

**Engineering Study**  
**Control Device: Stop Sign CR 131**

**Roadway / Intersection:** Intersection of CR 131 (west) with CR 133 (north & east)

**Location:** Northeast of Celina (see exhibit "A")

**Existing Traffic Control:** Stop Sign on CR 131 at its intersection with CR 132

**Roadway Width/ Surface Type:** CR 131 – 24-feet (2-Lane Asphalt)  
CR 133 – 24-feet (2-Lane Asphalt)

**Adjoining Land Development:** Pasture/Agricultural

**Visibility:** Fair due to the existing trees on the south and west side of CR 133

**Accident History:** None have been reported to Public Works Department

**Traffic Counts:** CR 131 – 53 Cars per Day  
CR 133 North of the intersection – 93 Cars per Day  
CR 133 South of the intersection – 81 Cars per Day

**Warrant for Stop Sign:** A Stop sign is warranted by Section 2B.04, P2, Article B & D of the 2011 Texas Manual on Uniform Traffic Control Devices.

**Other Factors:** None

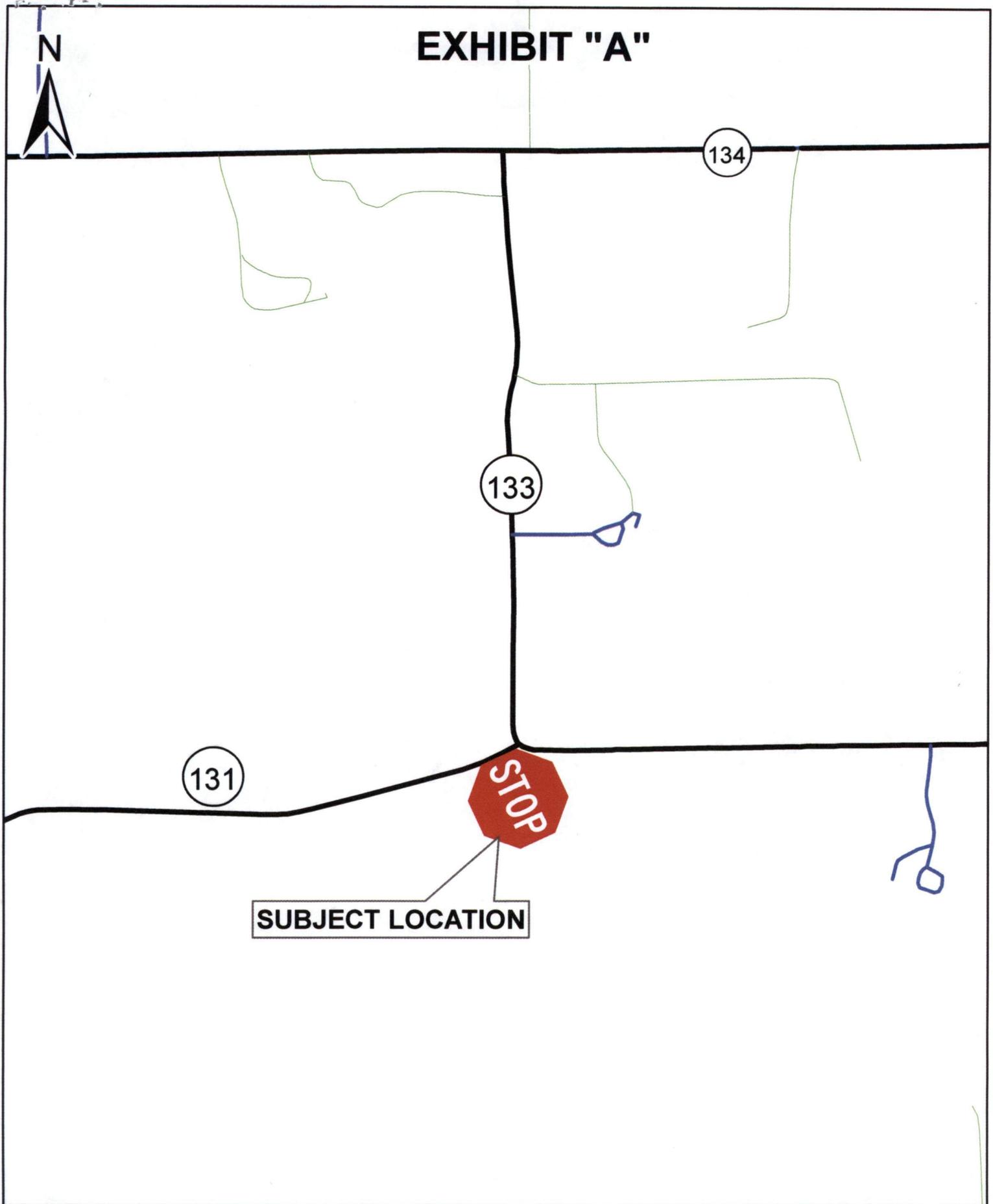
**Recommendation:** It is recommended that a Stop Sign be placed on CR 131 at its intersection with CR 133, giving the right-of-way to the southerly and westerly traffic on CR 133.

**Date:** April 24, 2014

**Engineer:** Tracy Homfeld, P.E.



# EXHIBIT "A"



## LOCATION MAP CR 131

# Engineering Study

## Control Device: Stop Sign CR 174

**Roadway / Intersection:** Intersection of CR 174 (south) with CR 173 (east-west)

**Location:** North of Weston (see exhibit "A")

**Existing Traffic Control:** Stop Sign on CR 174 at its intersection with CR 134  
Speed Limit 40 MPH on CR 174

**Roadway Width/ Surface Type:** CR 174 – 22-feet (2-Lane Asphalt)  
CR 173 – 22-feet (2-Lane Asphalt)

**Adjoining Land Development:** Pasture/Agricultural except for a residence just west of intersection

**Visibility:** Limited visibility due to grade change west of intersection

**Accident History:** Minor accident in September 2013. Driver didn't realize CR 174 ended and went through intersection and off CR 173.

**Traffic Counts:** CR 174 – 98 Cars per Day  
CR 173 West of the intersection – 77 Cars per Day  
CR 173 East of the intersection – 48 Cars per Day

**Warrant for Stop Sign:** A Stop sign is warranted by Section 2B.04, P2, Article D of the 2011 Texas Manual on Uniform Traffic Control Devices.

**Other Factors:** None

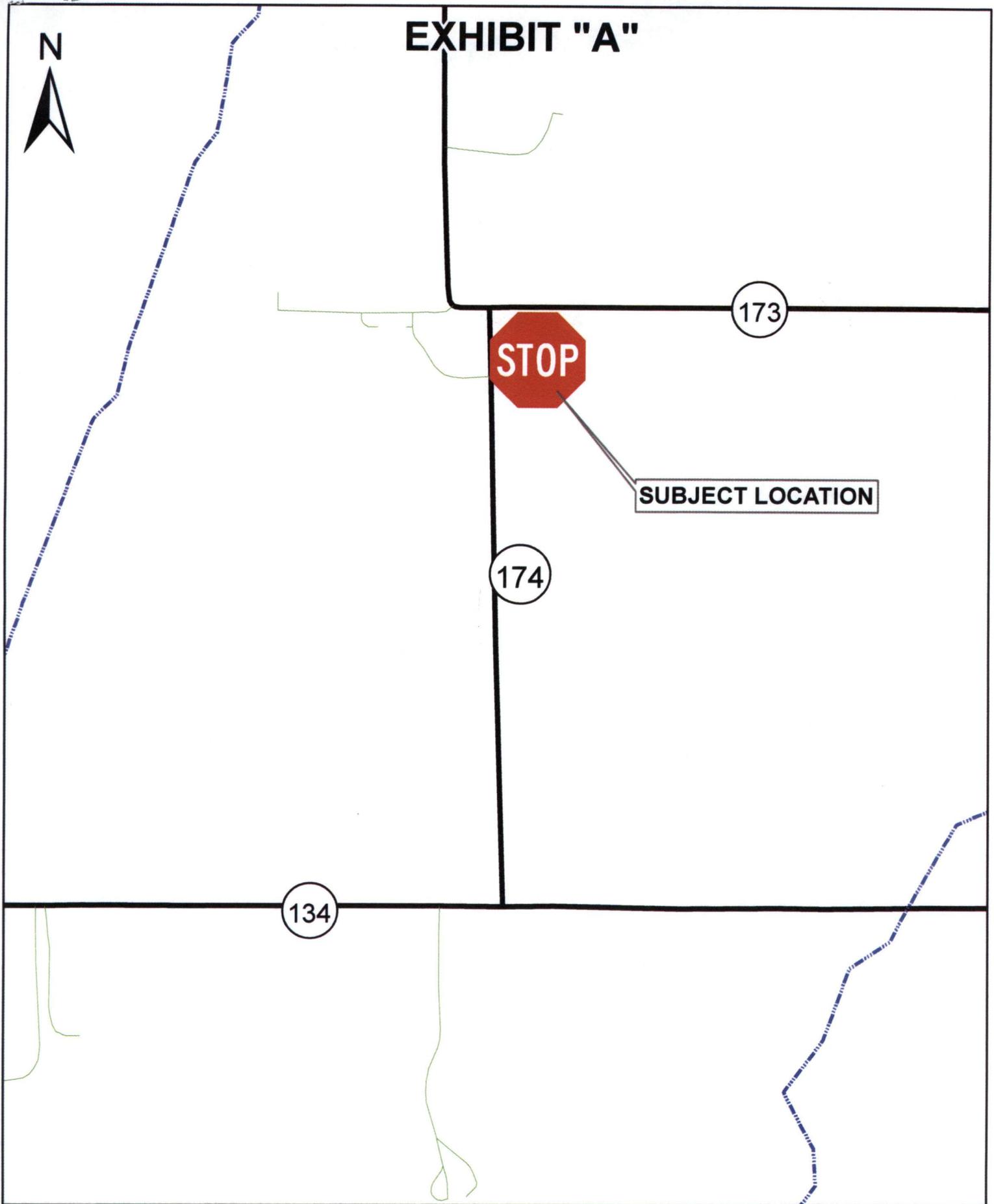
**Recommendation:** It is recommended that a Stop Sign be placed on CR 174 at its intersection with CR 173, giving the right-of-way to east-west traffic on CR 173.

