



August 21, 2026

Mr. Otis Spriggs, AICP  
Director of Development Services / City Planner  
City of Angleton  
121 S. Velasco Street  
Angleton, Texas 77515

**RE: Traffic Impact Analysis Exemption Request  
White Oak Data Center Development  
698 County Road 341 (Henderson Road), Angleton, Texas 77515**

Dear Mr. Spriggs:

On behalf of Prana Data Centers, LLC, we respectfully request an exemption from the requirement to prepare a Traffic Impact Analysis (TIA) for the White Oak Data Center development. The project consists of a 192,000 square foot data center located on a 27.28-acre tract located at the southwest corner of CR 341 (Henderson Road) and FM 523 in Angleton, Texas.

The site has approximately 520' of frontage along CR 341, which is classified as a Major Collector in Brazoria County's Thoroughfare Plan. Site access is proposed via two commercial driveways on CR 341: one located approximately 515' west of FM 523 and one located approximately 150' west of FM 523. The proposed driveway locations satisfy the City of Angleton's minimum commercial driveway spacing criteria for collector streets, as set forth in Section 23-12 of the City's *Land Development Code and Construction Manual*. A location map and site plan illustrating the proposed access are included in Appendix A.

A data center is a secure, highly serviced technology facility that contains computer servers, data storage systems, network and telecommunications equipment, and associated electrical and mechanical support systems. Typical components include server halls, network operations areas, limited administrative and security offices, loading and service areas, standby generators, electrical substations, cooling equipment, and utility infrastructure. Under the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 12<sup>th</sup> Edition*, a data center is identified as Land Use Code 160 (Data Center). Gross floor area, typically expressed in 1,000 square-foot units of gross floor area, is the principal trip-generation variable for this land use.

Data centers typically have relatively few employees and visitors. Unlike conventional office, warehouse, or manufacturing uses, most of a data center's floor area is occupied by automated information-technology equipment rather than employees or customer-facing activities. Operations generally occur continuously, with staffing typically limited to security personnel, facilities technicians, information-technology staff, and periodic vendor or maintenance personnel. As a result, vehicle trips are generally associated with employee shift changes and commutes, deliveries, service calls, and maintenance activities rather than customer traffic or regular freight movements.

The proposed development is projected to generate approximately 140 weekday daily trips, including 70 inbound trips and 70 outbound trips; 13 AM peak-hour trips, including 10 inbound trips and 3 outbound trips; and 10 PM peak-hour trips, including 2 inbound trips and 8 outbound trips, as summarized in Table B1. The trip estimate is consistent with the anticipated employment level for the facility, which is expected to include approximately 10 to 15 employees. These trip generation estimates are well below the daily and peak-hour thresholds at which a TIA is typically required under Section 23-25, Traffic Impact Analysis, of the City's *Land Development Code and Construction Manual*.

The City's guidelines also state that a TIA may be required for a development involving more than 25 acres of property. However, the guidelines further state that low intensity development on larger parcels does not require a TIA. Although the overall tract contains 27.28 acres, the proposed project area encompasses only 13.42 acres. The remaining 13.86 acres would remain undeveloped and are not part of the proposed development application. Accordingly, the proposed data center represents a low-intensity development relative to the overall tract area.

We respectfully request that the City of Angleton grant a TIA exemption for the proposed development for the following reasons:

- The proposed development is expected to generate approximately 140 weekday daily trips, 13 AM peak-hour trips, and 10 PM peak-hour trips. These volumes are well below the City's applicable daily and peak-hour trip-generation thresholds for requiring a TIA.
- The development is low intensity relative to the overall tract. While the 27.28-acre tract exceeds the City's 25-acre acreage threshold, the active project area encompasses only 13.42 acres, and the remaining 13.86 acres would remain undeveloped and outside the scope of the current development application. The projected trip generation is therefore consistent with the City's provision for low-intensity development on larger parcels.
- All site traffic is anticipated to travel to and from the development via CR 341, which provides regional connectivity to SH 35 to the west and FM 523 to the east. Given the low projected site-generated traffic volumes, turn lane improvements at the proposed commercial driveways are not anticipated to be warranted.
- The intersection of FM 523 and CR 341 is the nearest major intersection expected to be affected by site-generated traffic. The intersection is currently unsignalized. Based on the relatively low traffic volumes on CR 341 – 205 vehicles per day according to a 2023 count at TxDOT Traffic Count Database System (TCDS) Station 20HP32 – and on FM 523 – 5,538 vehicles per day according to a 2025 count at TxDOT TCDS Station 20H8B – the addition of the projected site traffic is not anticipated to create a need for operational or capacity improvements at the intersection. TxDOT TCDS count data for these two stations is provided in Appendix C.
- TxDOT's Crash Records Information System (CRIS) was reviewed to evaluate recent crash history at the intersection of FM 523 and CR 341. During the three-year period from 2023 through 2025, one crash was reported within 500' of the intersection, as shown in Appendix

D. The reported crash was a non-intersection-related sideswipe crash attributed to a driver attempting to pass another road user without sufficient clearance. The limited crash history does not indicate an existing intersection-related safety concern.

