



TRAFFIC CALMING STUDY

City of Rollingwood, Texas

Performed for:

City of Rollingwood
City of Rollingwood, Texas

by:

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ALLIANCE



Engineering Company

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City of Rollingwood

Traffic Calming Study September 14, 2001

Introduction

Overview

Prime Strategies, Inc (PSI) and Alliance-Texas Engineering Company (A-TEC) were placed under contract at the decision of the Rollingwood City Council to study, review and address potential applications of traffic calming devices to their traffic concerns. The purpose of this study is to determine a comprehensive plan of traffic calming devices that may be used to address identified undesirable travel patterns within the City limits of Rollingwood, Texas. The area for study encompasses the City of Rollingwood with particular emphasis on the intersection of Edgegrove Drive and Bee Caves Road (RM 2244), Rollingwood Drive between Bee Caves Road and Mo-Pac Expressway and Riley Road between Rollingwood Drive and Stratford Drive. The study focuses on locations in Rollingwood that are susceptible to receiving overflow and commuter traffic from surrounding major roadways, such as Mo-Pac and Bee Caves Road. An overview of the study region is shown in **Figure 1**.

Background Information

Traffic calming is defined as “the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users.”¹

Traffic calming devices are designed to impede or discourage travel at speeds higher than the posted speed limit. In the state of Texas, the prima facie speed limit for residential streets is 30 miles per hour (30miles per hour). When properly designed and located, traffic calming devices are self-enforcing, cost effective measures. Many traffic calming installations can include aesthetic elements as well.

The Institute for Transportation Engineers (ITE) has published a reference text titled *Traffic Calming; State of the Practice* to assist transportation professionals in their review of traffic calming designs and applications. This text, in combination with information from the Canadian *Guide to Traffic Calming* and documented experiences of the City of Austin Department of Public Works and Transportation, serve as the primary references for this study.



Figure 1 - Traffic Calming Study Area

Study Methodology

The following information is a summary of the field data, technical analyses and conclusions related to this Traffic Calming Study. The methodology is based upon recommended practices and professional experience in the area of traffic calming planning studies and installations. The methodology is as follows:

1. Review the principles and applications of traffic calming devices as a means to address residential traffic concerns.
2. Receive and review the locations of public concern with regard to travel patterns, excessive volumes and high vehicle speeds.
3. Obtain speed and volume traffic counts along selected roadways to determine existing travel patterns and driver behavior.
4. Using the collected traffic speed and volume data, evaluate existing conditions and travel patterns within the City of Rollingwood to confirm traffic conflicts and problems which can be addressed by traffic calming measures.
5. Review and select potential traffic calming devices for appropriate use in addressing the identified transportation concerns.
6. Determine probable locations for the selected devices based upon on-site evaluations and likely impacts to overall travel patterns in the City of Rollingwood. Space devices in accordance with recommendations from ITE text and other professional sources.
7. Solicit and review public commentary in response to the probable devices and locations for the comprehensive traffic calming plan. Where feasible, incorporate public commentary and opinions into comprehensive traffic calming plan for the City of Rollingwood.
8. Develop comprehensive traffic calming plan with corresponding preliminary cost estimates itemized for all of the suggested devices.

Selection of Traffic Calming Devices

Often the placement and selection of the physical devices is done in response to geometric limitations and field observations of driver behavior. Depending upon the location, dimension, volume and objectives of each device, some devices designs may be modified or combined with other elements to be more effective.

The list of available traffic calming devices is extensive. For the purposes of this study, two kinds of devices were reviewed: those to address excessive volumes of cut through traffic, and devices designed to reduce average vehicle speeds. Shown in the following table is the list of reviewed traffic calming devices for use in the City of Rollingwood study.

Table 1: Partial List of Traffic Calming Devices

Device Type/Name	Application
Diverter or Median Barrier	Volume control
Directional islands, pork chops	Volume control
Centerline median	Speed control
Chicanes, Narrowing	Speed control
Speed Humps, Tables & Cushions	Speed control

Traffic calming devices:

Traffic calming devices for use against excessive volume involve severe restrictions to access and through movements. Examples include road closures, barriers, angular diverters and one-way restrictions. A-TEC was instructed to consider the installation of volume restriction devices on Edgemoor between Bee Caves Road and Timberline Drive and on Riley Road south of its intersection with Stratford Drive. Neither location was shown in the course of data collection to warrant a volume restrictive device in the context of excessive volumes. A-TEC recommends that alternative measures be undertaken to address the traffic concerns on these two streets. However, if the public sentiment is strongly in favor of the installation of volume control devices, they can be installed per the public's volition. Figures 2 through 5 show various traffic calming devices used to address documented instances of excessive volumes on residential streets.

Traffic calming devices to address speeding are divided into two classifications: vertical deflection and horizontal deflection devices. Horizontal deflection devices require drivers to alter the travel paths of their vehicles at least half the width of one travel lane. This necessary sideways maneuver results in the reduction of vehicle speed through the device. Similarly, any device that narrows the travel lanes of a roadway is useful in lower vehicle speeds. In field tests, the most effective horizontal deflection and/or narrowing devices with respect to vehicle speeds have been chicanes and offset diverting islands.



Figure 2: Centerline Median



Traffic Circle

Figure 3: Residential Traffic Circle



Figure 4: Median Barrier Island



Figure 5: Centerline Median with Asphalt Speed Cushions

www.traffic.com
Asphalt Sp

Other popular devices for use against documented excessive vehicle speeds are those that require a slight vertical deflection on the part of the traveling vehicle. The most prevalent of these devices is the 'speed hump', which is a larger, more gradual device than the 'speed bumps' often seen in commercial parking lots. The original speed hump dimensions were twelve to fourteen feet wide with a rise of 3 to 4 inches above the pavement surface. A variation on the original design of the speed hump is the elongation of the elevated section, creating a tabletop surface of the same height above the roadway surface. This design is referred to as a 'speed table' or 'speed plateau' and has been found as effective at reducing vehicle speeds as the original fourteen-foot speed hump. A similar variation is used at intersections to raise the entire crossing surface and provide elevated crossing surfaces for pedestrian crosswalks (see Figures 6 & 7).

Often the placement and dimension of the physical devices is tuned directly in response to field observations of driver behavior. Severe devices may be modified, and gentle designs may be strengthened. Often the process of installation is one of iteration and careful revision. The major component of traffic calming installations is the comprehensive nature of the scope. Previous installations of singular traffic calming devices have served to shift traffic from one problem area to another. The most effective means of addressing documented traffic flow problems is to identify a region and position physical and visual elements throughout the transportation network.

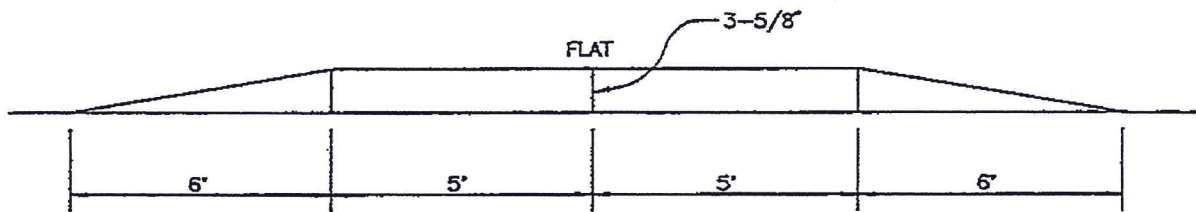
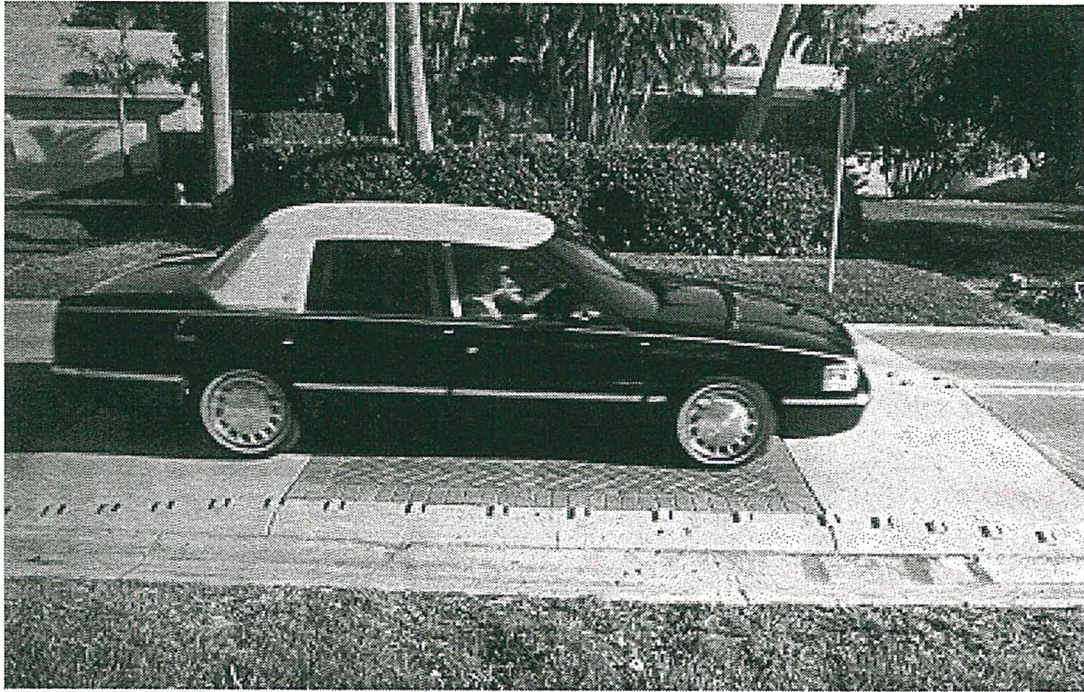


Figure 6: Asphalt Speed Table (22 ft. long)



Figure 7: Raised Crosswalk

Figure 7: Raised

Limitations of traffic calming devices

Traffic calming as a tool for use by transportation professionals is supplemental in nature. It has been developed over several years of documented abuses by drivers on standard and even sub standard roads. Many references refer to traffic calming as an “after the fact” solution to poor design. This is not wholly an accurate description, as often the call for traffic calming coincides with increased public awareness as to the hazards of vehicles traveling at elevated speeds in close proximity to pedestrians, bicyclists and residential structures.

