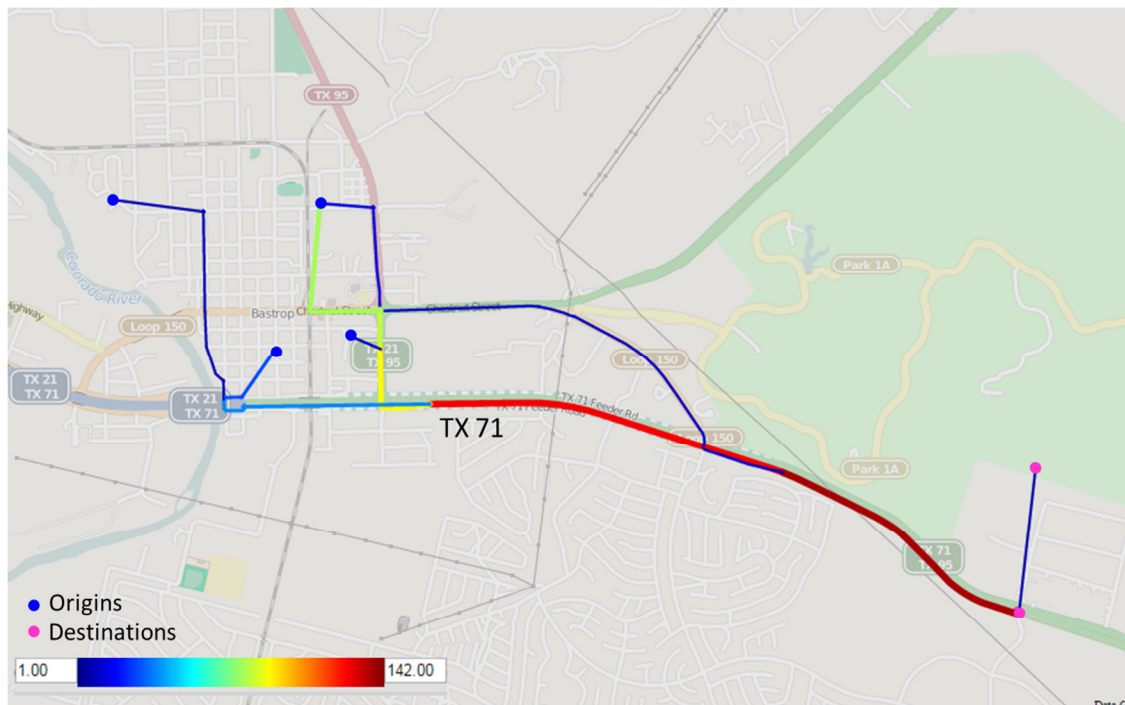
(a) Existing



(b) Tahitian-1



(c) Tahitian-2, SH 95-1, & SH 95-2



(d) Full Build-out

Figure 16. Travel Patterns from Downtown Bastrop Area to SH 71 East End***OD Pair 4: Downtown Bastrop Area to SH 71 East End***

Origins: Bastrop north of the rail line

Destinations: Boundary of the study area at east end of SH 71

Total demand: Approximately 50 vehicles for the peak period (~15 veh/hr)

Model Results: In the existing scenario, travelers use both LP 150 and SH 71, with slightly more vehicles (55 percent) using LP 150 (see Figure 17 (a)). For the Tahitian-1 scenario, due to the construction, only a few vehicles are found using SH 71 (17 percent) (see Figure 17 (b)). For the Tahitian-2, SH 95-1, and SH 95-2 scenarios, all vehicles for this OD pairing use LP 150 (see Figure 17 (c)). In the full build-out scenario, the majority of vehicles are assigned to SH 71 (83 percent), primarily via SH 95 (see Figure 17 (d)). It should be noted that the demand for this OD pair is very low; only approximately 15 vehicles per hour during the p.m. peak period.

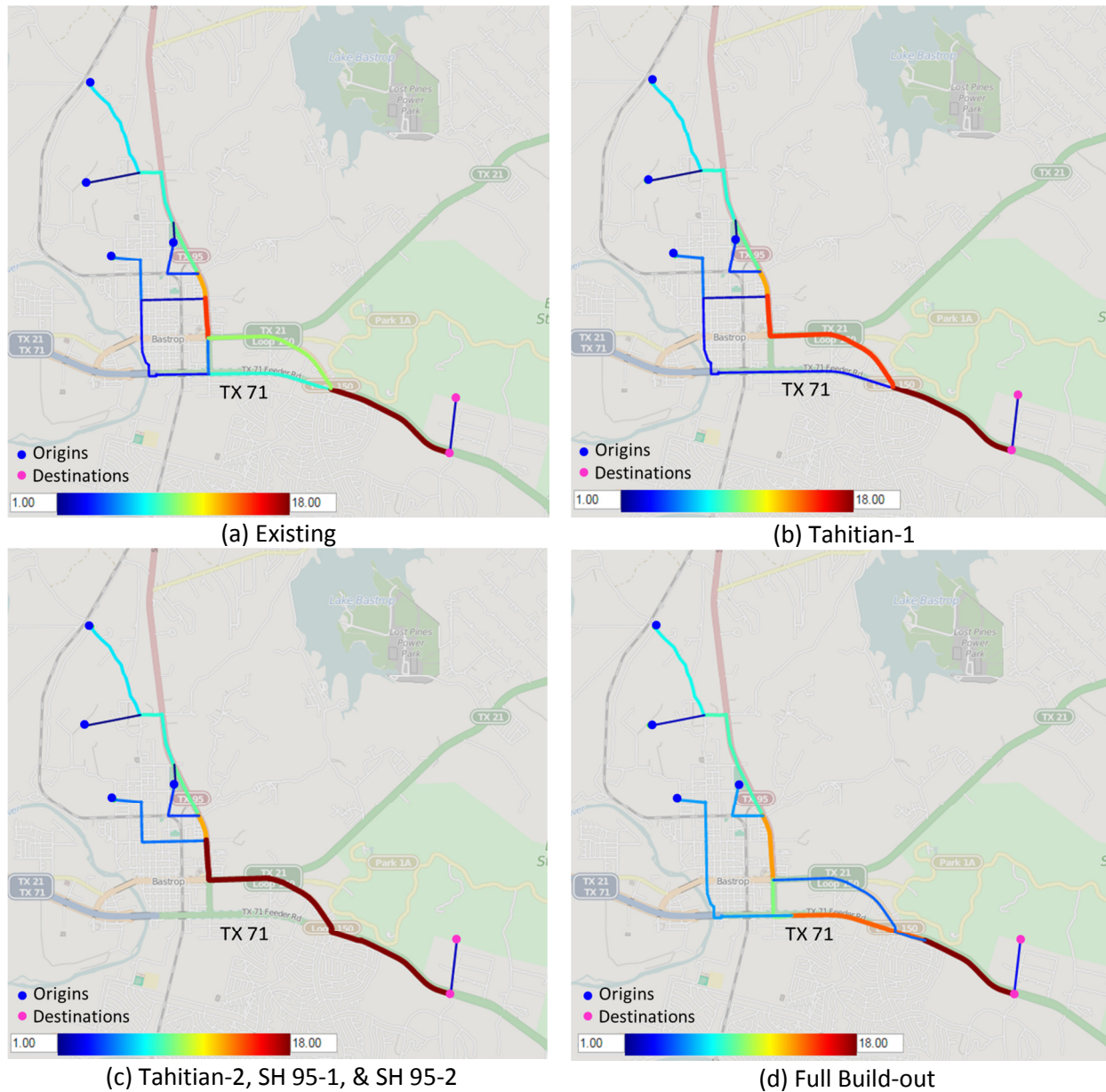


Figure 17. Travel Patterns from North Side of Bastrop to SH 71 East End

OD Pair 5: North End of SH 95 to SH 71 East End

Origins: Boundary TAZs at north end of SH 95

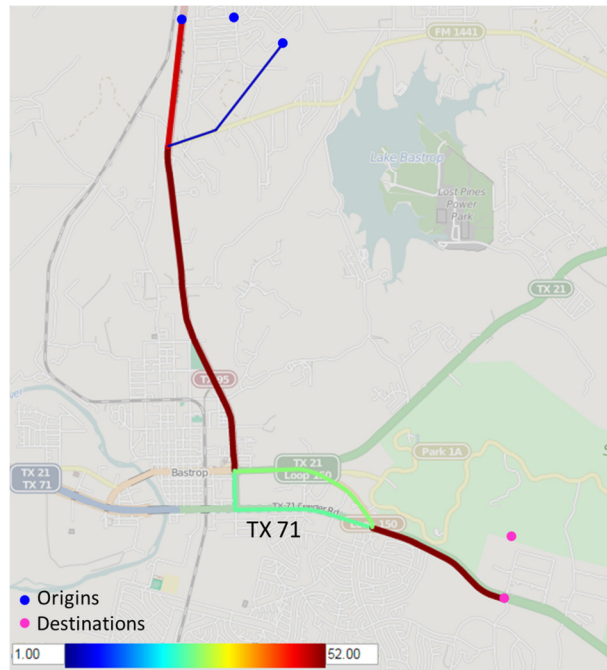
Destinations: Boundary TAZs at east end of SH 71

Total demand: Approximately 150 vehicles for the peak period (~50 veh/hr)

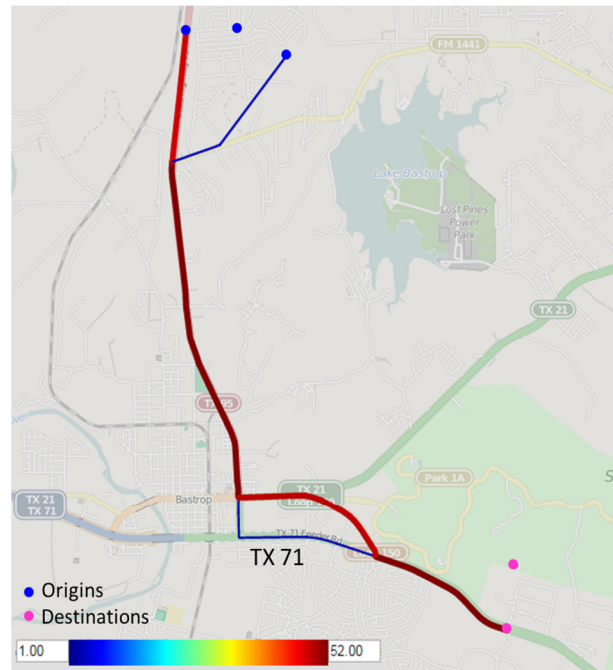
Model Results: In the existing scenario, both LP 150 and SH 71 are used. The proportions of traffic using these two paths are similar, with 48 percent using SH 71 and 52 percent using LP



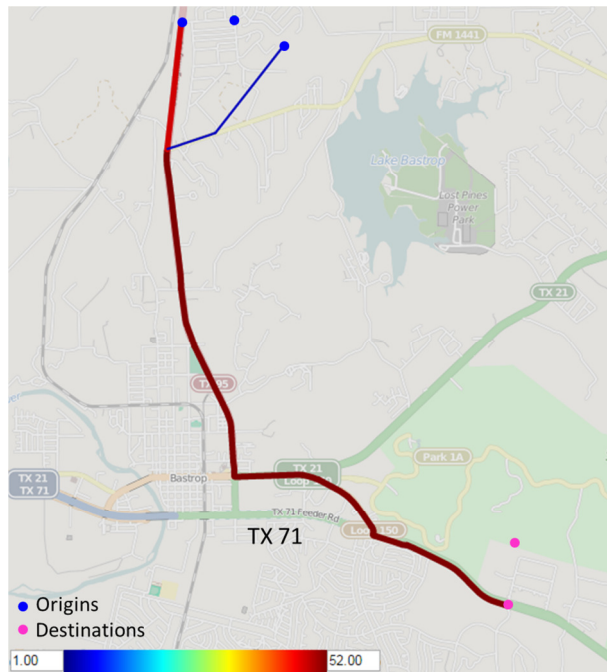
150 (see Figure 18 (a)). For the Tahitian-1 scenario, both roadways are still used but a much higher proportion of traffic is assigned to LP 150 (94 percent) to avoid the construction impact at the SH 71 at Tahitian Drive intersection to SH 71 (see Figure 18 (b)). For the Tahitian-2, SH 95-1, and SH 95-2 scenarios, all vehicles for this OD pair use only LP 150 (see Figure 18 (c)). In the full build-out scenario, the majority of vehicles use SH 71 (60 percent) (see Figure 18 (d)), which demonstrates the attractiveness of the route after the intersection improvements. It should be noted that the demand for this OD pair is relatively low, approximately 50 vehicles per hour during the p.m. peak period.



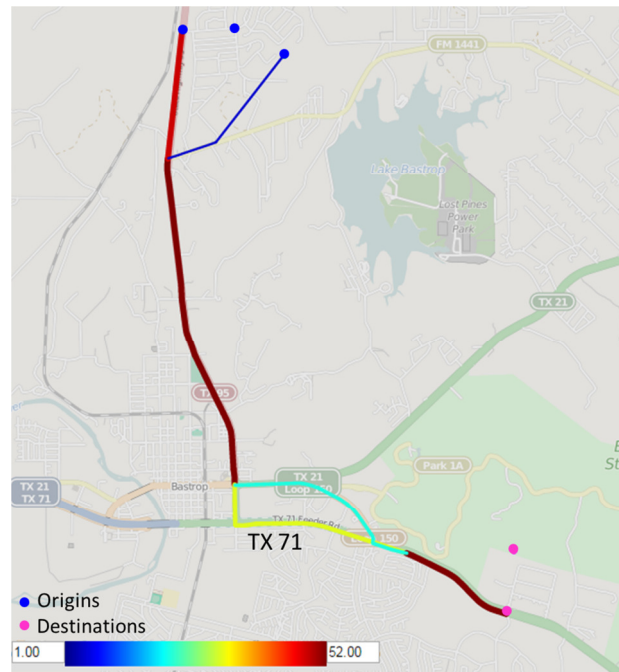
(a) Existing



(b) Tahitian-1



(c) Tahitian-2, SH 95-1, & SH 95-2



(d) Full Build-out

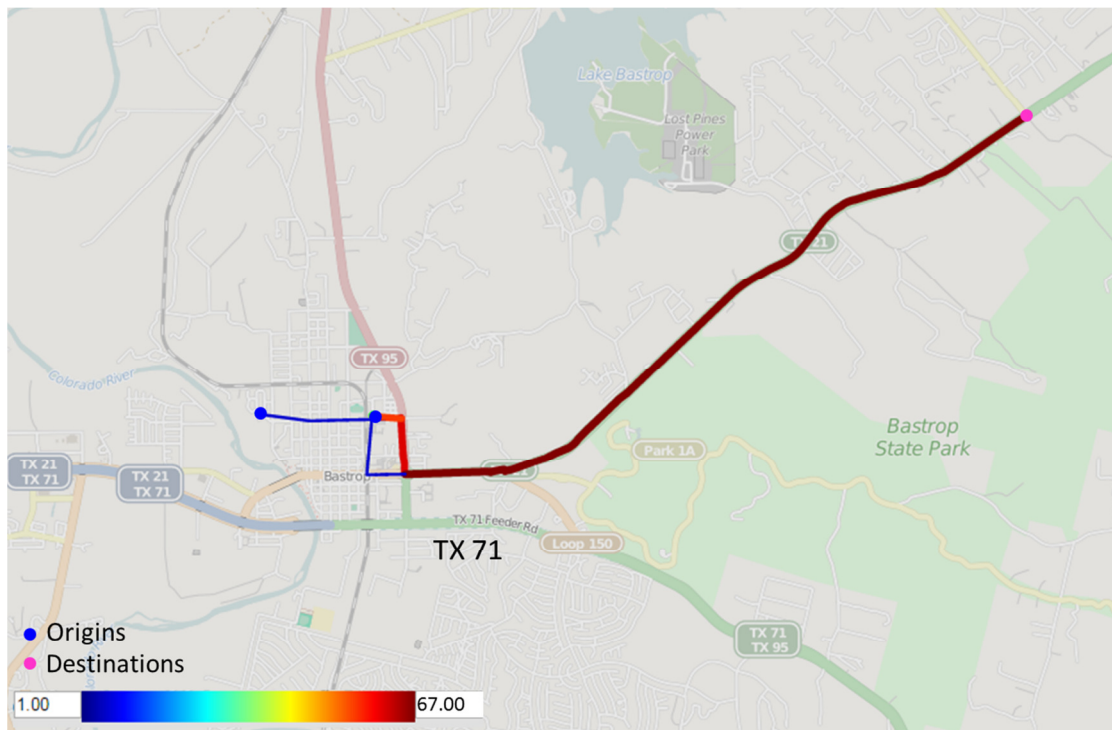
Figure 18. Travel Patterns from North End of SH 95 to SH 71 East End**OD Pair 6: Downtown Bastrop Area to SH 21 East End**

Origins: Downtown Bastrop south of the rail line

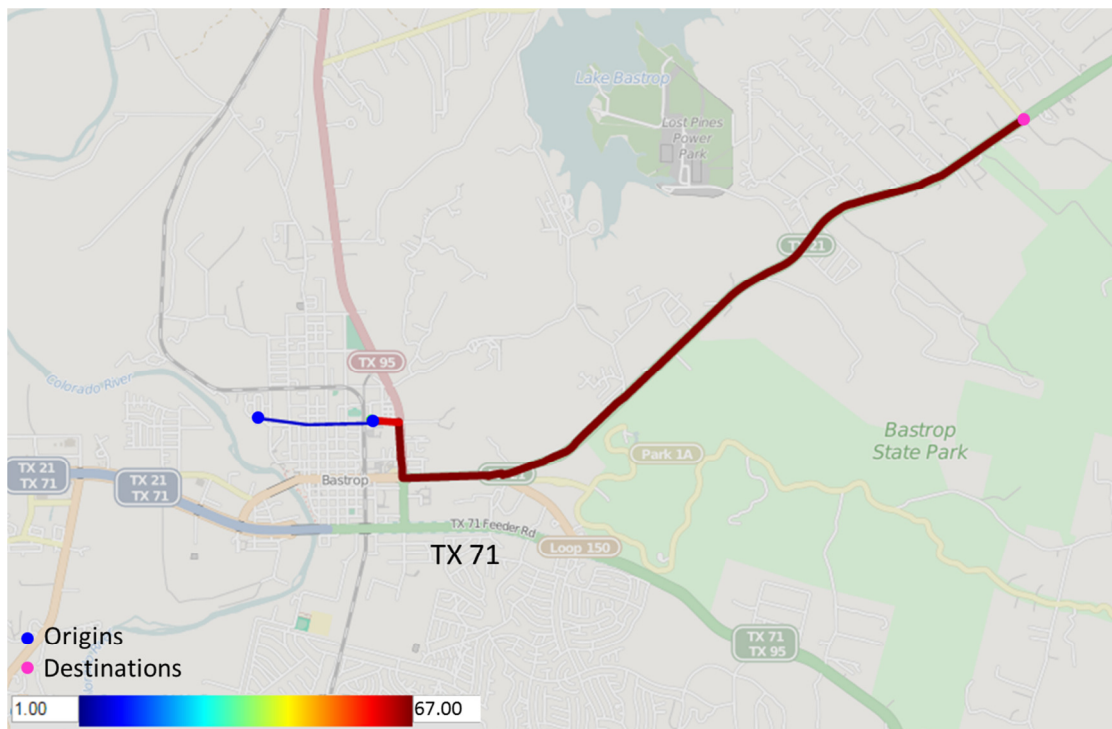
Destinations: Boundary of study area at east end of SH 21

Total demand: Approximately 190 vehicles for the peak period (~65 veh/hr)

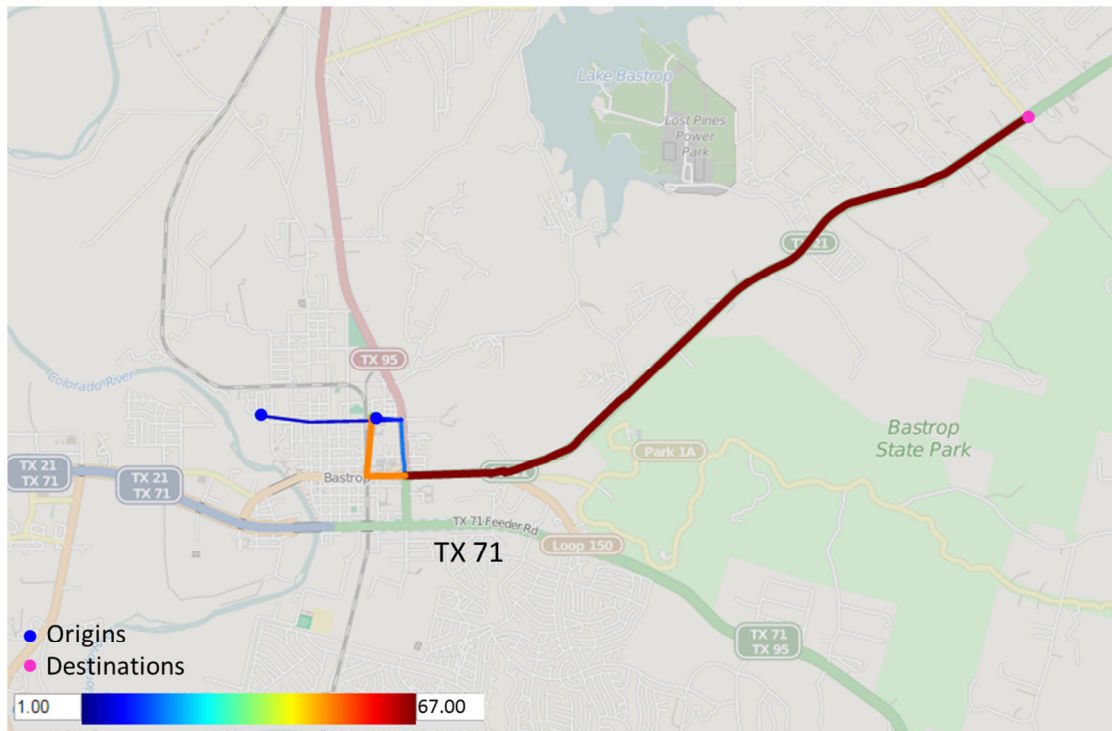
Model Results: In the existing and Tahitian-1 scenarios, most of vehicles from these origins heading to SH 21 use SH 95 to access LP 150 (see Figure 19 (a)). During the other three construction phases analyzed, all vehicles use only SH 95 to gain access to LP 150 to travel east (see Figure 19 (b)). It is likely that this occurs during these three scenarios as a result of more vehicles switching from SH 71 to LP 150 and forcing these vehicles to reroute. In the full build-out scenario, more vehicles access LP 150 earlier in their route than in the existing scenario (see Figure 19 (c)). The results show that after full build-out of the two interchanges, SH 71 is more attractive and fewer vehicles are assigned to LP 150/Chestnut Street which, consequently, makes this road more appealing to those traveling between these OD pairs.