Given the low projected trip generation, the absence of an apparent need for turn-lane improvements, and the lack of an identified development-related operational or safety issue, a formal TIA would be unlikely to identify mitigation measures beyond those already reflected in the proposed site design. Requiring a full TIA under these circumstances would not be expected to provide a meaningful benefit to the City's review. Accordingly, we respectfully request that the City waive the formal TIA requirement and accept this exemption request letter, together with the supporting trip generation and safety analysis, as sufficient to satisfy the City of Angleton's traffic review requirements.

Thank you for your consideration of this request. If you have any questions, please feel free to contact me at 281-770-9085.

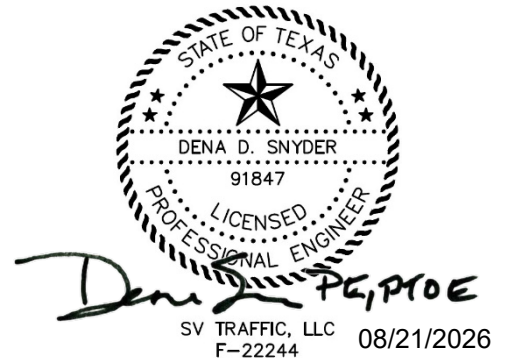
Sincerely,



Dena Snyder, P.E., PTOE  
Managing Principal

Attachments:

- Appendix A. Exhibits
- Appendix B. Trip Generation Calculations
- Appendix C. TxDOT TCDS Count Data
- Appendix D. Crash History



## **Appendix A. Exhibits**



### Site Location – Aerial View

North to Top of Page, Not to Scale



### Aerial View of Site

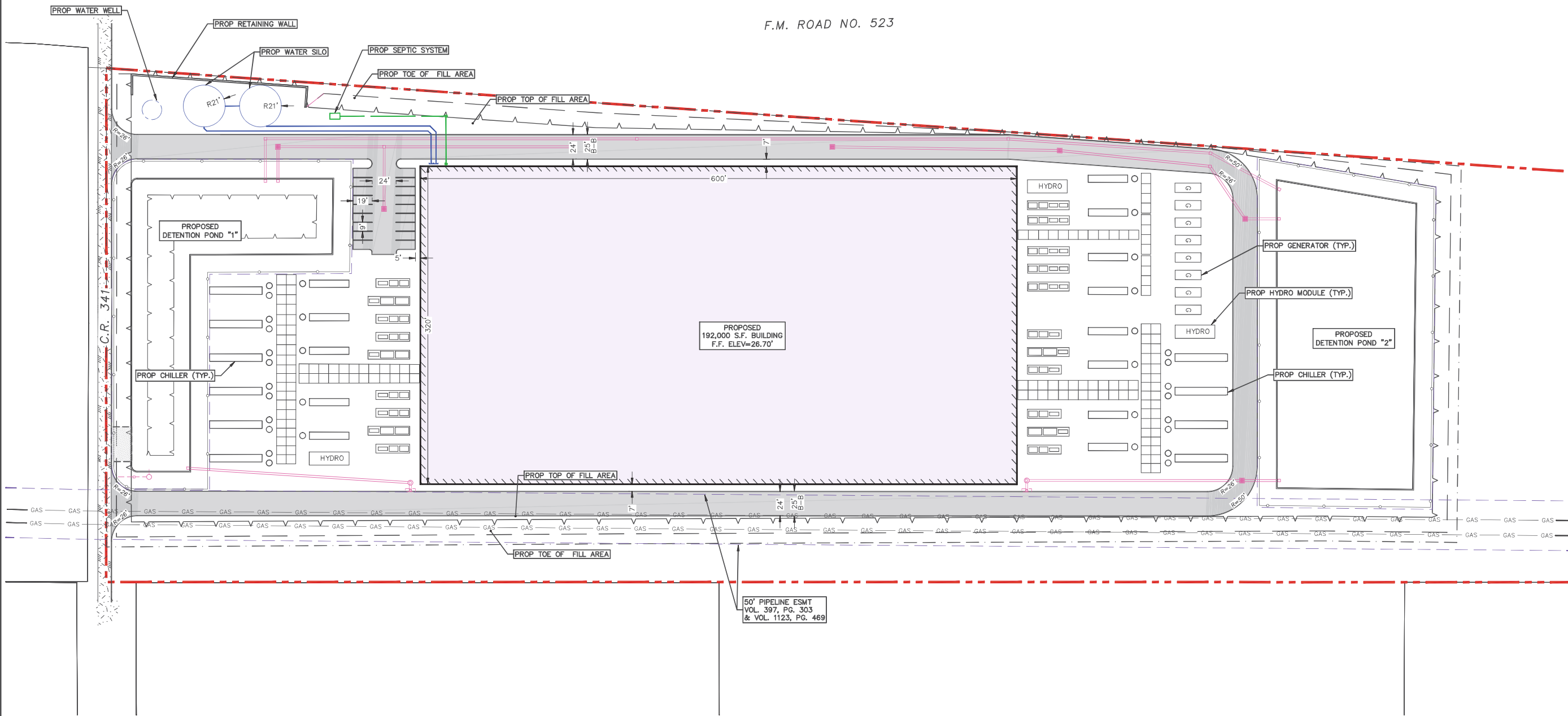
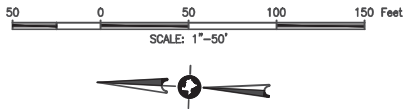
North to Top of Page, Not to Scale