However, it should be stated that traffic calming is not a means to address every traffic problem. Observations of problem locations can reveal a need to address the perception of vehicle speeds and volumes as contributing to the neighborhood traffic concerns rather than actual elevated speeds or excessive volumes. For example, intersections with poor visibility can lead to the conclusion that approaching vehicles are moving faster than is lawful. The solution is not the installation of speed humps or a raised crosswalk. In this case, the solution is to require modifications to the sight lines of the approaches, as well as better signage.

Locations Studied

The City of Rollingwood presented a list of concerns and issues for examination by A-TEC. The areas of interest ranged from intersections of recurring confusion and conflict to streets that were identified as having excessive traffic volumes and speeds. A-TEC was instructed to review the following list of locations to determine where traffic calming devices could be applied to address the stated concerns. An overview of the areas for particular scrutiny is shown in Table 2 and Figure 8.

Table 2: Areas of Concerns for residents of the City of Rollingwood

<u>Location/Intersection</u>	<u>Primary Concern</u>
Rollingwood Drive between Bee Caves and Mo-Pac Expressway	High volumes of speeding vehicles
Riley Road between Rollingwood Drive and Stratford Drive	High volumes of traffic exiting Zilker Park
Edgegrove Drive between Bee Caves and Timberline Drive	High volumes of speeding traffic
Timberline Drive parallel to Rollingwood Drive	Potential overflow traffic from Rollingwood Drive

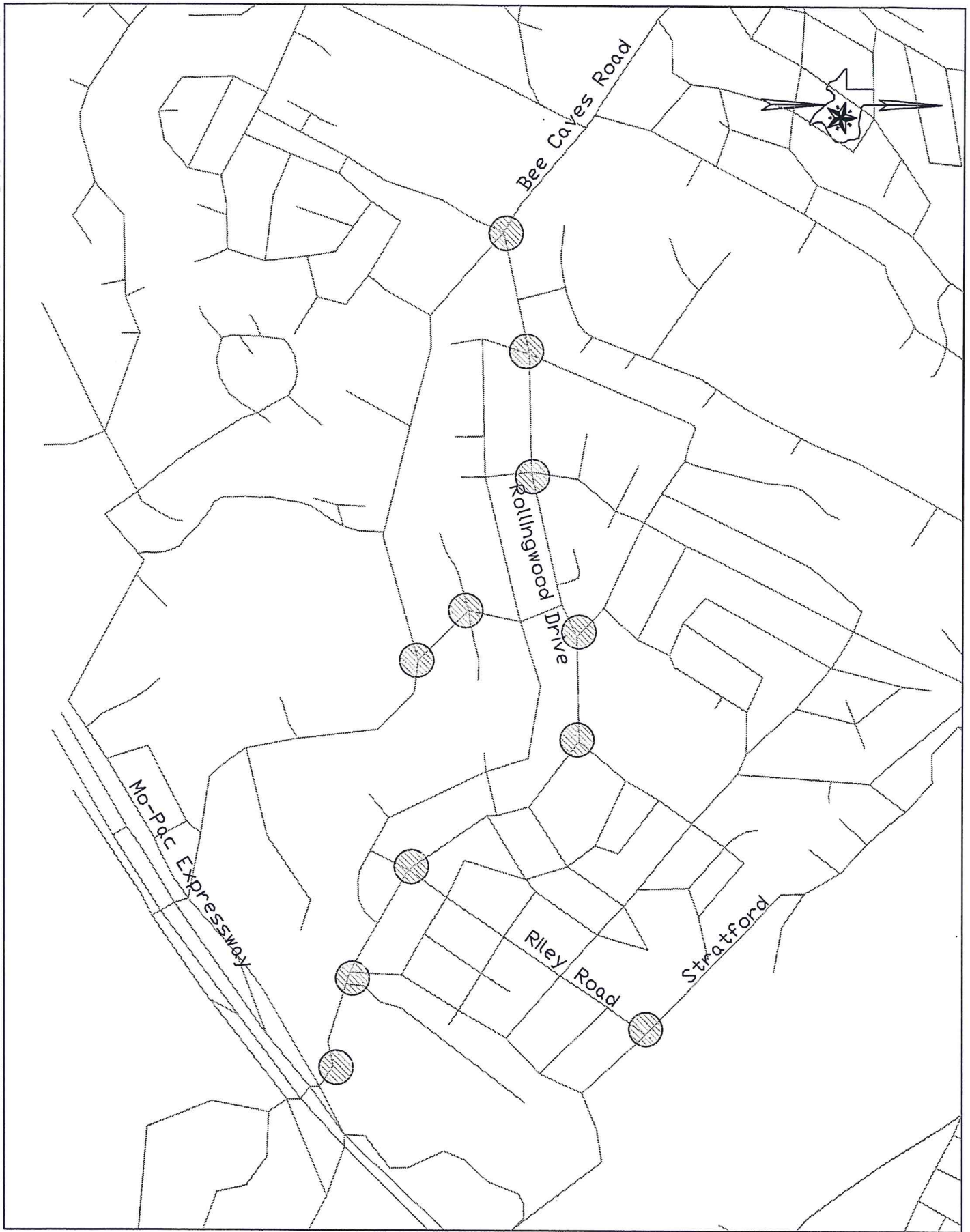


Figure 8 - Areas of Particular Interest

Data Collection

A-TEC conducted volume counts along Rollingwood, Timberline, Riley, and Edgegrove to determine the travel patterns and areas of conflict within the city limits. A-TEC also conducted speed counts along Rollingwood, Timberline and Riley to determine if certain areas in the city were prone to excessive vehicle speeds. The data counts were used to plot out likely routes of traffic, including any possible alternative routes due to roadway construction (current or future). A brief discussion of the results of the data collection follows. The complete set of data printouts is included in the Appendix.

Table 3: Results of Data Collection

<u>Location/Intersection</u>	<u>Date Collected</u>	<u>Daily Volumes</u>	<u>85th Percentile Speeds</u>
Rollingwood Drive near Bee Cave Road	February 27, 2001	4,000+ vehicles per day	@36 miles per hour
Rollingwood Drive near Ewing	February 27, 2001	2,000+ vehicles per day	@34 miles per hour
Rollingwood Drive near Wallis	February 27, 2001	2200+ vehicles per day	@ 32 miles per hour
Rollingwood Drive near Riley Road	February 27, 2001	2600+ vehicles per day	@35 miles per hour
Rollingwood Drive near Mo-Pac Frontage	February 27, 2001	3500+ vehicles per day	@ 40 miles per hour
Timberline Drive	February 27, 2001	250 vehicles per day	@ 28 miles per hour
Riley Road near Stratford Drive	February 27, 2001	350+ vehicles per day	@ 31 miles per hour
Ridgewood Drive north of Hatley	February 27, 2001	1000 vehicles per day	@ 35 miles per hour
Edgegrove near Bee Caves Road	May 21, 2001	800 vehicles per day	N/A *
Edgegrove near Rollingwood Drive	May 21, 2001	700+ vehicles per day	N/A *

- Note: speed data was not collected on Edgegrove Drive. However, according to the City of Rollingwood Police Department, excessive vehicle speeds have not been recorded during several radar based speed studies.

Definition of 85th Percentile Speed

The 85th percentile speed is the measured speed above which 15% of the vehicles are traveling. One way to envision the value of the 85th percentile is to assume that of 100 vehicles passing a given point, fifteen will be traveling faster than the 85th percentile speed; *the remaining 85 vehicles will be traveling at that speed or slower.*

Results of Data Collection

After thoroughly reviewing the results of the data collection, A-TEC determined that a considerable amount of the traffic on Rollingwood drive could be categorized as cut through traffic seeking to bypass Bee Caves Road, both in the eastbound and westbound directions. However, there is strong data inferring that adjacent streets within Rollingwood are used to the same degree for the same purpose. The majority of side streets placed under review yielded lower than anticipated volumes and no significant speeding. A-TEC is of the opinion that Rollingwood itself generates the majority of the vehicular traffic on side streets. The presence of locally generated traffic in low volumes and without documented speeding problems do not justify the implementation of a traffic calming device.

Review of Rollingwood Drive

A-TEC identified Rollingwood Drive as a residential roadway of varying width from 32 to 40 feet. The daily volumes range from 3500 to over 4000 vehicles, with peak hour volumes (morning and evening commutes) of 300 to 400 vehicles.

Speed data revealed that certain sections of Rollingwood Drive, especially near the intersections with Bee Caves Road and Mo-Pac frontage road, experience vehicle speeds in excess of 36 miles per hour. The posted speed limit for Rollingwood Drive is 30 miles per hour. Conversations with staff and personnel of the Police Department and Municipal Court revealed a pattern of numerous speeding and STOP sign violations issued to drivers. Anecdotal testimony and on-site observations indicate a significant amount of vehicular traffic uses Rollingwood Drive as an alternative access point to the intersection of Bee Caves Road with the Mo-Pac southbound frontage road.

Review of Riley Road

A-TEC identifies Rollingwood Drive as a residential roadway 32 feet in width. The daily volumes range from 200 to 400 vehicles, with significant fluctuation between weekday and weekend traffic volumes. Data analysis indicates that daily volumes during the week are very low, on the order of 100 to 200 vehicles per day. Weekend traffic corresponding to recreational activities at nearby park facilities raises the volumes to nearly 400 vehicles a day. The directional flow split (northbound versus southbound) indicates that roughly the same number of vehicles travel in each direction on Riley Road, independent of day and time.

Speed data revealed that the majority of the vehicles using Riley Road travel at speeds equal to or below the posted 30 miles per hour speed limit. There were no reported (or anecdotal) accounts of accidents or STOP sign violations occurring at the intersections along Riley Road. On site observations confirm that Riley Road is a quiet residential street with low volume and low speed traffic. A-TEC is of the opinion that the low volume of cars recorded during the data collection accurately reflects the conditions on Riley Road and does not support the installation of traffic calming devices.

Review of intersection of Edgegrove Drive with Bee Caves Road

The intersection of Edgegrove Drive with Bee Caves Road provides access to the interior of the City of Rollingwood. A-TEC was informed that citizens have concerns about Edgegrove serving as the entry route of choice from Bee Caves Road. Additional commentary proposed that vehicles seek to maintain high speed as they travel from Bee Caves Road onto Edgegrove, creating a safety hazard. Similar complaints describing vehicle speeds on the approaches to Timberline Drive were also made.