(a) Existing & Tahitian-1



(c) Tahitian-2, SH 95-1, & SH 95-2



(d) Full Build-out

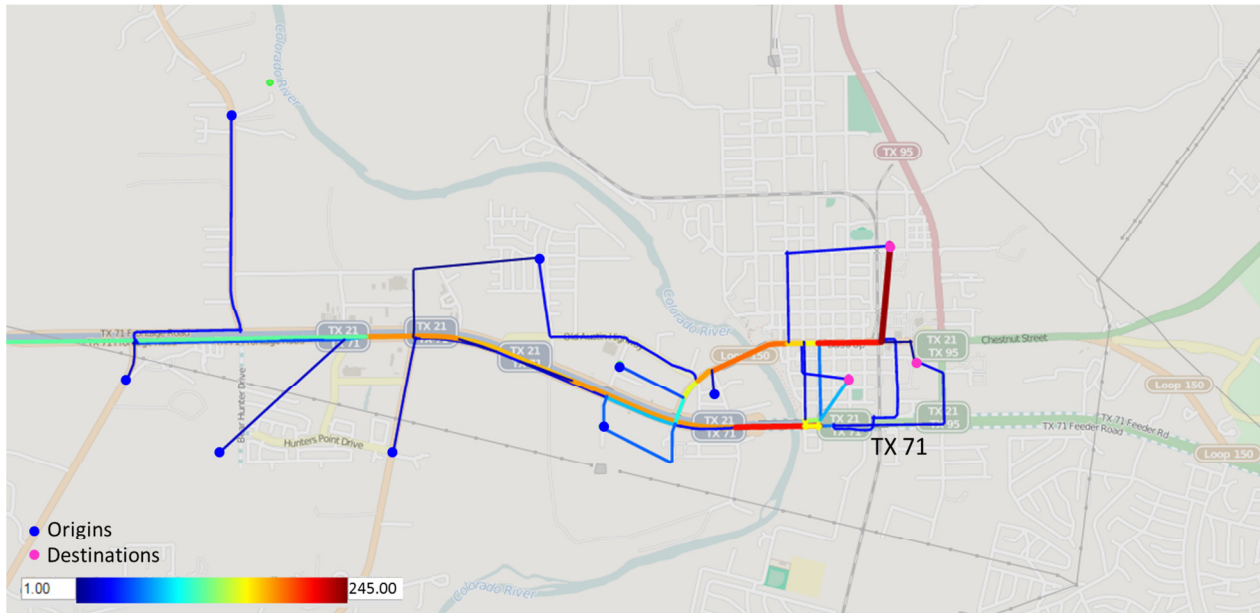
Figure 19. Travel Patterns from Downtown Bastrop Area to SH 21 East End***OD Pair 7: West of Colorado River to Downtown Bastrop Area***

Origins: Areas west of Colorado River

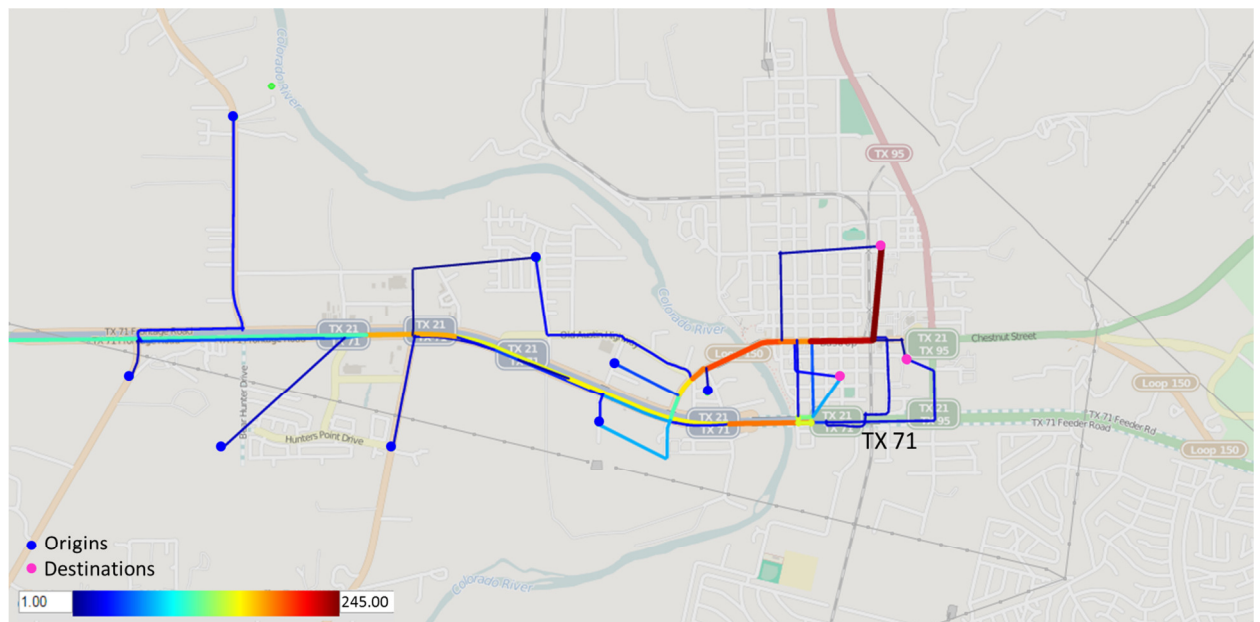
Destinations: Downtown Bastrop south of the rail line

Total demand: Approximately 715 vehicles for the peak period (~240 veh/hr)

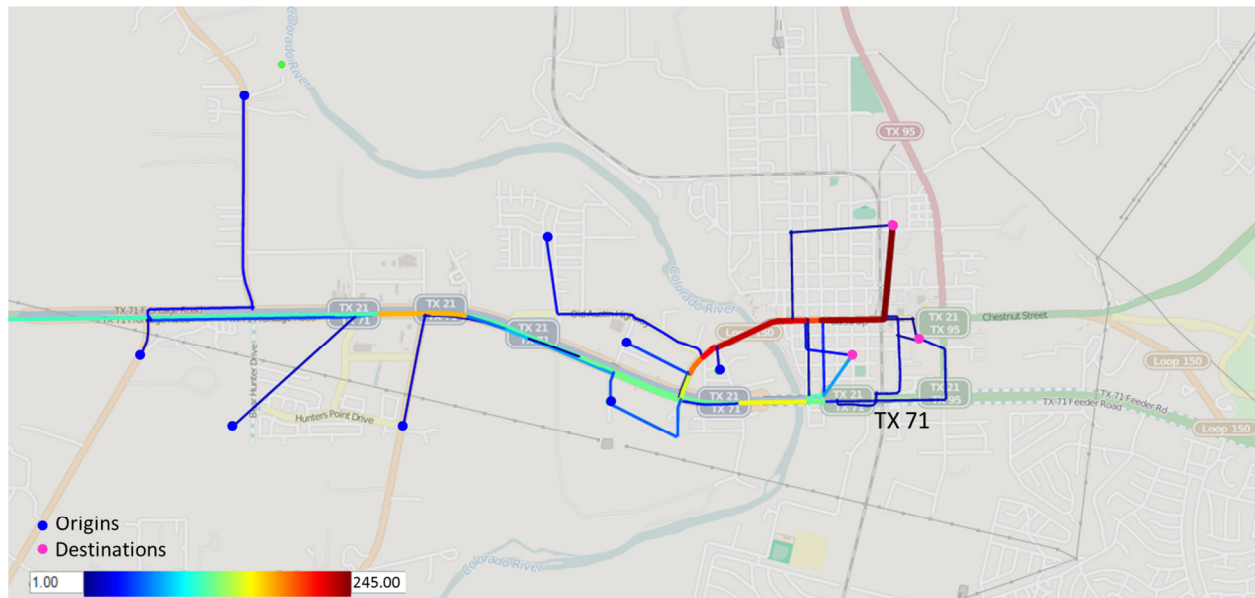
Model Results: In the existing scenario, more vehicles from west of the Colorado River use SH 71 to reach destinations in the downtown area (see Figure 20 (a)). For the Tahitian-1 scenario, the proportions of vehicles using SH 71 and LP 150 are similar, with a slightly higher number using SH 71 (see Figure 20 (b)). During the other three construction phases analyzed, the proportion of vehicles using LP 150 is much higher (see Figure 20 (c)). This is consistent with observations from other OD pairs, which indicate that many vehicles move from SH 71 to LP 150 to avoid construction on SH 71 during these phases. In the full build-out scenario, more people use SH 71 (see Figure 19 (d)). This again demonstrates that SH 71 is more attractive after the upgrade at these two intersections.



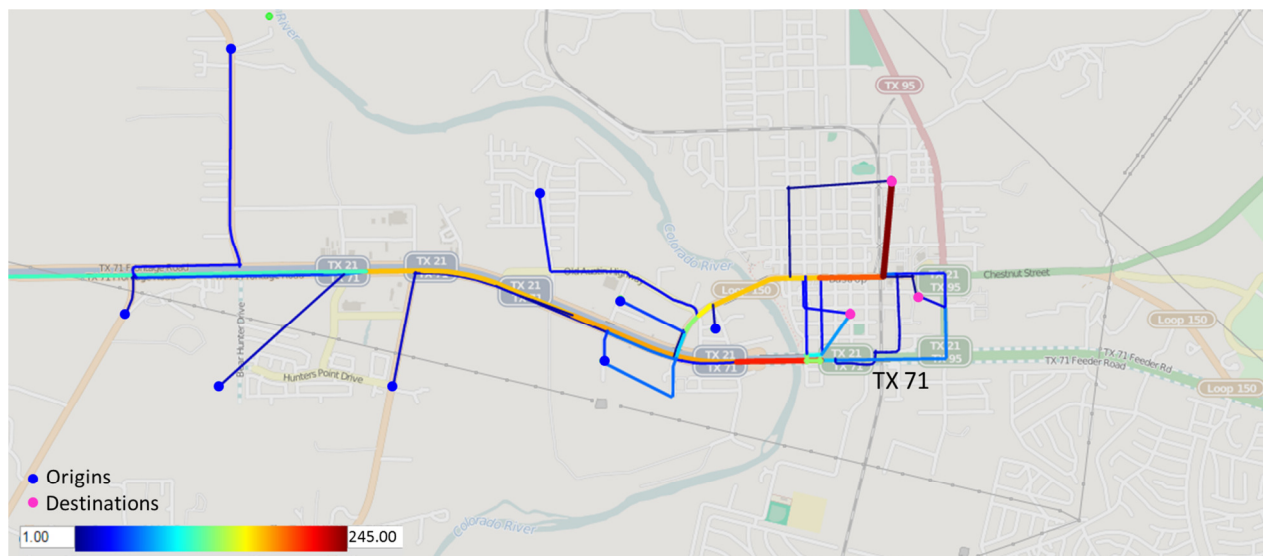
(a) Existing



(b) Tahitian-1



(c) Tahitian-2, SH 95-1, & SH 95-2



(d) Full Build-out

Figure 20. Travel Patterns from West of Colorado River to Downtown Bastrop Area

Travel Time Analysis

The average travel time during the p.m. peak period between those aforementioned OD pairs in different scenarios are presented in Table 4. The estimated travel time doesn't change substantially between the base and TCP scenarios. However, the scenarios involving construction phasing at SH 95 perform the poorest. As previously noted, the construction scenarios incorporate optimized signal timing plans for the SH 71 intersections during construction phasing based on the results of the microsimulation analysis. By comparing the



travel time between the existing and full build-out scenarios, we can see that the intersection upgrade improves the travel time for nearly all OD pairs.

Table 4. Afternoon Travel Time Analysis (Minutes)

Origins	Destinations	Existing	Tahitian-1	Tahitian-2	SH 95-1	SH 95-2	Full Build-out
West end of SH 71	SH 71 at Bastrop State Park	9.5	9.0	9.0	9.5	10.0	8.0
West of River		12.0	12.5	12.0	13.5	14.0	12.0
Downtown S. of rail line		5.5	5.5	5.5	5.5	5.5	5.0
Downtown N. of rail line		11.0	11.0	11.0	11.0	11.0	10.5
North end of SH 95		10.5	10.0	10.0	10.0	10.0	10.0

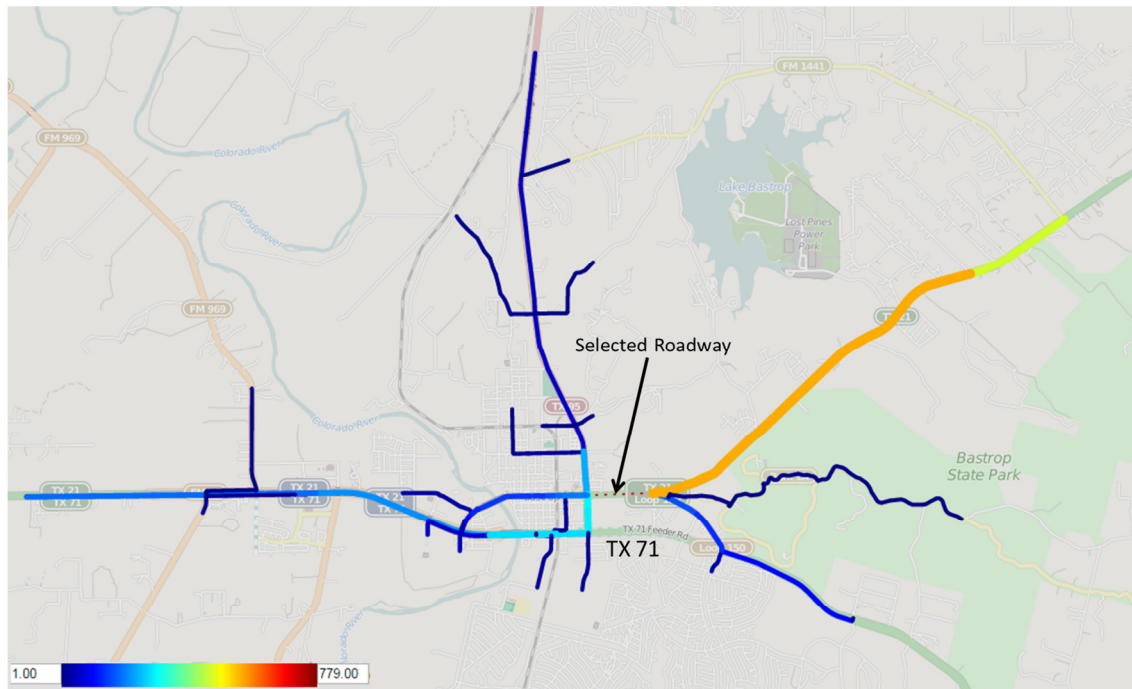
Selected Roadway Segment Analysis

Loop 150 between SH 21 and SH 95, Eastbound Direction

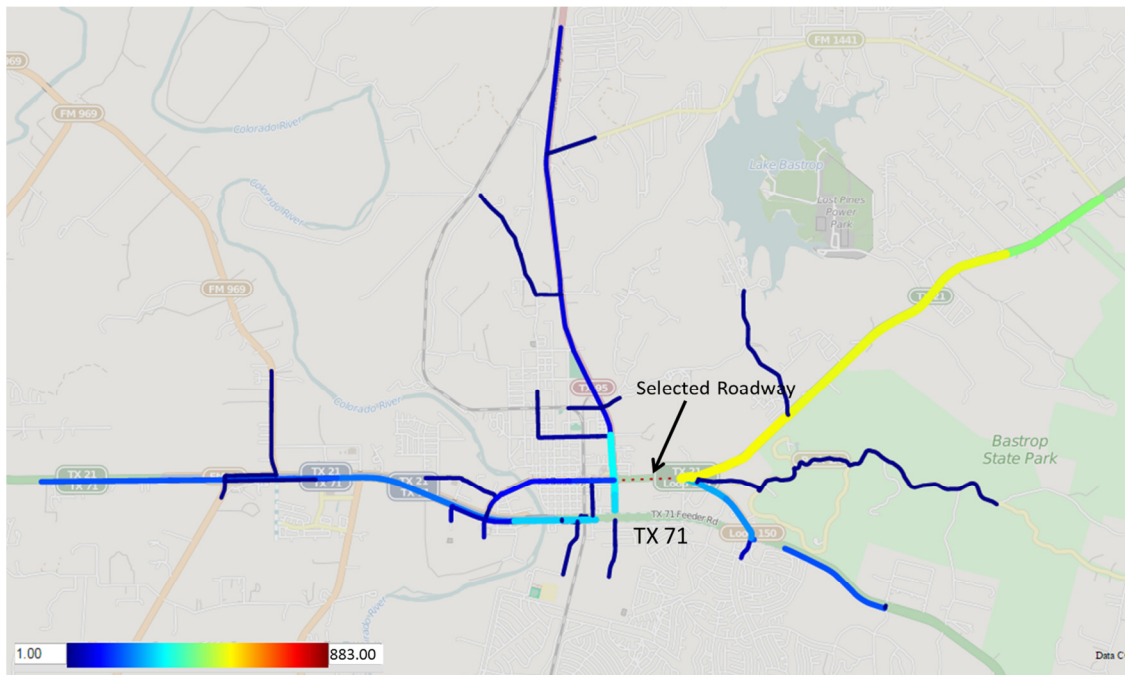
The majority of traffic using LP 150 east of SH 95 is destined for points east along SH 21 (see Figure 21). For the Tahitian-1 scenario, the number of vehicles using this segment of roadway increases slightly (see Table 5). For the Tahitian-2 and SH 95-1 scenarios, the number increases by approximately 100 vehicles, or 13 percent, during the peak hour (see Table 3). For the SH 95-2 scenario, the number of vehicles using this segment peaks at approximately 930 per hour, which is 20 percent more than that in the existing scenario. This traffic, destined southeast to SH 71 is diverted from SH 95. The flow patterns in the Tahitian-2, SH 95-1, and SH 95-2 scenarios are similar, as shown in Figures 21(b) and (c). After full build-out, among all the travelers using this link, the percentage of people going to the northeast is higher, as fewer vehicles destined to SH 71 use this route (see Figure 21 (d)). This indicates that vehicles are being assigned to SH 95 to gain upstream access to SH 71 with the new interchange system. As a result, the total number of people using this link is reduced by approximately 30 vehicles, or 4 percent, during the peak hour.

Table 5. Number of Vehicles Using Loop 150 between SH 21 and SH 95, Eastbound

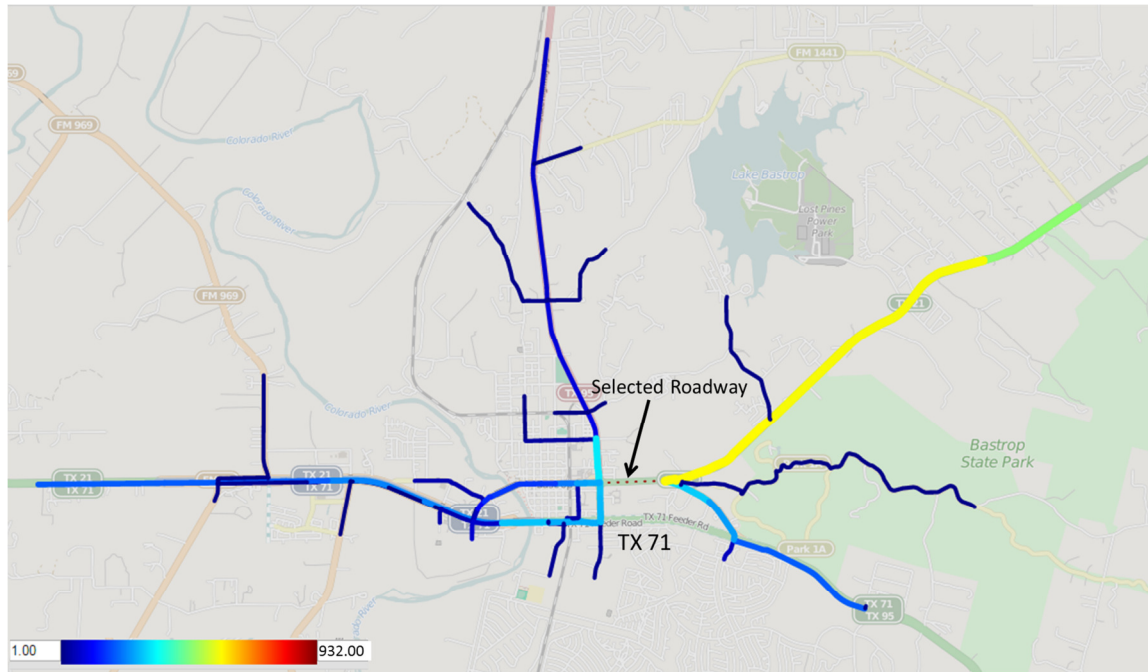
	Existing	Tahitian-2	Tahitian-3	SH 95-1	SH 95-2	Full Build-out
Number of vehicles during peak hour	780	810	880	880	930	750



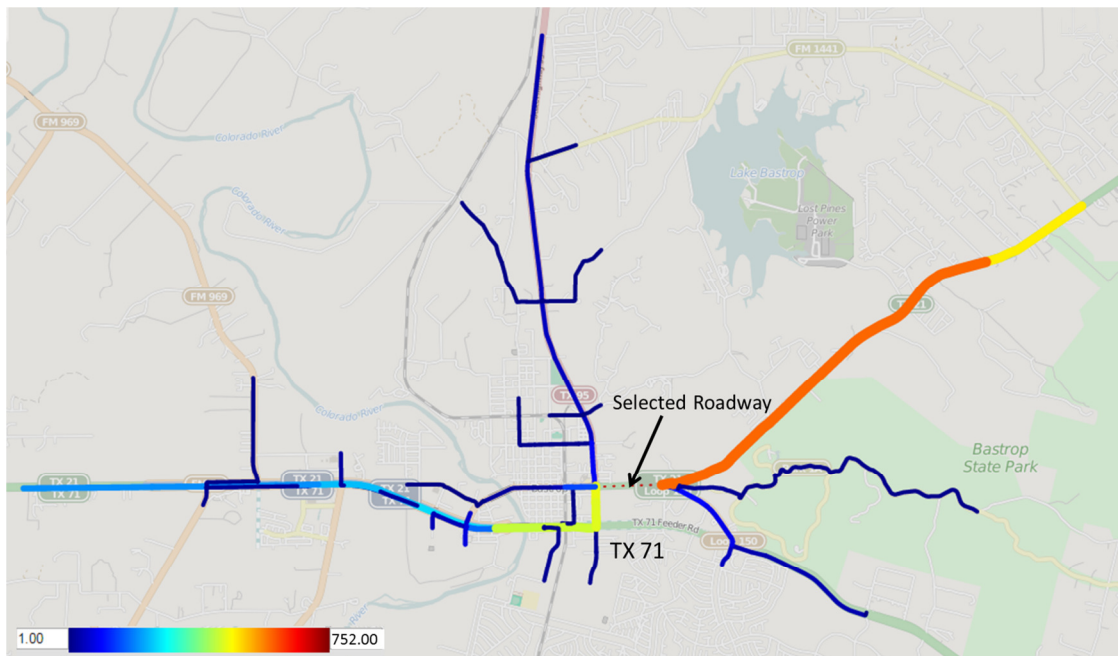
(a) Existing & Tahitian-1



(b) Tahitian-2 & SH 95-1



(c) SH 95-2



(d) Full Build-out

Figure 21. Paths of Vehicles Using Loop 150 between SH 21 and SH 95, Eastbound Direction



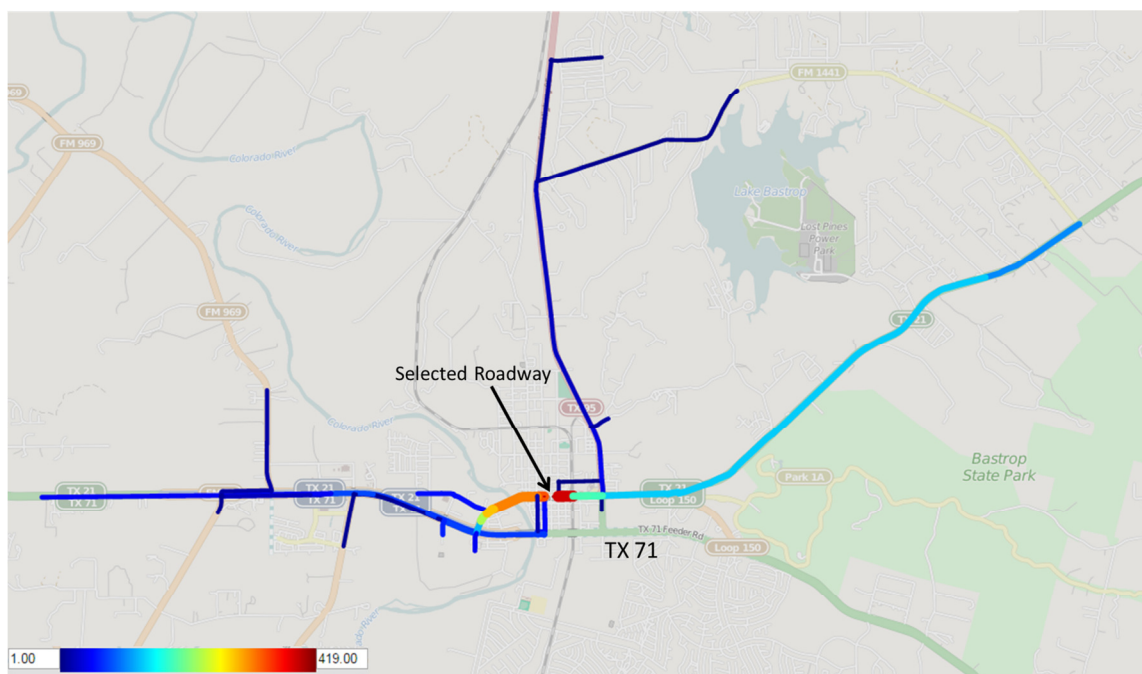
Loop 150 (Chestnut Street) between Hill Street and Pecan Street, Eastbound Direction

The majority of traffic identified on the segment of LP 150 (Chestnut Street) west of SH 95 through the downtown Bastrop area, originates from the west along LP 150 and SH 71 with destinations east along SH 21 or north along SH 95 (see Figure 22). This pattern is largely a reverse of that identified for the a.m. peak period (see Figure 13). However, due to limited access to north-south residential streets from eastbound SH 71, much less traffic is shown using these roadways in the p.m. peak period. Therefore, more traffic on this roadway segment, including that from SH 71, arrives from the west along LP 150. The numbers of vehicles using this roadway segment in all scenarios are summarized in Table 6.