**Date:** April 28, 2014

**Engineer:** Tracy Homfeld, P.E.



# EXHIBIT "A"



SUBJECT LOCATION



## LOCATION MAP CR 174

**Engineering Study**  
**Control Device: Speed Limit Signs CR 278**

**Roadway:** County Road 278 from N. McDonald St to Fannin Rd

**Location / Extent:** South of Melissa (see exhibit "A")

**Existing Speed Limit:** None

**Existing Traffic Control:** Stop sign on CR 278 at intersection with N. McDonald St

**Traffic Counts:** 573 Cars per day

**Roadway Width/ Surface Type:** 22-feet (2-Lane Asphalt)

**Adjoining Land Development:** Pasture/Residential

**Roadway Design Speed:** None

**Visibility Along the Roadway:** Good

**Accident History:** Two minor accidents in December 2013 at the intersection of CR 278 and Fannin Rd

**Radar Speed Survey Result** 85<sup>th</sup> percentile speed is 48 MPH

**Other Factors:** Traffic has increased due to residents using this as a cut through to avoid highway traffic

**Recommendation:** A 45 M.P.H. Speed Limit is recommended

**Date:** May 29, 2014

**Engineer:** Tracy Homfeld, P.E.



*Tracy Homfeld, PE*

# EXHIBIT "A"



NOT TO SCALE

FANNIN RD

338

SPEED  
LIMIT  
**45**

278

SUBJECT LOCATION

N. McDONALD ST



## LOCATION MAP CR 278

**Engineering Study**  
**Control Device: Stop Signs Highland Rd AKA CR 365**

**Roadway / Intersection:** Intersections of Highland Rd (north-south) with Outer Loop Rd (east-west)

**Location:** South of Anna (see exhibit "A")

**Existing Traffic Control:** Speed Limit 35 MPH on Highland Rd

**Roadway Width/ Surface Type:** Highland Rd – 22-feet (2-Lane Asphalt)  
Outer Loop Rd - 30-feet (2-Lane Concrete)

**Adjoining Land Development:** Pasture/Agricultural

**Visibility:** Good

**Accident History:** None have been reported to Public Works Department

**Traffic Counts:** Highland Rd North of the intersection– 102 Cars per Day  
Highland Rd South of the intersection – 18 Cars per Day  
Outer Loop West of the intersection – 520 Cars per Day  
Outer Loop East of the intersection – 225 Cars per Day

**Warrant for Stop Sign:** A Stop sign is warranted by Section 2B.04, P3, Article A of the 2011 Texas Manual on Uniform Traffic Control Devices.

**Other Factors:** None

**Recommendation:** It is recommended that Stop Signs be placed on Highland Rd at its intersections with Outer Loop Rd, giving the right-of-way to east-west traffic on Outer Loop Rd.

**Date:** April 24, 2014

**Engineer:** Tracy Homfeld, P.E.



# EXHIBIT "A"



W. FOSTER CROSSING

HIGHLAND RD

W. OUTERLOOP RD



**SUBJECT LOCATION**



ST HWY 5



## LOCATION MAP HIGHLAND RD (AKA CR 365)

**Engineering Study**  
**Control Device: Stop Sign W. Foster Crossing AKA CR 366**

**Roadway / Intersection:** Intersection of W. Foster Crossing (north) with Outer Loop Rd (east-west)

**Location:** South of Anna (see exhibit "A")

**Existing Traffic Control:** Speed Limit 40 MPH on W. Foster Crossing

**Roadway Width/ Surface Type:** W. Foster Crossing – 20-feet (2-Lane Asphalt)  
Outer Loop Rd - 30-feet (2-Lane Concrete)

**Adjoining Land Development:** Pasture/Agricultural

**Visibility:** Good

**Accident History:** None have been reported to Public Works Department

**Traffic Counts:** W. Foster Crossing North of intersection – 266 Cars per Day  
Outer Loop West of the intersection – 565 Cars per Day  
Outer Loop East of the intersection – 189 Cars per Day

**Warrant for Stop Sign:** A Stop sign is warranted by Section 2B.04, P3, Article A of the 2011 Texas Manual on Uniform Traffic Control Devices.

**Other Factors:** None

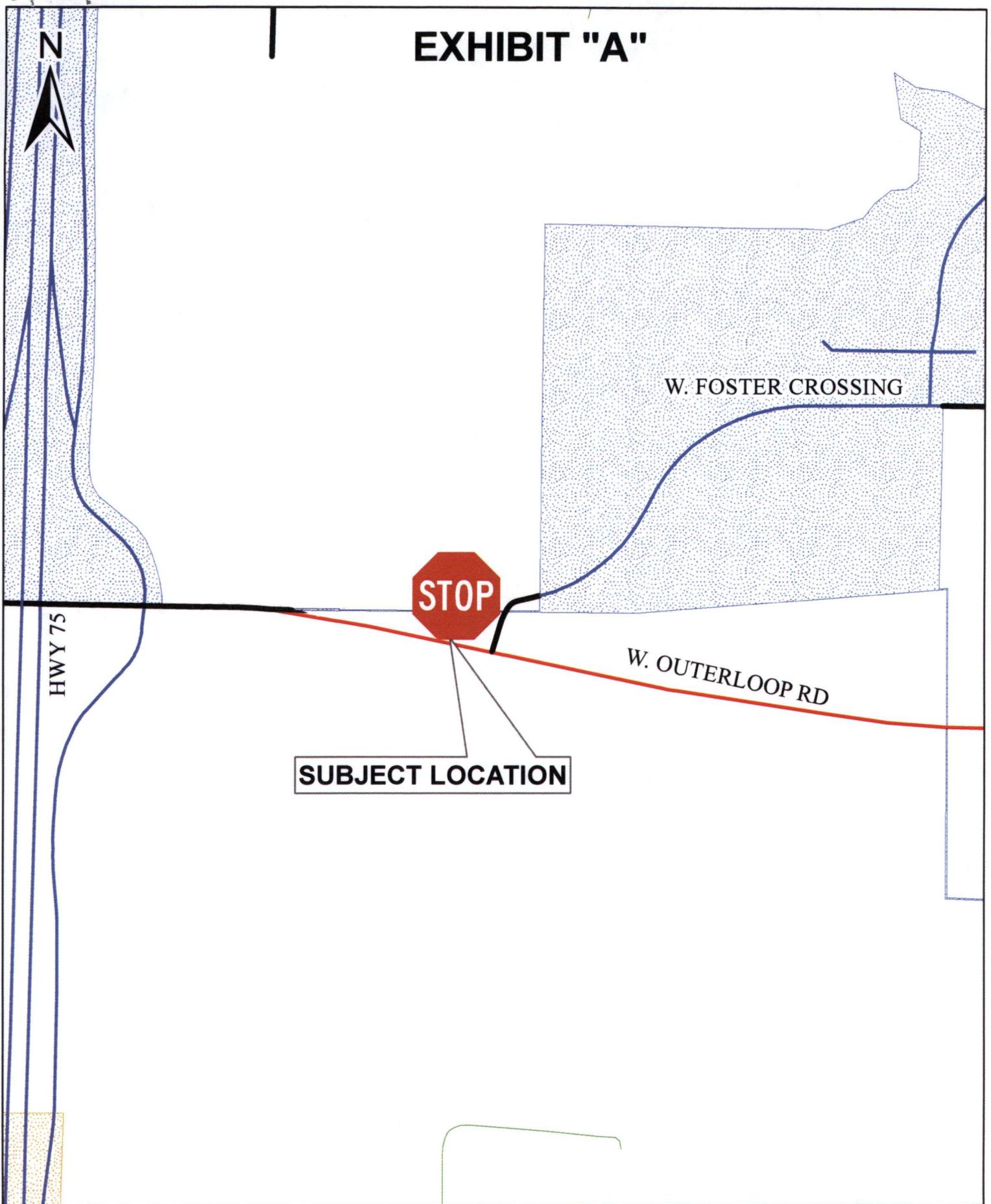
**Recommendation:** It is recommended that a Stop Sign be placed on W. Foster Crossing at its intersection with Outer Loop Rd, giving the right-of-way to east-west traffic on Outer Loop Rd.

**Date:** April 24, 2014

**Engineer:** Tracy Homfeld, P.E.



# EXHIBIT "A"



**LOCATION MAP W FOSTER CROSSING (AKA CR 366)**

**Engineering Study**  
**Control Device: Stop Signs CR 419**

**Roadway / Intersection:** Intersection of CR 419 (north-south) with Outer Loop Rd (east-west)

**Location:** South of Anna (see exhibit "A")

**Existing Traffic Control:** Speed Limit 40 MPH on CR 419

**Roadway Width/ Surface Type:** CR 419 – 22-feet (2-Lane Asphalt)  
Outer Loop Rd - 30-feet (2-Lane Concrete)

**Adjoining Land Development:** Pasture/Agricultural/Residential

**Visibility:** Good

**Accident History:** None have been reported to Public Works Department

**Traffic Counts:** CR 419 North of the intersection – 116 Cars per Day  
CR 419 South of the intersection – 99 Cars per Day  
Outer Loop West of the intersection – 198 Cars per Day  
Outer Loop East of the intersection – 232 Cars per Day

**Warrant for Stop Sign:** A Stop sign is warranted by Section 2B.04, P3, Article A of the 2011 Texas Manual on Uniform Traffic Control Devices.