GENERAL NOTES:

1. REFERENCE LINES AND GRADES. THE OWNER SHALL PROVIDE REFERENCES FOR LINE AND GRADE. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO MAINTAIN THE REFERENCE POINTS AND REPLACE THEM IF LOST OR DAMAGED.
2. EXISTING UTILITIES. VERIFY LOCATION AND ELEVATION OF EXISTING FACILITIES PRIOR TO CONSTRUCTION OF PROPOSED FACILITIES AND PROTECT ALL EXISTING UTILITIES DURING CONSTRUCTION.
3. PIPELINES. NO EXCAVATING OR OTHER CONSTRUCTION ACTIVITY SHALL BE CONDUCTED IN THE IMMEDIATE VICINITY OF A PIPELINE IN THE ABSENCE OF A PIPELINE REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION BEFORE COMMENCING WORK, AND SHALL BE RESPONSIBLE FOR ANY DAMAGES CAUSED BY HIS FAILURE TO EXACTLY LOCATE AND PRESERVE THESE UNDERGROUND FACILITIES.
4. OVERHEAD LINES MAY EXIST ON THE PROPERTY. THE LINES HAVE NOT BEEN MARKED SINCE THEY ARE CLEARLY VISIBLE. THE CONTRACTOR SHALL LOCATE THEM PRIOR TO BEGINNING ANY CONSTRUCTION. TEXAS LAW, SECTION 752, HEALTH AND SAFETY CODE, FORBIDS ALL ACTIVITIES IN WHICH PERSONS OR THINGS MAY COME WITHIN 6 FEET OF LIVE OVERHEAD HIGH VOLTAGE LINES. CONTRACTORS AND OWNERS ARE LEGALLY RESPONSIBLE FOR THE SAFETY OF CONSTRUCTION WORKERS UNDER THIS LAW. THIS LAW CARRIES BOTH CRIMINAL & CIVIL LIABILITY.
5. SPECIAL CARE SHALL BE TAKEN TO NOT DAMAGE ANY WETLAND VEGETATION OR DISTURB DRAINAGE PATTERNS.
6. PERMITS. OWNER TO OBTAIN ALL PERMITS REQUIRED BY CITY, COUNTY, AND STATE AGENCIES PRIOR TO STARTING CONSTRUCTION. REQUIRED PERMITS THAT CAN ONLY BE ISSUED TO CONTRACTOR SHALL BE OBTAINED AT HIS EXPENSE.
7. SAFETY. OBSERVE ALL FEDERAL, STATE, AND LOCAL SAFETY REGULATIONS WHEN WORKING IN OR NEAR PUBLIC ROAD R.O.W.S.
8. CONTRACTOR SHALL COMPLY WITH OSHA REGULATIONS AND STATE OF TEXAS LAWS CONCERNING EXCAVATION, TRENCHING, AND SHORING.
9. FLOOD STATEMENT: THE SUBJECT PROPERTY IS LOCATED IN NON-SHADED ZONE "X" AS SCALED PER FIRM MAP COMMUNITY PANEL NUMBER 48039C0435K, DATED DECEMBER 30, 2020.
10. TEMPORARY BENCHMARKS: TBM #1: LOCATION TBD