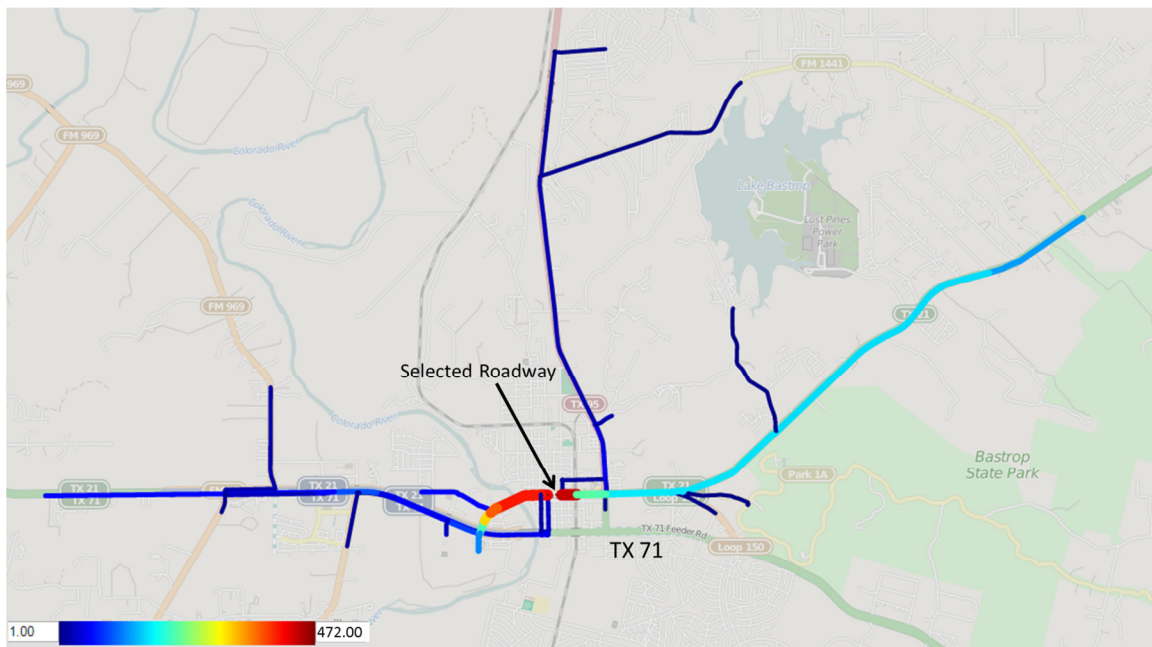
Table 6. Number of Vehicles Using Loop 150 between Hill Street and Pecan Street, Eastbound

	Existing	Tahitian-2	Tahitian-3	SH 95-1	SH 95-2	Full Build-out
Number of vehicles during peak hour	420	420	430	470	460	270

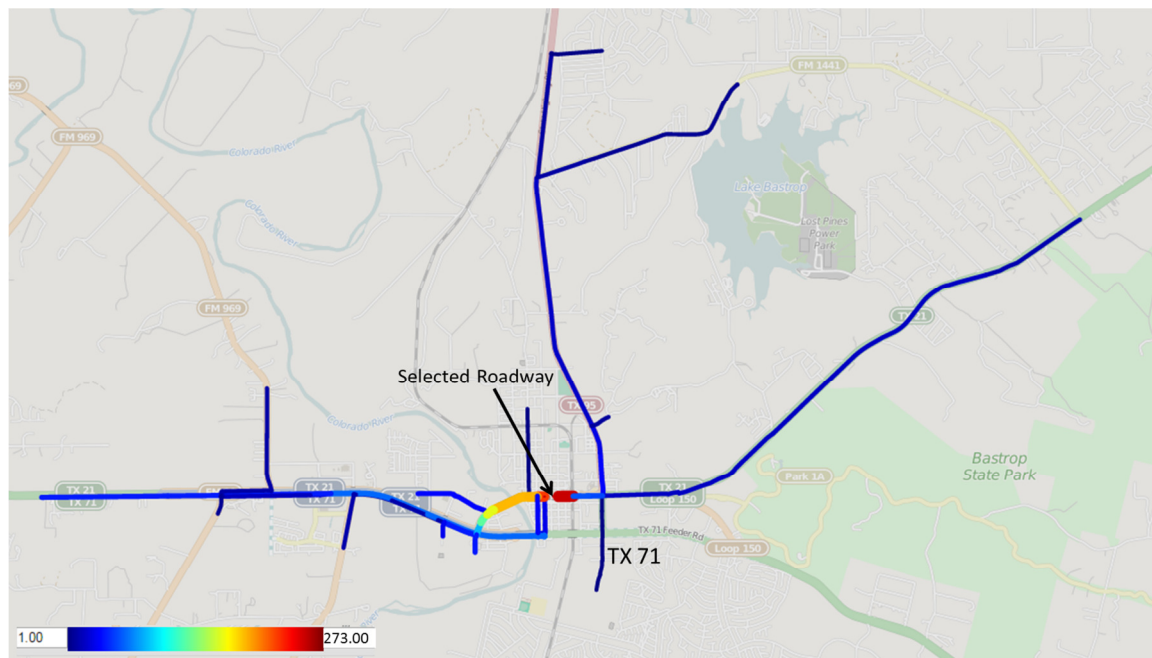
The traffic pattern appears consistent across all scenarios (see Figure 22 (a) and (b)). During construction, the total number of vehicles using this roadway segment increases marginally—about 3 percent for Tahitian-2, 13 percent for SH 95-1, and 7 percent for SH 95-2. After construction of the interchanges, the number of vehicles assigned to this roadway segment drops approximately 35 percent (see Table 6 and the volume scale in Figure 22 (c)), indicating a shift of traffic toward SH 95 at the new interchange.



(a) Existing, Tahitian-1, & Tahitian-2



(b) SH 95-1 & SH 95-2



(c) Full Build-out

Figure 22. Paths of Vehicles Using Loop 150 between Hill Street and Pecan Street, Eastbound Direction



4.2 Microsimulation Model Results

All four intersections evaluated as part of the microsimulation analysis are currently signalized. Assessing the performance of the signals was completed using intersection level-of-service (LOS), a quantitative performance measure representative of the quality of service provided, as rated on an A to F scale¹. The LOS for signalized intersections is based on control delay, or the delay to traffic attributable to the signal, measured in seconds per vehicle using the scale provided in Table 7.

Table 7. Automobile LOS Criteria for Signalized Intersections¹

Control Delay (s/veh)	LOS
0-10	A
>10-20	B
>20-35	C
>35-55	D
>55-80	E
>80	F

The LOS of each intersection under the different scenarios analyzed is discussed in the following sub-sections.

4.2.1 Existing Conditions

Table 8 displays the intersection LOS ratings for the a.m. and p.m. peak periods for existing conditions with existing signal timing plans.

Table 8. Intersection LOS Summary* – Existing Conditions

Intersection	Peak Period	
	AM	PM
SH 95 at LP 150	C	E
SH 21 at LP 150	A	B
SH 71 at SH 95	F (119)	F (87)
SH 71 at Tahitian Dr	D	D

* The number in parenthesis is the intersection delay (seconds per vehicle)

The LOS varies by intersection and peak period. The signal at SH 95 at LP 150 appears to be performing well during the a.m. peak, but is at an unacceptable level during the p.m. peak. The following movements at the intersection are at LOS F during the p.m. peak and are hindering the overall intersection operation:

¹ *Highway Capacity Manual 2010*. Transportation Research Board, Washington, D.C., 2010.



- PM: Eastbound left turn (111 s/veh), westbound left turn (194 s/veh), and northbound through movement (111 s/veh)

The intersections at SH 21 at LP 150 and SH 71 at Tahitian Drive are functioning at an acceptable LOS (D or better). However, there are some problematic approaches, particularly at the SH 71 at Tahitian Drive intersection. The following approaches or movements are functioning at LOS E or worse:

- AM: Eastbound left turn and westbound left turn (LOS E)
- PM: Westbound left turn and northbound left turn (LOS E); southbound through-left is LOS F at 88 s/veh

The signal at SH 71 at SH 95 is failing (LOS F) during both peak periods. The following approaches or movements at this intersection are LOS F:

- AM: Westbound left turn, northbound left turn and through, southbound left and right turns (southbound approach is LOS F at 311 s/veh)
- PM: Northbound left turn and through, southbound right turn (northbound and southbound approaches are LOS F at 123 s/veh and 224 s/veh, respectively)

4.2.2 SH 71 at Tahitian Drive during TCP Phasing

This sub-section summarizes the simulation results of the SH 71 at Tahitian Drive intersection at different TCP phases and stages. Table 9 displays the SH 71 at Tahitian Drive intersection LOS ratings for the a.m. and p.m. peak periods for the different TCP phases. The LOS ratings were compiled using the existing timing plan for the Phase 1 scenarios, prior to moving traffic to the frontage roads, versus an optimized timing plan. Since Phase 2 of construction will move traffic to the newly constructed frontage roads and split the intersection into two signals, only a new, optimized timing plan is considered. Note that the optimized timing plans are based on the traffic counts collected in August.

Table 9. SH 71 at Tahitian Drive Intersection LOS Summary* – TCP Scenarios

Peak Period	Signal Timing Plan	TCP				Frontage Road Intersection	TCP P2 S1
		P1 S1	P1 S2	P1 S3a	P1 S3b		
AM	Existing	D	D	E	E	Westbound	D
	Optimized	D	D	D	D	Eastbound	D
PM	Existing	F (84)	F (99)	F (108)	F (113)	Westbound	E
	Optimized	E	E	E	F (83)	Eastbound	E

* The number in parenthesis is the intersection delay (seconds per vehicle)

The LOS varies across peak period and TCP scenario. For the a.m. peak period, the signal generally performs at an acceptable LOS except during Phase 1 Stage 3, which can be improved to an acceptable LOS D after signal optimization. During the p.m. peak period, the signal generally does not perform at an acceptable LOS. However, with signal optimization, the signal can maintain LOS E through most of the construction stages. The specific approaches that



appear especially problematic (LOS F) are summarized in Table 10. Note that the northbound and southbound approaches experience the most negative impact due to the TCP configuration, though the eastbound approach during the p.m. peak is also expected to experience delay.

Table 10. SH 71 at Tahitian Drive Intersection Problematic Approaches* – TCP

Peak Period	Signal Timing Plan	TCP				Frontage Road Intersection	TCP
		P1 S1	P1 S2	P1 S3a	P1 S3b		P2 S1
a.m.	Existing	NB (111)	NB (127)	NB (150)	NB (137)	Westbound	
	Optimized			NB (90)		Eastbound	NB (115)
p.m.	Existing	EB (107), SB (97)	EB (131), SB (117)	EB (125), SB (189)	EB (134), SB (178)	Westbound	SB (93)
	Optimized	NB (93), SB (96)	NB (130), SB (96)	NB (145), SB (158)	NB (145), SB (158)	Eastbound	NB (128), SB (91)

* The number in parenthesis is the intersection delay (seconds per vehicle)

4.2.3 SH 71 at SH 95 during TCP Phasing

This sub-section summarizes the simulation results of SH 71 at SH 95 intersection at different TCP phases and stages. Table 11 displays the SH 71 at SH 95 intersection LOS ratings for the a.m. and p.m. peak periods for the different TCP phases. Similarly, the LOS ratings were compiled using the existing timing plan for the Phase 1 scenarios and an optimized timing plan for both phases. For Phase 1 Stage 3 of construction, the provided lane designation for the southbound approach included one exclusive left-turn lane and one shared through-right lane. Due to the poor LOS and long queuing observed from the simulation for the construction stage, two alternate configurations were evaluated. These alternatives include implementing a shared left-through lane and an exclusive right-turn lane, and using a shared left-through-right lane and an exclusive right-turn lane. The LOS measures for these configurations are summarized in the tables below.

**Table 11. SH 71 at SH 95 Intersection LOS Summary* – TCP Scenarios**

Peak Period	Signal Timing Plan	TCP			Frontage Road Intersection	TCP	
		P1 S1	P1 S2	P1 S3		P2 S1	P2 S2
a.m.	Existing	F (119)	F (200)	F (205)	Westbound	D	E
		Designated RT Lane		F (129)			
		RT and Shared RT Lanes		F (167)			
	Optimized	F (101)	F (126)	F (128)	Eastbound	C	D
		Designated RT Lane		F (109)			
		RT and Shared RT Lanes		F (99)			
p.m.	Existing	F (86)	F (103)	F (126)	Westbound	D	D
		Designated RT Lane		F (121)			
		RT and Shared RT Lanes		F (155)			
	Optimized	E	E	F (96)	Eastbound	C	C
		Designated RT Lane		E			
		RT and Shared RT Lanes		F (92)			

* The number in parenthesis is the intersection delay (seconds per vehicle)

The existing signal timing plans at this intersection fail (LOS F) during both peak periods in all Phase 1 scenarios. With signal optimization, the performance during Stages 1 and 2 of Phase 1 during the p.m. peak were shown to be improved to LOS E. Signals during all stages in Phase 1 in the a.m. peak period and Stage 3 of Phase 1 in the p.m. peak period were still performing at LOS F, but the estimated delays were reduced significantly with signal optimization. The delay was also reduced in Phase 1 Stage 3 with implementation of an exclusive right-turn lane.

During Phase 2, with traffic being moved to the frontage road, this intersection performs better. The frontage road intersections during both a.m. and p.m. peak periods were estimated to perform at LOS C or D except the westbound frontage road intersection with LOS E during the a.m. peak period in Stage 2. Similarly, the specific approaches that appear especially problematic (LOS F) are summarized in Table 12. Similar to the SH 71 at Tahitian Drive intersection, the northbound and southbound approaches experience the most delay. Signal optimization may not improve the performance of the intersection above LOS F; however, the delay for the worst performing movements can be reduced by changing the balance of green time between approaches (e.g., southbound approach during Phase 1 Stage 3 in the a.m. peak).

**Table 12. SH 71 at SH 95 Intersection Problematic Approaches* – TCP**

Peak Period	Signal Timing Plan	TCP			Frontage Road Intersection	TCP	
		P1 S1	P1 S2	P1 S3		P2 S1	P2 S2
a.m.	Existing	SB (311)	SB (598)	NB (104), SB (606)	Westbound		WB (108), SB (93)
		Designated RT Lane		NB (104), SB (331)			
		RT and Shared RT Lanes		NB (104), SB (471)			
	Optimized	EB (86), WB (87) SB (140)	EB (85), WB (101), SB (215)	EB (85), WB (101), NB (164), SB (215)	Eastbound		
		Designated RT Lane		EB (85), WB (101), NB (164), SB (147)			
		RT and Shared RT Lanes		EB (85), WB (101), NB (164), SB (111)			
p.m.	Existing	NB (122), SB (224)	NB (142), SB (290)	NB (540), SB (290)	Westbound		
		Designated RT Lane		NB (540), SB (271)			
		RT and Shared RT Lanes		NB (540), SB (413)			
	Optimized	SB (100)	WB (97), SB (100)	NB (285), SB (134)	Eastbound		
		Designated RT Lane		NB (229), SB (129)			
		RT and Shared RT Lanes		NB (285), SB (117)			

* The number in parenthesis is the intersection delay (seconds per vehicle)

The queuing at the two intersections was also reviewed as part of the microsimulation analysis. While excessive queuing wasn't observed at the Tahitian Drive intersection during construction phasing, it was observed at the SH 95 intersection. This was identified as being associated with the heavy right-turn volume at the intersection for the southbound approach. This condition motivated the review of alternative lane designations for the two-lane approach, particularly during Phase 1 Stage 3 of construction when the channelized right-turn lane will be closed.



Tables 11 and 12 show the LOS measures for the different configurations and Table 13 identifies information on the queue length for the southbound approach.

The reported queue length was extracted from both Synchro and the Synchro simulation package, Simtraffic. The Simtraffic software provides a more realistic assessment of the estimated queuing at the intersection based on simulated driver behavior. The simulation was used to identify the extent of the problem with queuing at the intersection. Using the provided configuration, consisting of one exclusive left-turn lane and one shared through-right lane as shown in the 90-percent TCP drawings, the queue at the intersection for the southbound right-turn extended to the upstream signalized intersection at SH 95 at LP 150/SH 21, disrupting operation.

This problem was observed even with optimization of the signal at SH 71. It was then attempted to alleviate both the queuing issue and the poor LOS for the approach by changing the configuration to a shared through-left lane and an exclusive right-turn lane. Although this configuration improved the LOS for the approach, as well as the intersection (as shown in Tables 11 and 12), it did not completely alleviate the issue with queuing, particularly evident during the a.m. peak. The Synchro and Simtraffic software reported smaller queues for the approach using this configuration (see Table 13); however, the problem with queues extending to the upstream signal remained. Therefore, a third configuration was examined.

Changing the inside lane on the approach to a shared left-through-right lane, effectively providing two available lanes for the right turn, was implemented as a third option. For the a.m. peak, which demonstrates the issue with the right-turn queue more so than the p.m. peak, this configuration was found to improve both the LOS and the queue when compared to the planned configuration. The average queue was significantly reduced and no problems with spillback to the upstream signal were observed. Table 13 identifies the 50th percentile queue length in feet obtained from Synchro and the average queue length reported from Simtraffic for each southbound approach lane for the lane designation identified (inside lane, outside lane). It is noteworthy that the LOS for the p.m. peak was slightly worse with this configuration versus the designation with a shared left-through lane, though the queue length improved substantially.

**Table 13. SH 71 at SH 95 Queuing Along Southbound Approach* – TCP**

Peak Period	Signal Timing Plan	SH 95 TCP Phase 1 Stage 3			
		SB Approach Configuration	LOS (avg. delay, sec)	50th Percentile Queue Length (ft) - Synchro	Average Queue Length (ft) – Simtraffic
a.m.	Existing	Left, T+R	F (205)	141, ~1586	
		L+T, Right	F (129)	~257, ~1140	
		L+T+R, Right	F (167)	~1128, ~291	
	Optimized	Left, T+R	F (128)	100, ~1043	1068, 1213
		L+T, Right	F (109)	168, ~829	542, 595
		L+T+R, Right	F (99)	~720, 116	241, 228
p.m.	Existing	Left, T+R	F (126)	110, ~813	
		L+T, Right	F (121)	~164, ~612	
		L+T+R, Right	F (155)	~803, 0	
	Optimized	Left, T+R	F (96)	86, ~589	715, 1011
		L+T, Right	E	124, ~227	1225, 1266
		L+T+R, Right	F (92)	~549, 2	199, 178

* The number in parenthesis is the intersection delay (seconds per vehicle)

~ Indicates that volume exceeds capacity and queue could, theoretically, extend indefinitely

4.2.4 Full Build-out Conditions

Table 14 displays the intersection LOS ratings for the a.m. and p.m. peak periods for existing scenario with existing signal timing plans and full build-out scenarios with optimized signal timing plans.

Table 14. Intersection LOS Summary – Existing and Full Build-out Conditions along SH 71

Intersection	AM Peak		PM Peak	
	Existing	Future/Op	Existing	Future/Op
SH 71 Westbound Frontage Road at SH 95	F	A	F	A
SH 71 Eastbound Frontage Road at SH 95		B		B
SH 71 Westbound Frontage Road at Tahitian Dr.	D	A	D	B
SH 71 Eastbound Frontage Road at Tahitian Dr.		B		A
SH 95 at LP 150	C	C	E	C

From Table 14, we can see that after both overpasses are built out, the intersection LOS improves significantly. The two SH 71 intersections are estimated to have a LOS of at least B.



Furthermore, if the signal at SH 95 at LP 150 is converted from pre-timed to actuated control during the p.m. peak period, the signal operation can be improved. Currently, the signal operates at LOS E during this period. If optimized using actuated control, the signal is estimated to be improved to LOS C, assuming that it does not require pre-timed phasing. Optimization can dramatically improve the operation of the eastbound, westbound, and northbound approaches incorporating a shortened cycle length and reallocation of green time.

5. NOTABLE ISSUES

From the microsimulation analysis, the intersection of SH 95 and LP 150 operates at a LOS of E during the p.m. peak period. This signal is on a pre-timed signal plan during this period. In addition, the intersection of SH 71 and SH 95 exhibits an unacceptable LOS F rating during both peak periods. The following individual approaches exhibit an unacceptable LOS under existing conditions:

- Northbound and southbound approaches at SH 71 and SH 95 (a.m. and p.m. peak)
- Northbound and southbound approaches at SH 71 and Tahitian Drive (p.m. peak)
- Eastbound, westbound, and northbound approaches at SH 95 and LP 150 (p.m. peak)

During construction, the following are important findings at the intersection of SH 71 and Tahitian Drive:

- The intersection varies between LOS D and E during the a.m. peak, though optimization may be able to help maintain the signal at an acceptable LOS.
- The intersection operates at an unacceptable LOS (E or F) during the p.m. peak during construction, though optimization may be able to improve operation.
- The northbound approach during the a.m. peak period and the eastbound, northbound, and southbound approaches during the p.m. peak are a concern; primary issues at the intersection are with the minor approaches.
- Some improvement in operation can be achieved using optimized signal timing plans during Phase 1, notably with the northbound approach; adjusted timing for each stage of construction may be necessary to improve operation and account for adjusted intersection configurations.
- The Phase 2 layout does not appear to cause any additional (beyond Phase 1) problems if both frontage road signals are timed appropriately, though the model does not account for the indirect impact of the construction zone on traffic flow.

During construction, the following are important findings at the intersection of SH 71 and SH 95:

- The intersection operates at an unacceptable LOS (E or F) during the a.m. and p.m. peaks through Phase 1 of construction, though optimization may be able to improve operation.



- During Phase 2, optimization of the frontage road intersection operation is estimated to help the intersection operate at an acceptable LOS (using the proposed frontage road configuration) with the exception of the westbound frontage road during the a.m. peak in Stage 2.
- The eastbound, northbound, and southbound approaches during the a.m. peak period and the northbound and southbound approaches during the p.m. peak are a concern, primarily during Phase 1; primary issues at the intersection are again with the minor approaches.
- Some improvement in operation can be achieved using optimized signal timing plans during Phase 1, notably with the southbound approach; adjusted timing for each stage of construction may be necessary to improve operation and account for adjusted intersection configurations.
- The Phase 2 layout does not appear to cause any additional (beyond Phase 1) problems if both frontage road signals are timed appropriately; the operation appears significantly improved with this configuration, though the model does not account for the indirect impact of the construction zone on traffic flow.

From the DTA analysis, some changes in travel patterns were identified between the existing condition, the TCP configurations for SH 71 at Tahitian Drive and SH 95 at SH 71, and the full build-out of the two interchanges. The following identifies some of the issues found from the analysis results:

- During construction, some increase in traffic along LP 150, including west of SH 95, was found during both the a.m. and p.m. peak periods. This increase was minimal during construction phasing at Tahitian Drive, but was found more substantial during construction phasing at the SH 95 intersection.
- During construction, an increase in travel time was found between many of the OD pairs reviewed for both the a.m. and p.m. peak periods.

6. SUMMARY OF FINDINGS

The following summarizes the findings and conclusions from the model results:

- 1) Some traffic shifting for OD pairs occurred between the Bastrop downtown area (including points north of the rail line) and the east end of SH 71, with traffic moving to LP 150; this trend is more pronounced during Tahitian TCP Phase 2 and SH 95 Phase 1 and Phase 2 than during Tahitian Phase 1.
- 2) Some traffic was found to shift to LP 150 west of SH 95 during construction phasing; this amount was small during the Tahitian TCP phases, but more substantial during the SH 95 TCP phases, especially SH 95 TCP Phase 1 Stage 3. After build-out, traffic using LP 150 west of SH 95 decreased significantly during the p.m. peak, but returned to near existing conditions for the a.m. peak.



- 3) Traffic shifted to SH 71 from LP 150 after full build-out of the interchanges, both east and west of SH 95.
- 4) A small increase in travel time was observed from model results for the OD pairs analyzed during all construction phases.
- 5) Travel times were generally found to decrease with full build-out of the two interchanges.
- 6) The intersections along SH 71, particularly at SH 95, are not currently performing well during the peak periods.
- 7) Using existing signal timings, the operation of SH 71 at Tahitian Drive and SH 95 will experience diminished service, in large part due to the minor approaches experiencing more delay; some of this delay can be alleviated with optimization.
- 8) Excessive queuing was not visible from simulation runs along SH 71 during construction phasing at Tahitian Drive.
- 9) Not maintaining the southbound designated right-turn lane at the SH 71 intersection at SH 95, in particular during construction Phase 1 Stage 3, was found to result in excessive queuing along the approach. Provision of an exclusive right-turn lane during construction of the SH 95 interchange, and potentially enabling right turns from both approach lanes during Phase 1 Stage 3, is important (with re-optimization) for operation of the signal.
- 10) The full build-out of the two interchanges is anticipated to improve operations of the intersections along SH 71 significantly.
- 11) The intersection of SH 95 at LP 150 is experiencing poor LOS during the p.m. peak period with pre-timed control and can be improved with optimization and actuated control
- 12) At full build-out, the westbound SH 71 frontage road west of the intersection at SH 95 may experience operational challenges due to weaving.
- 13) Large turning volumes at the SH 71 at SH 95 intersection hinder existing operation and will likely be a concern for construction phasing and potentially at the frontage road signals after full build-out of the interchange.
- 14) East-west routing along SH 71 between OD pairs on the east and west ends of the model limits was not affected during or after construction; the assigned route remained SH 71 for all scenarios.



7. RECOMMENDATIONS

Based on observations from the model results and subsequent conclusions, the following recommendations are provided:

- 1) Additional data should be collected to evaluate the two intersections along SH 71 during weekend conditions. A supplemental analysis should then be undertaken to assess differences in intersection operations as travel patterns change during the week.
- 2) Improvement in operation at SH 71 at Tahitian Drive and SH 71 at SH 95 can be achieved with signal optimization during construction. It is recommended that traffic be monitored at the beginning of each construction stage so that signal timings can be optimized based upon actual observation of driver behavior/traffic demands at that time. Special attention should be given to the SH 71 at SH 95 interchange during construction phasing due to the heavy turn volumes at this intersection.
- 3) The southbound approach of SH 71 at SH 95 should be reconfigured during TCP Phase 1 Stage 3 of construction. The current configuration (90-percent plans) identifies a lane designation with one exclusive left-turn lane and one shared through-right lane. Providing a shared through-left lane and a designated right-turn lane instead would greatly improve the level of service (LOS) for this approach and the intersection as a whole, due to the heavy southbound right-turn volume. The queue length for the southbound approach would also improve with an exclusive right-turn lane. Further modifying the lane designation to include a shared left-through-right lane and an exclusive right-turn lane would reduce the queue length substantially. Implementing a lane designation whereby both lanes accommodate right turns will require not only an update to the TCP signing, but should include temporary pavement markings to direct lane assignment into the intersection proper. Dotted line markings should be used to extend lane lines through the intersection and separate right-turning movements.

Implementing a configuration accommodating right turns from both approach lanes will require additional review by the design team. This should include determining if the geometry is sufficient to enable simultaneous right-turn movements with the construction configuration, while considering the design vehicle. Allowing right turns on red from both lanes should also be evaluated further. It may be necessary to prohibit these turns from the inside (left-hand) lane due to limited visibility of westbound traffic during construction (i.e., construction equipment or barricades along the road or vehicles in the inside lane blocking the view of drivers in the outside lane). Provision of dual right-turns on red is discouraged when the signal uses split timings and/or when conflicting U-turns (eastbound to westbound at this intersection) are allowed. Both of these provisions are currently in place at the intersection. Prohibition of right turns on red from the inside lane can be accommodated using an R10-11c sign, as shown in Figure 23.



If right turns cannot be accommodated from both lanes, it is recommended that the outside lane be made an exclusive right-turn lane and the inside lane a shared left-through lane. This will require updating the TCP signing for the southbound approach. Ultimately, this configuration represents a small, yet effective, change. An exclusive right-turn lane is needed at this approach, regardless of the inside lane designation.

- 4) Since additional traffic was found to use LP 150 and Chestnut Street during construction of the SH 95 interchange, additional data should be collected and conditions monitored along this roadway during construction. Additional optimization of the signals, notably at SH 95 at LP 150/Chestnut Street and Chestnut Street at Main Street, may improve operations along this corridor given the change in travel pattern.
- 5) Improvement in operation of the traffic signal at SH 95 at LP 150 during p.m. peak period conditions (currently LOS E) may be achieved with signal optimization, particularly if the signal is changed to actuated instead of pre-timed control during that time period. This will require reviewing the need for current pre-timed control during the p.m. peak period at the intersection.