**Other Factors:** None

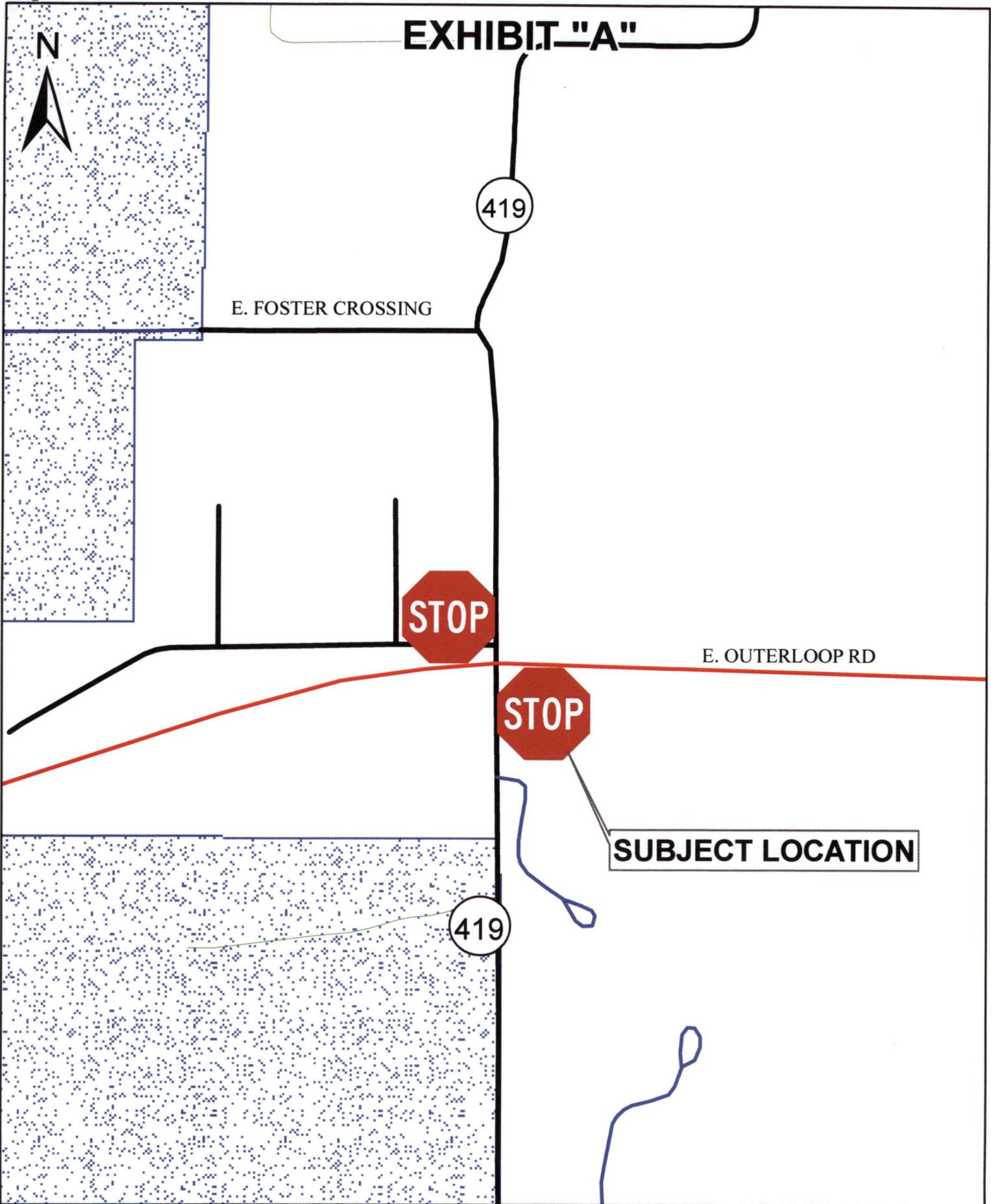
**Recommendation:** It is recommended that Stop Signs be placed on CR 419 at its intersections with Outer Loop Rd, giving the right-of-way to east-west traffic on Outer Loop Rd.

**Date:** April 24, 2014

**Engineer:** Tracy Homfeld, P.E.



# EXHIBIT "A"



## LOCATION MAP CR 419

**Engineering Study**  
**Control Device: Stop Sign CR 474**

**Roadway / Intersection:** Intersection of CR 474 (east) with CR 472 (north-west)

**Location:** Southeast of Anna (see exhibit "A")

**Existing Traffic Control:** Speed Limit 40 MPH on CR 474

**Roadway Width/ Surface Type:** CR 474 – 22-feet (2-Lane Asphalt)  
CR 472 – 22-feet (2-Lane Asphalt)

**Adjoining Land Development:** Pasture/Agricultural

**Visibility:** Fair to poor due to trees that restrict visibility at this intersection.

**Accident History:** None have been reported to Public Works Department

**Traffic Counts:** CR 474 – 23 Cars per Day  
CR 472 West of the intersection – 70 Cars per Day  
CR 472 North of the intersection – 27 Cars per Day

**Warrant for Stop Sign:** A Stop sign is warranted by Section 2B.04, P2, Article B & D of the 2011 Texas Manual on Uniform Traffic Control Devices.

**Other Factors:** None

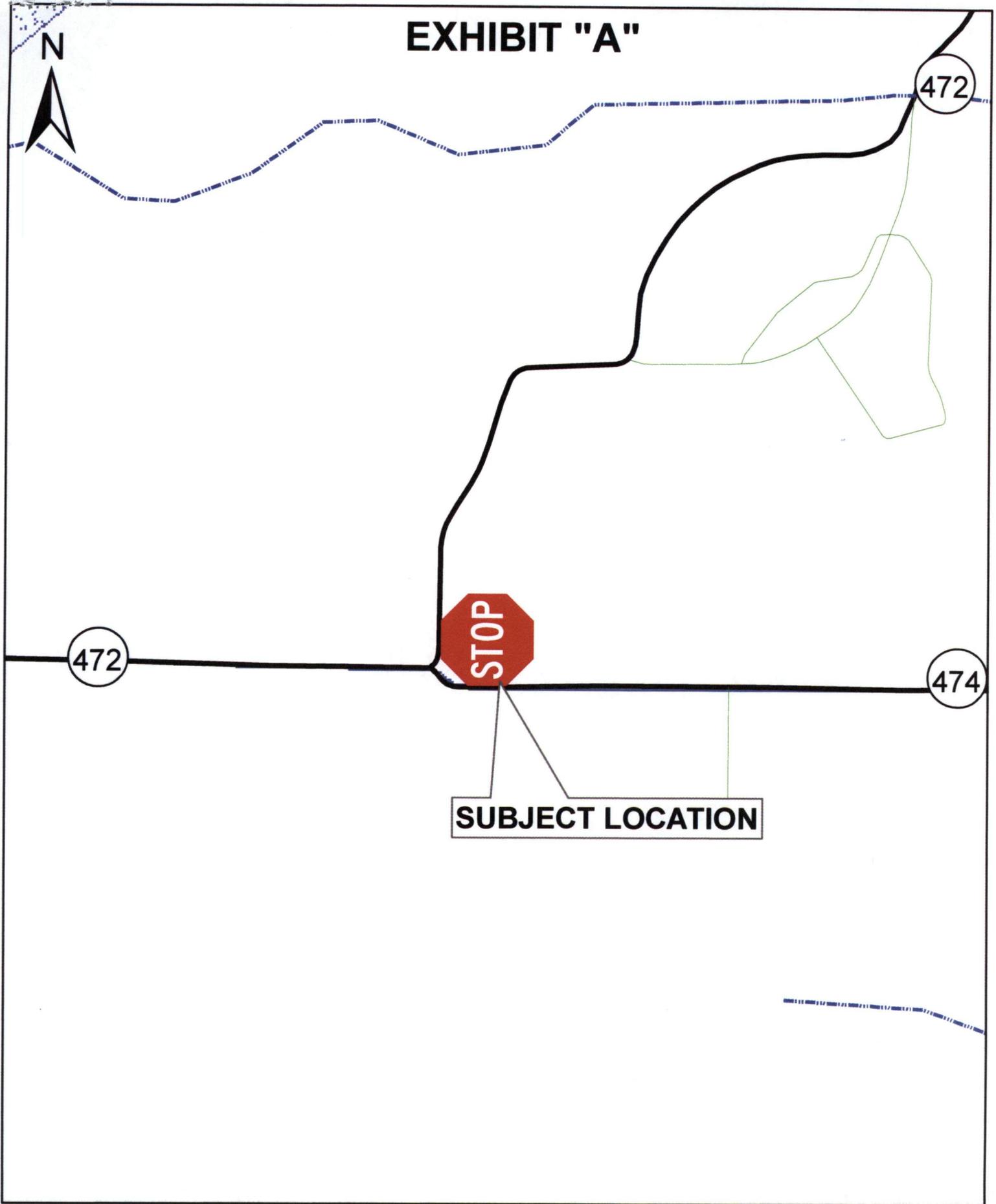
**Recommendation:** It is recommended that a Stop Sign be placed on CR 474 at its intersection with CR 472, giving the right-of-way to southerly and easterly traffic on CR 472.

**Date:** April 29, 2014

**Engineer:** Tracy Homfeld, P.E.



# EXHIBIT "A"



## LOCATION MAP CR 474

**Engineering Study**  
**Control Device: Stop Sign CR 564**

**Roadway / Intersection:** Intersection of CR 564 (south) with CR 1065 (east-west)

**Location:** East of Princeton (see exhibit "A")

**Existing Traffic Control:** 35 MPH Speed Limit on CR 564

**Roadway Width/ Surface Type:** CR 564 – 22-feet (2-Lane Asphalt)  
CR 1065 – 22-feet (2-Lane Asphalt)

**Adjoining Land Development:** Pasture/Agricultural/Residential

**Visibility:** Fair due to trees west of the intersection

**Accident History:** None have been reported to Public Works Department

**Traffic Counts:** CR 564 – 83 Cars per Day  
CR 1065 East of the intersection – 87 Cars per Day  
CR 1065 West of the intersection – 32 Cars per Day

**Warrant for Stop Sign:** A Stop sign is warranted by Section 2B.04, P2, Article D of the 2011 Texas Manual on Uniform Traffic Control Devices.

**Other Factors:** None

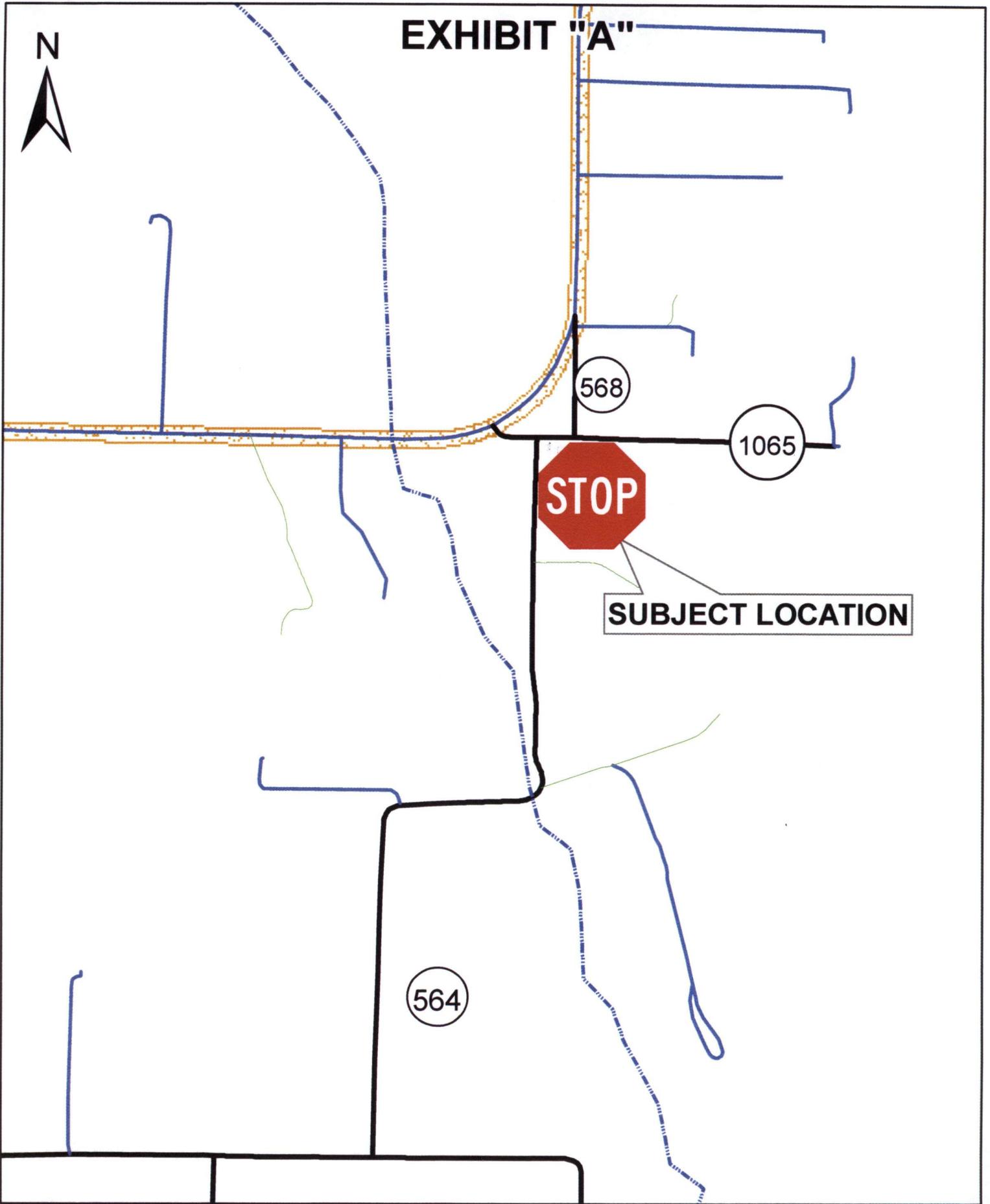
**Recommendation:** It is recommended that a Stop Sign be placed on CR 564 at its intersection with CR 1065, giving the right-of-way to east-west traffic on CR 1065.