SITE LEGEND

- PROPERTY LINE
- SANITARY SEWER LINE
- WATER LINE
- STORM SEWER LINE
- FIRE HYDRANT ASSEMBLY
- SANITARY SEWER MH
- INLET
- STORM SEWER MH
- WATER SERVICE TAP
- SANITARY SERVICE TAP
- PROPOSED 6 IN CONCRETE PAVING
- PROPOSED 4 WIDE CONCRETE SIDEWALK
- PLAN & PROFILE SHEET NUMBER



WHITE OAK DATA CENTER  
698 COUNTY ROAD NO. 341 (aka HENDERSON RD)  
ANGLETON, TEXAS



ISSUED FOR  
7/17/2026  
DRAINAGE DIST REVIEW



DWG NAME:  
SITE PLAN

DWG NO:  
C1.0

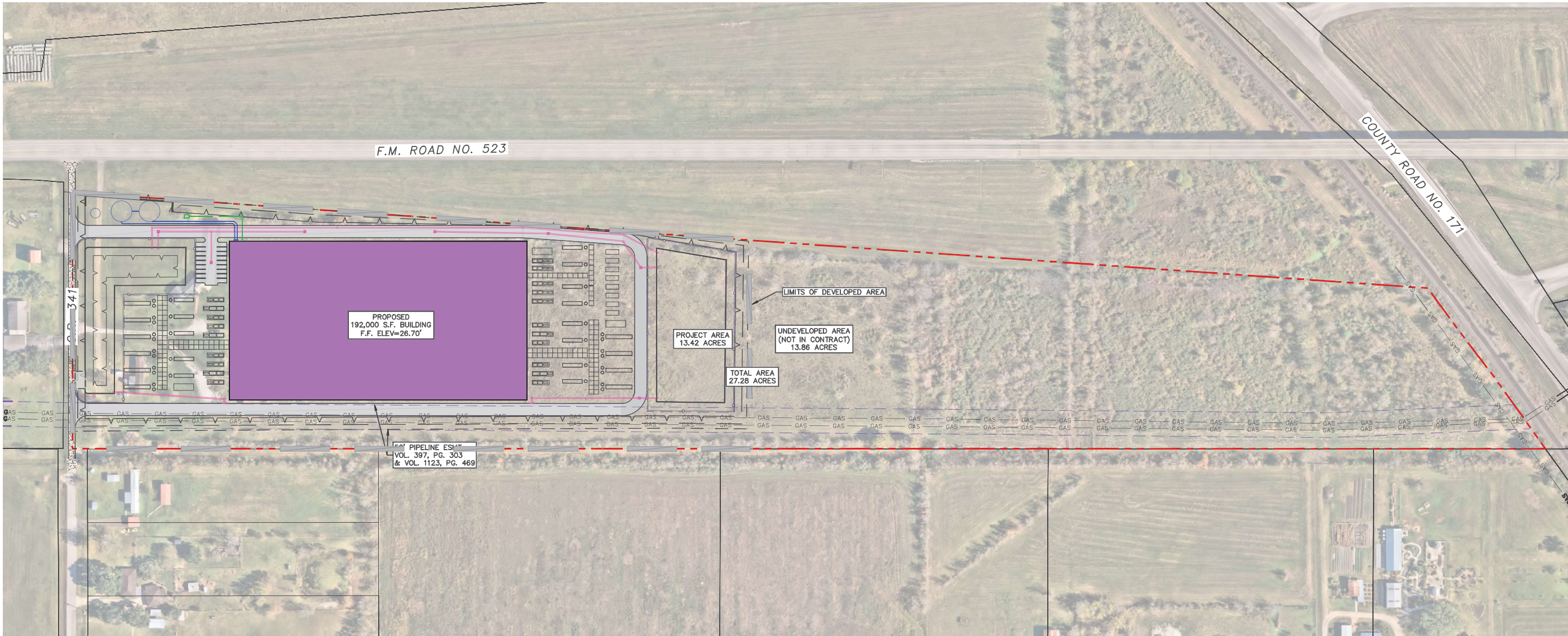
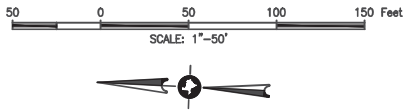
SCALE: 1" = 50'  
BY: JC  
JOB NO: 26-201 (ADD)  
REV: A

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WHITE OAK DATA CENTER  
698 COUNTY ROAD NO. 341 (aka HENDERSON RD)  
ANGLETON, TEXAS