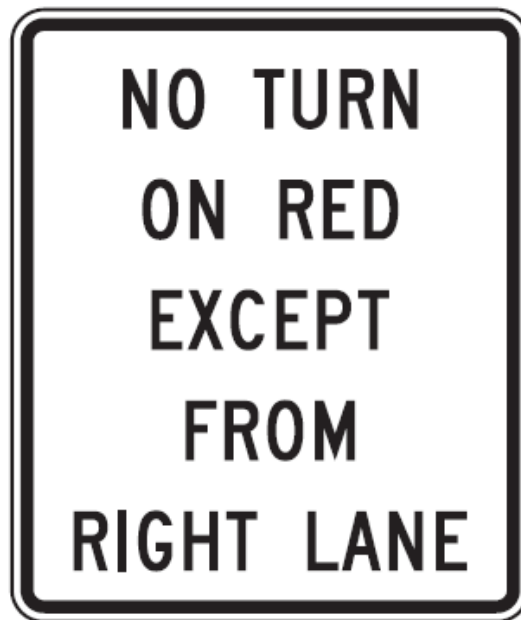


Figure 23. R10-11c: NO TURN ON RED EXCEPT FROM RIGHT LANE Sign²

² *Texas Manual on Uniform Traffic Control Devices, Revision 1.* Texas Department of Transportation, 2012.



APPENDIX A

GRAM TRAFFIC COUNTS

GRAM Traffic, Inc.

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

File Name : SH21-Loop150AM

Site Code : 00000040

Start Date : 8/27/2014

Page No : 1

Groups Printed- Autos

	Loop 150 Southbound					SH 21 Westbound					Loop 150 Northbound					SH 21 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00	2	0	6	0	8	16	43	1	0	60	3	4	18	0	25	0	26	1	0	27	120
07:15	1	0	7	0	8	5	63	0	0	68	4	6	10	0	20	1	25	2	0	28	124
07:30	0	1	3	0	4	14	86	0	0	100	4	3	13	0	20	0	36	1	0	37	161
07:45	2	1	6	0	9	15	77	2	0	94	8	7	14	0	29	2	50	7	0	59	191
Total	5	2	22	0	29	50	269	3	0	322	19	20	55	0	94	3	137	11	0	151	596
08:00	2	2	8	0	12	15	84	4	0	103	5	4	17	0	26	1	52	6	0	59	200
08:15	1	0	10	0	11	12	66	3	0	81	6	4	9	0	19	3	67	5	0	75	186
08:30	0	3	7	0	10	8	66	2	0	76	2	3	12	0	17	0	63	9	0	72	175
08:45	3	1	7	0	11	10	83	4	0	97	3	2	12	0	17	2	50	5	0	57	182
Total	6	6	32	0	44	45	299	13	0	357	16	13	50	0	79	6	232	25	0	263	743
Grand Total	11	8	54	0	73	95	568	16	0	679	35	33	105	0	173	9	369	36	0	414	1339
Apprch %	15.1	11	74	0		14	83.7	2.4	0		20.2	19.1	60.7	0		2.2	89.1	8.7	0		
Total %	0.8	0.6	4	0	5.5	7.1	42.4	1.2	0	50.7	2.6	2.5	7.8	0	12.9	0.7	27.6	2.7	0	30.9	

	Loop 150 Southbound					SH 21 Westbound					Loop 150 Northbound					SH 21 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	2	1	6	0	9	15	77	2	0	94	8	7	14	0	29	2	50	7	0	59	191
08:00	2	2	8	0	12	15	84	4	0	103	5	4	17	0	26	1	52	6	0	59	200
08:15	1	0	10	0	11	12	66	3	0	81	6	4	9	0	19	3	67	5	0	75	186
08:30	0	3	7	0	10	8	66	2	0	76	2	3	12	0	17	0	63	9	0	72	175
Total Volume	5	6	31	0	42	50	293	11	0	354	21	18	52	0	91	6	232	27	0	265	752
% App. Total	11.9	14.3	73.8	0		14.1	82.8	3.1	0		23.1	19.8	57.1	0		2.3	87.5	10.2	0		
PHF	.625	.500	.775	.000	.875	.833	.872	.688	.000	.859	.656	.643	.765	.000	.784	.500	.866	.750	.000	.883	.940

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

File Name : SH21-Loop150AM

Site Code : 00000040

Start Date : 8/27/2014

Page No : 2

	Loop 150 Southbound					SH 21 Westbound					Loop 150 Northbound					SH 21 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total

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

Peak Hour for Each Approach Begins at:

	08:00					07:30					07:15					07:45				
+0 mins.	2	2	8	0	12	14	86	0	0	100	4	6	10	0	20	2	50	7	0	59
+15 mins.	1	0	10	0	11	15	77	2	0	94	4	3	13	0	20	1	52	6	0	59
+30 mins.	0	3	7	0	10	15	84	4	0	103	8	7	14	0	29	3	67	5	0	75
+45 mins.	3	1	7	0	11	12	66	3	0	81	5	4	17	0	26	0	63	9	0	72
Total Volume	6	6	32	0	44	56	313	9	0	378	21	20	54	0	95	6	232	27	0	265
% App. Total	13.6	13.6	72.7	0		14.8	82.8	2.4	0		22.1	21.1	56.8	0		2.3	87.5	10.2	0	
PHF	.500	.500	.800	.000	.917	.933	.910	.563	.000	.917	.656	.714	.794	.000	.819	.500	.866	.750	.000	.883

GRAM Traffic, Inc.

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

File Name : SH21-Loop150PM

Site Code : 00000028

Start Date : 8/27/2014

Page No : 1

Groups Printed- Autos

	Loop 150 Southbound					SH 21 Westbound					Loop 150 Northbound					SH 21 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
16:00	7	3	6	0	16	21	103	2	0	126	16	4	13	0	33	3	107	7	0	117	292
16:15	7	3	4	0	14	27	77	3	0	107	13	1	12	0	26	1	135	3	0	139	286
16:30	5	5	7	0	17	27	87	4	0	118	7	2	12	0	21	3	98	10	0	111	267
16:45	4	6	6	0	16	26	68	2	0	96	6	6	15	0	27	2	115	6	0	123	262
Total	23	17	23	0	63	101	335	11	0	447	42	13	52	0	107	9	455	26	0	490	1107
17:00	3	2	8	0	13	22	86	4	0	112	6	7	15	0	28	6	112	7	0	125	278
17:15	2	6	3	0	11	41	74	3	0	118	7	4	12	0	23	8	113	9	0	130	282
17:30	7	4	9	0	20	39	87	5	0	131	9	3	16	0	28	5	109	10	0	124	303
17:45	8	7	2	0	17	30	76	2	0	108	10	4	13	0	27	8	111	14	0	133	285
Total	20	19	22	0	61	132	323	14	0	469	32	18	56	0	106	27	445	40	0	512	1148
Grand Total	43	36	45	0	124	233	658	25	0	916	74	31	108	0	213	36	900	66	0	1002	2255
Apprch %	34.7	29	36.3	0		25.4	71.8	2.7	0		34.7	14.6	50.7	0		3.6	89.8	6.6	0		
Total %	1.9	1.6	2	0	5.5	10.3	29.2	1.1	0	40.6	3.3	1.4	4.8	0	9.4	1.6	39.9	2.9	0	44.4	

	Loop 150 Southbound					SH 21 Westbound					Loop 150 Northbound					SH 21 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	3	2	8	0	13	22	86	4	0	112	6	7	15	0	28	6	112	7	0	125	278
17:15	2	6	3	0	11	41	74	3	0	118	7	4	12	0	23	8	113	9	0	130	282
17:30	7	4	9	0	20	39	87	5	0	131	9	3	16	0	28	5	109	10	0	124	303
17:45	8	7	2	0	17	30	76	2	0	108	10	4	13	0	27	8	111	14	0	133	285
Total Volume	20	19	22	0	61	132	323	14	0	469	32	18	56	0	106	27	445	40	0	512	1148
% App. Total	32.8	31.1	36.1	0		28.1	68.9	3	0		30.2	17	52.8	0		5.3	86.9	7.8	0		
PHF	.625	.679	.611	.000	.763	.805	.928	.700	.000	.895	.800	.643	.875	.000	.946	.844	.985	.714	.000	.962	.947

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

File Name : SH21-Loop150PM

Site Code : 00000028

Start Date : 8/27/2014

Page No : 2

	Loop 150 Southbound					SH 21 Westbound					Loop 150 Northbound					SH 21 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total

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

Peak Hour for Each Approach Begins at:

	16:00					17:00					16:00					17:00				
+0 mins.	7	3	6	0	16	22	86	4	0	112	16	4	13	0	33	6	112	7	0	125
+15 mins.	7	3	4	0	14	41	74	3	0	118	13	1	12	0	26	8	113	9	0	130
+30 mins.	5	5	7	0	17	39	87	5	0	131	7	2	12	0	21	5	109	10	0	124
+45 mins.	4	6	6	0	16	30	76	2	0	108	6	6	15	0	27	8	111	14	0	133
Total Volume	23	17	23	0	63	132	323	14	0	469	42	13	52	0	107	27	445	40	0	512
% App. Total	36.5	27	36.5	0		28.1	68.9	3	0		39.3	12.1	48.6	0		5.3	86.9	7.8	0	
PHF	.821	.708	.821	.000	.926	.805	.928	.700	.000	.895	.656	.542	.867	.000	.811	.844	.985	.714	.000	.962

GRAM Traffic, Inc.

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

File Name : SH71-SH95AM
Site Code : 00000022
Start Date : 8/26/2014
Page No : 1

Groups Printed- Autos

	SH 95 Southbound					SH 71 Westbound					SH 95 Northbound					SH 71 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00	17	5	173	0	195	6	219	32	0	257	5	2	1	0	8	104	75	3	0	182	642
07:15	27	20	234	0	281	5	191	50	0	246	5	6	2	0	13	129	107	5	0	241	781
07:30	24	17	211	0	252	3	217	18	0	238	2	1	3	0	6	154	135	11	0	300	796
07:45	32	19	233	0	284	9	266	25	0	300	2	3	2	0	7	188	142	22	0	352	943
Total	100	61	851	0	1012	23	893	125	0	1041	14	12	8	0	34	575	459	41	0	1075	3162
08:00	15	8	201	0	224	3	305	20	0	328	5	4	2	0	11	140	142	15	0	297	860
08:15	27	13	202	0	242	5	238	44	0	287	9	5	3	0	17	151	112	14	0	277	823
08:30	26	8	173	0	207	12	208	35	0	255	11	7	3	0	21	164	148	11	0	323	806
08:45	25	13	178	0	216	12	259	20	0	291	8	4	2	0	14	120	136	10	0	266	787
Total	93	42	754	0	889	32	1010	119	0	1161	33	20	10	0	63	575	538	50	0	1163	3276
Grand Total	193	103	1605	0	1901	55	1903	244	0	2202	47	32	18	0	97	1150	997	91	0	2238	6438
Apprch %	10.2	5.4	84.4	0		2.5	86.4	11.1	0		48.5	33	18.6	0		51.4	44.5	4.1	0		
Total %	3	1.6	24.9	0	29.5	0.9	29.6	3.8	0	34.2	0.7	0.5	0.3	0	1.5	17.9	15.5	1.4	0	34.8	

	SH 95 Southbound					SH 71 Westbound					SH 95 Northbound					SH 71 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	32	19	233	0	284	9	266	25	0	300	2	3	2	0	7	188	142	22	0	352	943
08:00	15	8	201	0	224	3	305	20	0	328	5	4	2	0	11	140	142	15	0	297	860
08:15	27	13	202	0	242	5	238	44	0	287	9	5	3	0	17	151	112	14	0	277	823
08:30	26	8	173	0	207	12	208	35	0	255	11	7	3	0	21	164	148	11	0	323	806
Total Volume	100	48	809	0	957	29	1017	124	0	1170	27	19	10	0	56	643	544	62	0	1249	3432
% App. Total	10.4	5	84.5	0		2.5	86.9	10.6	0		48.2	33.9	17.9	0		51.5	43.6	5	0		
PHF	.781	.632	.868	.000	.842	.604	.834	.705	.000	.892	.614	.679	.833	.000	.667	.855	.919	.705	.000	.887	.910

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

File Name : SH71-SH95AM

Site Code : 00000022

Start Date : 8/26/2014

Page No : 2

	SH 95 Southbound					SH 71 Westbound					SH 95 Northbound					SH 71 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total

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

Peak Hour for Each Approach Begins at:

	07:15					07:45					08:00					07:45				
+0 mins.	27	20	234	0	281	9	266	25	0	300	5	4	2	0	11	188	142	22	0	352
+15 mins.	24	17	211	0	252	3	305	20	0	328	9	5	3	0	17	140	142	15	0	297
+30 mins.	32	19	233	0	284	5	238	44	0	287	11	7	3	0	21	151	112	14	0	277
+45 mins.	15	8	201	0	224	12	208	35	0	255	8	4	2	0	14	164	148	11	0	323
Total Volume	98	64	879	0	1041	29	1017	124	0	1170	33	20	10	0	63	643	544	62	0	1249
% App. Total	9.4	6.1	84.4	0		2.5	86.9	10.6	0		52.4	31.7	15.9	0		51.5	43.6	5	0	
PHF	.766	.800	.939	.000	.916	.604	.834	.705	.000	.892	.750	.714	.833	.000	.750	.855	.919	.705	.000	.887

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

File Name : SH71-SH95PM

Site Code : 00000021

Start Date : 8/26/2014

Page No : 1

Groups Printed- Autos

	SH 95 Southbound					SH 71 Westbound					SH 95 Northbound					SH 71 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
16:00	33	10	179	0	222	7	169	18	0	194	16	27	3	0	46	191	194	7	0	392	854
16:15	25	10	198	0	233	12	208	16	0	236	10	15	4	0	29	213	208	14	0	435	933
16:30	34	19	220	0	273	12	202	11	0	225	19	33	7	0	59	200	204	4	0	408	965
16:45	29	16	161	0	206	10	197	16	0	223	17	20	8	0	45	207	211	5	0	423	897
Total	121	55	758	0	934	41	776	61	0	878	62	95	22	0	179	811	817	30	0	1658	3649
17:00	24	8	186	0	218	2	208	30	0	240	31	22	7	0	60	190	212	4	0	406	924
17:15	30	5	208	0	243	14	193	64	0	271	25	13	6	0	44	204	205	2	0	411	969
17:30	21	5	152	0	178	7	241	23	0	271	8	12	4	0	24	197	225	2	0	424	897
17:45	29	12	157	0	198	9	233	19	0	261	12	11	4	0	27	193	200	3	0	396	882
Total	104	30	703	0	837	32	875	136	0	1043	76	58	21	0	155	784	842	11	0	1637	3672
Grand Total	225	85	1461	0	1771	73	1651	197	0	1921	138	153	43	0	334	1595	1659	41	0	3295	7321
Apprch %	12.7	4.8	82.5	0		3.8	85.9	10.3	0		41.3	45.8	12.9	0		48.4	50.3	1.2	0		
Total %	3.1	1.2	20	0	24.2	1	22.6	2.7	0	26.2	1.9	2.1	0.6	0	4.6	21.8	22.7	0.6	0	45	

	SH 95 Southbound					SH 71 Westbound					SH 95 Northbound					SH 71 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	34	19	220	0	273	12	202	11	0	225	19	33	7	0	59	200	204	4	0	408	965
16:45	29	16	161	0	206	10	197	16	0	223	17	20	8	0	45	207	211	5	0	423	897
17:00	24	8	186	0	218	2	208	30	0	240	31	22	7	0	60	190	212	4	0	406	924
17:15	30	5	208	0	243	14	193	64	0	271	25	13	6	0	44	204	205	2	0	411	969
Total Volume	117	48	775	0	940	38	800	121	0	959	92	88	28	0	208	801	832	15	0	1648	3755
% App. Total	12.4	5.1	82.4	0		4	83.4	12.6	0		44.2	42.3	13.5	0		48.6	50.5	0.9	0		
PHF	.860	.632	.881	.000	.861	.679	.962	.473	.000	.885	.742	.667	.875	.000	.867	.967	.981	.750	.000	.974	.969

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

File Name : SH71-SH95PM

Site Code : 00000021

Start Date : 8/26/2014

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	SH 95 Southbound					SH 71 Westbound					SH 95 Northbound					SH 71 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total

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

Peak Hour for Each Approach Begins at:

	16:30					17:00					16:30					16:15				
+0 mins.	34	19	220	0	273	2	208	30	0	240	19	33	7	0	59	213	208	14	0	435
+15 mins.	29	16	161	0	206	14	193	64	0	271	17	20	8	0	45	200	204	4	0	408
+30 mins.	24	8	186	0	218	7	241	23	0	271	31	22	7	0	60	207	211	5	0	423
+45 mins.	30	5	208	0	243	9	233	19	0	261	25	13	6	0	44	190	212	4	0	406
Total Volume	117	48	775	0	940	32	875	136	0	1043	92	88	28	0	208	810	835	27	0	1672
% App. Total	12.4	5.1	82.4	0		3.1	83.9	13	0		44.2	42.3	13.5	0		48.4	49.9	1.6	0	
PHF	.860	.632	.881	.000	.861	.571	.908	.531	.000	.962	.742	.667	.875	.000	.867	.951	.985	.482	.000	.961

GRAM Traffic, Inc.

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

File Name : SH71-TahitianAM

Site Code : 00000040

Start Date : 8/26/2014

Page No : 1

Groups Printed- Autos

	Loop 150 Southbound					SH 71 Westbound					Tahitian Dr Northbound					SH 71 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00	16	3	7	0	26	3	126	33	0	162	72	11	12	0	95	4	80	15	0	99	382
07:15	28	8	2	0	38	2	130	33	0	165	62	13	4	0	79	7	102	23	0	132	414
07:30	32	11	4	0	47	4	126	24	0	154	66	16	7	0	89	9	116	19	0	144	434
07:45	31	11	2	0	44	6	154	41	0	201	54	32	2	0	88	7	122	14	0	143	476
Total	107	33	15	0	155	15	536	131	0	682	254	72	25	0	351	27	420	71	0	518	1706
08:00	30	17	4	0	51	5	197	44	0	246	65	14	5	0	84	10	114	18	0	142	523
08:15	33	14	5	0	52	5	187	25	0	217	46	17	4	0	67	5	109	17	0	131	467
08:30	25	13	6	0	44	6	166	20	0	192	33	11	5	0	49	4	125	32	0	161	446
08:45	26	18	5	0	49	3	155	24	0	182	39	12	4	0	55	13	129	19	0	161	447
Total	114	62	20	0	196	19	705	113	0	837	183	54	18	0	255	32	477	86	0	595	1883
Grand Total	221	95	35	0	351	34	1241	244	0	1519	437	126	43	0	606	59	897	157	0	1113	3589
Apprch %	63	27.1	10	0		2.2	81.7	16.1	0		72.1	20.8	7.1	0		5.3	80.6	14.1	0		
Total %	6.2	2.6	1	0	9.8	0.9	34.6	6.8	0	42.3	12.2	3.5	1.2	0	16.9	1.6	25	4.4	0	31	

	Loop 150 Southbound					SH 71 Westbound					Tahitian Dr Northbound					SH 71 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	31	11	2	0	44	6	154	41	0	201	54	32	2	0	88	7	122	14	0	143	476
08:00	30	17	4	0	51	5	197	44	0	246	65	14	5	0	84	10	114	18	0	142	523
08:15	33	14	5	0	52	5	187	25	0	217	46	17	4	0	67	5	109	17	0	131	467
08:30	25	13	6	0	44	6	166	20	0	192	33	11	5	0	49	4	125	32	0	161	446
Total Volume	119	55	17	0	191	22	704	130	0	856	198	74	16	0	288	26	470	81	0	577	1912
% App. Total	62.3	28.8	8.9	0		2.6	82.2	15.2	0		68.8	25.7	5.6	0		4.5	81.5	14	0		
PHF	.902	.809	.708	.000	.918	.917	.893	.739	.000	.870	.762	.578	.800	.000	.818	.650	.940	.633	.000	.896	.914

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

File Name : SH71-TahitianAM

Site Code : 00000040

Start Date : 8/26/2014

Page No : 2

Start Time	Loop 150 Southbound					SH 71 Westbound					Tahitian Dr Northbound					SH 71 Eastbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	

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

Peak Hour for Each Approach Begins at:

	08:00					07:45					07:00					08:00				
+0 mins.	30	17	4	0	51	6	154	41	0	201	72	11	12	0	95	10	114	18	0	142
+15 mins.	33	14	5	0	52	5	197	44	0	246	62	13	4	0	79	5	109	17	0	131
+30 mins.	25	13	6	0	44	5	187	25	0	217	66	16	7	0	89	4	125	32	0	161
+45 mins.	26	18	5	0	49	6	166	20	0	192	54	32	2	0	88	13	129	19	0	161
Total Volume	114	62	20	0	196	22	704	130	0	856	254	72	25	0	351	32	477	86	0	595
% App. Total	58.2	31.6	10.2	0		2.6	82.2	15.2	0		72.4	20.5	7.1	0		5.4	80.2	14.5	0	
PHF	.864	.861	.833	.000	.942	.917	.893	.739	.000	.870	.882	.563	.521	.000	.924	.615	.924	.672	.000	.924

GRAM Traffic, Inc.

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

File Name : SH71-TahitianPM
Site Code : 00000040
Start Date : 8/26/2014
Page No : 1

Groups Printed- Autos

	Loop 150 Southbound					SH 71 Westbound					Tahitian Dr Northbound					SH 71 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
16:00	37	13	5	0	55	5	136	29	0	170	26	9	3	0	38	11	181	44	0	236	499
16:15	35	15	3	0	53	9	168	34	0	211	25	14	4	0	43	29	160	54	0	243	550
16:30	31	29	6	0	66	6	119	22	0	147	35	10	3	0	48	13	169	55	0	237	498
16:45	34	33	9	0	76	8	158	22	0	188	30	7	12	0	49	6	149	47	0	202	515
Total	137	90	23	0	250	28	581	107	0	716	116	40	22	0	178	59	659	200	0	918	2062
17:00	30	28	11	0	69	7	173	34	0	214	22	16	4	0	42	17	260	88	0	365	690
17:15	53	19	7	0	79	10	141	29	0	180	38	15	8	0	61	24	214	73	0	311	631
17:30	59	30	4	0	93	9	149	33	0	191	45	14	9	0	68	21	196	62	0	279	631
17:45	39	20	3	0	62	7	164	36	0	207	34	20	14	0	68	12	167	66	0	245	582
Total	181	97	25	0	303	33	627	132	0	792	139	65	35	0	239	74	837	289	0	1200	2534
Grand Total	318	187	48	0	553	61	1208	239	0	1508	255	105	57	0	417	133	1496	489	0	2118	4596
Apprch %	57.5	33.8	8.7	0		4	80.1	15.8	0		61.2	25.2	13.7	0		6.3	70.6	23.1	0		
Total %	6.9	4.1	1	0	12	1.3	26.3	5.2	0	32.8	5.5	2.3	1.2	0	9.1	2.9	32.6	10.6	0	46.1	

	Loop 150 Southbound					SH 71 Westbound					Tahitian Dr Northbound					SH 71 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 17:00																					
17:00	30	28	11	0	69	7	173	34	0	214	22	16	4	0	42	17	260	88	0	365	690
17:15	53	19	7	0	79	10	141	29	0	180	38	15	8	0	61	24	214	73	0	311	631
17:30	59	30	4	0	93	9	149	33	0	191	45	14	9	0	68	21	196	62	0	279	631
17:45	39	20	3	0	62	7	164	36	0	207	34	20	14	0	68	12	167	66	0	245	582
Total Volume	181	97	25	0	303	33	627	132	0	792	139	65	35	0	239	74	837	289	0	1200	2534
% App. Total	59.7	32	8.3	0		4.2	79.2	16.7	0		58.2	27.2	14.6	0		6.2	69.8	24.1	0		
PHF	.767	.808	.568	.000	.815	.825	.906	.917	.000	.925	.772	.813	.625	.000	.879	.771	.805	.821	.000	.822	.918

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

File Name : SH71-TahitianPM

Site Code : 00000040

Start Date : 8/26/2014

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	Loop 150 Southbound					SH 71 Westbound					Tahitian Dr Northbound					SH 71 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total

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

Peak Hour for Each Approach Begins at:

	16:45					17:00					17:00					17:00				
+0 mins.	34	33	9	0	76	7	173	34	0	214	22	16	4	0	42	17	260	88	0	365
+15 mins.	30	28	11	0	69	10	141	29	0	180	38	15	8	0	61	24	214	73	0	311
+30 mins.	53	19	7	0	79	9	149	33	0	191	45	14	9	0	68	21	196	62	0	279
+45 mins.	59	30	4	0	93	7	164	36	0	207	34	20	14	0	68	12	167	66	0	245
Total Volume	176	110	31	0	317	33	627	132	0	792	139	65	35	0	239	74	837	289	0	1200
% App. Total	55.5	34.7	9.8	0		4.2	79.2	16.7	0		58.2	27.2	14.6	0		6.2	69.8	24.1	0	
PHF	.746	.833	.705	.000	.852	.825	.906	.917	.000	.925	.772	.813	.625	.000	.879	.771	.805	.821	.000	.822

GRAM Traffic, Inc.