A-TEC conducted data collection surveys to determine the volume of vehicles using Edgegrove Drive for access to and through the City of Rollingwood. Volume data from Edgegrove revealed daily volumes on the order of 800-1000 vehicles and does not imply a large percentage of traffic using Edgegrove Drive to access Rollingwood Drive for cut through purposes. No speed data was collected for Edgegrove, however, A-TEC has been informed that recent radar studies conducted by the City of Rollingwood Police Department failed to document significant numbers of vehicles traveling in excess of the posted 30 miles per hour speed limit. It is the opinion of A-TEC that the geometric constraints of Edgegrove (sharp curves, limited visibility, on street parking and numerous driveways) effectively discourage drivers from aggressive behavior.

Review of Timberline Drive

A-TEC conducted speed and volume data studies to determine what the existing vehicle travel patterns were for Timberline Drive. Based upon a review of the data, Timberline Drive is a low volume, low speed residential street, whose path parallels that of Rollingwood Drive without offering the same level of connectivity to major roadways. A-TEC has the opinion that any modifications to Rollingwood Drive will not result in significant increases in either the volume or speeds of vehicles on Timberline Drive. However, it is suggested that any modifications to the operations of Rollingwood Drive be in combination with extensive observations and data collection to determine the impacts to adjacent streets.

Installation of Traffic Calming Devices

The installation of a comprehensive traffic calming plan often requires careful thought to the placement, documentation and expense of the physical devices. In combination with the physical aspects, traffic calming often raises a high level of public interest, requiring that some measure of public commentary and feedback be included in any successful program.

A-TEC recommends that the City of Rollingwood approach the installation of any traffic calming device(s) in a multi-stage manner. Foremost is the selection of the objectives of a device or a series of devices. Supporting the pursuit of clear objectives, some means of measuring the impact of a particular plan or device should be included. Lastly, a period of review should be defined prior to the actual construction of any devices. A-TEC recommends the installation of temporary devices using low cost materials to provide clear indication of the effectiveness of a device. Permanent designs can incorporate higher aesthetic standards, as well as modifications and improvements uncovered during the review period.

Suggested Objectives for Traffic Calming Plan

A-TEC recommends following objectives for the traffic calming plan:

- 1) For roadways experiencing excessive speeds, reduce the 85th percentile speeds to 30 miles per hour or lower.
- 2) For roadways experiencing high volumes of cut through traffic, consideration should be given to positioning a series of devices, which will extend the travel time necessary to traverse the desired length of roadway.

Furthermore, A-TEC suggests that the following limitations be placed upon the traffic calming plan in accordance with directives from the Rollingwood City Council and to ease implementation:

- 1) all devices are to be wholly within the city boundaries of Rollingwood
- 2) devices should be positioned to offer minimal impact to on street parking
- 3) devices are to be built first as temporary constructions, then after a period of 6 months, the devices will be evaluated for effectiveness prior to permanent construction

Potential Traffic Calming Plan for the City of Rollingwood

The proposed design for the City of Rollingwood Traffic Calming Plan includes elements for Rollingwood Drive, and Riley Road. In addition, A-TEC recommends that improvements be made to the intersection of Edgegrove with Bee Caves Road. The objective of the plan is to address documented traffic problems in a fiscally responsible manner with adequate opportunity for public input. Following are detailed descriptions of the proposed devices:

Devices for Rollingwood Drive:

Should the City of Rollingwood elect to install traffic calming devices, A-TEC suggests that traffic concerns on Rollingwood Drive be addressed with the following devices:

- a) The two existing STOP controlled intersections (at Riley and Ridgewood respectively) are to remain unchanged.
- b) A combination centerline median with asphalt speed cushions should be constructed near the intersection of Bee Caves Road and Rollingwood Drive
- c) A centerline median with advance signage and striping should be placed on Rollingwood Drive between Almarion and Wallis.
- d) Elevated pedestrian crosswalks (of similar dimension to speed tables) should be installed on Rollingwood Drive adjacent to the public park.
- e) The remaining stretches of Rollingwood Drive are to have speed tables placed approximately every 500 feet along the travel way.

Please see Figures 9 through 12 for detailed sketches of the proposed traffic calming devices on Rollingwood Drive.



Concrete centerline median (6ft by 30ft)