PROJECT



ISSUED FOR

7/17/2026  
DRAINAGE DIST REVIEW



DWG NAME:  
SITE PLAN - OVERALL

DWG NO:

C1.1

SCALE: 1" = 100'

JOB NO:  
26-201 (ADD)

BY:  
JC

REV:  
A

## **Appendix B. Trip Generation Calculations**

Table B1. Trip Generation Calculations

| Trip Rates                                                                     |                                     |                                          |                      |         |          |           |                  |          |         |                                          |          |         |                                          |          |         |
|--------------------------------------------------------------------------------|-------------------------------------|------------------------------------------|----------------------|---------|----------|-----------|------------------|----------|---------|------------------------------------------|----------|---------|------------------------------------------|----------|---------|
| Development Description                                                        | ITE Trip Generation Land Use Number | Trip Generation Land Use                 | Independent Variable | Value   | Use Rate | Use Curve | Weekday          |          |         | Weekday AM Peak Hour of Adjacent Roadway |          |         | Weekday PM Peak Hour of Adjacent Roadway |          |         |
|                                                                                |                                     |                                          |                      |         |          |           | 24-Hr Trip Rate* | Percent  |         | Trip Rate*                               | Percent  |         | Trip Rate*                               | Percent  |         |
|                                                                                |                                     |                                          |                      |         |          |           |                  | Entering | Exiting |                                          | Entering | Exiting |                                          | Entering | Exiting |
| Data Center                                                                    | 160                                 | Data Center                              | KSF                  | 192.000 | 24/AM/PM | -         | 0.73             | 50%      | 50%     | 0.07                                     | 71%      | 29%     | 0.05                                     | 19%      | 81%     |
| Trip End Calculations                                                          |                                     |                                          |                      |         |          |           |                  |          |         |                                          |          |         |                                          |          |         |
| Development Description                                                        | ITE Trip Generation Land Use Number | Trip Generation Land Use                 | Independent Variable | Value   | Use Rate | Use Curve | Weekday          |          |         | Weekday AM Peak Hour of Adjacent Roadway |          |         | Weekday PM Peak Hour of Adjacent Roadway |          |         |
|                                                                                |                                     |                                          |                      |         |          |           | 24-Hr Trip Ends  | Trips    |         | Peak Hour Trips                          | Trips    |         | Peak Hour Trips                          | Trips    |         |
|                                                                                |                                     |                                          |                      |         |          |           |                  | Entering | Exiting |                                          | Entering | Exiting |                                          | Entering | Exiting |
| Data Center                                                                    | 160                                 | Data Center                              | KSF                  | 192.000 | 24/AM/PM | -         | 140              | 71       | 69      | 13                                       | 10       | 3       | 10                                       | 2        | 8       |
| Trip End Totals                                                                |                                     |                                          |                      |         |          |           |                  |          |         |                                          |          |         |                                          |          |         |
|                                                                                |                                     |                                          |                      |         |          |           | Weekday          |          |         | Weekday AM Peak Hour of Adjacent Roadway |          |         | Weekday PM Peak Hour of Adjacent Roadway |          |         |
|                                                                                |                                     |                                          |                      |         |          |           | 24-Hr Trip Ends  | Trips    |         | Peak Hour Trips                          | Trips    |         | Peak Hour Trips                          | Trips    |         |
|                                                                                |                                     |                                          |                      |         |          |           |                  | Entering | Exiting |                                          | Entering | Exiting |                                          | Entering | Exiting |
| Trip Totals                                                                    |                                     |                                          |                      |         |          |           | 140              | 71       | 69      | 13                                       | 10       | 3       | 10                                       | 2        | 8       |
| *trip rates shown for information only, fitted curves used for trip generation |                                     |                                          |                      |         |          |           |                  |          |         |                                          |          |         |                                          |          |         |
| Trip Adjustment Factors                                                        |                                     |                                          |                      |         |          |           |                  |          |         |                                          |          |         |                                          |          |         |
| Adjustment Factor                                                              |                                     | Time Period                              |                      | Factor  |          |           |                  |          |         |                                          |          |         |                                          |          |         |
| Internal Capture Rates:                                                        |                                     | Weekday                                  |                      | -       |          |           |                  |          |         |                                          |          |         |                                          |          |         |
|                                                                                |                                     | Weekday AM Peak Hour of Adjacent Roadway |                      | 0.0%    |          |           |                  |          |         |                                          |          |         |                                          |          |         |
|                                                                                |                                     | Weekday PM Peak Hour of Adjacent Roadway |                      | 0.0%    |          |           |                  |          |         |                                          |          |         |                                          |          |         |
| Pass-By Trips:                                                                 |                                     | Weekday                                  |                      | -       |          |           |                  |          |         |                                          |          |         |                                          |          |         |
|                                                                                |                                     | Weekday AM Peak Hour of Adjacent Roadway |                      | 0.0%    |          | -         |                  |          |         |                                          |          |         |                                          |          |         |
|                                                                                |                                     | Weekday PM Peak Hour of Adjacent Roadway |                      | 0.0%    |          | -         |                  |          |         |                                          |          |         |                                          |          |         |
| Trip Totals                                                                    |                                     |                                          |                      |         |          |           |                  |          |         |                                          |          |         |                                          |          |         |
| Trip Type                                                                      |                                     |                                          |                      |         |          |           |                  |          |         | Weekday AM Peak Hour of Adjacent Roadway |          |         | Weekday PM Peak Hour of Adjacent Roadway |          |         |
|                                                                                |                                     |                                          |                      |         |          |           |                  |          |         | Total Trips                              | Trips*   |         | Total Trips                              | Trips*   |         |
|                                                                                |                                     |                                          |                      |         |          |           |                  |          |         |                                          | Entering | Exiting |                                          | Entering | Exiting |
| Total Trips, Pre-Capture/Pass-By:                                              |                                     |                                          |                      |         |          |           |                  |          |         | 13                                       | 10       | 3       | 10                                       | 2        | 8       |
| Total Trips, Captured Within Development:                                      |                                     |                                          |                      |         |          |           |                  |          |         | -                                        | -        | -       | -                                        | -        | -       |
| Total Trips, New & Pass-By                                                     |                                     |                                          |                      |         |          |           |                  |          |         | 13                                       | 10       | 3       | 10                                       | 2        | 8       |
| Total Trips, Pass-By, Existing on Roadway Network:                             |                                     |                                          |                      |         |          |           |                  |          |         | -                                        | -        | -       | -                                        | -        | -       |
| Total Trips, New on Roadway Network:                                           |                                     |                                          |                      |         |          |           |                  |          |         | 13                                       | 10       | 3       | 10                                       | 2        | 8       |