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

File Name : SH95-Loop150AM

Site Code : 00000021

Start Date : 8/27/2014

Page No : 1

Groups Printed- Autos

	SH 95 Southbound					Loop 150 Westbound					SH 95 Northbound					Loop 150 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00	19	111	40	0	170	84	55	22	0	161	6	88	37	0	131	15	22	8	0	45	507
07:15	11	125	45	0	181	85	64	28	0	177	10	45	34	0	89	20	27	3	0	50	497
07:30	29	128	46	0	203	93	43	39	0	175	21	68	47	0	136	19	17	6	0	42	556
07:45	31	126	63	0	220	89	83	76	0	248	8	116	58	0	182	18	22	16	0	56	706
Total	90	490	194	0	774	351	245	165	0	761	45	317	176	0	538	72	88	33	0	193	2266
08:00	38	125	41	0	204	87	47	36	0	170	15	84	64	0	163	30	21	19	0	70	607
08:15	30	135	41	0	206	79	30	44	0	153	7	101	70	0	178	13	23	15	0	51	588
08:30	23	151	64	0	238	79	28	18	0	125	20	65	58	0	143	29	27	11	0	67	573
08:45	19	102	41	0	162	85	30	21	0	136	9	44	75	0	128	15	6	6	0	27	453
Total	110	513	187	0	810	330	135	119	0	584	51	294	267	0	612	87	77	51	0	215	2221
Grand Total	200	1003	381	0	1584	681	380	284	0	1345	96	611	443	0	1150	159	165	84	0	408	4487
Apprch %	12.6	63.3	24.1	0		50.6	28.3	21.1	0		8.3	53.1	38.5	0		39	40.4	20.6	0		
Total %	4.5	22.4	8.5	0	35.3	15.2	8.5	6.3	0	30	2.1	13.6	9.9	0	25.6	3.5	3.7	1.9	0	9.1	

	SH 95 Southbound					Loop 150 Westbound					SH 95 Northbound					Loop 150 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 to 08:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:45																					
07:45	31	126	63	0	220	89	83	76	0	248	8	116	58	0	182	18	22	16	0	56	706
08:00	38	125	41	0	204	87	47	36	0	170	15	84	64	0	163	30	21	19	0	70	607
08:15	30	135	41	0	206	79	30	44	0	153	7	101	70	0	178	13	23	15	0	51	588
08:30	23	151	64	0	238	79	28	18	0	125	20	65	58	0	143	29	27	11	0	67	573
Total Volume	122	537	209	0	868	334	188	174	0	696	50	366	250	0	666	90	93	61	0	244	2474
% App. Total	14.1	61.9	24.1	0		48	27	25	0		7.5	55	37.5	0		36.9	38.1	25	0		
PHF	.803	.889	.816	.000	.912	.938	.566	.572	.000	.702	.625	.789	.893	.000	.915	.750	.861	.803	.000	.871	.876

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

File Name : SH95-Loop150AM

Site Code : 00000021

Start Date : 8/27/2014

Page No : 2

	SH 95 Southbound					Loop 150 Westbound					SH 95 Northbound					Loop 150 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total

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

Peak Hour for Each Approach Begins at:

	07:45					07:15					07:45					07:45				
+0 mins.	31	126	63	0	220	85	64	28	0	177	8	116	58	0	182	18	22	16	0	56
+15 mins.	38	125	41	0	204	93	43	39	0	175	15	84	64	0	163	30	21	19	0	70
+30 mins.	30	135	41	0	206	89	83	76	0	248	7	101	70	0	178	13	23	15	0	51
+45 mins.	23	151	64	0	238	87	47	36	0	170	20	65	58	0	143	29	27	11	0	67
Total Volume	122	537	209	0	868	354	237	179	0	770	50	366	250	0	666	90	93	61	0	244
% App. Total	14.1	61.9	24.1	0		46	30.8	23.2	0		7.5	55	37.5	0		36.9	38.1	25	0	
PHF	.803	.889	.816	.000	.912	.952	.714	.589	.000	.776	.625	.789	.893	.000	.915	.750	.861	.803	.000	.871

GRAM Traffic, Inc.

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

File Name : SH95-Loop150PM

Site Code : 00000021

Start Date : 8/27/2014

Page No : 1

Groups Printed- Autos

	SH 95 Southbound					Loop 150 Westbound					SH 95 Northbound					Loop 150 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
16:00	30	79	32	0	141	59	30	20	0	109	10	123	84	0	217	46	40	5	0	91	558
16:15	37	120	50	0	207	72	29	25	0	126	10	109	82	0	201	46	63	9	0	118	652
16:30	42	125	41	0	208	80	37	35	0	152	14	136	93	0	243	60	49	10	0	119	722
16:45	41	91	34	0	166	101	27	21	0	149	15	110	94	0	219	38	42	12	0	92	626
Total	150	415	157	0	722	312	123	101	0	536	49	478	353	0	880	190	194	36	0	420	2558
17:00	32	88	37	0	157	86	28	34	0	148	22	121	103	0	246	45	61	20	0	126	677
17:15	44	89	34	0	167	71	39	26	0	136	18	120	111	0	249	43	63	19	0	125	677
17:30	51	85	29	0	165	104	33	38	0	175	11	139	101	0	251	47	41	17	0	105	696
17:45	40	67	34	0	141	91	26	30	0	147	12	137	96	0	245	46	50	12	0	108	641
Total	167	329	134	0	630	352	126	128	0	606	63	517	411	0	991	181	215	68	0	464	2691
Grand Total	317	744	291	0	1352	664	249	229	0	1142	112	995	764	0	1871	371	409	104	0	884	5249
Apprch %	23.4	55	21.5	0		58.1	21.8	20.1	0		6	53.2	40.8	0		42	46.3	11.8	0		
Total %	6	14.2	5.5	0	25.8	12.7	4.7	4.4	0	21.8	2.1	19	14.6	0	35.6	7.1	7.8	2	0	16.8	

	SH 95 Southbound					Loop 150 Westbound					SH 95 Northbound					Loop 150 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 16:00 to 17:45 - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 16:30																					
16:30	42	125	41	0	208	80	37	35	0	152	14	136	93	0	243	60	49	10	0	119	722
16:45	41	91	34	0	166	101	27	21	0	149	15	110	94	0	219	38	42	12	0	92	626
17:00	32	88	37	0	157	86	28	34	0	148	22	121	103	0	246	45	61	20	0	126	677
17:15	44	89	34	0	167	71	39	26	0	136	18	120	111	0	249	43	63	19	0	125	677
Total Volume	159	393	146	0	698	338	131	116	0	585	69	487	401	0	957	186	215	61	0	462	2702
% App. Total	22.8	56.3	20.9	0		57.8	22.4	19.8	0		7.2	50.9	41.9	0		40.3	46.5	13.2	0		
PHF	.903	.786	.890	.000	.839	.837	.840	.829	.000	.962	.784	.895	.903	.000	.961	.775	.853	.763	.000	.917	.936

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

File Name : SH95-Loop150PM

Site Code : 00000021

Start Date : 8/27/2014

Page No : 2

	SH 95 Southbound					Loop 150 Westbound					SH 95 Northbound					Loop 150 Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total

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

Peak Hour for Each Approach Begins at:

	16:15					16:45					17:00					17:00				
+0 mins.	37	120	50	0	207	101	27	21	0	149	22	121	103	0	246	45	61	20	0	126
+15 mins.	42	125	41	0	208	86	28	34	0	148	18	120	111	0	249	43	63	19	0	125
+30 mins.	41	91	34	0	166	71	39	26	0	136	11	139	101	0	251	47	41	17	0	105
+45 mins.	32	88	37	0	157	104	33	38	0	175	12	137	96	0	245	46	50	12	0	108
Total Volume	152	424	162	0	738	362	127	119	0	608	63	517	411	0	991	181	215	68	0	464
% App. Total	20.6	57.5	22	0		59.5	20.9	19.6	0		6.4	52.2	41.5	0		39	46.3	14.7	0	
PHF	.905	.848	.810	.000	.887	.870	.814	.783	.000	.869	.716	.930	.926	.000	.987	.963	.853	.850	.000	.921

1. Agenda Item - **Consideration, discussion and possible action on the Award of Contract for a Complete Street reconstruction project including the replacement of Water & Waste water utilities to Smith Contracting Co. for a total base bid amount of \$ 841,214.00**
2. Party Making Request: **Trey Job, Director of PW& Utilities**
3. Nature of Request: (Brief Overview) Attachments: Yes X No _____
4. Policy Implication: _____
5. Budgeted: X Yes _____ No N/A
Bid Amount: _____ Budgeted Amount: _____
Under Budget: _____ over Budget: _____
Amount Remaining: _____
6. Alternate Option/Costs: _____
7. Routing: NAME/TITLE INITIAL DATE CONCURRENCE
8. Staff Recommendation: approve the first reading and place on consent agenda for the second reading
9. Advisory Board: _____Approved _____Disapproved XNone
10. Manager's Recommendation: _____Approved _____Disapproved _____None
11. Action Taken: _____

City of Bastrop



Agenda Information Sheet:

City Council Meeting Date: April 14, 2015

Agenda Item Description:

Consideration, discussion and possible action on the Award of Contract for a Complete Street reconstruction project including the replacement of Water & Waste water utilities to Smith Contracting Co. for a total base bid amount of \$ 841,214.00

Item Summary: On Tuesday March 17th bids were received by three companies and the apparent low bidder was Smith contracting Co. for the amount of \$841,214.00. The project limits for Farm Street reconstruction begins at the Rail road tracks near Fayette Street then travel West and end at Pecan Street. The project will include widening the street, sidewalk improvements, and water & wastewater line replacement.

City Contact:

Trey Job – Director of Public Works & Utilities

Attachments:

See project limit Maps & Bid tabulation sheet & recommendation letter

**BEFCO ENGINEERING, INC.***Consulting Engineering/Land Surveying*

P.O. BOX 615 485 NORTH JEFFERSON

LA GRANGE, TEXAS 78945-0615

979 / 968-6474 FAX 979 / 968-3056

www.befcoengineering.com E-mail: office@befcoengineering.com

Texas Registered Engineering Firm F-2011 Texas Licensed Surveying Firm #10001700

March 26, 2015

Mr. Michael Talbot, City Manager
City of Bastrop
1311 Chestnut Street
Bastrop, Texas 78602

RE: City of Bastrop
Farm Street Reconstruction
BEFCO Job No. 14-6054

Dear Mr. Talbot:

On Tuesday, March 17, the City of Bastrop received bids for paving, drainage, water and wastewater improvements along Farm Street from Water Street to the Union Pacific railroad tracts. There were three (3) bids received which included a base bid and two alternate bids. The base bid was for the reconstruction of Farm Street from Pecan Street to the railroad tracts. Alternate bid "A" was for the reconstruction of Farm Street from Pecan Street to Water Street. Alternate bid "B" was for the inclusion of decorative Bomanite paving in select areas of the project. The base bids ranged from \$841,214 to \$1,205,292. The alternate bids ranged from \$331,960 to \$434,959 and \$9,800 to \$12,500 for alternate bids "A" and "B", respectively. The low bidder is Smith Contracting.

We recommend that the city award the Farm Street project to the low bidder, Smith Contracting for the base bid of \$841,214.00.

If you have any questions, please advise.

Very truly yours,

BEFCO ENGINEERING, INC.**Chad Emmel, P.E.**

CE:cae

Bid Tabulation



"Proficient, practical engineering and land surveying services with a sense of small-town values and care"

Item No.	Est. Qty.	Units	Description in Words	M. A. Smith Contracting Co., Inc. 15308 Ginger St. Austin, TX 78728		Qro Mex Construction Co., Inc. 2801 Prairie Creek Rd. Granite Shoals, TX 78654		Patin Construction LLC 3800 W. 2nd St. Taylor, TX 76574	
				Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
1	3.9	STA	RIGHT-OF-WAY PREPARATION (12" SUBGRADE PREP)	\$17,500.00	\$68,250.00	\$4,500.00	\$17,550.00	\$23,000.00	\$89,700.00
2	11.15	STA	RIGHT-OF-WAY PREPARATION (6" SUBGRADE PREP)	\$5,000.00	\$55,750.00	\$2,500.00	\$27,875.00	\$21,000.00	\$234,150.00
3	5,990	SY	7.0" REINFORCED CONCRETE PAVING (3500 PSI)	\$45.00	\$269,550.00	\$77.00	\$461,230.00	\$60.00	\$359,400.00
4	76	SY	HMAC (TYPE D) 2" THICK OVER 8" TYPE A CRUSHED LIMESTONE BASE MATERIAL	\$120.00	\$9,120.00	\$32.00	\$2,432.00	\$150.00	\$11,400.00
5	585	SY	4" REINFORCED CONCRETE SIDEWALK INCLUDING HANDICAP RAMPS AND STEPS	\$72.00	\$42,120.00	\$70.00	\$40,950.00	\$50.00	\$29,250.00
6	761	LF	TYPE 1 CONCRETE CURB	\$8.00	\$6,088.00	\$19.00	\$14,459.00	\$10.00	\$7,610.00
7	1,555	LF	TYPE 2 CONCRETE CURB	\$10.00	\$15,550.00	\$22.00	\$34,210.00	\$10.00	\$15,550.00
8	173	SY	DRIVEWAY (CONCRETE) INCLUDING SUBGRADE PREP	\$63.00	\$10,899.00	\$74.00	\$12,802.00	\$80.00	\$13,840.00
9	15	LF	TXDOT TYPE B PEDESTRIAN HANDRAIL (42")	\$150.00	\$2,250.00	\$180.00	\$2,700.00	\$100.00	\$1,500.00
10	1,195	LF	TYPE 1 HOT APPLIED THERMOPLASTIC STRIPING (VARYING WIDTHS)	\$5.00	\$5,975.00	\$12.00	\$14,340.00	\$7.00	\$8,365.00
11	1	LS	TYPE 2 STRIPING AND SIGNAGE RELOCATION		\$7,000.00		\$17,000.00		\$3,500.00
12	1	LS	BARRICADES, SIGNS AND TRAFFIC HANDLING		\$10,000.00		\$20,000.00		\$7,500.00
13	3	EA	5' X 3' TYPE C CURB INLET	\$3,500.00	\$10,500.00	\$4,500.00	\$13,500.00	\$3,100.00	\$9,300.00
14	1	EA	5' X 3' PRECAST CURB INLET UNDER ROADWAY	\$5,000.00	\$5,000.00	\$6,000.00	\$6,000.00	\$4,900.00	\$4,900.00
15	1	EA	3' X 3' GRATE INLET	\$3,300.00	\$3,300.00	\$4,000.00	\$4,000.00	\$2,500.00	\$2,500.00
16	4	EA	3' X 3' AREA ZONE DRAIN TYPE "RC"	\$3,000.00	\$12,000.00	\$6,000.00	\$24,000.00	\$3,700.00	\$14,800.00

				M. A. Smith Contracting Co., Inc. 15308 Ginger St. Austin, TX 78728		Qro Mex Construction Co., Inc. 2801 Prairie Creek Rd. Granite Shoals, TX 78654		Patin Construction LLC 3800 W. 2nd St. Taylor, TX 76574	
Item No.	Est. Qty.	Units	Description in Words	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
17	1	EA	3' X 3' JUNCTION BOX	\$2,500.00	\$2,500.00	\$5,000.00	\$5,000.00	\$5,400.00	\$5,400.00
18	39	LF	12" RCP CL IV STORM SEWER	\$55.00	\$2,145.00	\$50.00	\$1,950.00	\$80.00	\$3,120.00
19	339	LF	18" RCP CL IV STORM SEWER	\$55.00	\$18,645.00	\$70.00	\$23,730.00	\$85.00	\$28,815.00
20	280	LF	24" RCP CL IV STORM SEWER	\$75.00	\$21,000.00	\$85.00	\$23,800.00	\$90.00	\$25,200.00
21	669	LF	6" SDR-26 PRESSURE CLASS 160 SANITARY SEWER (ALL DEPTHS) BY OPEN CUT	\$40.00	\$26,760.00	\$60.00	\$40,140.00	\$70.00	\$46,830.00
22	738	LF	8" SDR-26 PRESSURE CLASS 160 SANITARY SEWER (ALL DEPTHS) BY OPEN CUT	\$50.00	\$36,900.00	\$70.00	\$51,660.00	\$75.00	\$55,350.00
23	6	EA	PRE-CAST CONCRETE MANHOLE (ALL DEPTHS)	\$5,000.00	\$30,000.00	\$6,000.00	\$36,000.00	\$3,500.00	\$21,000.00
24	5	EA	CONNECT TO EXISTING SANITARY SEWER	\$1,000.00	\$5,000.00	\$2,000.00	\$10,000.00	\$5,000.00	\$25,000.00
25	11	EA	SANITARY SEWER SERVICES	\$1,700.00	\$18,700.00	\$1,200.00	\$13,200.00	\$1,500.00	\$16,500.00
26	1,407	LF	TRENCH EXCAVATION SAFETY SYSTEM	\$1.00	\$1,407.00	\$2.00	\$2,814.00	\$1.00	\$1,407.00
27	1,144	LF	12" C-900 DR-14 PVC WATER LINE (ALL DEPTHS) BY OPEN CUT	\$70.00	\$80,080.00	\$65.00	\$74,360.00	\$65.00	\$74,360.00
28	309	LF	8" C-900 DR-14 PVC WATER LINE (ALL DEPTHS) BY OPEN CUT	\$55.00	\$16,995.00	\$50.00	\$15,450.00	\$55.00	\$16,995.00
29	76	LF	6" C-900 DR-14 PVC WATER LINE (ALL DEPTHS) BY OPEN CUT	\$45.00	\$3,420.00	\$45.00	\$3,420.00	\$50.00	\$3,800.00
30	3	EA	12" GATE VALVE AND BOX	\$3,250.00	\$9,750.00	\$2,400.00	\$7,200.00	\$4,000.00	\$12,000.00
31	1	EA	8" GATE VALVE AND BOX	\$1,500.00	\$1,500.00	\$1,300.00	\$1,300.00	\$2,500.00	\$2,500.00
32	2	EA	6" GATE VALVE AND BOX	\$1,200.00	\$2,400.00	\$950.00	\$1,900.00	\$2,000.00	\$4,000.00
33	3	EA	FIRE HYDRANT ASSEMBLY	\$4,100.00	\$12,300.00	\$4,200.00	\$12,600.00	\$5,000.00	\$15,000.00
34	4	EA	CONNECT TO EXISTING 6" WATER LINE	\$1,000.00	\$4,000.00	\$3,500.00	\$14,000.00	\$5,000.00	\$20,000.00
35	1	EA	CONNECT TO EXISTING 12" WATER LINE	\$1,500.00	\$1,500.00	\$5,200.00	\$5,200.00	\$5,000.00	\$5,000.00

				M. A. Smith Contracting Co., Inc. 15308 Ginger St. Austin, TX 78728		Qro Mex Construction Co., Inc. 2801 Prairie Creek Rd. Granite Shoals, TX 78654		Patin Construction LLC 3800 W. 2nd St. Taylor, TX 76574	
Item No.	Est. Qty.	Units	Description in Words	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
36	1	EA	LONG WATER SERVICE	\$1,500.00	\$1,500.00	\$1,100.00	\$1,100.00	\$1,250.00	\$1,250.00
37	5	EA	SHORT WATER SERVICE	\$1,300.00	\$6,500.00	\$950.00	\$4,750.00	\$1,100.00	\$5,500.00
38	60	SY	4" REINFORCED CONCRETE PAVEMENT (IN LIEU OF DECORATIVE CONCRETE)	\$81.00	\$4,860.00	\$54.00	\$3,240.00	\$50.00	\$3,000.00
TOTAL BASE BID (Items Nos. 1-38)				\$841,214.00		\$1,065,862.00		\$1,205,292.00	

ALTERNATE "A" BID ITEMS (Improvements From Pecan Street Intersection to the West)

1	4.55	STA	RIGHT-OF-WAY PREPARATION (12" SUBGRADE PREP)	\$18,500.00	\$84,175.00	\$4,500.00	\$20,475.00	\$23,000.00	\$104,650.00
2	1,777	SY	7.0" REINFORCED CONCRETE PAVING (3500 PSI)	\$45.00	\$79,965.00	\$77.00	\$136,829.00	\$60.00	\$106,620.00
3	151	SY	HMAC (TYPE D) 2" THICK OVER 8" TYPE A CRUSHED LIMESTONE BASE MATERIAL	\$52.00	\$7,852.00	\$32.00	\$4,832.00	\$150.00	\$22,650.00
4	33	SY	4" REINFORCED CONCRETE SIDEWALK INCLUDING HANDICAP RAMPS AND STEPS	\$147.00	\$4,851.00	\$70.00	\$2,310.00	\$50.00	\$1,650.00
5	611	LF	TYPE 2 CONCRETE CURB	\$9.00	\$5,499.00	\$20.00	\$12,220.00	\$10.00	\$6,110.00
6	31	LF	TYPE 2 CONCRETE CURB AND GUTTER	\$10.00	\$310.00	\$24.00	\$744.00	\$10.00	\$310.00
7	19	SY	DRIVEWAY (CONCRETE) INCLUDING SUBGRADE PREP	\$63.00	\$1,197.00	\$74.00	\$1,406.00	\$80.00	\$1,520.00
8	278	LF	TYPE 1 HOT APPLIED THERMOPLASTIC STRIPING (VARYING WIDTHS)	\$5.00	\$1,390.00	\$12.00	\$3,336.00	\$7.00	\$1,946.00
9	1	LS	TYPE 2 STRIPING AND SIGNAGE RELOCATION		\$5,000.00		\$17,000.00		\$2,500.00
10	1	LS	BARRICADES, SIGNS AND TRAFFIC HANDLING		\$5,000.00		\$15,000.00		\$500.00
11	1	EA	5' X 3' TYPE C CURB INLET	\$3,500.00	\$3,500.00	\$4,000.00	\$4,000.00	\$3,100.00	\$3,100.00
12	1	EA	10' X 3' TYPE C CURB INLET WITH OPEN BACK	\$4,200.00	\$4,200.00	\$3,500.00	\$3,500.00	\$5,250.00	\$5,250.00
13	1	EA	3' X 3' GRATE INLET	\$3,300.00	\$3,300.00	\$4,000.00	\$4,000.00	\$2,500.00	\$2,500.00
14	2	EA	3' X 3' JUNCTION BOX	\$4,000.00	\$8,000.00	\$3,500.00	\$7,000.00	\$5,400.00	\$10,800.00

				April 14, 2015					
				M. A. Smith Contracting Co., Inc.		Qro Mex Construction Co., Inc.		Patin Construction LLC	
				15308 Ginger St.		2801 Prairie Creek Rd.		3800 W. 2nd St.	
				Austin, TX 78728		Granite Shoals, TX 78654		Taylor, TX 76574	
Item No.	Est. Qty.	Units	Description in Words	Unit Price	Total Price	Unit Price	Total Price	Unit Price	Total Price
15	46	LF	15" RCP CL IV STORM SEWER	\$50.00	\$2,300.00	\$45.00	\$2,070.00	\$82.00	\$3,772.00
16	91	LF	18" RCP CL IV STORM SEWER	\$55.00	\$5,005.00	\$50.00	\$4,550.00	\$85.00	\$7,735.00
17	336	LF	24" RCP CL IV STORM SEWER	\$75.00	\$25,200.00	\$80.00	\$26,880.00	\$90.00	\$30,240.00
18	321	LF	6" SDR-26 PRESSURE CLASS 160 SANITARY SEWER (ALL DEPTHS) BY OPEN CUT	\$45.00	\$14,445.00	\$40.00	\$12,840.00	\$70.00	\$22,470.00
19	2	EA	PRE-CAST CONCRETE MANHOLE (ALL DEPTHS)	\$5,000.00	\$10,000.00	\$4,500.00	\$9,000.00	\$3,500.00	\$7,000.00
20	4	EA	CONNECT TO EXISTING SANITARY SEWER	\$1,500.00	\$6,000.00	\$1,500.00	\$6,000.00	\$5,000.00	\$20,000.00
21	321	LF	TRENCH EXCAVATION SAFETY SYSTEM	\$1.00	\$321.00	\$3.00	\$963.00	\$1.00	\$321.00
22	415	LF	12" C-900 DR-14 PVC WATER LINE (ALL DEPTHS) BY OPEN CUT	\$70.00	\$29,050.00	\$55.00	\$22,825.00	\$65.00	\$26,975.00
23	96	LF	6" C-900 DR-14 PVC WATER LINE (ALL DEPTHS) BY OPEN CUT	\$45.00	\$4,320.00	\$45.00	\$4,320.00	\$55.00	\$5,280.00
24	14	LF	2" SCH. 40 PVC WATER LINE (ALL DEPTHS) BY OPEN CUT	\$35.00	\$490.00	\$25.00	\$350.00	\$40.00	\$560.00
25	1	EA	12" GATE VALVE AND BOX	\$3,250.00	\$3,250.00	\$2,500.00	\$2,500.00	\$4,000.00	\$4,000.00
26	3	EA	6" GATE VALVE AND BOX	\$1,200.00	\$3,600.00	\$900.00	\$2,700.00	\$2,000.00	\$6,000.00
27	1	EA	2" GATE VALVE AND BOX	\$900.00	\$900.00	\$300.00	\$300.00	\$1,000.00	\$1,000.00
28	1	EA	FIRE HYDRANT ASSEMBLY	\$4,100.00	\$4,100.00	\$4,500.00	\$4,500.00	\$5,000.00	\$5,000.00
29	1	EA	CONNECT TO EXISTING 2" WATER LINE	\$1,000.00	\$1,000.00	\$1,000.00	\$1,000.00	\$2,500.00	\$2,500.00
30	3	EA	CONNECT TO EXISTING 6" WATER LINE	\$1,000.00	\$3,000.00	\$2,500.00	\$7,500.00	\$5,000.00	\$15,000.00
31	1	EA	CONNECT TO EXISTING 12" WATER LINE	\$1,500.00	\$1,500.00	\$3,500.00	\$3,500.00	\$5,000.00	\$5,000.00
32	40	SY	4" REINFORCED CONCRETE PAVEMENT (IN LIEU OF DECORATIVE CONCRETE)	\$81.00	\$3,240.00	\$52.00	\$2,080.00	\$50.00	\$2,000.00
SUBTOTAL ALTERNATE "A" BID ITEMS (Items 1-32)				\$331,960.00		\$346,530.00		\$434,959.00	
TOTAL BASE BID + ALTERNATE "A" BID ITEMS				\$1,173,174.00		\$1,412,392.00		\$1,540,251.00	

\\ACCOUNTINGSERVE\\fdrive\\MSOFFICE\\EXCEL\\Contract.15\\Bid Tab\\14-6054.Bastrop,Farm St. Reconstruction

11. Action Taken: _____

**CITY OF BASTROP, TEXAS
MONTHLY FINANCIAL REPORT AND
QUARTERLY FINANCIAL REPORT
FOR PERIOD ENDING FEBRUARY 28, 2015**



CITY OF BASTROP
City of Bastrop Regular Council Meeting
SUMMARY OF REVENUES AND EXPENDITURES
AS OF FEBRUARY 28, 2015

April 14, 2015

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Fiscal year 2015 is 5 month or 42% completed as of February 28, 2015.