2 Asphalt Speed Cushions (6ft X 10ft)

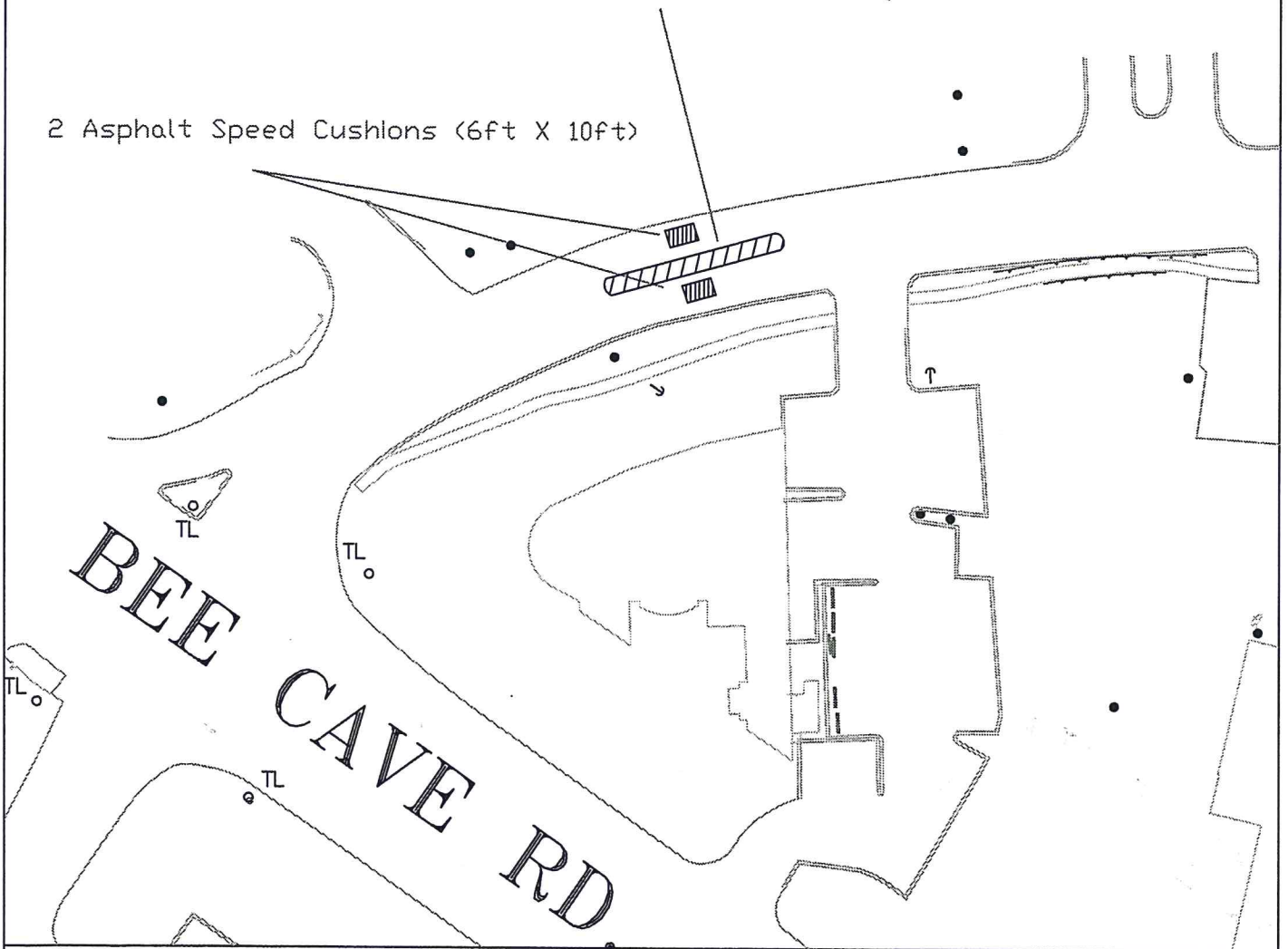


Figure 9 - Median with Asphalt Cushions

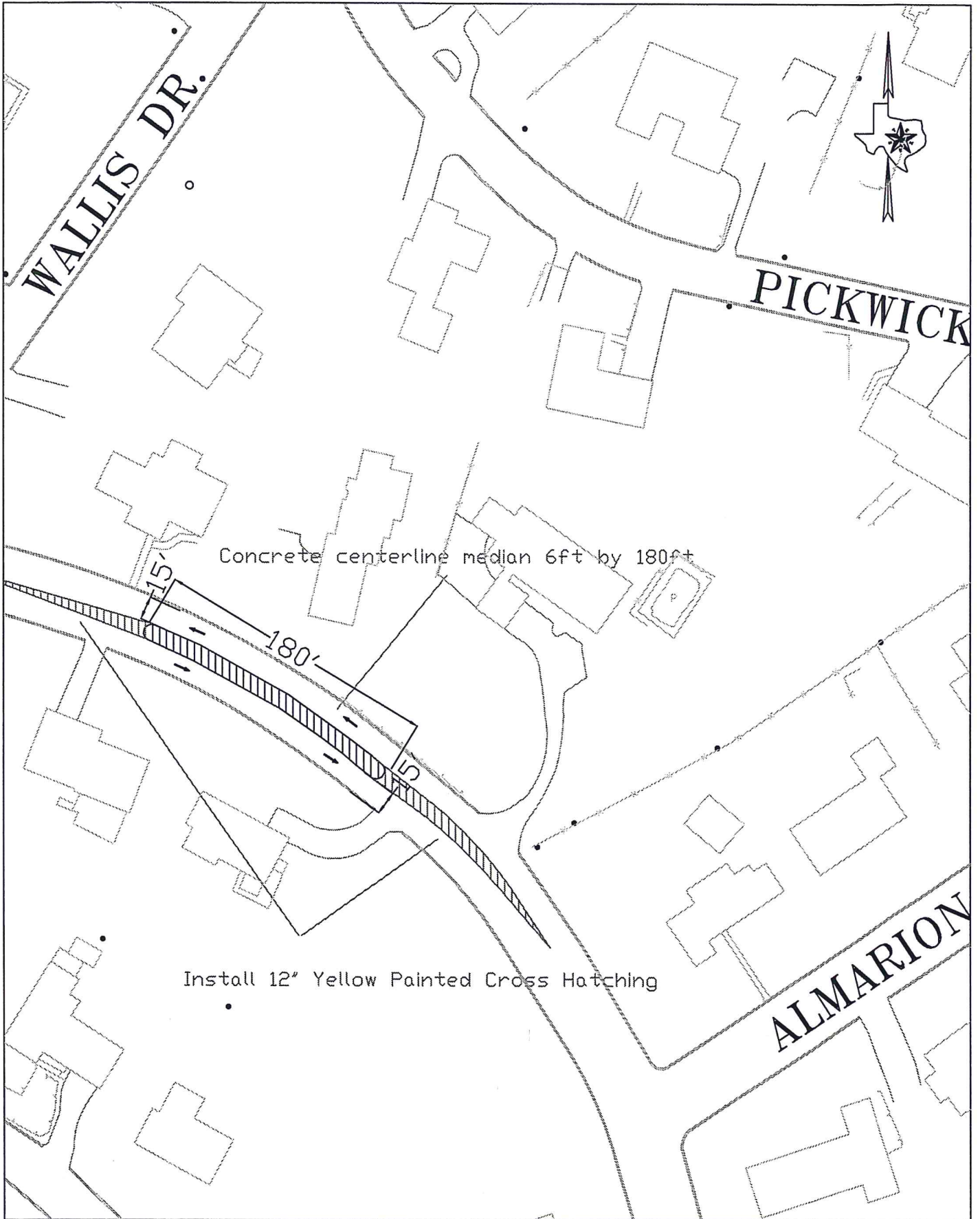


Figure 10 - Centerline Median on Rollingwood Drive

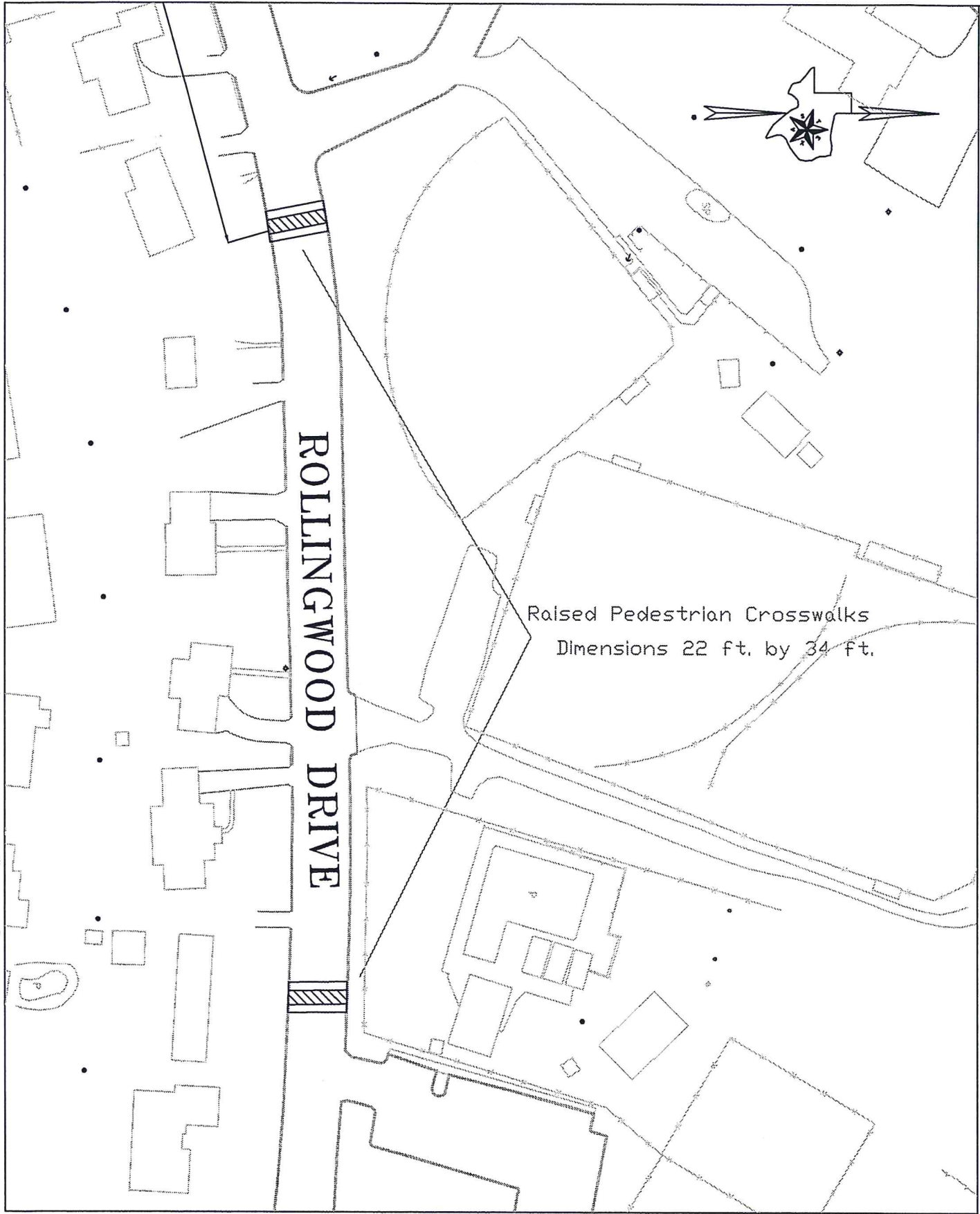


Figure 11 - Raised Crosswalks on Rollingwood Drive

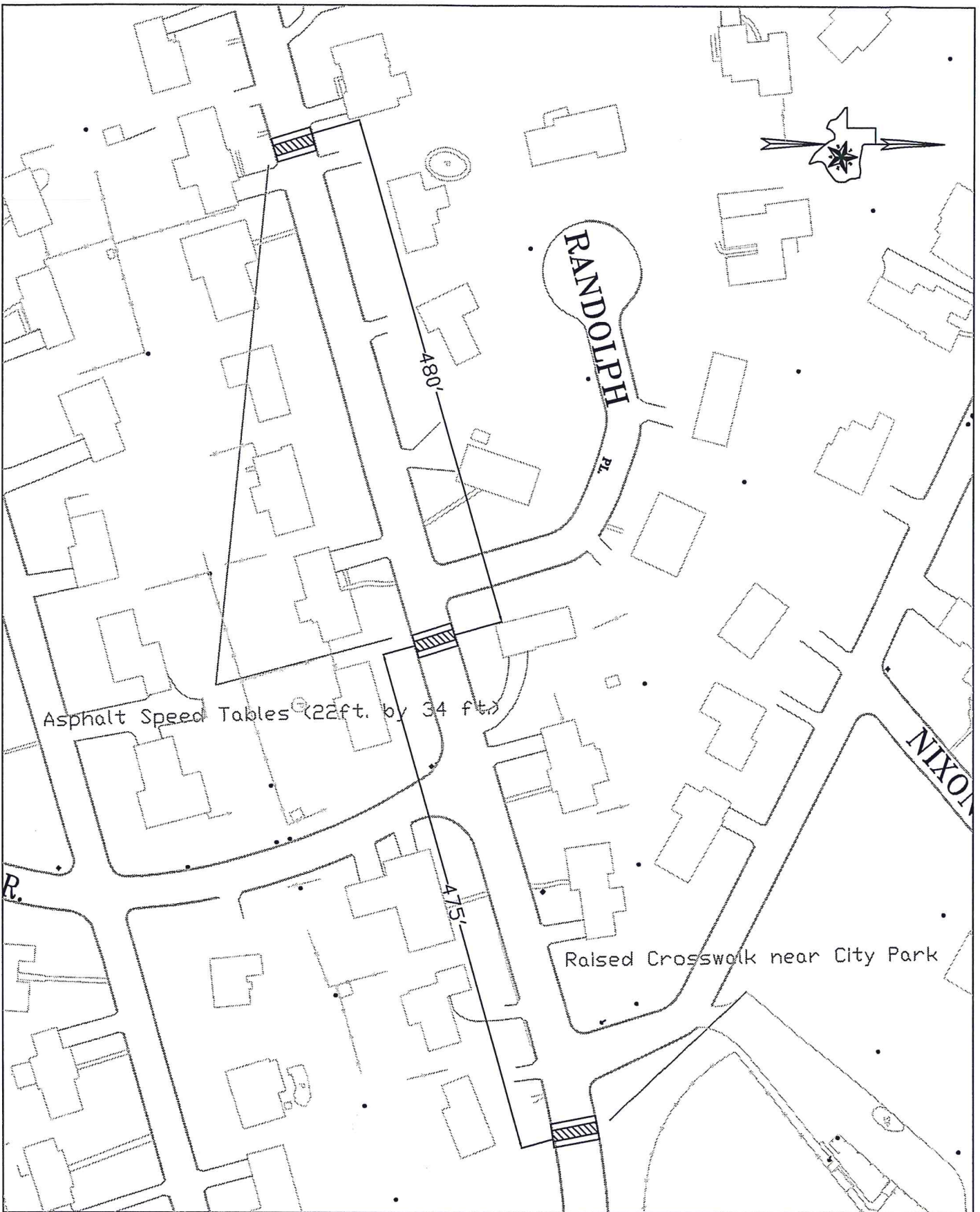


Figure 12 - Typical Spacing between Speed Tables on Rollingwood Drive

Recommended Modifications to Edgegrove at Bee Caves Road

After an on-site investigation at the intersection of Edgegrove and Bee Caves Road, A-TEC recommends that the markings and orientation of the intersection be modified to provide clearer instruction to drivers.

On-site investigation revealed the potential for confusing travel movements at the intersection due to the current assignment of travel lanes. A-TEC recommends designating the intersection as a combination of one-way movements. A-TEC proposes that all exiting traffic from Rollingwood be channeled to use the westernmost leg of the intersection. Entering traffic should use the eastern leg. Additional clarification of movements can be obtained by revising the striping at the intersection and placing additional signs. Please see Figure 13 for a detailed sketch of the proposed modifications to the intersection.

The intersection in question overlaps the extra-territorial boundary between the City of Rollingwood and land under the jurisdiction of the Texas Department of Transportation (TX DOT). Any modifications to the dimensions or operations of this intersection should be done with the counsel and support of the appropriate TX DOT representatives.