\*trip estimates subject to roundoff error

## Appendix C. TxDOT TCDS Count Data

| Location Info     |                                    |     |     |     |              |  |  |  |  |  |  |
|-------------------|------------------------------------|-----|-----|-----|--------------|--|--|--|--|--|--|
| Location ID       | 20HP32                             |     |     |     |              |  |  |  |  |  |  |
| Type              | I-SECTION                          |     |     |     |              |  |  |  |  |  |  |
| Functional Class  | 5                                  |     |     |     |              |  |  |  |  |  |  |
| Located On        | Henderson Rd                       |     |     |     |              |  |  |  |  |  |  |
|                   |                                    |     |     |     |              |  |  |  |  |  |  |
| Direction         | 2-WAY                              |     |     |     |              |  |  |  |  |  |  |
| Community         | Angleton                           |     |     |     |              |  |  |  |  |  |  |
| MPO_ID            | 15                                 |     |     |     |              |  |  |  |  |  |  |
| HPMS ID           | UNASSIGNED                         |     |     |     |              |  |  |  |  |  |  |
| Agency            | Texas Department of Transportation |     |     |     |              |  |  |  |  |  |  |
|                   |                                    |     |     |     |              |  |  |  |  |  |  |
|                   |                                    |     |     |     |              |  |  |  |  |  |  |
|                   |                                    |     |     |     |              |  |  |  |  |  |  |
|                   |                                    |     |     |     |              |  |  |  |  |  |  |
|                   |                                    |     |     |     |              |  |  |  |  |  |  |
|                   |                                    |     |     |     |              |  |  |  |  |  |  |
|                   |                                    |     |     |     |              |  |  |  |  |  |  |
|                   |                                    |     |     |     |              |  |  |  |  |  |  |
|                   |                                    |     |     |     |              |  |  |  |  |  |  |
|                   |                                    |     |     |     |              |  |  |  |  |  |  |
|                   |                                    |     |     |     |              |  |  |  |  |  |  |
|                   |                                    |     |     |     |              |  |  |  |  |  |  |
| Interval: 15 mins |                                    |     |     |     |              |  |  |  |  |  |  |
| Time              | 15 min                             |     |     |     | Hourly Count |  |  |  |  |  |  |
|                   | 1st                                | 2nd | 3rd | 4th |              |  |  |  |  |  |  |
| 00:00 - 01:00     | 1                                  | 1   | 0   | 0   | 2            |  |  |  |  |  |  |
| 01:00 - 02:00     | 0                                  | 0   | 0   | 0   | 0            |  |  |  |  |  |  |
| 02:00 - 03:00     | 2                                  | 0   | 0   | 0   | 2            |  |  |  |  |  |  |
| 03:00 - 04:00     | 0                                  | 0   | 0   | 0   | 0            |  |  |  |  |  |  |
| 04:00 - 05:00     | 3                                  | 0   | 2   | 0   | 5            |  |  |  |  |  |  |
| 05:00 - 06:00     | 0                                  | 0   | 2   | 2   | 4            |  |  |  |  |  |  |
| 06:00 - 07:00     | 1                                  | 2   | 3   | 6   | 12           |  |  |  |  |  |  |
| 07:00 - 08:00     | 3                                  | 2   | 1   | 0   | 6            |  |  |  |  |  |  |
| 08:00 - 09:00     | 0                                  | 2   | 4   | 3   | 9            |  |  |  |  |  |  |
| 09:00 - 10:00     | 7                                  | 1   | 5   | 7   | 20           |  |  |  |  |  |  |
| 10:00 - 11:00     | 7                                  | 2   | 1   | 1   | 11           |  |  |  |  |  |  |