- General Fund revenues reflect \$5,546,344 collected or 59% of the budgeted revenue received. Expenditures represent \$3,961,589 or 40% of the budget spent.
- Water/ Wastewater Fund revenues reflect 39% collected or \$1,684,442. Expenditures represent 38% spent or \$1,473,563.
- The Electric Fund revenues reflect 41% collected or \$3,078,853. Expenditures represent 39% spent or \$3,048,372.
- The Hotel /Motel Fund revenues reflect 37% collected or \$970,214. Expenditures represent 43% spent or \$1,069,233.

Revenues

Expenditures

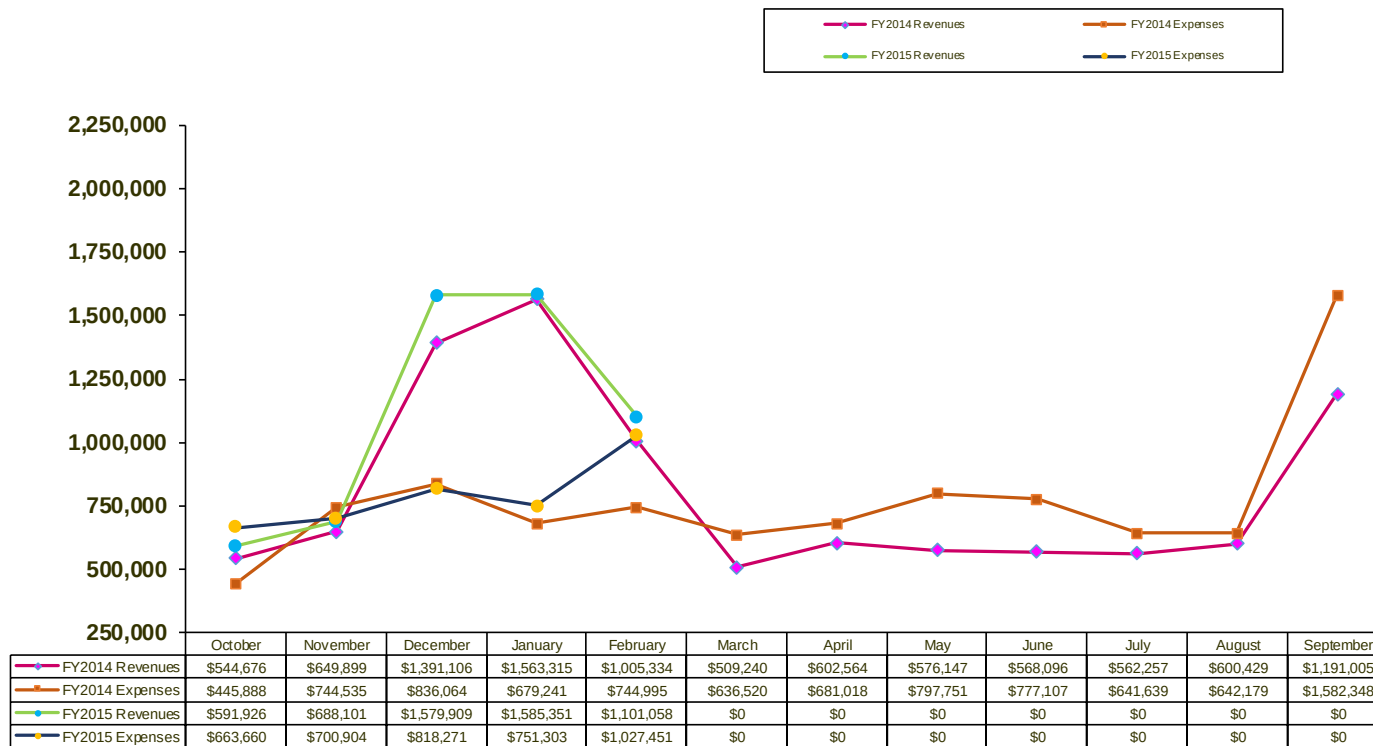
	FY 2015 Budget	FY 2015 Actual	% of FY2015 Budget	FY 2015 Budget	FY 2015 Actual	% of FY2015 Budget
General Fund	\$ 9,381,088	\$ 5,546,344	59.12%	\$ 9,937,808	\$ 3,961,589	39.86%
W/WW Fund	\$ 4,338,480	\$ 1,684,442	38.83%	\$ 3,911,020	\$ 1,473,563	37.68%
Electric Fund	\$ 7,513,000	\$ 3,078,853	40.98%	\$ 7,753,790	\$ 3,048,372	39.31%
Hotel Motel Fund	\$ 2,647,000	\$ 970,214	36.65%	\$ 2,495,988	\$ 1,069,233	42.84%

City of Bastrop Regular Council Meeting
GENERAL FUND REVENUE & EXPENDITURES
 AS OF FEBRUARY 28, 2015

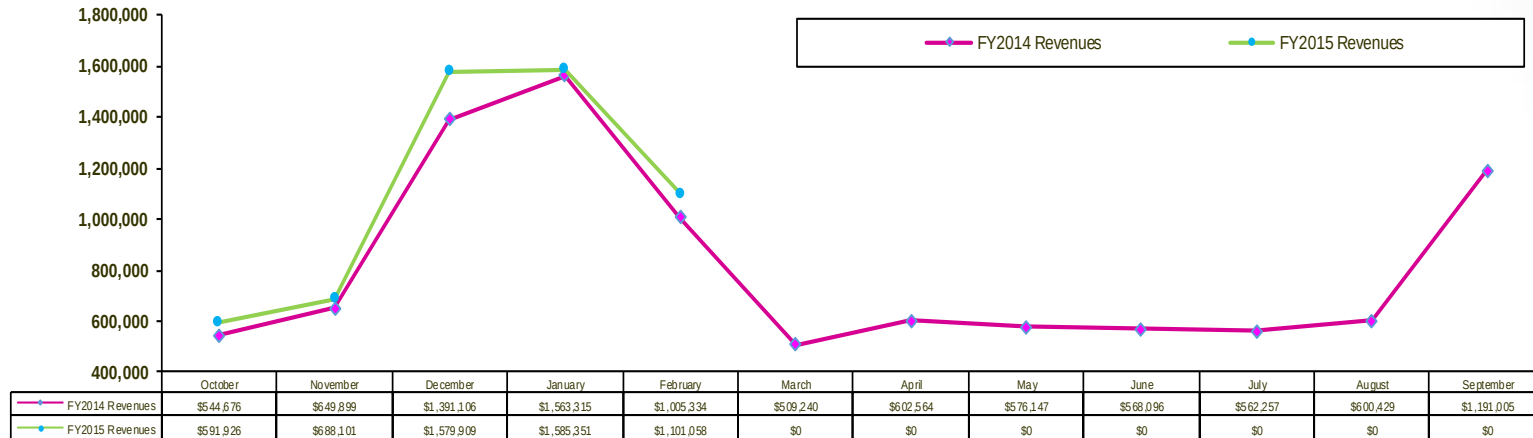
April 14, 2015

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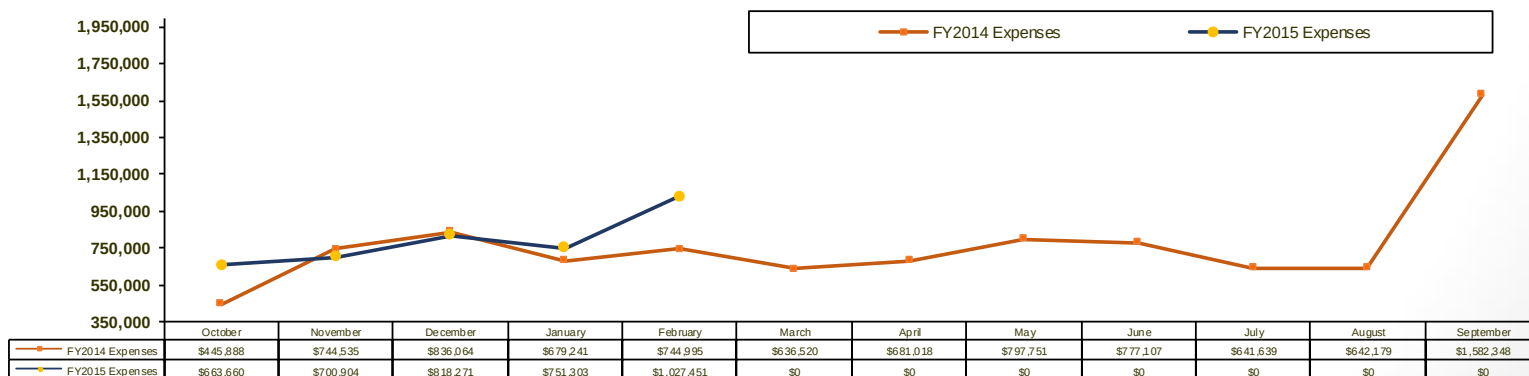
- Revenues will increase in December, January, and February due to collection of the Ad Valorem Taxes.
- Due to an audit adjustment that accrues our revenue into the period it was earned, the Sales Tax revenue earned in October and November are estimated.



FY 2014 & 2015 Revenues



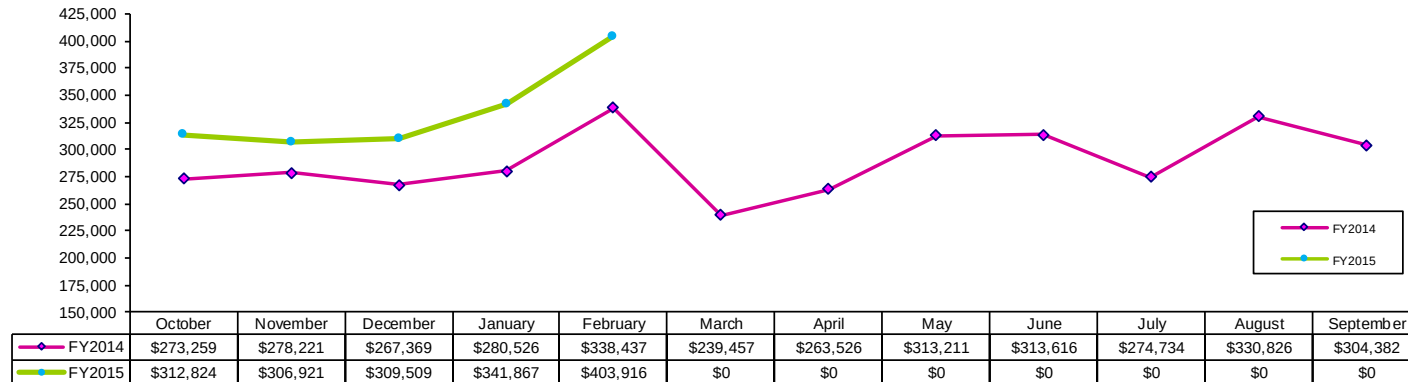
FY 2014 & 2015 Expenditures



Sales Tax

FY2015 YTD \$1,675,037

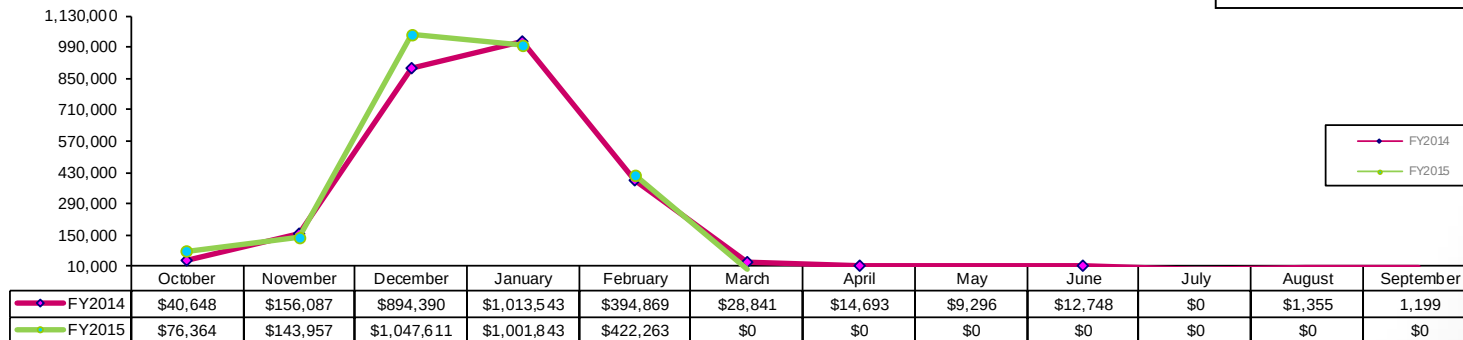
FY2015 Budgeted \$3,430,000

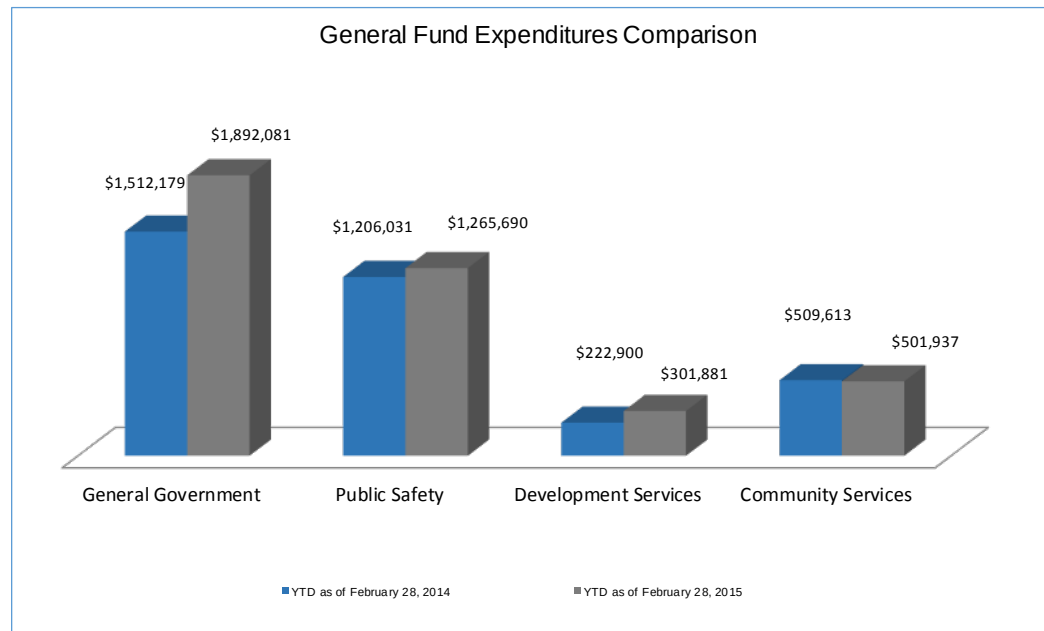


Ad Valorem Taxes

FY2015 YTD \$2,692,038

FY2015 Budget \$2,779,920





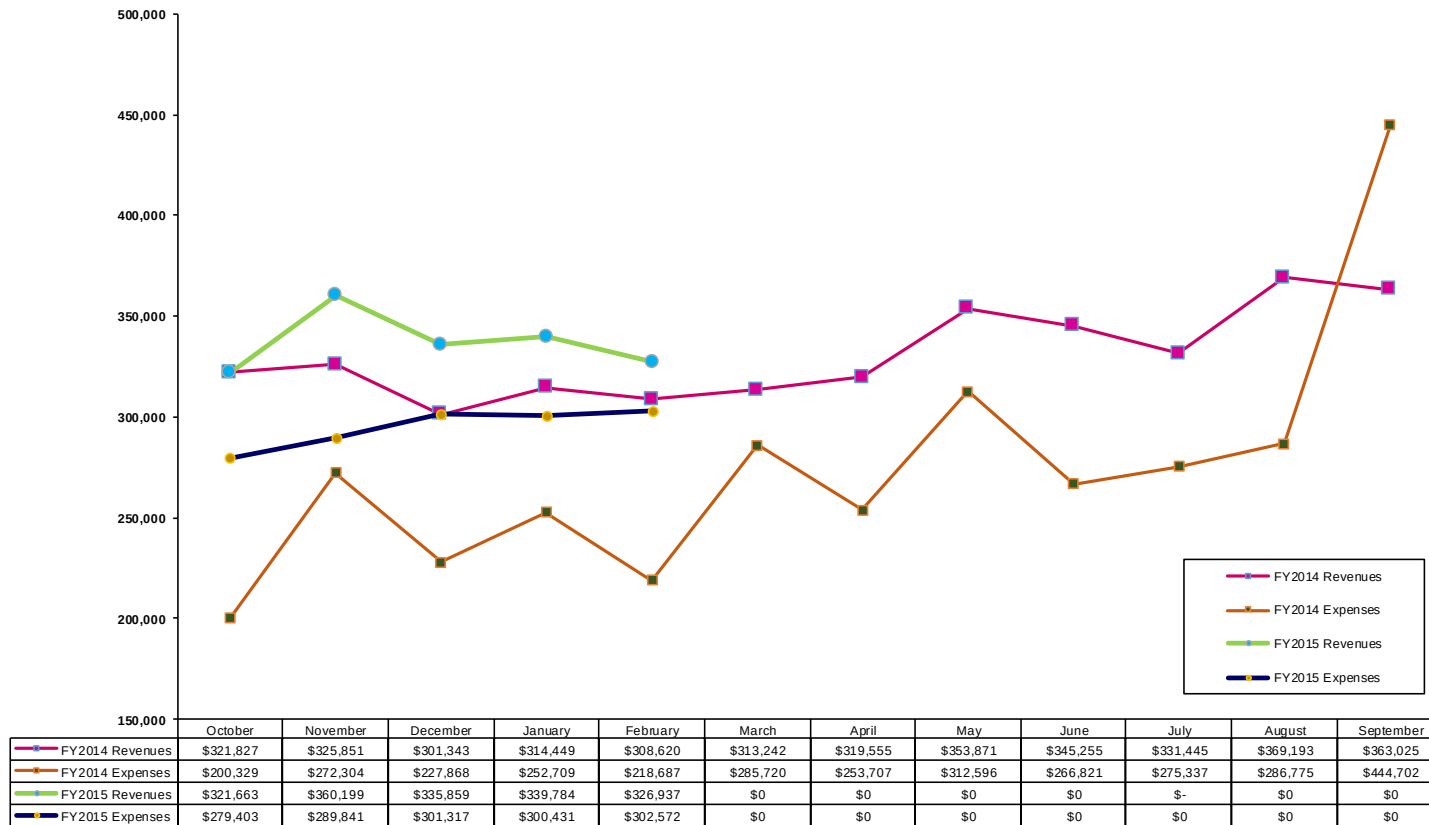
- General Government includes Legislative, Organizational, City Manager, City Secretary, Finance, Human Resources, Information Technology, Public Works, and Building Maintenance
- Public Safety includes Police Department, Fire Department, Health, and Municipal Court
- Development Services includes the Planning Department
- Community Services includes Recreation, Parks, and Library

City of Bastrop Regular Council Meeting
WATER WASTEWATER FUND REVENUE & EXPENDITURES
 AS OF FEBRUARY 28, 2015

April 14, 2015

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- ❑ Water/ Wastewater Fund Revenues Year-to-date (YTD) as of February 28, 2015 are \$1,412,168 or 32.55% of the year.

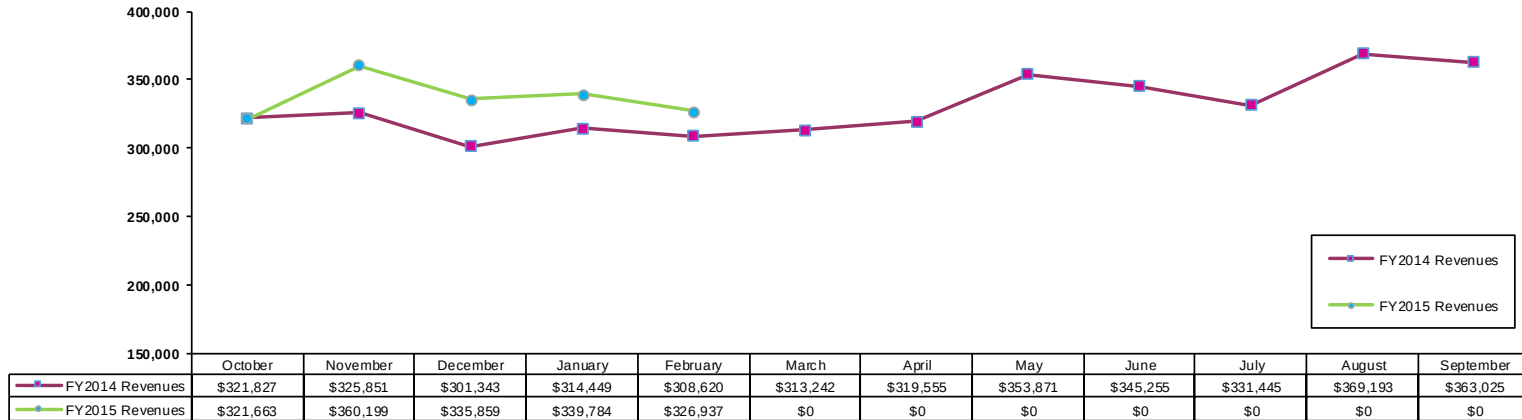


City of Bastrop Regular Council Meeting
WATER WASTEWATER FUND REVENUE & EXPENDITURES
 AS OF FEBRUARY 28, 2015

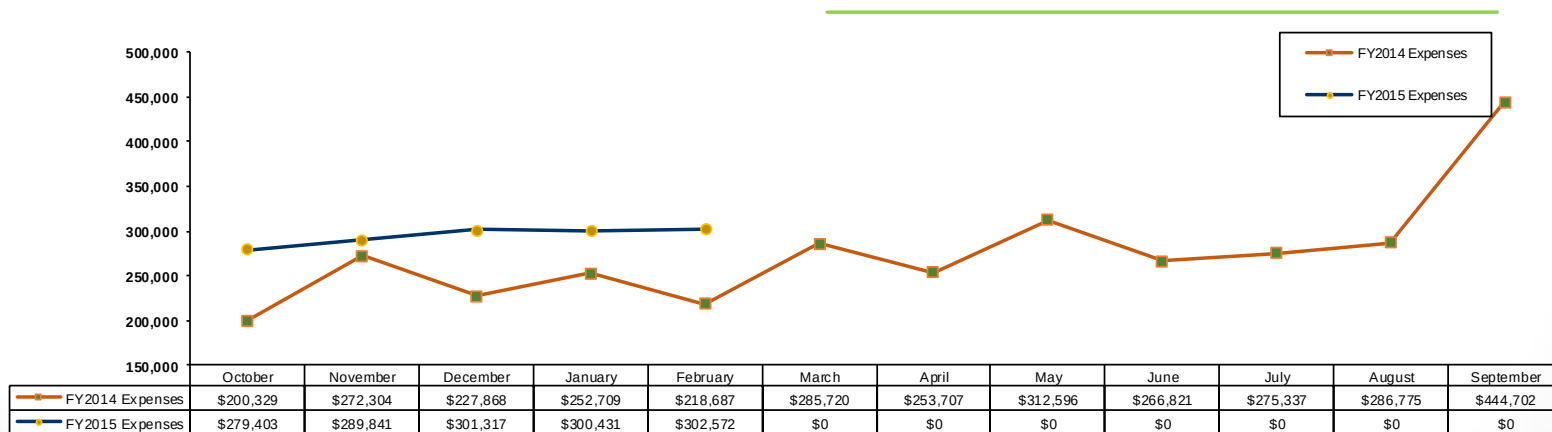
April 14, 2015

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FY 2014 & 2015 Revenues



FY 2014 & 2015 Expenditures

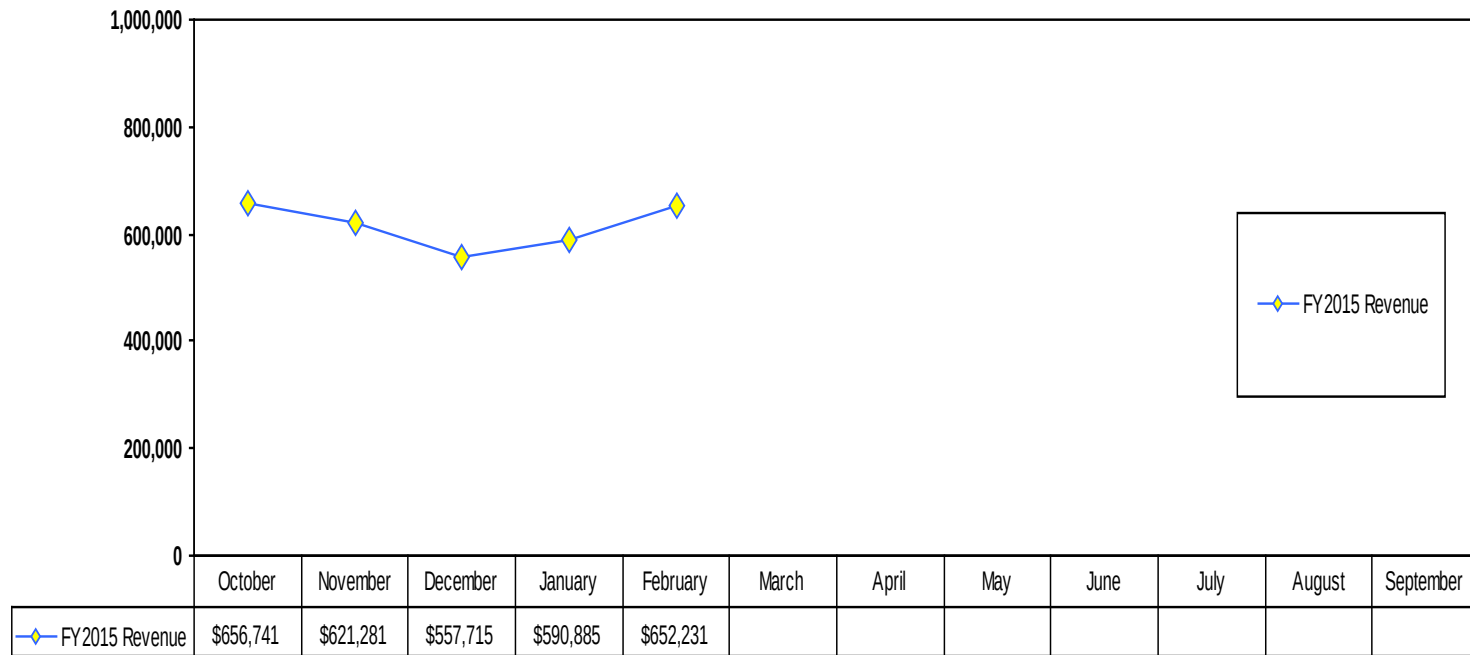


City of Bastrop Regular Council Meeting
BASTROP POWER AND LIGHT / ELECTRIC FUND REVENUE
 AS OF FEBRUARY 28, 2015

April 14, 2015

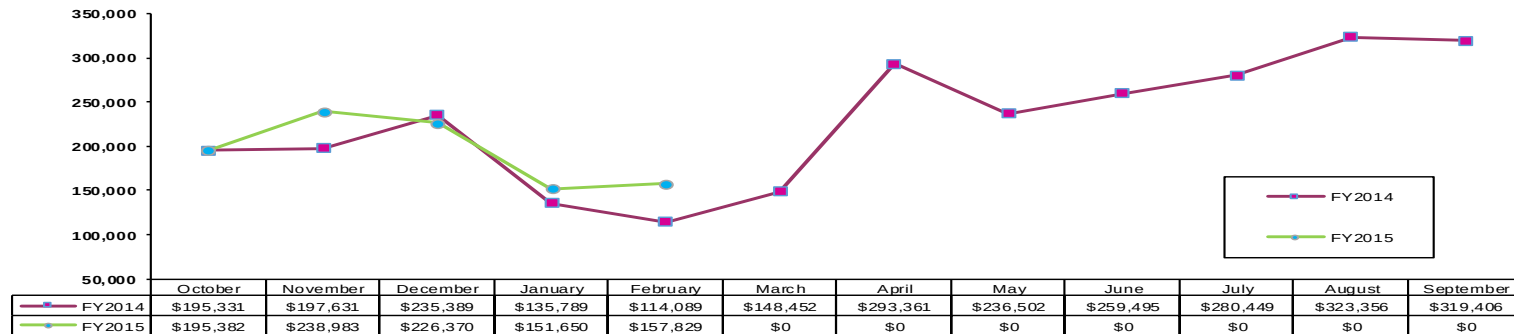
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❑ Electric Fund Revenues Year-to-date (YTD) as of February 28, 2015 are \$3,078,853 or 41% of the FY2015 adopted budget.