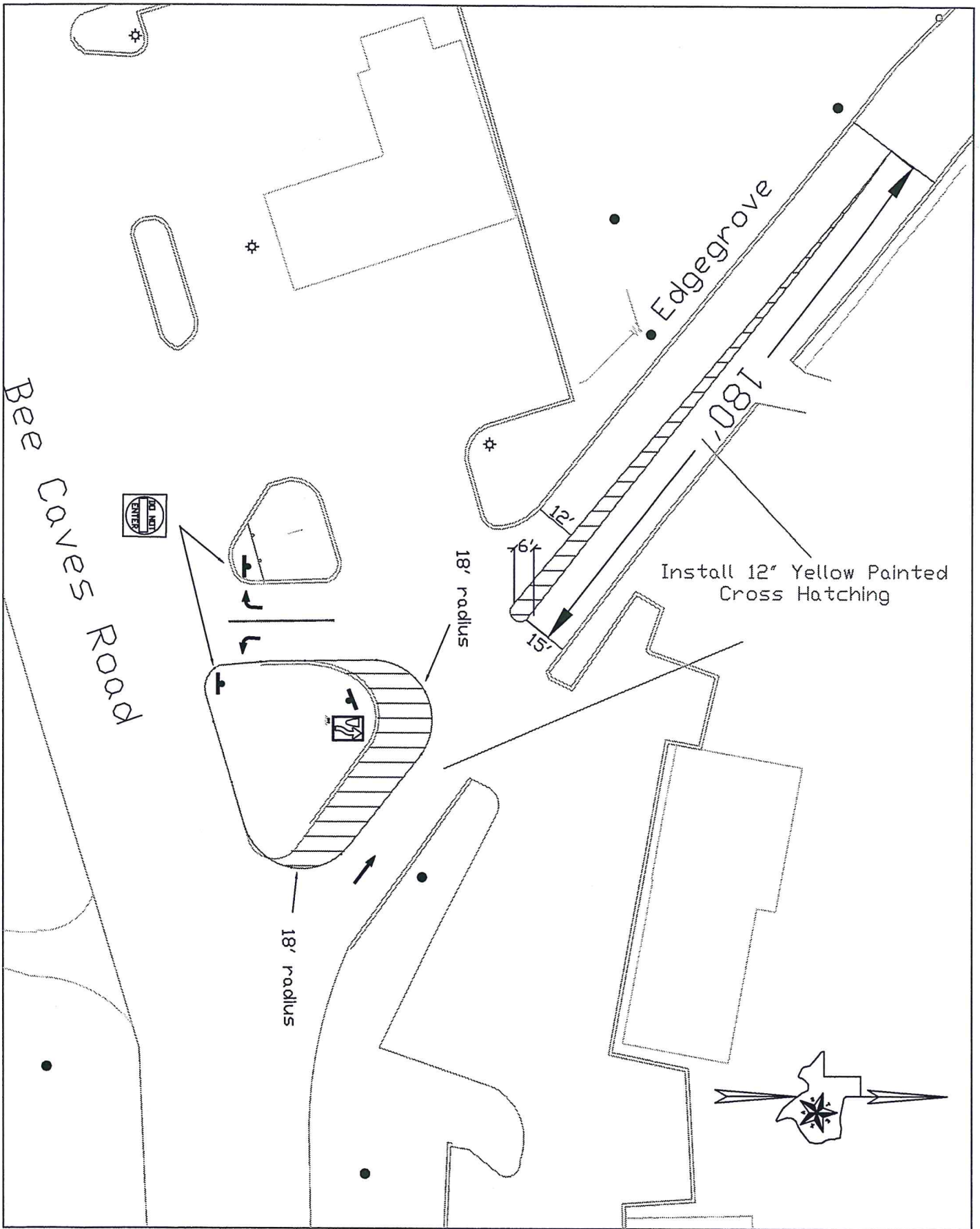


Figure 13 - Intersection modifications at Edgegrove and Bee Caves Road

Potential Traffic Calming Devices for Riley Road

During the review of Riley Road the information collected did not support reported traffic conflicts and concerns. Riley Road is a residential street of a width of 32 feet and low to very low daily volumes, even when used for access to recreational facilities at nearby Zilker Park. These findings were reported to the City Council during the first public presentation. Subsequently, A-TEC was instructed to develop a series of devices for installation on Riley Road to discourage speeding and high volumes of traffic.

To address the stated concerns of the community with regard to speeding vehicles, cut through traffic and the preservation of available on street parking, A-TEC recommends that temporary traffic circles be installed at the intersections of Riley Road with Hatley, Bettis and Pickwick Drives. Careful review of the data and roadway geometry do not make the installation of alternative traffic calming devices more appropriate.

In addition to the traffic circles, the City of Rollingwood may wish to consider requesting a “no left turn” prohibition at the intersection of Riley Road with Stratford Drive. Should these measures prove popular, permanent devices may be installed afterwards as well as the possible installation of a physical restriction at the intersection of Riley Road with Stratford Drive to reinforce the left turn prohibition. It should be stated clearly that the placement of signs without additional enforcement is not likely to significantly influence driver behavior.

Please see Figure 14 for a detailed sketch of a possible traffic circle installation at the intersection of Riley Road with Hatley.

Recommendations for other streets in Rollingwood

After careful review, A-TEC is not of the opinion that adjacent and nearby residential streets will experience an increase in speeding or cut through traffic should the above traffic calming devices be implemented. However, A-TEC recommends that several streets be monitored with speed and volume studies during the trial period to determine what, if any, shifts or changes in travel patterns result from the installation of the devices. It is common for trial installations of traffic calming devices to reveal areas in need of adjustment or “tweaking” as drivers react to the site designs.

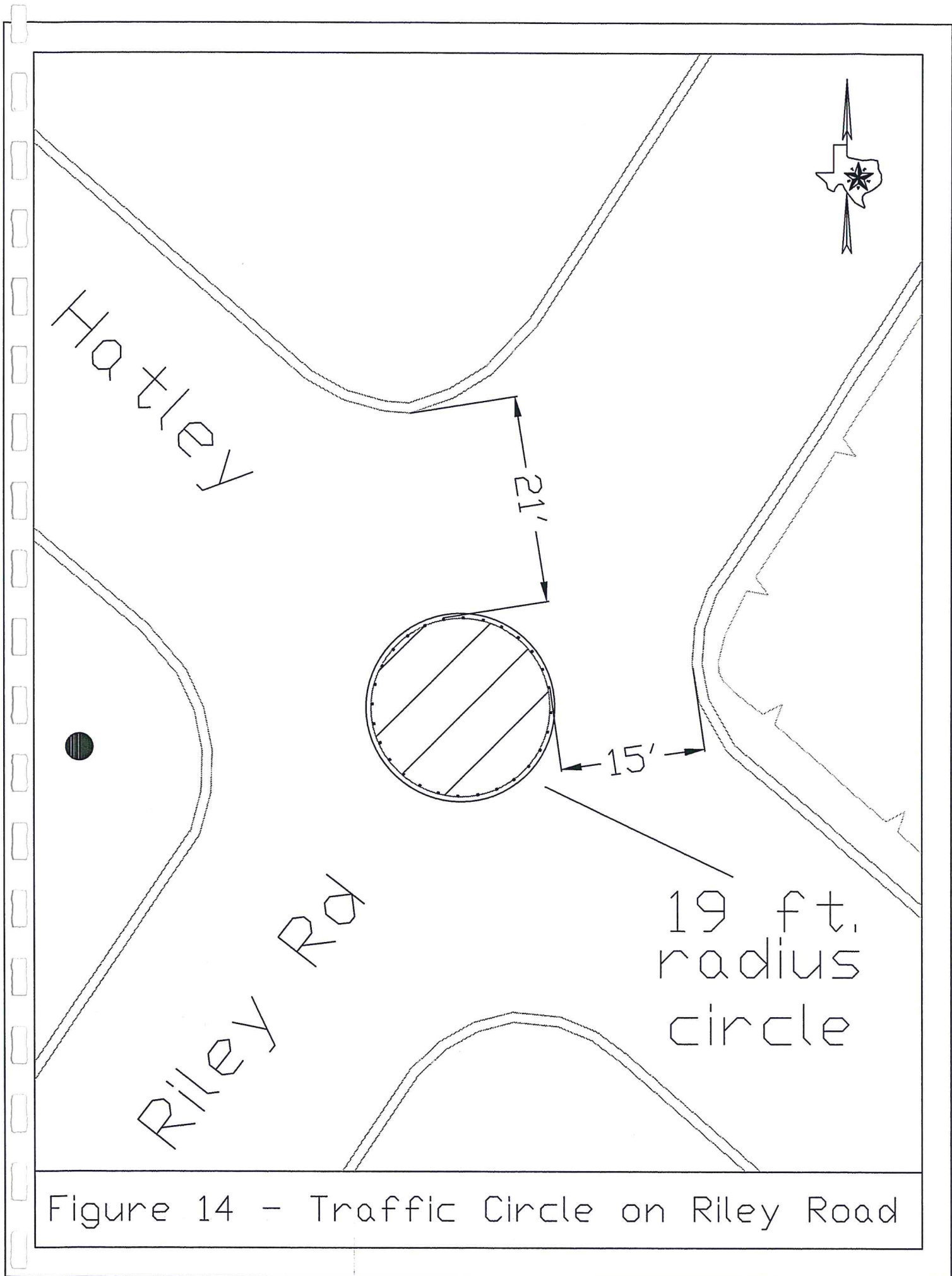


Figure 14 - Traffic Circle on Riley Road

Preliminary Cost Estimates for Traffic Calming Devices

The cost estimates for the recommended traffic calming devices are based upon recently submitted bids to the City of Austin Department of Public Works and Transportation for the construction of similar devices. All prices refer to the permanent (asphalt and concrete) designs and not the temporary device installations.

A-TEC estimates the construction costs for the permanent devices to be as follows:

Curb and gutter concrete traffic circles 19 ft. in diameter: \$20-25,000

Asphalt speed tables 22 ft. in length by 32 feet in width: \$5,000 each

Asphalt and brick raised crosswalks: \$7,500 each

Curb and gutter concrete centerline median (6 ft. by 80 ft.): \$10-15,000

Curb and gutter concrete centerline median (6 ft. by 30 ft.): \$10,000

Two asphalt speed cushions: \$2,000

The total estimated cost for the traffic calming plan is shown in the following table:

Table 4: Estimated Costs for Traffic Calming Devices

<u>Device Type</u>	<u>Number and Location</u>	<u>Total Cost</u>
Concrete Traffic Circle	3 along Riley Road	\$60-75,000
Asphalt Speed Tables	7 along Rollingwood Drive	\$35,000
Asphalt and Brick Crosswalks	2 along Rollingwood Drive	\$15,000
Centerline Median (6'X80')	1 on Rollingwood Drive	\$10-15,000
Centerline Median with 2 asphalt speed cushions	1 on Rollingwood near Bee Caves Road	\$12,000

Total estimated costs for permanent construction: \$132,000 to 152,000

The above cost estimates do not include the costs of landscaping and maintenance. Most traffic calming devices can be constructed of functional elements only: concrete, asphalt, earth and additional signage. It is not uncommon for traffic calming devices to also include elements of aesthetic value whose costs cannot accurately be estimated. Consequently, the design of several traffic calming devices should also have provision for variable costs and landscaping features.