| 11:00 - 12:00     | 2                                  | 4   | 2   | 4   | 12           |  |  |  |  |  |  |
| 12:00 - 13:00     | 5                                  | 2   | 1   | 3   | 11           |  |  |  |  |  |  |
| 13:00 - 14:00     | 4                                  | 4   | 3   | 3   | 14           |  |  |  |  |  |  |
| 14:00 - 15:00     | 5                                  | 4   | 2   | 6   | 17           |  |  |  |  |  |  |
| 15:00 - 16:00     | 4                                  | 4   | 4   | 4   | 16           |  |  |  |  |  |  |
| 16:00 - 17:00     | 7                                  | 4   | 4   | 3   | 18           |  |  |  |  |  |  |
| 17:00 - 18:00     | 5                                  | 4   | 3   | 2   | 14           |  |  |  |  |  |  |
| 18:00 - 19:00     | 3                                  | 1   | 3   | 4   | 11           |  |  |  |  |  |  |
| 19:00 - 20:00     | 1                                  | 2   | 4   | 4   | 11           |  |  |  |  |  |  |
| 20:00 - 21:00     | 4                                  | 0   | 1   | 1   | 6            |  |  |  |  |  |  |
| 21:00 - 22:00     | 0                                  | 1   | 0   | 0   | 1            |  |  |  |  |  |  |
| 22:00 - 23:00     | 1                                  | 0   | 0   | 0   | 1            |  |  |  |  |  |  |
| 23:00 - 24:00     | 1                                  | 0   | 0   | 1   | 2            |  |  |  |  |  |  |
| TOTAL             |                                    |     |     |     | 205          |  |  |  |  |  |  |

| Count Data Info |                |
|-----------------|----------------|
| Start Date      | 3/1/2023       |
| End Date        | 3/2/2023       |
| Start Time      | 5:30 AM        |
| End Time        | 5:30 AM        |
| Direction       |                |
| Notes           |                |
| Count Source    |                |
| File Name       |                |
| Weather         |                |
| Study           |                |
| Owner           | Jordan.Stewart |
| QC Status       | Accepted       |

| Location Info    |                                    |  |  |  |  |
|------------------|------------------------------------|--|--|--|--|
| Location ID      | 20H8B                              |  |  |  |  |
| Type             | I-SECTION                          |  |  |  |  |
| Functional Class | 4                                  |  |  |  |  |
| Located On       | FM0523                             |  |  |  |  |
|                  |                                    |  |  |  |  |
| Direction        | 2-WAY                              |  |  |  |  |
| Community        | -                                  |  |  |  |  |
| MPO_ID           | 15                                 |  |  |  |  |
| HPMS ID          | ASSIGNED                           |  |  |  |  |
| Agency           | Texas Department of Transportation |  |  |  |  |
|                  |                                    |  |  |  |  |
|                  |                                    |  |  |  |  |

| Count Data Info |                                                 |  |  |  |  |
|-----------------|-------------------------------------------------|--|--|--|--|
| Start Date      | 5/7/2025                                        |  |  |  |  |
| End Date        | 5/8/2025                                        |  |  |  |  |
| Start Time      | 7:45 AM                                         |  |  |  |  |
| End Time        | 7:45 AM                                         |  |  |  |  |
| Direction       |                                                 |  |  |  |  |
| Notes           |                                                 |  |  |  |  |
| Count Source    |                                                 |  |  |  |  |
| File Name       | 12013H_ITC0020133-5_8_2025_11V_M1X_2025_8_5.xml |  |  |  |  |
| Weather         |                                                 |  |  |  |  |
| Study           |                                                 |  |  |  |  |
| Owner           | SYSTEM_QC                                       |  |  |  |  |
| QC Status       | Accepted                                        |  |  |  |  |