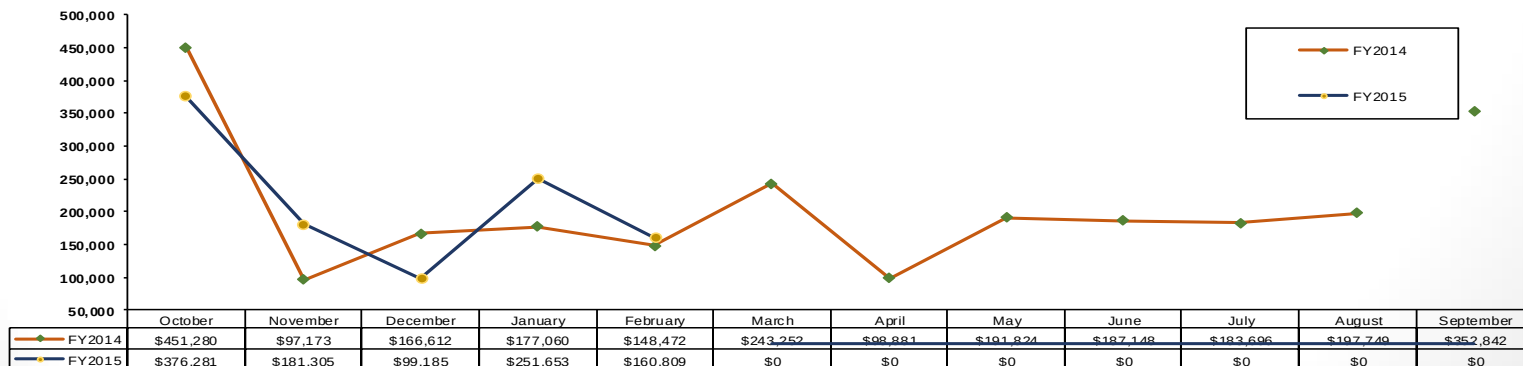


- Revenues as of February 28, 2015 represent YTD earned revenue of \$970,214. Due to an audit adjustment that accrues our revenue into the period it was earned, the revenue earned in October is an estimate.
- Expenses in October are increased due to the one-time disbursement of funds to Hotel Motel funded organizations.

Hotel / Motel Fund Revenue



Hotel / Motel Fund Expenses



FINANCIAL STATEMENT REPORTS ARE ATTACHED

- General Fund
- Water/ Wastewater Utility Fund
- Electric Fund
- Hotel Motel Fund

AS OF: FEBRUARY 28TH, 2015

101-GENERAL FUND

	PRIOR Y-T-D	CURRENT BUDGET	M-T-D ACTUAL	Y-T-D ACTUAL	BUDGET BALANCE	% OF BUDGET
REVENUES						
TAXES & PENALTIES						
00-00-4000 BEGINNING FUND BALANCE	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4001 CURRENT TAXES M&O	2,499,536.68	2,779,920.00	422,263.06	2,692,038.25	87,881.75	96.84
00-00-4002 DELINQUENT TAXES M&O	23,016.80	35,750.00	1,449.10	12,984.12	22,765.88	36.32
00-00-4003 PENALTIES & INTEREST M&O	9,392.93	26,000.00	2,237.00	10,416.90	15,583.10	40.07
00-00-4004 FRANCHISE TAX	109,767.64	400,000.00	65,495.07	124,646.39	275,353.61	31.16
00-00-4006 CITY SALES TAX	1,437,811.17	3,430,000.00	403,916.33	1,675,036.93	1,754,963.07	48.83
00-00-4008 OCCUPATION TAX	7,010.95	8,000.00	30.00	1,420.00	6,580.00	17.75
00-00-4009 MIXED BEVERAGE TAX	11,079.99	20,000.00	0.00	11,003.28	8,996.72	55.02
00-00-4010 380 AGREEMENT PROP REFUND	0.00	0.00	(37,482.12)	(44,029.26)	44,029.26	0.00
TOTAL TAXES & PENALTIES	4,097,616.16	6,699,670.00	857,908.44	4,483,516.61	2,216,153.39	66.92
LICENSES & PERMITS						
00-00-4020 BUILDING PERMITS	31,270.99	75,000.00	15,269.23	55,957.05	19,042.95	74.61
00-00-4021 ZONING FEES	900.00	3,000.00	312.00	612.00	2,388.00	20.40
00-00-4022 PLATTING FEES	4,695.00	6,000.00	11,223.80	14,243.80	(8,243.80)	237.40
00-00-4023 SPECIAL EVENT PERMIT FEE	700.00	2,000.00	100.00	400.00	1,600.00	20.00
00-00-4024 ELECTRICAL PERMITS	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4025 PLUMBING PERMITS	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4026 MECHANICAL PERMITS	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4027 OTHER PERMITS	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4030 LICENSE FEES	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL LICENSES & PERMITS	37,565.99	86,000.00	26,905.03	71,212.85	14,787.15	82.81
CHARGES FOR SERVICES						
00-00-4040 ANIMAL SERVICE RECEIPTS	150.00	200.00	5.00	135.00	65.00	67.50
00-00-4043 PARKS RECEIPTS	575.00	1,600.00	175.00	280.00	1,320.00	17.50
00-00-4044 PD ACCIDENT REPORTS	717.00	1,800.00	90.00	822.00	978.00	45.67
00-00-4045 DRUG DOG VISITS	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4046 SPECIAL EVENTS HOT REIMB	9,644.32	35,000.00	10,613.00	10,613.00	24,387.00	30.32
00-00-4047 PROJ ESCROW REIMB	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4049 TRANSFER STATION RECEIPTS	2,311.02	7,000.00	450.00	1,875.00	5,125.00	26.79
TOTAL CHARGES FOR SERVICES	13,397.34	45,600.00	11,333.00	13,725.00	31,875.00	30.10
FINES & FORFEITURES						
00-00-4070 MUNICIPAL COURT FINES	70,455.53	175,000.00	30,707.62	88,601.07	86,398.93	50.63
00-00-4071 BOND FORFEITURE	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4072 SANITATION PENALTIES/RECONNEC	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4076 LIBRARY RECEIPTS	6,565.86	16,000.00	1,754.41	6,630.90	9,369.10	41.44
00-00-4077 SANITATION PROCEEDS	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4078 JUVENILE CASE MANAGER-M/C	2,122.04	5,100.00	907.35	3,255.07	1,844.93	63.82
00-00-4080 TEEN COURT (MC)	437.24	1,000.00	25.25	253.53	746.47	25.35
TOTAL FINES & FORFEITURES	79,580.67	197,100.00	33,394.63	98,740.57	98,359.43	50.10

AS OF: FEBRUARY 28TH, 2015

101-GENERAL FUND

	PRIOR Y-T-D	CURRENT BUDGET	M-T-D ACTUAL	Y-T-D ACTUAL	BUDGET BALANCE	% OF BUDGET
OTHER REVENUE						
00-00-4381 GTG SETTLEMENT TRUST FUNDS	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4391 STREET/ROW VACATIONS	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL OTHER REVENUE	0.00	0.00	0.00	0.00	0.00	0.00
INTEREST INCOME						
00-00-4400 INTEREST RECEIPTS	1,954.40	5,000.00	250.17	1,929.32	3,070.68	38.59
TOTAL INTEREST INCOME	1,954.40	5,000.00	250.17	1,929.32	3,070.68	38.59
INTERGOVERNMENTAL						
00-00-4411 BASTROP CO/LIBRARY	8,500.00	0.00	0.00	0.00	0.00	0.00
00-00-4412 BASTROP CO/WC FIREMEN	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4413 BISD PROJECT RECEIPTS	25,230.74	40,000.00	346.90	346.90	39,653.10	0.87
00-00-4414 DEPT OF JUSTICE GRANT REIMB	0.00	0.00	0.00	694.43 (	694.43)	0.00
00-00-4415 EMERGENCY MANAGEMENT	28,051.19	30,000.00	0.00	16,201.38	13,798.62	54.00
00-00-4419 PROPERTY LIEN PAYMENTS	0.00	0.00	0.00	1,736.30 (	1,736.30)	0.00
00-00-4435 FIRE DEPT/INSURANCE REIMB	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4490 ELECTRIC IN-KIND	215,116.65	516,280.00	43,023.33	215,116.65	301,163.35	41.67
00-00-4491 WATER/WASTEWATER IN-KIND	221,258.30	531,020.00	44,251.66	221,258.30	309,761.70	41.67
00-00-4492 WASTEWATER IN-KIND	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4493 BEDC IN-KIND	82,949.95	169,080.00	16,589.99	82,949.95	86,130.05	49.06
00-00-4495 CONVENTION CENTER IN-KIND	72,550.00	174,120.00	14,510.00	72,550.00	101,570.00	41.67
00-00-4496 DONATION IN-KIND	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL INTERGOVERNMENTAL	653,656.83	1,460,500.00	118,721.88	610,853.91	849,646.09	41.82
MISCELLANEOUS						
00-00-4503 FIRE DEPT GRANTS	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4507 175TH ANNIVERSARY DONATIONS	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4508 MEMORIAL DONATIONS	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4509 GENERAL DONATIONS	350.00	718.00	1,327.38	2,045.38 (	1,327.38)	284.87
00-00-4511 BANNER FEES	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4512 SALE OF FIXED ASSETS	0.00	0.00	0.00	546.00 (	546.00)	0.00
00-00-4515 GRANTS - MISCELLANEOUS	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4518 OTHER SOURCES-BANK LOAN	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4519 SNOW PLAYDAY	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4521 LCRA-FISHERMAN PARK FLAGS	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4522 WORKERS COMP. REIMBURSE	1,208.46	4,000.00	0.00	0.00	4,000.00	0.00
00-00-4523 TML REGION X MEETING	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4524 SPLASHPARK DONATIONS	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4525 SUMMER REC/FILM DONATIONS	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4526 DOG BARK PARK DONATIONS	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4527 CLEAN SWEEP	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4535 PLANNING DEPT MISC RECEIPTS	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4536 MISCELLANEOUS	13,373.77	21,000.00	92.00	6,135.92	14,864.08	29.22
00-00-4537 INSURANCE PROCEEDS	0.00	0.00	0.00	2,013.72 (	2,013.72)	0.00
00-00-4538 BEVERAGE PROCEEDS	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4540 HUNTERS CROSSING REIMB	0.00	0.00	0.00	0.00	0.00	0.00

AS OF: FEBRUARY 28TH, 2015

101-GENERAL FUND

REVENUES	PRIOR Y-T-D	CURRENT BUDGET	M-T-D ACTUAL	Y-T-D ACTUAL	BUDGET BALANCE	% OF BUDGET
00-00-4543 PINEY CREEK SUBDVISION REIMB	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4544 PERSONAL PROPERTY ACQ DEBT	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4553 FIRE DEPT CALLS - REIMB	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4554 KERR PARK PROJECT	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4557 FEMA DISASTER RELIEF REIMBURS	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL MISCELLANEOUS	14,932.23	25,718.00	1,419.38	10,741.02	14,976.98	41.76
TRANSFERS-IN						
00-00-4702 TRANSFERS IN - W/WW #202	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4703 TRANSFERS IN - ELECTRIC FUND	255,625.00	613,500.00	51,125.00	255,625.00	357,875.00	41.67
00-00-4704 TRANS IN - SANITATION FUND	0.00	48,000.00	0.00	0.00	48,000.00	0.00
00-00-4706 TRANSFERS IN - BEDC	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4708 TRANS IN - GRANT FUND	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4710 TRANS IN - GENERAL CIP #150	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4717 TRANS IN-HOTEL TAX-CIVIC CENT	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4718 TRANSFER-IN SPECIAL PROJECT	0.00	200,000.00	0.00	0.00	200,000.00	0.00
00-00-4725 TRANS IN - TAX NOTE #714	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4726 TRANS IN-C OF O'S 2006 #713	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4731 TRANS IN-LIMITED TAX NOTE #71	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4732 TRANSFER IN - BOND #709	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4736 TRANSFER IN -LIBRARY BOARD 50	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL TRANSFERS-IN	255,625.00	861,500.00	51,125.00	255,625.00	605,875.00	29.67
*** TOTAL REVENUE ***	5,154,328.62	9,381,088.00	1,101,057.53	5,546,344.28	3,834,743.72	59.12
	=====	=====	=====	=====	=====	=====

AS OF: FEBRUARY 28TH, 2015

101-GENERAL FUND

EXPENDITURES	PRIOR Y-T-D	CURRENT BUDGET	M-T-D ACTUAL	Y-T-D ACTUAL	BUDGET BALANCE	% OF BUDGET
NON-DEPARTMENT						
00-NON-PROGRAM						
TOTAL 00-NON-PROGRAM	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL NON-DEPARTMENT	0.00	0.00	0.00	0.00	0.00	0.00

LEGISLATIVE

00-NON-PROGRAM						
PERSONNEL SERVICES	2,508.99	5,970.00	484.44	2,477.59	3,492.41	41.50
SUPPLIES & MATERIALS	325.76	4,530.00	811.44	2,232.71	2,297.29	49.29
MAINTENANCE & REPAIRS	0.00	0.00	0.00	0.00	0.00	0.00
OCCUPANCY	3,613.12	8,000.00	730.03	3,186.92	4,813.08	39.84
CONTRACTUAL SERVICES	455.00	11,800.00	115.00	540.00	11,260.00	4.58
OTHER CHARGES	3,119.34	19,940.00	3,518.02	4,923.40	15,016.60	24.69
CAPITAL OUTLAY	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL 00-NON-PROGRAM	10,022.21	50,240.00	5,658.93	13,360.62	36,879.38	26.59
TOTAL LEGISLATIVE	10,022.21	50,240.00	5,658.93	13,360.62	36,879.38	26.59

ORGANIZATIONAL

00-NON-PROGRAM						
PERSONNEL SERVICES	61,657.43	182,580.00	11,994.20	67,346.00	115,234.00	36.89
SUPPLIES & MATERIALS	5,529.87	14,990.00	1,071.28	6,662.93	8,327.07	44.45
MAINTENANCE & REPAIRS	4,096.90	7,160.00	0.00	2,336.01	4,823.99	32.63
OCCUPANCY	0.00	0.00	0.00	0.00	0.00	0.00
CONTRACTUAL SERVICES	185,226.21	420,070.00	387,671.72	575,428.20	(155,358.20)	136.98
OTHER CHARGES	151,971.60	460,865.00	26,249.23	157,049.95	303,815.05	34.08
CONTINGENCY	0.00	40,000.00	0.00	0.00	40,000.00	0.00
CAPITAL OUTLAY	22,500.00	0.00	0.00	0.00	0.00	0.00
DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00
TRANSFERS OUT	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL 00-NON-PROGRAM	430,982.01	1,125,665.00	426,986.43	808,823.09	316,841.91	71.85
TOTAL ORGANIZATIONAL	430,982.01	1,125,665.00	426,986.43	808,823.09	316,841.91	71.85

CITY MANAGER

00-NON-PROGRAM						
PERSONNEL SERVICES	124,824.96	293,613.00	23,325.36	114,984.48	178,628.52	39.16
SUPPLIES & MATERIALS	3,776.04	6,450.00	1,825.38	3,403.41	3,046.59	52.77
MAINTENANCE & REPAIRS	0.00	0.00	0.00	0.00	0.00	0.00
OCCUPANCY	3,513.70	9,400.00	724.62	3,365.14	6,034.86	35.80
CONTRACTUAL SERVICES	108.50	350.00	0.00	87.50	262.50	25.00
OTHER CHARGES	7,986.58	11,740.00	57.76	6,424.79	5,315.21	54.73
CAPITAL OUTLAY	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL 00-NON-PROGRAM	140,209.78	321,553.00	25,933.12	128,265.32	193,287.68	39.89

AS OF: FEBRUARY 28TH, 2015

101-GENERAL FUND

EXPENDITURES	PRIOR Y-T-D	CURRENT BUDGET	M-T-D ACTUAL	Y-T-D ACTUAL	BUDGET BALANCE	% OF BUDGET
TOTAL CITY MANAGER	140,209.78	321,553.00	25,933.12	128,265.32	193,287.68	39.89
CITY SECRETARY						
00-NON-PROGRAM						
PERSONNEL SERVICES	27,787.37	72,759.00	5,733.80	28,675.09	44,083.91	39.41
SUPPLIES & MATERIALS	718.15	5,975.00	(98.91)	525.39	5,449.61	8.79
MAINTENANCE & REPAIRS	0.00	0.00	0.00	0.00	0.00	0.00
OCCUPANCY	888.90	2,190.00	328.84	1,078.37	1,111.63	49.24
CONTRACTUAL SERVICES	0.00	5,600.00	0.00	1,715.00	3,885.00	30.63
OTHER CHARGES	9,120.77	40,490.00	2,152.21	9,941.82	30,548.18	24.55
CAPITAL OUTLAY	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL 00-NON-PROGRAM	38,515.19	127,014.00	8,115.94	41,935.67	85,078.33	33.02
TOTAL CITY SECRETARY	38,515.19	127,014.00	8,115.94	41,935.67	85,078.33	33.02
FINANCE						
00-NON-PROGRAM						
PERSONNEL SERVICES	118,489.98	334,710.00	25,016.87	125,364.84	209,345.16	37.45
SUPPLIES & MATERIALS	3,465.33	9,440.00	1,218.38	3,783.03	5,656.97	40.07
MAINTENANCE & REPAIRS	19,358.20	38,000.00	1,383.49	19,001.95	18,998.05	50.01
OCCUPANCY	2,984.23	7,550.00	629.04	2,909.67	4,640.33	38.54
CONTRACTUAL SERVICES	29,311.00	44,150.00	102.38	20,174.34	23,975.66	45.69
OTHER CHARGES	3,553.51	18,640.00	550.82	4,778.93	13,861.07	25.64
CAPITAL OUTLAY	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL 00-NON-PROGRAM	177,162.25	452,490.00	28,900.98	176,012.76	276,477.24	38.90
METER SERVICE						
PERSONNEL SERVICES	134,152.32	355,916.00	26,634.55	137,957.94	217,958.06	38.76
SUPPLIES & MATERIALS	14,753.78	35,290.00	4,199.15	13,663.23	21,626.77	38.72
MAINTENANCE & REPAIRS	2,367.31	8,500.00	0.00	3,662.02	4,837.98	43.08
OCCUPANCY	3,922.18	12,620.00	1,485.05	4,137.58	8,482.42	32.79
CONTRACTUAL SERVICES	5,361.25	17,100.00	11,227.10	14,702.46	2,397.54	85.98
OTHER CHARGES	1,596.94	6,580.00	0.00	972.47	5,607.53	14.78
CAPITAL OUTLAY	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL METER SERVICE	162,153.78	436,006.00	43,545.85	175,095.70	260,910.30	40.16
TOTAL FINANCE	339,316.03	888,496.00	72,446.83	351,108.46	537,387.54	39.52
HUMAN RESOURCE						
00-NON-PROGRAM						
PERSONNEL SERVICES	36,931.09	102,067.00	7,738.46	38,702.36	63,364.64	37.92
SUPPLIES & MATERIALS	173.81	1,575.00	3.79	139.83	1,435.17	8.88
MAINTENANCE & REPAIRS	1,015.96	0.00	0.00	0.00	0.00	0.00
OCCUPANCY	1,360.62	3,445.00	296.48	1,386.21	2,058.79	40.24
CONTRACTUAL SERVICES	10.00	325.00	8.00	15.00	310.00	4.62
OTHER CHARGES	7,856.49	15,903.00	379.99	7,440.41	8,462.59	46.79
CAPITAL OUTLAY	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL 00-NON-PROGRAM	47,347.97	123,315.00	8,426.72	47,683.81	75,631.19	38.67

AS OF: FEBRUARY 28TH, 2015

101-GENERAL FUND

EXPENDITURES	PRIOR Y-T-D	CURRENT BUDGET	M-T-D ACTUAL	Y-T-D ACTUAL	BUDGET BALANCE	% OF BUDGET
TOTAL HUMAN RESOURCE	47,347.97	123,315.00	8,426.72	47,683.81	75,631.19	38.67
INFORMATION TECHNOLOGY						
00-NON-PROGRAM						
PERSONNEL SERVICES	39,917.83	155,162.00	8,341.99	42,029.15	113,132.85	27.09
SUPPLIES & MATERIALS	4,738.68	12,710.00	900.42	4,404.72	8,305.28	34.66
MAINTENANCE & REPAIRS	17,332.29	86,770.00	3,472.95	45,379.16	41,390.84	52.30
OCCUPANCY	2,465.98	8,515.00	919.76	3,270.61	5,244.39	38.41
CONTRACTUAL SERVICES	3,645.00	16,700.00	2,500.00	2,935.00	13,765.00	17.57
OTHER CHARGES	675.86	6,200.00	71.21	4,432.97	1,767.03	71.50
CAPITAL OUTLAY	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL 00-NON-PROGRAM	68,775.64	286,057.00	16,206.33	102,451.61	183,605.39	35.82
TOTAL INFORMATION TECHNOLOGY	68,775.64	286,057.00	16,206.33	102,451.61	183,605.39	35.82
POLICE						
ADMINISTRATION						
PERSONNEL SERVICES	107,613.90	443,973.00	33,409.67	168,002.14	275,970.86	37.84
SUPPLIES & MATERIALS	12,037.31	28,920.00	2,001.70	10,492.75	18,427.25	36.28
MAINTENANCE & REPAIRS	11,979.08	25,141.00	703.06	1,848.74	23,292.26	7.35
OCCUPANCY	21,563.10	54,556.00	3,285.59	27,019.32	27,536.68	49.53
CONTRACTUAL SERVICES	49,623.41	196,695.00	1,400.00	50,100.11	146,594.89	25.47
OTHER CHARGES	9,183.23	32,735.00	1,935.00	8,414.14	24,320.86	25.70
CAPITAL OUTLAY	58,970.00	45,745.00	0.00	34,405.00	11,340.00	75.21
TOTAL ADMINISTRATION	270,970.03	827,765.00	42,735.02	300,282.20	527,482.80	36.28
CODE ENFORCEMENT						
PERSONNEL SERVICES	19,098.59	53,395.00	4,036.08	20,720.75	32,674.25	38.81
SUPPLIES & MATERIALS	807.89	1,100.00	38.75	433.48	666.52	39.41
MAINTENANCE & REPAIRS	38.99	750.00	0.00	92.07	657.93	12.28
OCCUPANCY	0.00	0.00	0.00	0.00	0.00	0.00
CONTRACTUAL SERVICES	0.00	17,525.00	845.00	4,485.00	13,040.00	25.59
OTHER CHARGES	6.96	9,225.00	0.00	3,193.72	6,031.28	34.62
TOTAL CODE ENFORCEMENT	19,952.43	81,995.00	4,919.83	28,925.02	53,069.98	35.28
EMERGENCY MANAGEMENT						
SUPPLIES & MATERIALS	0.00	2,300.00	0.00	0.00	2,300.00	0.00
MAINTENANCE & REPAIRS	0.00	2,500.00	106.94	106.94	2,393.06	4.28
OCCUPANCY	0.00	0.00	0.00	0.00	0.00	0.00
OTHER CHARGES	0.00	1,000.00	0.00	0.00	1,000.00	0.00
CAPITAL OUTLAY	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL EMERGENCY MANAGEMENT	0.00	5,800.00	106.94	106.94	5,693.06	1.84