Conclusions and Recommendations

A-TEC has determined that the City of Rollingwood experiences travel patterns heavily influenced by the surrounding residential and commercial developments. The majority of the vehicular traffic under discussion emanated from beyond the city limits. No data recorded was in support of the opinion that Riley Road experiences significant through vehicle movements, either due to visitors to the adjacent Zilker Municipal Park nor from residents en route to destinations within Rollingwood itself. Similarly, there is no data to support complaints regarding excessive speeding or volumes on Edgegrove and Timberline Drives. In light of these findings, A-TEC is of the opinion that the City of Rollingwood does not have an extensive problem of high speed, cut through traffic on residential streets other than Rollingwood Drive.

To address the traffic concerns for Rollingwood Drive, A-TEC suggests increased police enforcement as a first method to deter excessive speeding. In addition, A-TEC recommends that the City of Rollingwood consider the installation of "entry treatments" at the previously discussed locations on Rollingwood Drive (within city limits). These entry treatments can be constructed with or without speed reducing devices (i.e. "speed cushions") for added impact. The presence of such entry treatments will help to remind drivers that they are entering a residential area with lower speed limits.

After an appropriate review period (six months in duration), the City of Rollingwood can opt to install the recommended traffic calming devices along Rollingwood Drive as a second stage in its traffic management program. In this manner, no initial commitment to the installation of expensive physical traffic calming devices need be made until after the effectiveness of increased police enforcement has been tried and evaluated.

Independent of the above recommendations, A-TEC suggests that the City of Rollingwood propose to realign the existing intersection of Edgegrove and Bee Caves Road by use of temporary or low cost elements with the knowledge and endorsement of the Texas Department of Transportation. A-TEC recommends that careful observation be undertaken to determine the effectiveness of the modifications.

Should the City of Rollingwood opt to extend the installation of traffic calming devices after an initial period of review, A-TEC recommends that future devices be in accordance with the suggestions of this report.

For the concerns expressed for Rollingwood Drive:

- 1 Use of temporary or low cost elements to construct the proposed traffic calming devices for use during a trial period of at least six (6) months. The purpose of the trial period is to determine what impacts (if any) the devices may have had, and to allow for easier modifications to device location, dimensions or purpose.
- 2 A-TEC recommends that extensive before and after data based studies be conducted prior to the decision to install permanent devices in any location. In this manner, it will be

possible for the City of Rollingwood to determine the merits of a particular device or device type, without having invested an inordinate amount of funds or resources.

A-TEC does not recommend the installation of traffic calming devices on Riley Road. However, should the City of Rollingwood elect to do so, A-TEC recommends that such devices be traffic circles, placed within the intersections previously mentioned in this report and constructed of temporary elements.

References

1. Highway Capacity Manual, (SR 209), Transportation Research Board, Washington D.C., copyright 1998.
2. Texas Manual on Uniform Traffic Control Devices, Texas Department of Transportation, Austin, Texas, copyright 1980.
3. A Policy on Geometric Design of Highways and Streets, American Association of State Highway and Transportation Officials, (AASHTO), Washington, D.C., copyright 1994.
4. Traffic Calming: State of the Practice, Institute of Transportation Engineers, Washington D.C., December 1997.
5. Canadian Guide to Neighbourhood Traffic Calming, Transportation Association of Canada, Ottawa, Ontario, Canada. Copyright 1999.

Appendix A: PowerPoint Presentation Materials

City of Rollingwood Traffic Calming

City Council Presentation
July 25, 2001

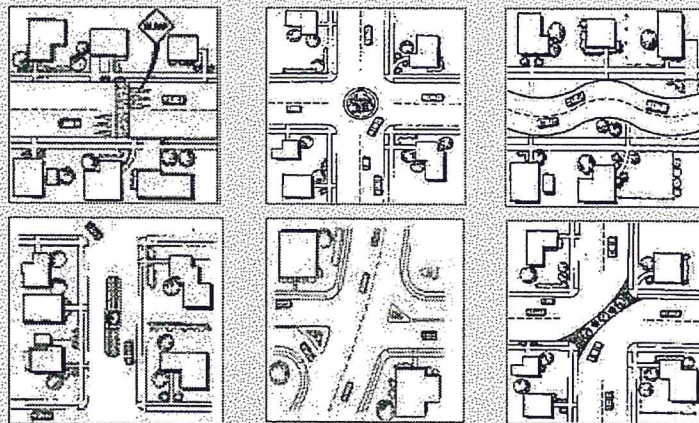
Summary of Presentation

- Review of traffic calming devices
- Review of existing traffic conditions in the City of Rollingwood
- Proposed comprehensive traffic calming scheme
- Questions and comments

Applications of Traffic Calming

- Traffic calming devices address problems of speeding and/or high volumes of cut through traffic on specific streets.
- Traffic calming devices are self-enforcing, cost effective measures that can include aesthetic improvements to a roadway.
 - Source: ITE Report, *Traffic Calming: State of the Practice*

Traffic Calming Measures & Devices



Half Closures & Semi-Diverters



Approximate cost of installation: \$20-25,000

Chicane & Centerline Median



Approximate cost of installation: \$25-35,000

Residential Traffic Circles



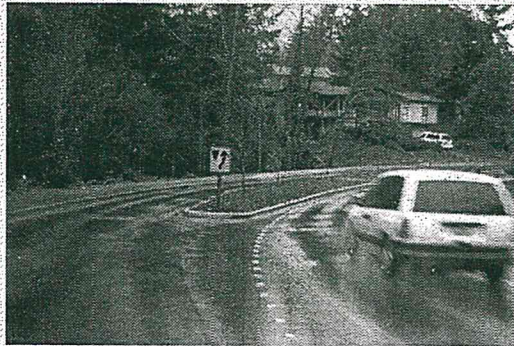
Approximate cost of installation: \$15-20,000

Center Island Modifications: mid-block medians, pedestrian refuge



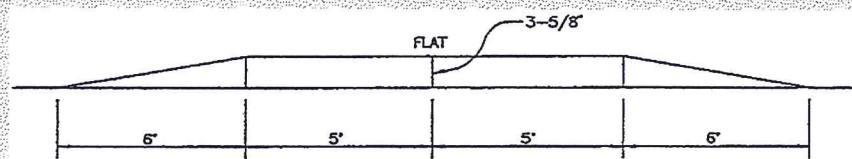
Approximate cost of installation: \$10-15,000

Centerline Median installation

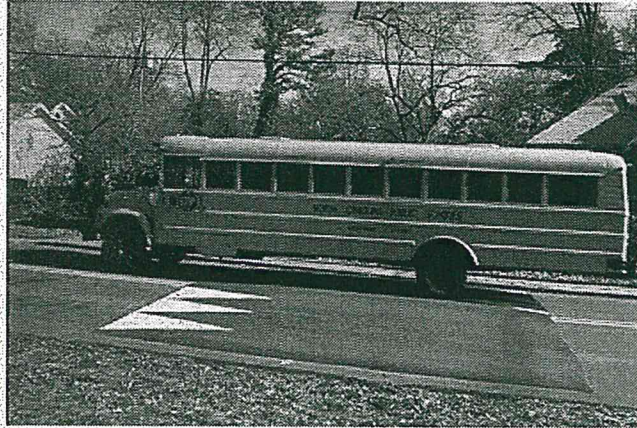


Approximate cost of installation: \$10-15,000

22' Speed Table Profile



Less Abrupt Ride for Long Wheelbase & EMS Vehicles



Approximate cost of installation: \$5,000

Modular Speed Cushions



Approximate cost of installation: \$4-6,000

Combined Devices & Measures



Approximate cost of installation: \$15-20,000

Rollingwood Drive Conditions

- 32-40 ft of roadway width, 30 mph speed limit
- Daily volumes from 3000-4000 vehicles
- Peak hour volumes from 300 – 400 vehicles
- Vehicle speeds of 36-38 mph at certain points
- Numerous speeding and STOP sign citations
- Cut through traffic to avoid congestion on Bee Caves or inside Zilker Park

Riley Road Conditions

- ◆ 30 ft of roadway width, 30 mph speed limit
- ◆ Daily volumes from 400-700 vehicles
- ◆ Peak hour volumes from 40 – 80 vehicles
- ◆ Vehicle speeds of 30-31 mph
- ◆ Numerous complaints regarding speeding and cut through traffic from Zilker Park

Edgegrove Drive Conditions

- ◆ 30 ft of roadway width, 30 mph speed limit
- ◆ Daily volumes from 700-900 vehicles
- ◆ Peak hour volumes from 50 – 80 vehicles
- ◆ Measured vehicle speeds of 29-31 mph
- ◆ Several complaints about speeding and cut through traffic
- ◆ Confusing intersection movements at Bee Caves Road

Additional locations of concern

- ◆ Timberline Drive:
 - Daily volumes of 150-300 vehicles
 - Vehicle speeds of 28 mph
- ◆ Hatley Drive:
 - Limited visibility at intersections
 - Anecdotal complaints about speeding vehicles

Objectives of Potential Traffic Calming Scheme

- ◆ Lower 85th percentile speeds to 30 mph
- ◆ Reduce or discourage additional through traffic seeking to bypass Bee Caves Road
- ◆ Discourage or minimize shifting of traffic to parallel streets
- ◆ Minimize impact to EMS and Police Services
- ◆ Provide aesthetically pleasing roadway improvements

Possible Measures for Rollingwood Drive

- Preserve existing STOP controlled intersections
- Provide series of alternating devices to avoid repetition
- Locate devices for maximum visibility
- Space devices between 400 – 600 feet
- Conduct follow up study after 6 months

Entrance Treatments



One location for approximately \$12,000

Centerline Median



One location for approximately \$10,000

Raised Crosswalks



Two locations for approximately \$15,000

22' Speed Tables



Seven locations for approximately \$35,000

Measures for Riley Road

- Restrict access at Stratford to northbound only
- NOTE: Any modifications to the intersection of Riley Road and Stratford Drive will be within City of Austin right-of-way
- Install 19 ft. diameter traffic circles at intersections with Hatley, Bettis and Pickwick
- Provide advance signage for maximum visibility
- Conduct follow up study after 6 months