| Interval: 15 mins |        |     |     |     |              |
|-------------------|--------|-----|-----|-----|--------------|
| Time              | 15 min |     |     |     | Hourly Count |
|                   | 1st    | 2nd | 3rd | 4th |              |
| 00:00 - 01:00     | 7      | 5   | 4   | 4   | 20           |
| 01:00 - 02:00     | 0      | 2   | 2   | 3   | 7            |
| 02:00 - 03:00     | 2      | 6   | 2   | 4   | 14           |
| 03:00 - 04:00     | 4      | 3   | 4   | 9   | 20           |
| 04:00 - 05:00     | 8      | 26  | 27  | 29  | 90           |
| 05:00 - 06:00     | 35     | 42  | 87  | 74  | 238          |
| 06:00 - 07:00     | 89     | 98  | 129 | 147 | 463          |
| 07:00 - 08:00     | 196    | 167 | 86  | 78  | 527          |
| 08:00 - 09:00     | 86     | 80  | 60  | 68  | 294          |
| 09:00 - 10:00     | 74     | 64  | 51  | 59  | 248          |
| 10:00 - 11:00     | 67     | 60  | 62  | 61  | 250          |
| 11:00 - 12:00     | 62     | 67  | 81  | 71  | 281          |
| 12:00 - 13:00     | 63     | 71  | 81  | 61  | 276          |
| 13:00 - 14:00     | 64     | 59  | 49  | 70  | 242          |
| 14:00 - 15:00     | 81     | 68  | 62  | 73  | 284          |
| 15:00 - 16:00     | 87     | 130 | 126 | 96  | 439          |
| 16:00 - 17:00     | 95     | 113 | 121 | 118 | 447          |
| 17:00 - 18:00     | 115    | 146 | 139 | 115 | 515          |
| 18:00 - 19:00     | 105    | 101 | 67  | 61  | 334          |
| 19:00 - 20:00     | 68     | 55  | 45  | 43  | 211          |
| 20:00 - 21:00     | 34     | 38  | 37  | 34  | 143          |
| 21:00 - 22:00     | 32     | 24  | 26  | 14  | 96           |
| 22:00 - 23:00     | 23     | 16  | 11  | 13  | 63           |
| 23:00 - 24:00     | 11     | 10  | 6   | 9   | 36           |
| TOTAL             |        |     |     |     | 5538         |

## Appendix D. Crash History

TxDOT Crash Records Information System  
Crash History at FM 523 at CR 341 (2023-2025)

All crash data available using this tool represents reportable data collected from Texas Peace Officer's Crash Reports (CR-3) received and processed by the Texas Department of Transportation (Department) as of 08/20/2026. The Department makes no warranty, representation or guaranty as to the content, accuracy, timeliness or completeness of any of the information provided as a result of your query. Any opinions and conclusions resulting from analysis performed on the crash data must be represented as your own and not those of the State of Texas or the Department.

Query Result Counts:  
Your query returned a total of 1 Crashes containing 2 Units and 2 Persons

Filters Applied to current Query:  
Crash Year Is In 2023 or 2024 or 2025

| Crash ID | Crash Year | Crash Date | Crash Time | At Intersection Flag | Crash Severity  | First Harmful Event        | Intersecting Street Name | Intersection Related | Latitude   | Longitude    | Manner of Collision                             | On System Flag | Street Name | Light Condition | Surface Condition | Weather Condition | Contributing Factors                     |
|----------|------------|------------|------------|----------------------|-----------------|----------------------------|--------------------------|----------------------|------------|--------------|-------------------------------------------------|----------------|-------------|-----------------|-------------------|-------------------|------------------------------------------|
| 20416961 | 2024       | 9/21/2024  | 1043       | FALSE                | N - NOT INJURED | MOTOR VEHICLE IN TRANSPORT | N/A                      | NON INTERSECTION     | 29.1943075 | -95.38779521 | SAME DIRECTION - BOTH GOING STRAIGHT- SIDESWIPE | Yes            | FM0523      | 1 - DAYLIGHT    | 1 - DRY           | 1 - CLEAR         | OVERTAKE AND PASS INSUFFICIENT CLEARANCE |