**Date:** May 27, 2014

**Engineer:** Tracy Homfeld, P.E.



# EXHIBIT "A"



SUBJECT LOCATION



## LOCATION MAP CR 564

**Engineering Study**  
**Control Device: Stop Sign CR 564**

**Roadway / Intersection:** Intersection of CR 564 (north) with CR 496 (east-west)

**Location:** East of Princeton (see exhibit "A")

**Existing Traffic Control:** 35 MPH Speed Limit on CR 564

**Roadway Width/ Surface Type:** CR 564 – 22-feet (2-Lane Asphalt)  
CR 496 – 20-feet (2-Lane Asphalt)

**Adjoining Land Development:** Pasture/Agricultural

**Visibility:** Fair due to trees on the west side of the intersection.

**Accident History:** None have been reported to Public Works Department

**Traffic Counts:** CR 564 – 130 Cars per Day  
CR 496 East of the intersection – 38 Cars per Day  
CR 496 West of the intersection – 148 Cars per Day

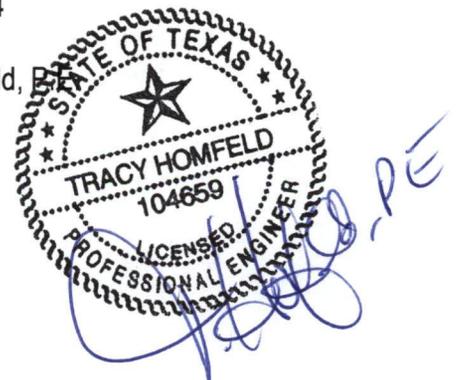
**Warrant for Stop Sign:** A Stop sign is warranted by Section 2B.04, P2, Article D of the 2011 Texas Manual on Uniform Traffic Control Devices.

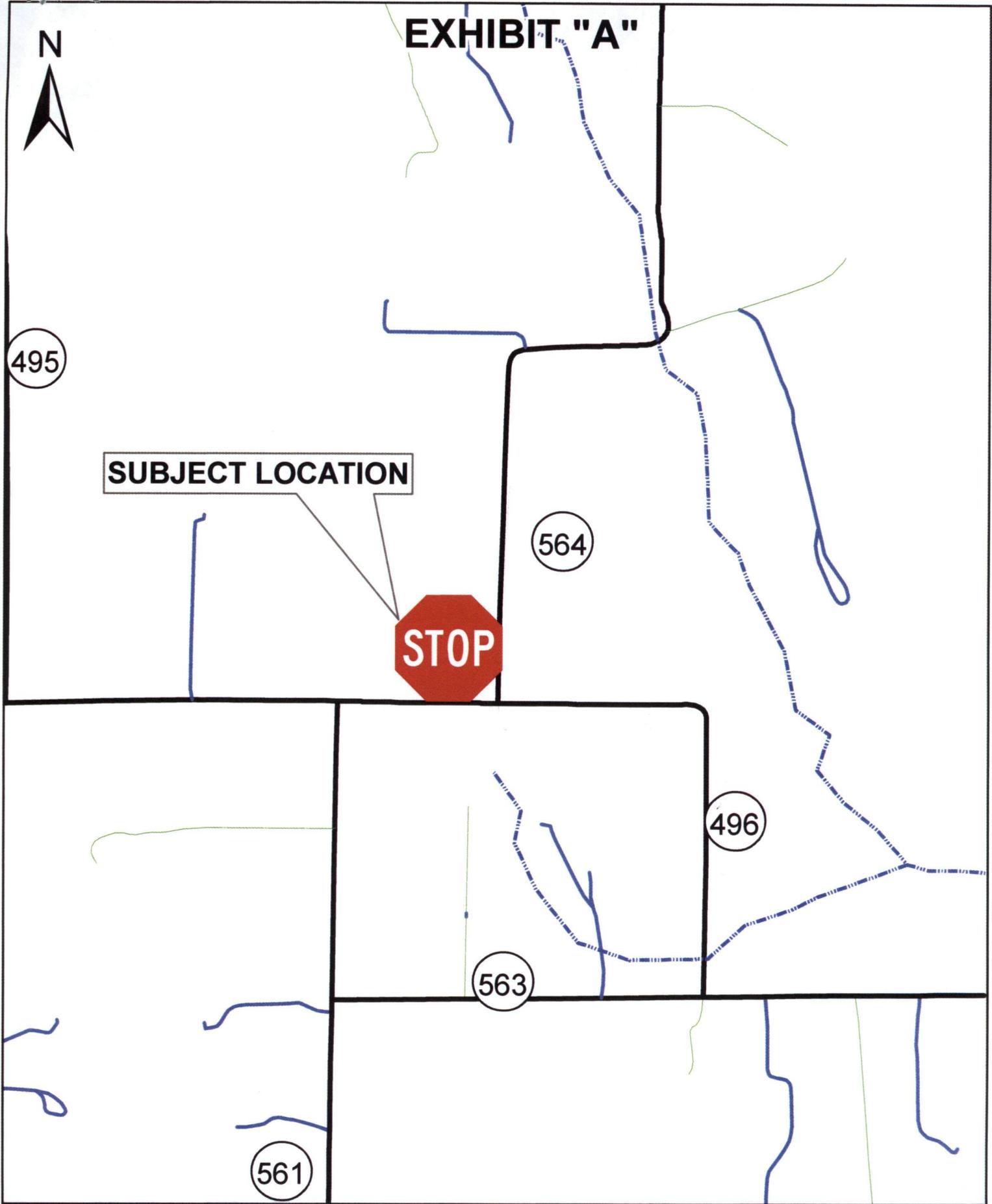
**Other Factors:** None

**Recommendation:** It is recommended that a Stop Sign be placed on CR 564 at its intersection with CR 496, giving the right-of-way to east-west traffic on CR 496.

**Date:** May 13, 2014

**Engineer:** Tracy Homfeld,





**LOCATION MAP CR 564**

**Engineering Study**  
**Control Device: Stop Sign CR 568**

**Roadway / Intersection:** Intersection of CR 568 (north) with CR 1065 (east-west)

**Location:** East of Princeton (see exhibit "A")

**Existing Traffic Control:** None

**Roadway Width/ Surface Type:** CR 568 – 24-feet (2-Lane Asphalt)  
CR 1065 – 22-feet (2-Lane Asphalt)

**Adjoining Land Development:** Pasture/Agricultural/Residential

**Visibility:** Good

**Accident History:** None have been reported to Public Works Department

**Traffic Counts:** CR 568 – 65 Cars per Day  
CR 1065 East of the intersection – 41 Cars per Day  
CR 1065 West of the intersection – 87 Cars per Day

**Warrant for Stop Sign:** A Stop sign is warranted by Section 2B.04, P3, Article A of the 2011 Texas Manual on Uniform Traffic Control Devices.

**Other Factors:** None

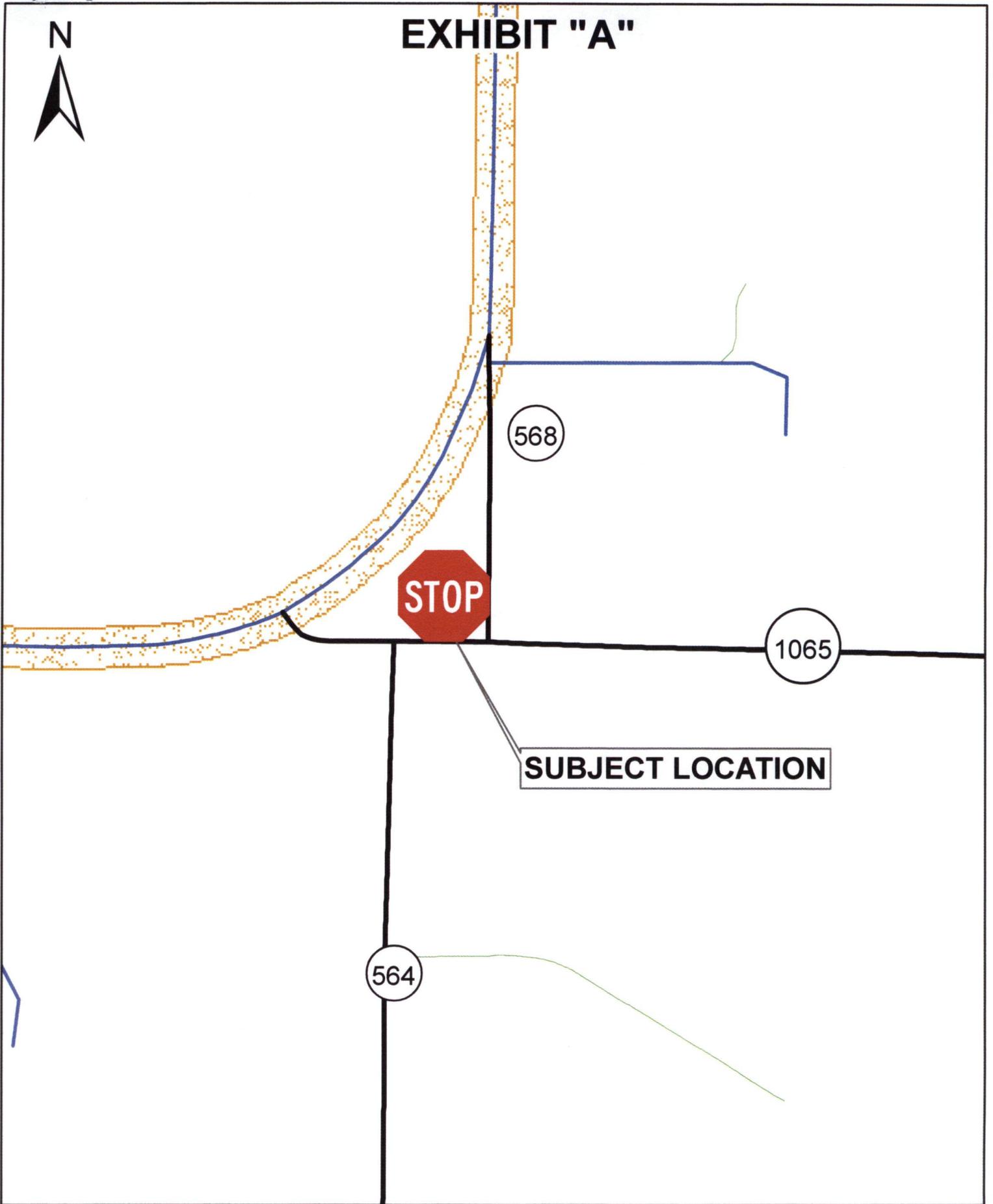
**Recommendation:** It is recommended that a Stop Sign be placed on CR 568 at its intersection with CR 1065, giving the right-of-way to east-west traffic on CR 1065.