Semi-Diverter at Stratford



One location for approximately \$20-25,000

Residential Traffic Circles

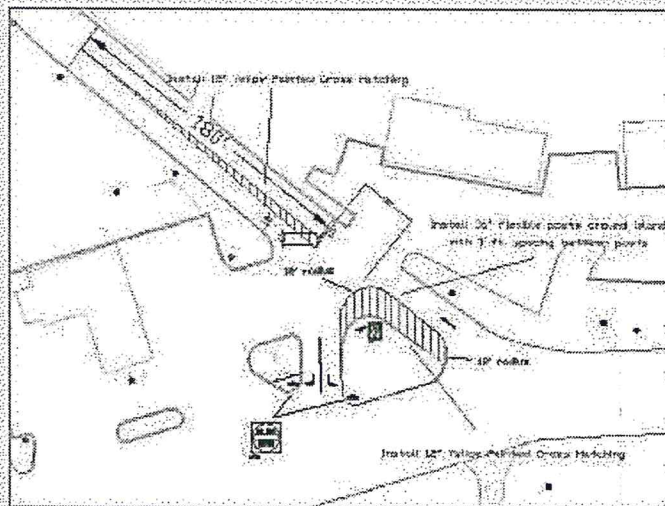


Three locations for approximately \$50-60,000

Measures for Edgemoor Drive

- Reassign traffic movements at intersection
- Install centerline median to channel traffic
- Widen directional island to narrow entering northbound lane
- Provide advance signage for maximum visibility
- NOTE: Any modifications to the intersection of Edgemoor and Bee Caves will be within TxDOT right-of-way
- Conduct follow up study after 6 months

Intersection Modifications



Additional measures:

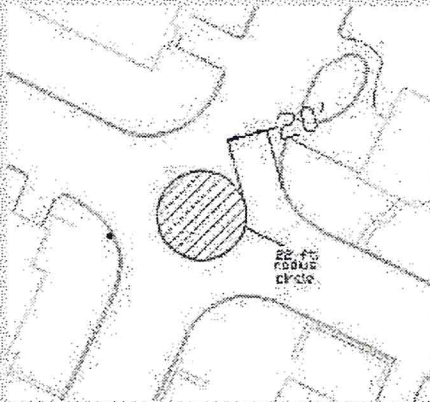
◆ Timberline Drive:

- No anticipated increase in daily volumes or speeds
- Conduct follow up study in 6 months

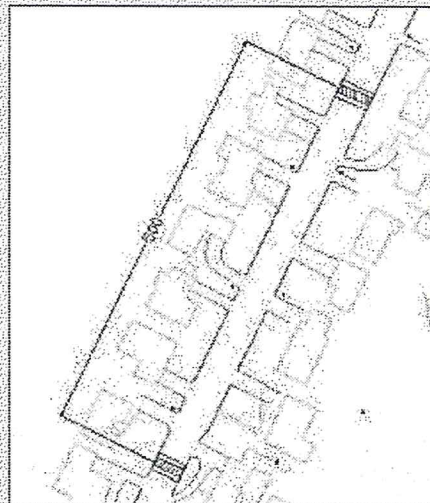
Hatley Drive:

- Provide additional signage for intersections
- Conduct speed studies to confirm nature of problem

Traffic Circles & Speed Tables



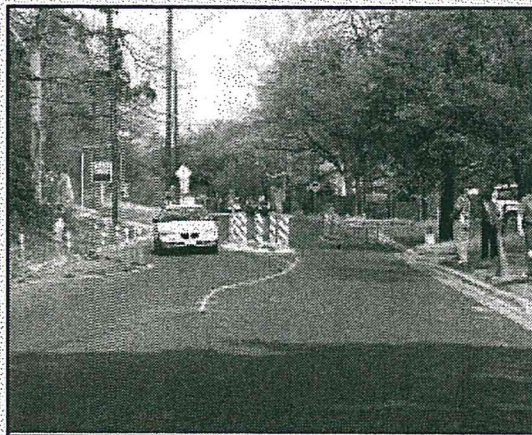
One circle for \$25,000
Five speed tables for \$25,000



Proposed Traffic Calming Devices

- All proposed devices should be constructed as temporary measures pending final design and review of traffic impacts
- A review period of 6 months is critical to allow for changes in driver behavior
- Negotiations with the appropriate governing bodies will be necessary for any devices not within City right-of-way.
- Final designs may require 'tinkering' as a result of public comment and/or driver behavior

Temporary Installations



Trial tests of device dimensions during temporary installation

Conclusions and Recommendations

- Results of data collection and analysis indicate that Rollingwood Drive is only roadway to experience cut through traffic and speeding problems.
- Suggest three stage approach to addressing traffic concerns:
 - 1 – increase police presence on Rollingwood Drive
 - 2 – install entry treatments (with or without speed cushions) to inform drivers of residential area
 - 3 – review effectiveness of increased enforcement after 6 months and prior to installing physical devices

Recommendations (continued)

- All physical devices should be constructed as temporary measures pending final design and review of traffic impacts.
- A review period of 6 months after installation is critical to allow for changes in driver behavior.
- Negotiations with the appropriate governing bodies will be necessary for any devices not within City right-of-way.
- Final (i.e. permanent) designs may require 'tinkering' as a result of public comment and/or driver behavior.

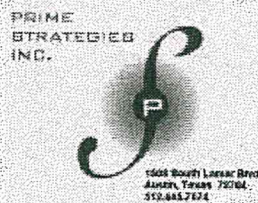
Summary of Devices and Costs

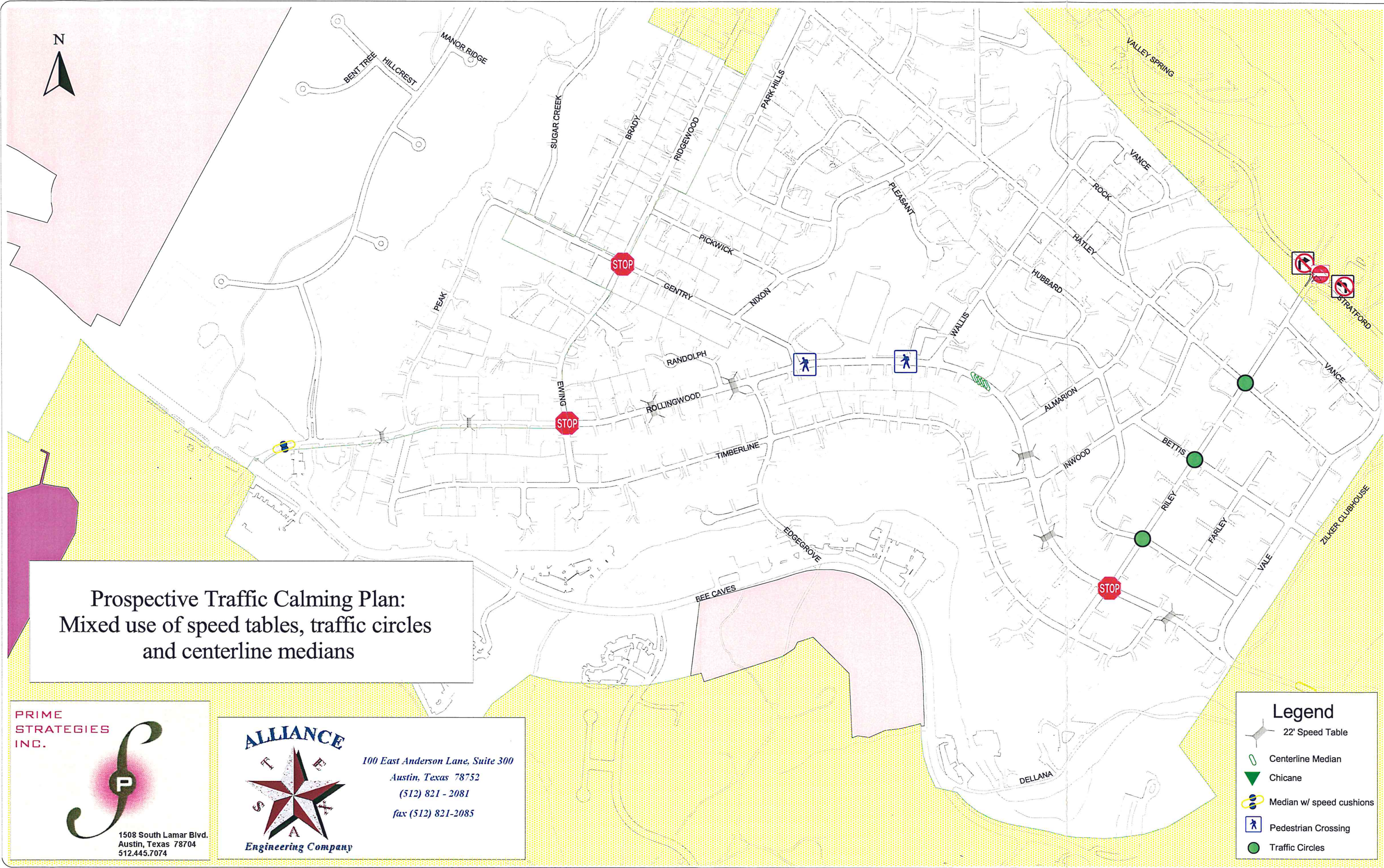
- 7 speed tables (\$35k)
- 3 traffic circles (\$60-75k)
- 1 entrance medians (\$12k)
- 2 raised crosswalks (\$15k)
- 1 centerline median (\$10-15k)



Total planning estimate: \$132-152,000


Questions and Comments?





Prospective Traffic Calming Plan:
Mixed use of speed tables, traffic circles
and centerline medians

PRIME STRATEGIES INC.