AS OF: FEBRUARY 28TH, 2015

101-GENERAL FUND

EXPENDITURES	PRIOR Y-T-D	CURRENT BUDGET	M-T-D ACTUAL	Y-T-D ACTUAL	BUDGET BALANCE	% OF BUDGET
POLICE-CID						
PERSONNEL SERVICES	60,126.71	150,920.00	10,965.17	49,594.13	101,325.87	32.86
SUPPLIES & MATERIALS	480.13	3,400.00	82.13	965.12	2,434.88	28.39
MAINTENANCE & REPAIRS	89.34	1,460.00	0.00	117.04	1,342.96	8.02
OCCUPANCY	0.00	0.00	0.00	0.00	0.00	0.00
CONTRACTUAL SERVICES	1,796.26	3,000.00	0.00	327.38	2,672.62	10.91
OTHER CHARGES	200.00	4,745.00	550.00	845.00	3,900.00	17.81
CAPITAL OUTLAY	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL POLICE-CID	62,692.44	163,525.00	11,597.30	51,848.67	111,676.33	31.71
POLICE-PATROL						
PERSONNEL SERVICES	425,667.26	1,258,306.00	83,102.57	468,859.96	789,446.04	37.26
SUPPLIES & MATERIALS	23,550.64	105,013.00	27,511.11	48,481.57	56,531.43	46.17
MAINTENANCE & REPAIRS	9,342.15	20,900.00	4,037.62	7,380.68	13,519.32	35.31
OCCUPANCY	0.00	0.00	0.00	0.00	0.00	0.00
CONTRACTUAL SERVICES	4,231.60	16,310.00	88.05	4,583.69	11,726.31	28.10
OTHER CHARGES	3,743.06	12,800.00	906.85	3,777.86	9,022.14	29.51
CAPITAL OUTLAY	78,041.40	130,530.00	0.00	91,516.89	39,013.11	70.11
TOTAL POLICE-PATROL	544,576.11	1,543,859.00	115,646.20	624,600.65	919,258.35	40.46
POLICE-CRIME PREVENTION						
PERSONNEL SERVICES	32,130.82	85,290.00	6,099.64	32,835.94	52,454.06	38.50
SUPPLIES & MATERIALS	96.01	3,650.00	319.88	431.66	3,218.34	11.83
MAINTENANCE & REPAIRS	0.00	2,000.00	0.00	130.00	1,870.00	6.50
CONTRACTUAL SERVICES	0.00	1,500.00	0.00	532.00	968.00	35.47
OTHER CHARGES	0.00	1,150.00	65.00	65.00	1,085.00	5.65
TOTAL POLICE-CRIME PREVENTION	32,226.83	93,590.00	6,484.52	33,994.60	59,595.40	36.32
ANIMAL SERVICES						
PERSONNEL SERVICES	16,510.27	3,127.00	0.00	0.00	3,127.00	0.00
SUPPLIES & MATERIALS	1,396.48	7,255.00	251.53	405.22	6,849.78	5.59
MAINTENANCE & REPAIRS	656.81	1,200.00	0.00	439.93	760.07	36.66
OCCUPANCY	0.00	0.00	0.00	0.00	0.00	0.00
CONTRACTUAL SERVICES	160.43	2,175.00	139.95	480.54	1,694.46	22.09
OTHER CHARGES	5,669.42	12,720.00	0.00	3,434.55	9,285.45	27.00
CAPITAL OUTLAY	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL ANIMAL SERVICES	24,393.41	26,477.00	391.48	4,760.24	21,716.76	17.98
TOTAL POLICE	954,811.25	2,743,011.00	181,881.29	1,044,518.32	1,698,492.68	38.08
FIRE-VOLUNTEER						
00-NON-PROGRAM						
PERSONNEL SERVICES	1,394.08	5,000.00	0.00	3,163.42	1,836.58	63.27
SUPPLIES & MATERIALS	15,266.03	59,575.00	1,558.93	5,162.20	54,412.80	8.67
MAINTENANCE & REPAIRS	14,783.40	97,500.00	1,311.96	16,122.90	81,377.10	16.54
OCCUPANCY	22,829.32	46,650.00	4,195.28	13,882.10	32,767.90	29.76
CONTRACTUAL SERVICES	23,049.11	31,040.00	11,274.00	26,245.05	4,794.95	84.55

AS OF: FEBRUARY 28TH, 2015

101-GENERAL FUND

EXPENDITURES	PRIOR Y-T-D	CURRENT BUDGET	M-T-D ACTUAL	Y-T-D ACTUAL	BUDGET BALANCE	% OF BUDGET
OTHER CHARGES	10,898.23	26,825.00	2,341.03	7,618.54	19,206.46	28.40
CAPITAL OUTLAY	0.00	0.00	0.00	0.00	0.00	0.00
DEBT SERVICE	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL 00-NON-PROGRAM	88,220.17	266,590.00	20,681.20	72,194.21	194,395.79	27.08
TOTAL FIRE-VOLUNTEER	88,220.17	266,590.00	20,681.20	72,194.21	194,395.79	27.08

MUNICIPAL COURT

00-NON-PROGRAM						
PERSONNEL SERVICES	113,808.28	303,295.00	22,196.26	115,439.29	187,855.71	38.06
SUPPLIES & MATERIALS	4,258.19	10,000.00	2,210.47	5,333.43	4,666.57	53.33
MAINTENANCE & REPAIRS	12,549.90	13,250.00	82.50	8,020.90	5,229.10	60.54
OCCUPANCY	4,268.61	10,310.00	847.86	4,166.65	6,143.35	40.41
CONTRACTUAL SERVICES	6,883.61	29,550.00	2,498.97	11,541.90	18,008.10	39.06
OTHER CHARGES	3,475.76	8,800.00	351.89	4,476.16	4,323.84	50.87
CAPITAL OUTLAY	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL 00-NON-PROGRAM	145,244.35	375,205.00	28,187.95	148,978.33	226,226.67	39.71
TOTAL MUNICIPAL COURT	145,244.35	375,205.00	28,187.95	148,978.33	226,226.67	39.71

PLANNING & DEVELOPMENT

00-NON-PROGRAM						
PERSONNEL SERVICES	172,162.09	469,104.00	36,276.08	181,503.75	287,600.25	38.69
SUPPLIES & MATERIALS	6,601.13	13,850.00	589.35	4,574.16	9,275.84	33.03
MAINTENANCE & REPAIRS	14.50	2,000.00	0.00	19.95	1,980.05	1.00
OCCUPANCY	4,115.47	12,700.00	921.01	4,248.47	8,451.53	33.45
CONTRACTUAL SERVICES	12,422.90	357,350.00	15,564.38	81,137.88	276,212.12	22.71
OTHER CHARGES	27,583.85	50,300.00	2,062.64	30,396.92	19,903.08	60.43
CAPITAL OUTLAY	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL 00-NON-PROGRAM	222,899.94	905,304.00	55,413.46	301,881.13	603,422.87	33.35
TOTAL PLANNING & DEVELOPMENT	222,899.94	905,304.00	55,413.46	301,881.13	603,422.87	33.35

HEALTH

00-NON-PROGRAM						
PERSONNEL SERVICES	0.00	0.00	0.00	0.00	0.00	0.00
CONTRACTUAL SERVICES	17,756.49	0.00	0.00	0.00	0.00	0.00
TOTAL 00-NON-PROGRAM	17,756.49	0.00	0.00	0.00	0.00	0.00
TOTAL HEALTH	17,756.49	0.00	0.00	0.00	0.00	0.00

PUBLIC WORKS

ADMINISTRATION						
PERSONNEL SERVICES	253,013.93	656,258.00	46,154.89	250,003.62	406,254.38	38.10
SUPPLIES & MATERIALS	35,161.04	82,500.00	5,463.79	28,204.21	54,295.79	34.19
MAINTENANCE & REPAIRS	19,888.12	61,900.00	2,001.12	15,914.43	45,985.57	25.71
OCCUPANCY	5,558.68	14,010.00	1,317.18	4,636.83	9,373.17	33.10
CONTRACTUAL SERVICES	8,171.90	35,925.00	1,861.30	10,025.17	25,899.83	27.91

AS OF: FEBRUARY 28TH, 2015

101-GENERAL FUND

EXPENDITURES	PRIOR Y-T-D	CURRENT BUDGET	M-T-D ACTUAL	Y-T-D ACTUAL	BUDGET BALANCE	% OF BUDGET
OTHER CHARGES	27,431.70	70,150.00	5,723.50	30,029.43	40,120.57	42.81
CAPITAL OUTLAY	23,677.80	155,000.00	0.00	0.00	155,000.00	0.00
TOTAL ADMINISTRATION	372,903.17	1,075,743.00	62,521.78	338,813.69	736,929.31	31.50
RECREATION						
PERSONNEL SERVICES	0.00	0.00	0.00	0.00	0.00	0.00
SUPPLIES & MATERIALS	0.00	0.00	0.00	0.00	0.00	0.00
MAINTENANCE & REPAIRS	0.00	0.00	0.00	0.00	0.00	0.00
OCCUPANCY	0.00	0.00	0.00	0.00	0.00	0.00
CONTRACTUAL SERVICES	9,875.00	42,500.00	0.00	549.00	41,951.00	1.29
OTHER CHARGES	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL RECREATION	9,875.00	42,500.00	0.00	549.00	41,951.00	1.29
PARKS						
PERSONNEL SERVICES	182,763.68	542,887.00	28,215.92	172,078.33	370,808.67	31.70
SUPPLIES & MATERIALS	16,225.41	42,370.00	1,411.68	10,990.01	31,379.99	25.94
MAINTENANCE & REPAIRS	15,268.12	48,700.00	7,023.48	23,554.29	25,145.71	48.37
OCCUPANCY	17,513.72	62,740.00	3,469.89	20,374.31	42,365.69	32.47
CONTRACTUAL SERVICES	4,390.44	21,380.00	0.00	2,862.19	18,517.81	13.39
OTHER CHARGES	3,639.48	6,550.00	225.00	3,496.08	3,053.92	53.38
CAPITAL OUTLAY	13,188.40	33,000.00	0.00	(104.00)	33,104.00	0.32-
TOTAL PARKS	252,989.25	757,627.00	40,345.97	233,251.21	524,375.79	30.79
BUILDING MAINTENANCE						
PERSONNEL SERVICES	59,044.27	162,714.00	10,366.49	53,922.26	108,791.74	33.14
SUPPLIES & MATERIALS	2,071.40	10,100.00	754.56	4,813.90	5,286.10	47.66
MAINTENANCE & REPAIRS	1,802.66	2,600.00	46.78	183.76	2,416.24	7.07
OCCUPANCY	135.79	1,800.00	37.87	157.77	1,642.23	8.77
CONTRACTUAL SERVICES	960.11	2,090.00	0.00	384.36	1,705.64	18.39
OTHER CHARGES	92.58	300.00	0.00	175.70	124.30	58.57
CAPITAL OUTLAY	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL BUILDING MAINTENANCE	64,106.81	179,604.00	11,205.70	59,637.75	119,966.25	33.21
TOTAL PUBLIC WORKS	699,874.23	2,055,474.00	114,073.45	632,251.65	1,423,222.35	30.76
LIBRARY						
00-NON-PROGRAM						
PERSONNEL SERVICES	177,531.50	519,387.00	35,483.30	190,318.81	329,068.19	36.64
SUPPLIES & MATERIALS	32,247.03	65,062.00	15,234.27	34,628.42	30,433.58	53.22
MAINTENANCE & REPAIRS	7,410.99	13,405.00	3,233.02	10,250.17	3,154.83	76.47
OCCUPANCY	14,209.89	41,389.00	4,167.71	16,827.71	24,561.29	40.66
CONTRACTUAL SERVICES	12,008.30	19,125.00	2,464.00	11,004.40	8,120.60	57.54
OTHER CHARGES	3,340.26	11,516.00	2,857.20	5,107.69	6,408.31	44.35
CAPITAL OUTLAY	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL 00-NON-PROGRAM	246,747.97	669,884.00	63,439.50	268,137.20	401,746.80	40.03
TOTAL LIBRARY	246,747.97	669,884.00	63,439.50	268,137.20	401,746.80	40.03
*** TOTAL EXPENSES ***	3,450,723.23	9,937,808.00	1,027,451.15	3,961,589.42	5,976,218.58	39.86

101-GENERAL FUND

AS OF: FEBRUARY 28TH, 2015

EXPENDITURES	PRIOR Y-T-D	CURRENT BUDGET	M-T-D ACTUAL	Y-T-D ACTUAL	BUDGET BALANCE	% OF BUDGET
	=====	=====	=====	=====	=====	=====
REVENUES OVER/ (UNDER) EXPENDITURES	1,703,605.39	(556,720.00)	73,606.38	1,584,754.86	(2,141,474.86)	284.66-

*** END OF REPORT ***

AS OF: FEBRUARY 28TH, 2015

202-WATER/WASTEWATER FUND

	PRIOR Y-T-D	CURRENT BUDGET	M-T-D ACTUAL	Y-T-D ACTUAL	BUDGET BALANCE	% OF BUDGET
REVENUES						
CHARGES FOR SERVICES						
00-00-4046 SPECIAL EVENTS HOT REIMB	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL CHARGES FOR SERVICES	0.00	0.00	0.00	0.00	0.00	0.00
WATER REVENUES						
00-00-4101 WATER SALES-RESIDENTIAL	465,585.60	1,362,500.00	97,410.39	509,392.65	853,107.35	37.39
00-00-4102 WATER SALES-COMMERCIAL	404,794.30	1,100,900.00	28,814.57	439,377.30	661,522.70	39.91
00-00-4103 WATER SALES-PUBLIC AUTH	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4150 PENALTIES	13,718.19	32,700.00	2,733.74	13,134.92	19,565.08	40.17
00-00-4152 WATER TAPPING FEES	4,125.00	1,000.00	300.00	300.00	700.00	30.00
00-00-4154 WATER SERVICE FEES	10,653.00	26,000.00	1,285.00	8,150.00	17,850.00	31.35
00-00-4155 SANITATION REVENUE	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4156 OTHER	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4161 SPECIAL PROJECT REIMB	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL WATER REVENUES	898,876.09	2,523,100.00	130,543.70	970,354.87	1,552,745.13	38.46
WASTEWATER REVENUES						
00-00-4201 WASTEWATER SALES-RESIDENTIAL	338,523.42	904,700.00	73,607.75	370,038.21	534,661.79	40.90
00-00-4202 WASTEWATER SALES-COMMERCIAL	262,881.46	686,700.00	59,061.99	289,785.05	396,914.95	42.20
00-00-4203 WASTEWATER SALES-PUBLIC AUTHO	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4250 PENALTIES	8,756.88	23,980.00	1,874.36	9,115.50	14,864.50	38.01
00-00-4252 SEWER TAPPING FEES	375.00	1,000.00	300.00	300.00	700.00	30.00
00-00-4253 SEPTIC TANK DUMP FEES	20,735.67	100,000.00	0.00	0.00	100,000.00	0.00
00-00-4256 OTHER	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL WASTEWATER REVENUES	631,272.43	1,716,380.00	134,844.10	669,238.76	1,047,141.24	38.99
OTHER REVENUE						
00-00-4380 BOND PROCEEDS	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL OTHER REVENUE	0.00	0.00	0.00	0.00	0.00	0.00
INTEREST INCOME						
00-00-4400 INTEREST RECEIPTS	1,307.91	3,000.00	144.90	1,351.72	1,648.28	45.06
00-00-4401 INTEREST RECEIPTS	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL INTEREST INCOME	1,307.91	3,000.00	144.90	1,351.72	1,648.28	45.06
MISCELLANEOUS						
00-00-4501 GRANT PROCEEDS	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4505 SANITATION REVENUE	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4506 SANITATION PENALTIES	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4512 SALE OF FIXED ASSETS	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4519 BACKFLOW TESTING COST	0.00	4,000.00	0.00	1,500.00	2,500.00	37.50
00-00-4522 WORKER'S COMPENSATION REIMB	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4528 CONSERVATION PROGRAM	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4544 PERSONAL PROPERTY ACQ DEBT	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4545 REGULATORY FEES	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4546 SPECIAL PROJECT REIMBURSEMENT	0.00	0.00	0.00	0.00	0.00	0.00

AS OF: FEBRUARY 28TH, 2015

202-WATER/WASTEWATER FUND

REVENUES	PRIOR Y-T-D	CURRENT BUDGET	M-T-D ACTUAL	Y-T-D ACTUAL	BUDGET BALANCE	% OF BUDGET
00-00-4547 BY THE WAY CAMPGROUND	10,505.13	22,000.00	0.00	9,755.34	12,244.66	44.34
00-00-4548 LCRA/WCID	30,128.85	70,000.00	6,741.45	32,241.10	37,758.90	46.06
00-00-4549 DON STEWART/VICTORIA BANK REI	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL MISCELLANEOUS	40,633.98	96,000.00	6,741.45	43,496.44	52,503.56	45.31
TRANSFERS-IN						
00-00-4702 TRANS IN-DEBT SRV FUND	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4707 TRANSERS IN - W/WW CIP 250	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4708 TRANS IN - GRANT FUND	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4731 TRANS IN-LIMITED TAX NOTE #71	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4733 TRANSFERS IN - DEBT SERV 120	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4734 TRANS IN - ACCELERATION #304	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4735 TRANS IN FUND #722	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4736 TRANS IN - FUND #724	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4737 TRANS IN - FUND #725	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL TRANSFERS-IN	0.00	0.00	0.00	0.00	0.00	0.00
OTHER SOURCES						
00-00-4805 GAIN/LOSS FIXED ASSETS	0.00	0.00	0.00	0.00	0.00	0.00
00-00-4810 INSURANCE PROCEEDS	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL OTHER SOURCES	0.00	0.00	0.00	0.00	0.00	0.00
*** TOTAL REVENUE ***	1,572,090.41	4,338,480.00	272,274.15	1,684,441.79	2,654,038.21	38.83
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AS OF: FEBRUARY 28TH, 2015

202-WATER/WASTEWATER FUND

EXPENDITURES	PRIOR Y-T-D	CURRENT BUDGET	M-T-D ACTUAL	Y-T-D ACTUAL	BUDGET BALANCE	% OF BUDGET
NON-DEPARTMENT						
00-NON-PROGRAM						
TOTAL 00-NON-PROGRAM	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL NON-DEPARTMENT	0.00	0.00	0.00	0.00	0.00	0.00
WATER/WASTEWATER DEPT.						
ADMINISTRATION						
PERSONNEL SERVICES	262,659.06	852,022.00	47,856.24	258,400.13	593,621.87	30.33
SUPPLIES & MATERIALS	15,922.50	47,210.00	1,117.78	10,762.99	36,447.01	22.80
MAINTENANCE & REPAIRS	5,966.56	19,130.00	553.05	4,043.03	15,086.97	21.13
OCCUPANCY	8,916.30	23,470.00	1,697.26	8,539.57	14,930.43	36.39
CONTRACTUAL SERVICES	272,725.66	661,420.00	57,543.04	275,117.24	386,302.76	41.59
OTHER CHARGES	6,644.09	43,000.00	1,518.03	31,638.73	11,361.27	73.58
CONTINGENCY	0.00	28,950.00	0.00	0.00	28,950.00	0.00
CAPITAL OUTLAY	0.00	0.00	0.00	0.00	0.00	0.00
DEBT SERVICE	273,870.85	1,242,728.00	103,560.67	522,164.98	720,563.02	42.02
TRANSFERS OUT	71,535.00	172,000.00	14,333.34	71,666.70	100,333.30	41.67
TOTAL ADMINISTRATION	918,240.02	3,089,930.00	228,179.41	1,182,333.37	1,907,596.63	38.26
W/WW DISTRIBUT/COLLECT						
SUPPLIES & MATERIALS	5,335.06	9,800.00	626.92	1,029.75	8,770.25	10.51
MAINTENANCE & REPAIRS	19,278.80	80,400.00	1,826.40	6,544.05	73,855.95	8.14
OCCUPANCY	0.00	0.00	0.00	0.00	0.00	0.00
CONTRACTUAL SERVICES	499.35	9,840.00	490.25	1,181.60	8,658.40	12.01
OTHER CHARGES	395.00	1,500.00	148.50	148.50	1,351.50	9.90
CAPITAL OUTLAY	0.00	15,000.00	0.00	0.00	15,000.00	0.00
TOTAL W/WW DISTRIBUT/COLLECT	25,508.21	116,540.00	3,092.07	8,903.90	107,636.10	7.64
WATER PRODUCTION/TREAT						
SUPPLIES & MATERIALS	10,534.14	28,500.00	3,050.90	14,692.11	13,807.89	51.55
MAINTENANCE & REPAIRS	11,789.54	94,000.00	5,923.20	14,734.84	79,265.16	15.68
OCCUPANCY	42,325.53	116,000.00	9,827.66	57,553.66	58,446.34	49.62
CONTRACTUAL SERVICES	41,689.91	126,350.00	9,614.60	46,098.54	80,251.46	36.48
CAPITAL OUTLAY	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL WATER PRODUCTION/TREAT	106,339.12	364,850.00	28,416.36	133,079.15	231,770.85	36.48
WW TREATMENT PLANT						
SUPPLIES & MATERIALS	8,585.70	29,800.00	1,065.75	9,282.15	20,517.85	31.15
MAINTENANCE & REPAIRS	21,347.60	135,100.00	19,959.59	42,060.84	93,039.16	31.13
OCCUPANCY	59,924.20	117,800.00	15,138.58	63,204.93	54,595.07	53.65
CONTRACTUAL SERVICES	31,951.00	57,000.00	6,720.00	34,699.00	22,301.00	60.88
CAPITAL OUTLAY	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL WW TREATMENT PLANT	121,808.50	339,700.00	42,883.92	149,246.92	190,453.08	43.93
TOTAL WATER/WASTEWATER DEPT.	1,171,895.85	3,911,020.00	302,571.76	1,473,563.34	2,437,456.66	37.68

AS OF: FEBRUARY 28TH, 2015

202-WATER/WASTEWATER FUND

EXPENDITURES	PRIOR Y-T-D	CURRENT BUDGET	M-T-D ACTUAL	Y-T-D ACTUAL	BUDGET BALANCE	% OF BUDGET
*** TOTAL EXPENSES ***	1,171,895.85 =====	3,911,020.00 =====	302,571.76 =====	1,473,563.34 =====	2,437,456.66 =====	37.68 =====
REVENUES OVER/ (UNDER) EXPENDITURES	400,194.56	427,460.00	(30,297.61)	210,878.45	216,581.55	49.33
*** END OF REPORT ***						

AS OF: FEBRUARY 28TH, 2015

501-HOTEL/MOTEL TAX FUND

REVENUES	PRIOR Y-T-D	CURRENT BUDGET	M-T-D ACTUAL	Y-T-D ACTUAL	BUDGET BALANCE	% OF BUDGET
TAXES & PENALTIES						
00-00-4007 MOTEL/HOTEL TAX RECEIPTS	877,520.12	2,643,500.00	157,755.21	969,349.45	1,674,150.55	36.67
TOTAL TAXES & PENALTIES	877,520.12	2,643,500.00	157,755.21	969,349.45	1,674,150.55	36.67
INTEREST INCOME						
00-00-4400 INTEREST EARNED	708.12	3,500.00	73.39	711.93	2,788.07	20.34
TOTAL INTEREST INCOME	708.12	3,500.00	73.39	711.93	2,788.07	20.34
INTERGOVERNMENTAL						
00-00-4418 TEXAS YES GRANT	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL INTERGOVERNMENTAL	0.00	0.00	0.00	0.00	0.00	0.00
MISCELLANEOUS						
00-00-4514 MISCELLANEOUS INCOME	0.00	0.00	0.00	152.81	(152.81)	0.00
00-00-4529 LCRA HISTORICAL VIDEO GRANT	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL MISCELLANEOUS	0.00	0.00	0.00	152.81	(152.81)	0.00
** TOTAL REVENUE **	878,228.24	2,647,000.00	157,828.60	970,214.19	1,676,785.81	36.65
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FINANCIAL STATEMENT

AS OF: FEBRUARY 28TH, 2015

501-HOTEL/MOTEL TAX FUND

EXPENDITURES	PRIOR Y-T-D	CURRENT BUDGET	M-T-D ACTUAL	Y-T-D ACTUAL	BUDGET BALANCE	% OF BUDGET
NON-DEPARTMENT						
00-NON-PROGRAM						
TOTAL 00-NON-PROGRAM	0.00	0.00	0.00	0.00	0.00	0.00
TOTAL NON-DEPARTMENT	0.00	0.00	0.00	0.00	0.00	0.00
HOTEL/MOTEL TAX FUND						
00-NON-PROGRAM						
CONTRACTUAL SERVICES	545,085.71	1,214,529.00	51,315.09	564,216.11	650,312.89	46.46
OTHER CHARGES	9,644.32	45,000.00	10,613.00	10,613.00	34,387.00	23.58
CONTINGENCY	0.00	0.00	0.00	0.00	0.00	0.00
CAPITAL OUTLAY	0.00	0.00	0.00	0.00	0.00	0.00
TRANSFERS OUT	485,866.65	1,236,459.00	98,880.83	494,404.15	742,054.85	39.99
TOTAL 00-NON-PROGRAM	1,040,596.68	2,495,988.00	160,808.92	1,069,233.26	1,426,754.74	42.84
TOTAL HOTEL/MOTEL TAX FUND	1,040,596.68	2,495,988.00	160,808.92	1,069,233.26	1,426,754.74	42.84
*** TOTAL EXPENSES ***						
	1,040,596.68	2,495,988.00	160,808.92	1,069,233.26	1,426,754.74	42.84
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REVENUES OVER/(UNDER) EXPENDITURES	(162,368.44)	151,012.00	(2,980.32)	(99,019.07)	250,031.07	65.57-
*** END OF REPORT ***						