**Date:** May 27, 2014

**Engineer:** Tracy Homfeld



# EXHIBIT "A"



**LOCATION MAP CR 568**

**Engineering Study**  
**Control Device: Speed Limit Signs CR 695**

**Roadway:** County Road 695

**Location / Extent:** North of Josephine. From CR 850 north for 1.5 miles to CR 820 (see exhibit "A")

**Existing Speed Limit:** None

**Existing Traffic Control:** None

**Traffic Counts:** 44 Cars per day

**Roadway Width/ Surface Type:** 24-feet (2-Lane Asphalt)

**Adjoining Land Development:** Pasture/Agricultural

**Roadway Design Speed:** None

**Visibility Along the Roadway:** Good

**Accident History:** No speed related accidents have been reported to the Public Works Department

**Radar Speed Survey Result** Unable to obtain due to limited traffic at the time of the survey

**Other Factors:** None

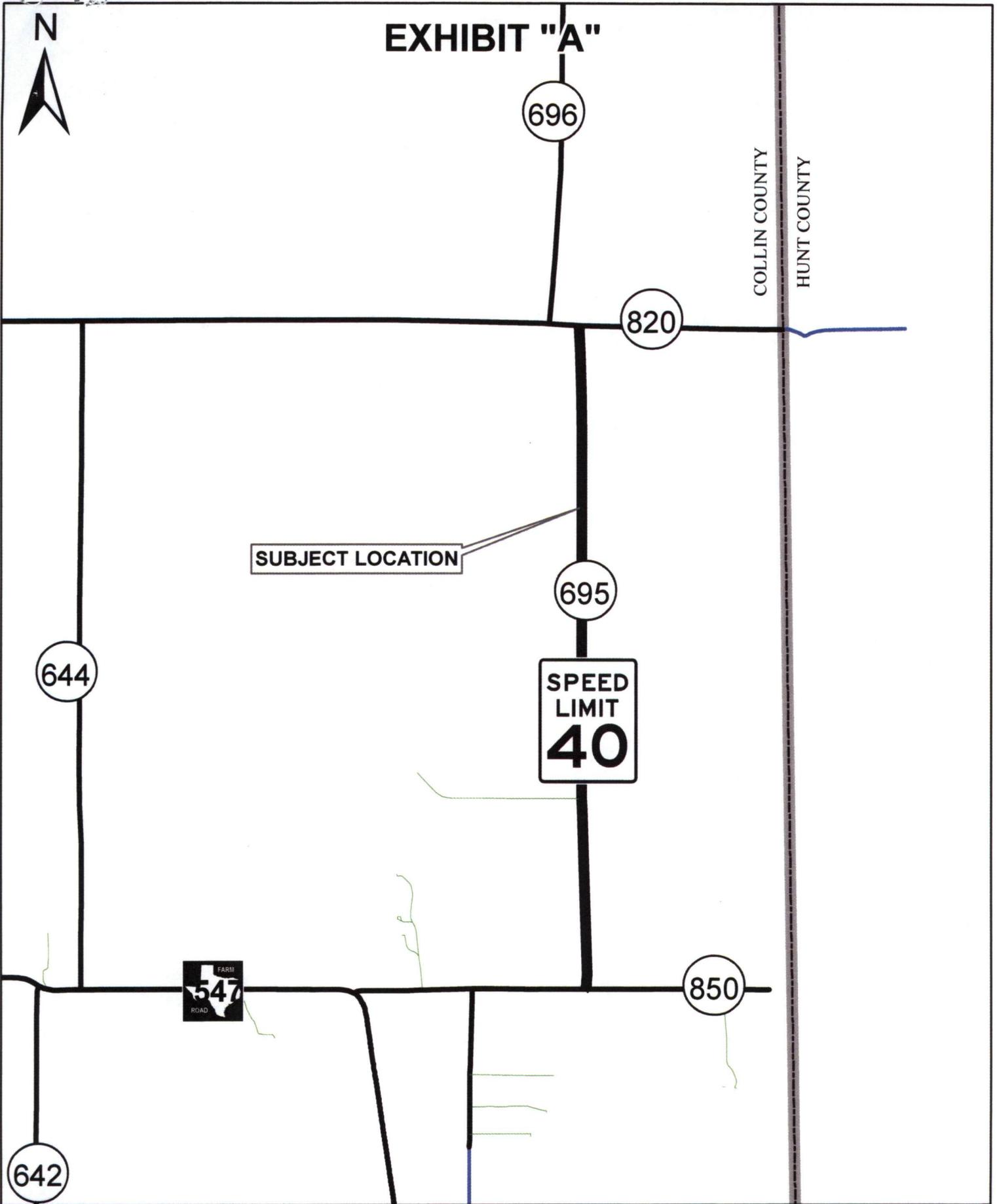
**Recommendation:** A 40 M.P.H. Speed Limit is recommended

**Date:** April 29, 2014

**Engineer:** Tracy Homfeld, P.E.



# EXHIBIT "A"



SUBJECT LOCATION

SPEED  
LIMIT  
**40**

COLLIN COUNTY  
HUNT COUNTY



## LOCATION MAP CR 695

**Engineering Study**  
**Control Device: No Parking Signs CR 820**

**Roadway:** County Road 820 East end cul-de-sac

**Location:** North of Josephine (see Exhibit "A")

**Existing Traffic Control:** None

**Roadway Width/ Surface Type:** CR 820 – 22-feet (2-Lane Asphalt)

**Adjoining Land Development:** Pasture/Agricultural

**Visibility Along the Roadway:** Good

**Accident History:** None have been reported to Public Works Department

**Warrant for No Parking Sign:** A No Parking sign is warranted by Section 251.156 of the State of Texas Transportation Code.

**Other Factors:** The resident that donated the cul-de-sac right of way easement requested No Parking Signs on the cul-de-sac.

**Recommendation:** It is recommended that No Parking Signs be placed at the east end of CR 820, within the 50 foot radius cul-de-sac.

**Date:** May 13, 2014

**Engineer:** Tracy Homfeld, P.E.



# EXHIBIT "A"



696

SUBJECT LOCATION

NO  
PARKING

647

820

695

COLLIN COUNTY

HUNT COUNTY



## LOCATION MAP CR 820

**Engineering Study**  
**Control Device: Stop Sign CR 1220**

**Roadway / Intersection:** Intersection of CR 1220 (west) with CR 472 (north-south)

**Location:** Southeast of Anna (see exhibit "A")

**Existing Traffic Control:** Speed Limit 40 MPH on CR 1220

**Roadway Width/ Surface Type:** CR 1220 – 20-feet (2-Lane Asphalt)  
CR 472 – 22-feet (2-Lane Asphalt)

**Adjoining Land Development:** Pasture/Residential

**Visibility:** Good

**Accident History:** None have been reported to Public Works Department

**Traffic Counts:** CR 1220 –158 Cars per Day  
CR 472 North of the intersection – 91 Cars per Day  
CR 472 South of the intersection – 52 Cars per Day

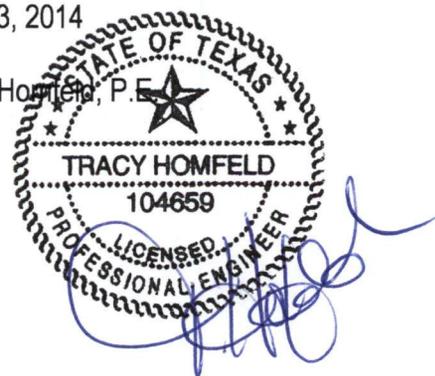
**Warrant for Stop Sign:** A Stop sign is warranted by Section 2B.04, P2, Article A & D of the 2011 Texas Manual on Uniform Traffic Control Devices.

**Other Factors:** A few residents have called and requested a stop sign at this location due to near accidents.

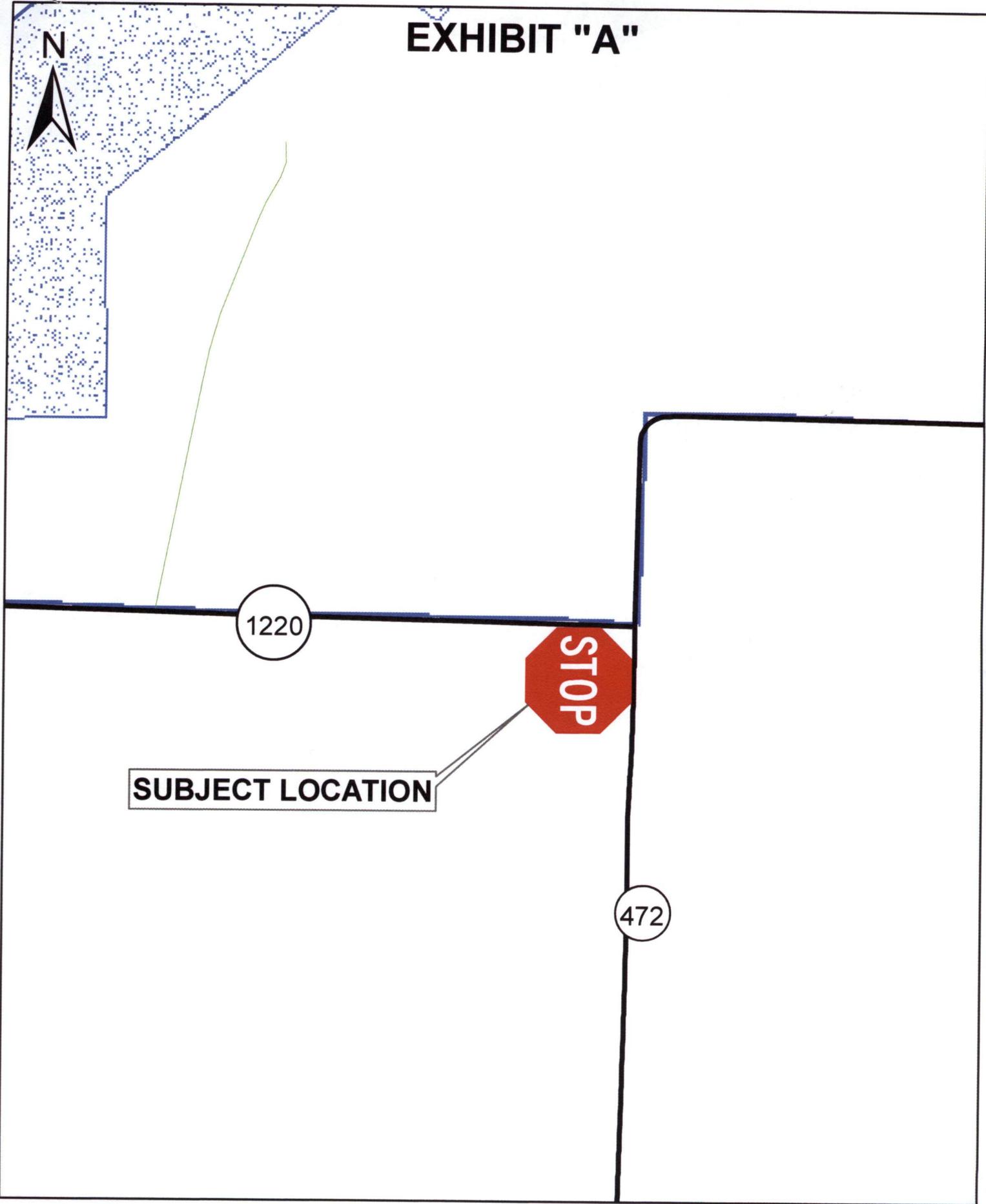
**Recommendation:** It is recommended that Stop Signs be placed on CR 1220 at its intersection with CR 472, giving the right-of-way to north-south traffic on CR 472.

**Date:** May 13, 2014

**Engineer:** Tracy Homfeld, P.E.



# EXHIBIT "A"



**SUBJECT LOCATION**

**STOP**

1220

472



## LOCATION MAP CR 1220

**Engineering Study**  
**Control Device: Speed Limit Signs Kingsgate Country Estates**

**Roadway:** Kingsgate Trails, Isabella Way, Andrew Ln, Jessica Way Ln and Samuel Ln

**Location / Extent:** West of Royse City in Kingsgate Country Estates (see exhibit "A")

**Existing Speed Limit:** None

**Existing Traffic Control:** None

**Traffic Counts:** None taken as these roads lie within a residential subdivision.

**Roadway Width/ Surface Type:** All roads are 20-feet (2-Lane Asphalt)

**Adjoining Land Development:** Residential

**Roadway Design Speed:** No specific data available

**Visibility Along the Roadway:** Good

**Accident History:** No speed related accidents have been reported to the Public Works Department

**Radar Speed Survey Result** None taken as these roads lie within a residential subdivision

**Other Factors:** These roads lie within an "urban district", as defined in Transportation Code, Title 7, sec 541.102. Title 7, sec 545.352 calls for urban district speed limit to be 30 MPH. Developer requests a lower speed limit.

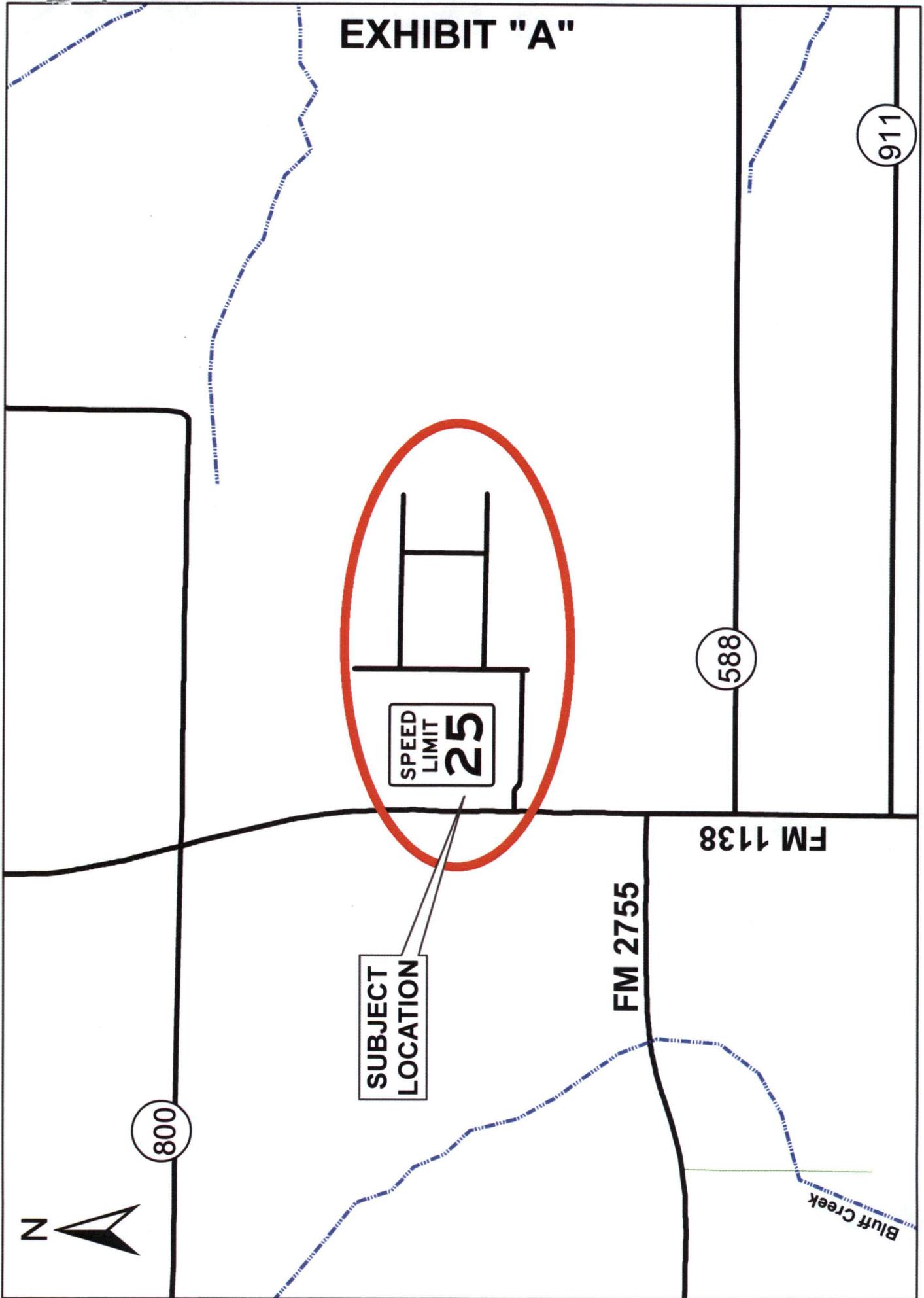
**Recommendation:** A 25 M.P.H. Speed Limit is recommended

**Date:** May 21, 2014

**Engineer:** Tracy Homfeld, P.E.



# EXHIBIT "A"



## LOCATION MAP KINGSGATE COUNTRY ESTATES



**Engineering Study**  
**Control Device: Stop signs in Kingsgate Country Estates**

**Roadway / Intersection:** Intersections of Kingsgate Trails with Andrew Ln, Isabella Way with Andrew Ln, Andrew Ln with Kingsgate Trails, Jessica Way Ln with Andrew Ln, Samuel Ln with Jessica Way Ln and Samuel Ln with Isabella Way

**Location / Extent:** West of Royse City in Kingsgate Country Estates (see exhibit "A")

**Existing Traffic Control:** None

**Roadway Width/ Surface Type:** All roads are 20-feet (2-Lane Asphalt)

**Adjoining Land Development:** Residential

**Visibility:** Good

**Accident History:** None have been reported to Public Works Department

**Traffic Counts:** None taken for this study as these roads lie within a residential subdivision.

**Warrant for Stop Sign:** A Stop sign is warranted by Section 2B.04, P3, Article A of the 2011 Texas Manual on Uniform Traffic Control Devices.

**Other Factors:** None

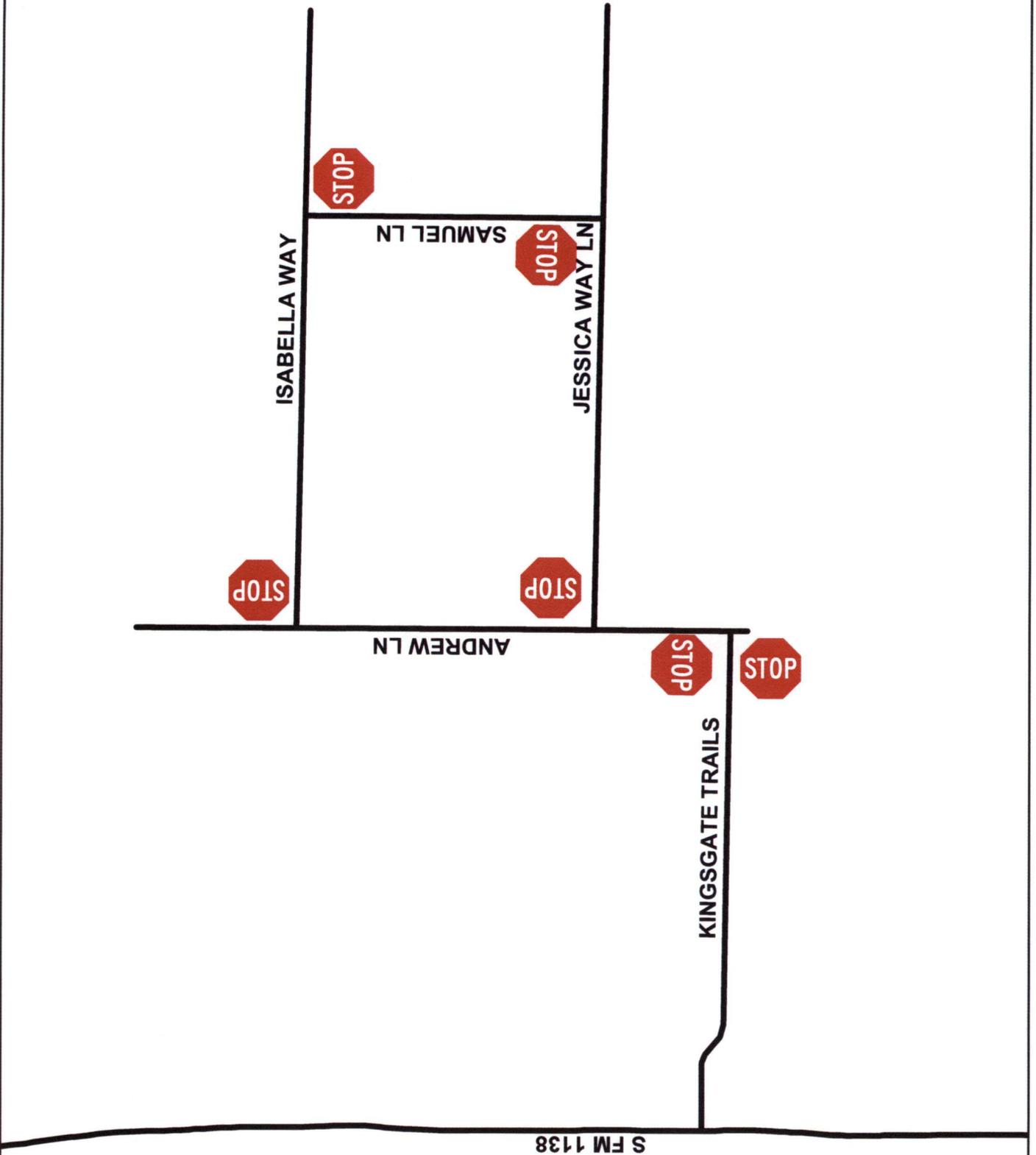
**Recommendation:** It is recommended that Stop Signs be placed on Kingsgate Trails at Andrew Ln, Isabella Way at Andrew Ln, Andrew Ln at Kingsgate Trails, Jessica Way Ln at Andrew Ln, Samuel Ln at Jessica Way Ln and Samuel Ln at Isabella Way as shown on the attached "Exhibit A".

**Date:** May 21, 2014

**Engineer:** Tracy Homfeld, P.E.



# EXHIBIT "A"



**Engineering Study**  
**Control Device: Speed Limit Signs Macray Trail Estates**

**Roadway:** Macray Trail

**Location / Extent:** Northeast of Princeton in Macray Trail Estates (see exhibit "A")

**Existing Speed Limit:** None

**Existing Traffic Control:** None

**Traffic Counts:** None taken as these roads lie within a residential subdivision.

**Roadway Width/ Surface Type:** 25-feet (2-Lane Asphalt)

**Adjoining Land Development:** Residential

**Roadway Design Speed:** No specific data available

**Visibility Along the Roadway:** Good

**Accident History:** No speed related accidents have been reported to the Public Works Department

**Radar Speed Survey Result** None taken as these roads lie within a residential subdivision

**Other Factors:** These roads lie within an "urban district", as defined in Transportation Code, Title 7, sec 541.102. Title 7, sec 545.352 calls for urban district speed limit to be 30 MPH. Developer requests a lower speed limit.

**Recommendation:** A 20 M.P.H. Speed Limit is recommended

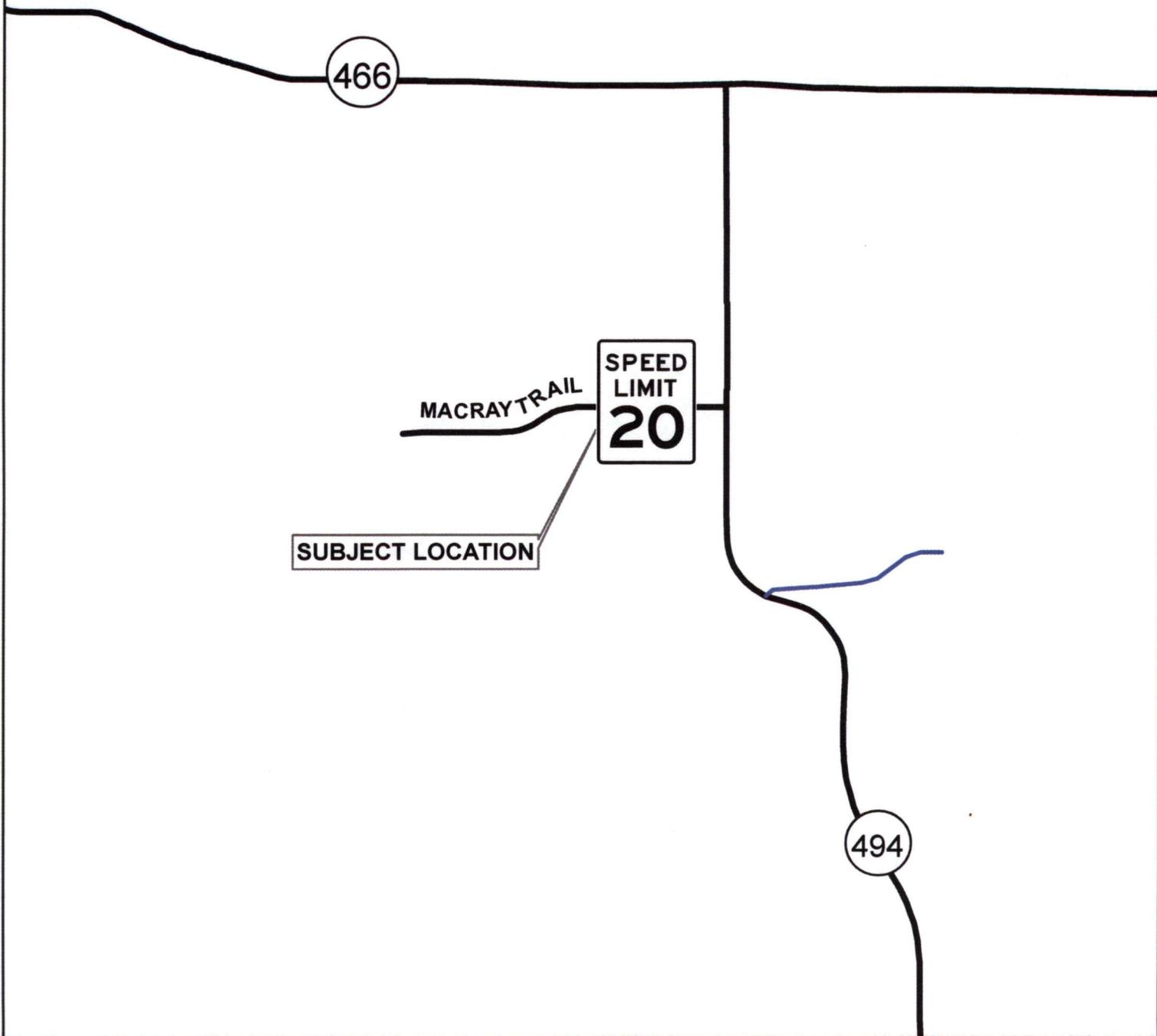
**Date:** May 21, 2014

**Engineer:** Tracy Homfeld



*Tracy Homfeld, PE*

# EXHIBIT "A"



**LOCATION MAP MACRAY TRAIL ESTATES**

**Engineering Study**  
**Control Device: Stop sign in Macray Trail Estates**

**Roadway / Intersection:** Intersection of Macray Trail (east-west) with CR 494 (north-south)

**Location / Extent:** Northeast of Princeton in Macray Trail Estates (see exhibit "A")

**Existing Traffic Control:** None

**Roadway Width/ Surface Type:** 25-feet (2-Lane Asphalt)

**Adjoining Land Development:** Residential

**Visibility:** Good

**Accident History:** None have been reported to Public Works Department

**Traffic Counts:** None taken for this study as these roads lie within a residential subdivision.

**Warrant for Stop Sign:** A Stop sign is warranted by Section 2B.04, P3, Article A of the 2011 Texas Manual on Uniform Traffic Control Devices.

**Other Factors:** None

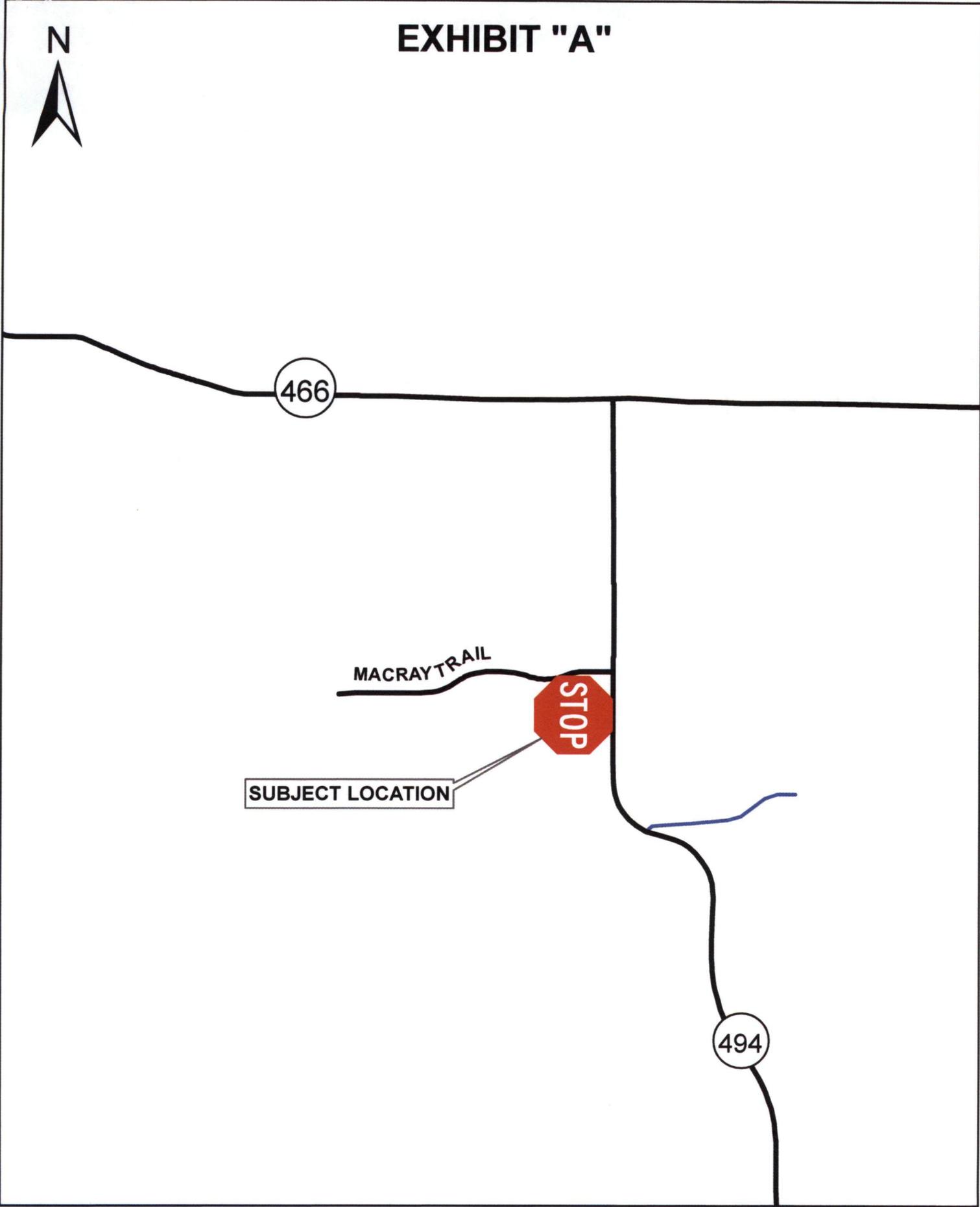
**Recommendation:** It is recommended that a Stop Sign be placed on Macray Trail at its intersection with CR 494 as shown on the attached "Exhibit A".

**Date:** May 21, 2014

**Engineer:** Tracy Homfeld



# EXHIBIT "A"



SUBJECT LOCATION

MACRAY TRAIL

STOP

466

494



## LOCATION MAP MACRAY TRAIL ESTATES

**Engineering Study**  
**Control Device: Speed Limit Signs Trails of 1827**

**Roadway:** Wyoming Trail and Mesquite Trail

**Location / Extent:** North of Princeton in Trails of 1827 Addition (see exhibit "A")

**Existing Speed Limit:** None

**Existing Traffic Control:** None

**Traffic Counts:** None taken as these roads lie within a residential subdivision.

**Roadway Width / Surface Type:** 22-feet (2-Lane Asphalt)

**Adjoining Land Development:** Residential

**Roadway Design Speed:** No specific data available

**Visibility Along the Roadways:** Good

**Accident History:** No speed related accidents have been reported to the Public Works Department

**Radar Speed Survey Result** None taken as these roads lie within a residential subdivision

**Other Factors:** These roads lie within an "urban district", as defined in Transportation Code, Title 7, sec 541.102. Title 7, sec 545.352 calls for urban district speed limit to be 30 MPH.

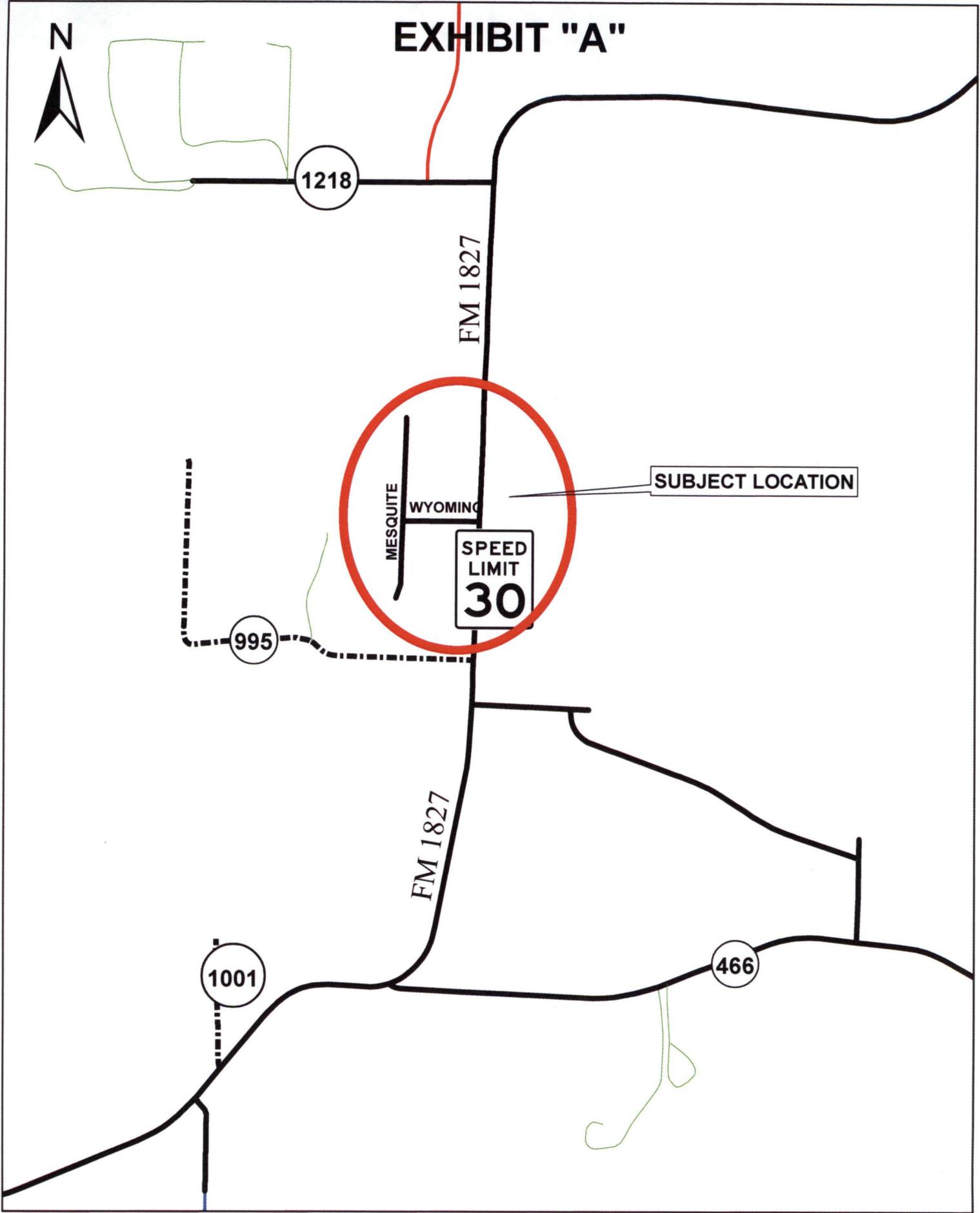
**Recommendation:** A 30 M.P.H. Speed Limit is recommended

**Date:** May 13, 2014

**Engineer:** Tracy Homfeld,



# EXHIBIT "A"



## LOCATION MAP TRAILS OF 1827

**Engineering Study**  
**Control Device: Stop sign in Trails of 1827**

**Roadway Intersection:** Intersection of Wyoming Trail (east-west) with Mesquite Trail (north-south)

**Location / Extent:** North of Princeton in Trails of 1827 Addition (see exhibit "A")

**Existing Traffic Control:** None

**Roadway Width/ Surface Type:** All roads are 22-feet (2-Lane Asphalt)

**Adjoining Land Development:** Residential

**Visibility:** Good

**Accident History:** None have been reported to Public Works Department

**Traffic Counts:** None taken for this study as these roads lie within a residential subdivision.

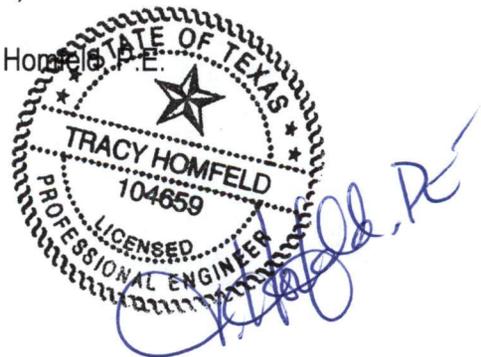
**Warrant for Stop Sign:** A Stop sign is warranted by Section 2B.04, P2, Article A of the 2011 Texas Manual on Uniform Traffic Control Devices.

**Other Factors:** None

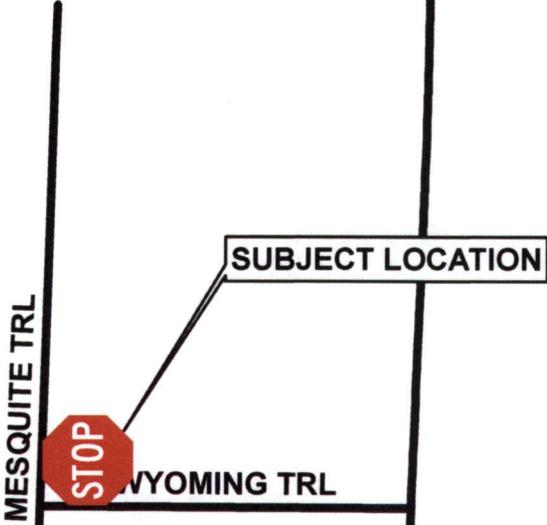
**Recommendation:** It is recommended that a Stop Sign be placed on Wyoming Trail at its intersection with Mesquite Trail as shown on attached "Exhibit A".

**Date:** May 13, 2014

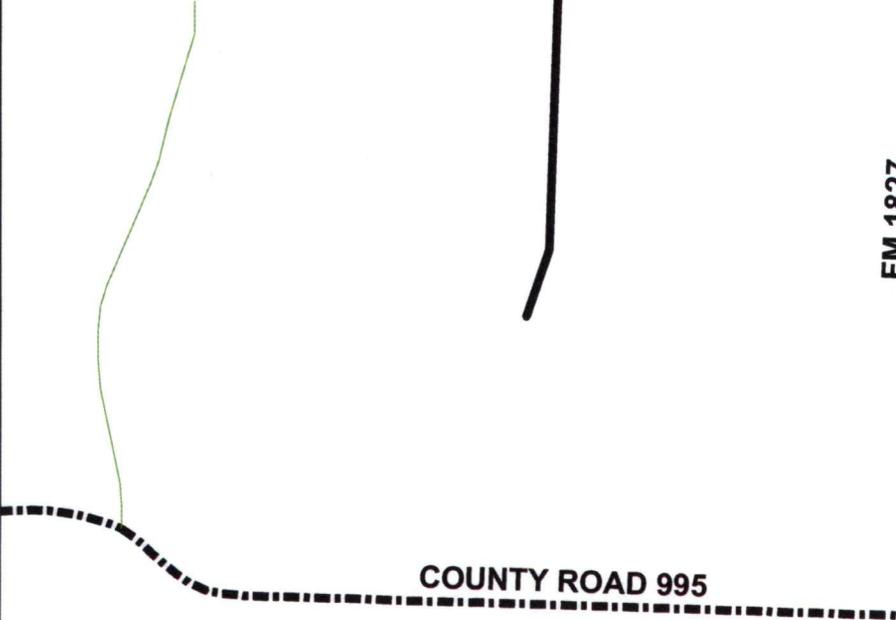
**Engineer:** Tracy Homfeld, P.E.



# EXHIBIT "A"



FM 1827



OVERLAND TRL



# LOCATION MAP TRAILS OF 1827