1508 South Lamar Blvd.
Austin, Texas 78704
512.445.7074







ALLIANCE



100 East Anderson Lane, Suite 300
Austin, Texas 78752
(512) 821 - 2081
fax (512) 821-2085

Engineering Company

Legend

-  22' Speed Table
-  Centerline Median
-  Chicane
-  Median w/ speed cushions
-  Pedestrian Crossing
-  Traffic Circles

Appendix B: Existing Traffic Counts

Data File: Rollingwood (east of wallis).JDF
 Site Code: 0226-903
 Start Date: 2/26/01
 Start Time: 16:33
 Sensor Layout: 51
 Sensor Spacing: 160
 Location: Rollingwood Dr (east of Wallis)
 Comments: N 30.16.449 W 097.47.101
 Other: Speed Limit 30 M

Direction 1: EB															
Date	Time	Total	1-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-99
2/26/01	16:33	11	0	0	1	8	2	0	0	0	0	0	0	0	0
2/26/01	16:45	20	0	1	2	11	6	0	0	0	0	0	0	0	0
2/26/01	17:00	24	0	1	1	13	7	1	0	0	0	0	1	0	0
2/26/01	17:15	29	0	1	8	17	3	0	0	0	0	0	0	0	0
2/26/01	17:30	30	0	0	0	23	7	0	0	0	0	0	0	0	0
2/26/01	17:45	29	0	0	4	20	4	1	0	0	0	0	0	0	0
2/26/01	18:00	28	0	0	4	19	5	0	0	0	0	0	0	0	0
2/26/01	18:15	23	0	1	4	13	5	0	0	0	0	0	0	0	0
2/26/01	18:30	18	0	0	6	10	2	0	0	0	0	0	0	0	0
2/26/01	18:45	15	0	0	3	8	4	0	0	0	0	0	0	0	0
2/26/01	19:00	12	0	0	3	7	2	0	0	0	0	0	0	0	0
2/26/01	19:15	21	1	0	2	15	2	1	0	0	0	0	0	0	0
2/26/01	19:30	23	0	1	6	11	5	0	0	0	0	0	0	0	0
2/26/01	19:45	10	0	0	2	4	4	0	0	0	0	0	0	0	0
2/26/01	20:00	7	0	1	1	3	2	0	0	0	0	0	0	0	0
2/26/01	20:15	7	0	0	2	4	0	1	0	0	0	0	0	0	0
2/26/01	20:30	7	0	0	0	5	2	0	0	0	0	0	0	0	0
2/26/01	20:45	4	0	0	0	2	2	0	0	0	0	0	0	0	0
2/26/01	21:00	6	0	0	1	4	1	0	0	0	0	0	0	0	0
2/26/01	21:15	5	0	0	0	3	2	0	0	0	0	0	0	0	0
2/26/01	21:30	7	0	0	1	4	2	0	0	0	0	0	0	0	0
2/26/01	21:45	2	0	0	0	2	0	0	0	0	0	0	0	0	0
2/26/01	22:00	2	0	0	2	0	0	0	0	0	0	0	0	0	0
2/26/01	22:15	6	0	1	1	3	1	0	0	0	0	0	0	0	0
2/26/01	22:30	5	0	0	0	3	1	1	0	0	0	0	0	0	0
2/26/01	22:45	3	0	0	1	2	0	0	0	0	0	0	0	0	0
2/26/01	23:00	3	0	1	0	2	0	0	0	0	0	0	0	0	0
2/26/01	23:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2/26/01	23:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0
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2/27/01	1:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2/27/01	2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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2/27/01	2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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2/27/01	3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	4:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0
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2/27/01	7:15	23	0	0	1	16	6	0	0	0	0	0	0	0	0
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2/27/01	10:30	12	0	1	2	7	2	0	0	0	0	0	0	0	0
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2/27/01	11:00	24	0	0	2	17	4	1	0	0	0	0	0	0	0

Data File: Rollingwood (east of Vale).JDF
 Site Code: 0226-902
 Start Date: 2/26/01
 Start Time: 17:18
 Sensor Layout: 51
 Sensor Spacing: 160
 Location: Rollingwood (east of Vale)
 Comments: N 30.16.177 W 097.96.800
 Other: Speed Limit - 30

Direction 1: WB		Total	1-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-99
Date	Time														
2/26/01	17:18	30	0	1	0	7	18	3	1	0	0	0	0	0	0
2/26/01	17:30	34	0	0	0	4	17	11	1	0	0	0	0	1	0
2/26/01	17:45	45	0	0	3	9	25	7	0	0	0	0	0	0	1
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2/26/01	23:15	3	0	0	0	1	1	1	0	0	0	0	0	0	0
2/26/01	23:30	5	0	0	0	1	3	0	1	0	0	0	0	0	0
2/26/01	23:45	4	0	0	0	1	2	1	0	0	0	0	0	0	0
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2/27/01	0:45	4	0	0	0	1	2	1	0	0	0	0	0	0	0
2/27/01	1:00	5	0	0	0	3	1	1	0	0	0	0	0	0	0
2/27/01	1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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2/27/01	4:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0
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2/27/01	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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2/27/01	7:45	18	0	0	2	7	6	3	0	0	0	0	0	0	0
2/27/01	8:00	15	0	0	0	5	4	6	0	0	0	0	0	0	0
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2/27/01	8:30	18	0	1	2	6	5	3	0	0	0	0	1	0	0
2/27/01	8:45	22	0	0	0	5	7	7	2	0	0	1	0	0	0
2/27/01	9:00	25	0	1	3	8	8	5	0	0	0	0	0	0	0
2/27/01	9:15	28	0	1	1	11	12	3	0	0	0	0	0	0	0
2/27/01	9:30	19	1	1	4	3	8	2	0	0	0	0	0	0	0
2/27/01	9:45	16	0	0	2	5	6	3	0	0	0	0	0	0	0
2/27/01	10:00	15	0	1	2	5	4	2	0	0	0	0	0	0	1
2/27/01	10:15	19	0	0	0	7	9	3	0	0	0	0	0	0	0
2/27/01	10:30	21	0	0	1	5	11	3	1	0	0	0	0	0	0
2/27/01	10:45	15	0	0	1	4	7	2	1	0	0	0	0	0	0
2/27/01	11:00	18	1	0	1	9	2	5	0	0	0	0	0	0	0

Data File: Rollingwood (east of Vale).JDF
 Site Code: 0226-902
 Start Date: 2/26/01
 Start Time: 17:18
 Sensor Layout: 51
 Sensor Spacing: 160
 Location: Rollingwood (east of Vale)
 Comments: N 30.16.177 W 097.96.800
 Other: Speed Limit - 30

Direction 1: EB		Total	1-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-99
Date	Time														
2/26/01	17:18	38	0	0	0	1	17	16	3	1	0	0	0	0	0
2/26/01	17:30	33	0	0	0	0	12	18	3	0	0	0	0	0	0
2/26/01	17:45	29	0	0	1	3	10	8	6	0	0	0	0	1	0
2/26/01	18:00	25	0	0	0	3	8	14	0	0	0	0	0	0	0
2/26/01	18:15	35	0	0	0	3	14	16	1	1	0	0	0	0	0
2/26/01	18:30	28	1	0	1	4	9	11	1	0	1	0	0	0	0
2/26/01	18:45	20	0	0	0	2	9	7	2	0	0	0	0	0	0
2/26/01	19:00	15	0	0	0	0	10	3	2	0	0	0	0	0	0
2/26/01	19:15	20	0	0	0	1	4	13	2	0	0	0	0	0	0
2/26/01	19:30	30	0	0	0	3	12	9	6	0	0	0	0	0	0
2/26/01	19:45	16	0	0	0	0	8	7	1	0	0	0	0	0	0
2/26/01	20:00	11	0	0	0	1	4	5	1	0	0	0	0	0	0
2/26/01	20:15	10	0	0	0	1	4	3	2	0	0	0	0	0	0
2/26/01	20:30	4	0	0	0	0	3	1	0	0	0	0	0	0	0
2/26/01	20:45	6	0	0	0	0	2	2	2	0	0	0	0	0	0
2/26/01	21:00	6	0	0	0	1	2	2	1	0	0	0	0	0	0
2/26/01	21:15	8	0	0	1	0	4	2	1	0	0	0	0	0	0
2/26/01	21:30	12	0	0	0	4	3	5	0	0	0	0	0	0	0
2/26/01	21:45	8	0	0	0	1	3	2	2	0	0	0	0	0	0
2/26/01	22:00	4	0	0	1	0	1	1	1	0	0	0	0	0	0
2/26/01	22:15	8	0	0	0	1	5	1	1	0	0	0	0	0	0
2/26/01	22:30	4	0	0	0	0	1	1	2	0	0	0	0	0	0
2/26/01	22:45	5	0	0	0	4	0	1	0	0	0	0	0	0	0
2/26/01	23:00	5	0	0	1	1	1	1	1	0	0	0	0	0	0
2/26/01	23:15	3	0	0	0	0	1	2	0	0	0	0	0	0	0
2/26/01	23:30	2	1	0	0	0	1	0	0	0	0	0	0	0	0
2/26/01	23:45	5	0	0	0	0	2	2	0	1	0	0	0	0	0
2/27/01	0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	0:15	2	0	0	0	0	0	2	0	0	0	0	0	0	0
2/27/01	0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	0:45	5	0	0	0	0	2	2	1	0	0	0	0	0	0
2/27/01	1:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0
2/27/01	1:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0
2/27/01	1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	1:45	1	0	0	0	0	0	0	0	0	0	1	0	0	0
2/27/01	2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	2:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0
2/27/01	2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	4:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0
2/27/01	4:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0
2/27/01	4:30	2	0	0	0	2	0	0	0	0	0	0	0	0	0
2/27/01	4:45	2	0	0	0	0	0	2	0	0	0	0	0	0	0
2/27/01	5:00	4	0	1	0	1	0	1	0	1	0	0	0	0	0
2/27/01	5:15	4	0	0	0	0	0	3	1	0	0	0	0	0	0
2/27/01	5:30	6	0	0	0	0	0	6	0	0	0	0	0	0	0
2/27/01	5:45	8	0	0	1	1	1	3	2	0	0	0	0	0	0
2/27/01	6:00	9	0	0	0	1	3	3	2	0	0	0	0	0	0
2/27/01	6:15	8	0	0	0	0	3	3	2	0	0	0	0	0	0
2/27/01	6:30	14	0	0	0	3	4	5	2	0	0	0	0	0	0
2/27/01	6:45	24	0	0	0	2	7	12	3	0	0	0	0	0	0
2/27/01	7:00	30	0	0	0	4	13	9	4	0	0	0	0	0	0
2/27/01	7:15	38	0	0	0	2	16	17	3	0	0	0	0	0	0
2/27/01	7:30	70	0	0	1	7	23	30	9	0	0	0	0	0	0
2/27/01	7:45	48	0	0	1	5	15	21	6	0	0	0	0	0	0
2/27/01	8:00	58	0	0	2	5	13	31	6	1	0	0	0	0	0
2/27/01	8:15	46	0	0	0	2	19	18	7	0	0	0	0	0	0
2/27/01	8:30	56	0	0	0	6	20	25	5	0	0	0	0	0	0
2/27/01	8:45	42	0	0	1	5	14	16	6	0	0	0	0	0	0
2/27/01	9:00	30	0	1	3	2	6	11	6	0	0	1	0	0	0
2/27/01	9:15	35	0	1	1	6	15	10	2	0	0	0	0	0	0
2/27/01	9:30	45	0	0	2	3	13	24	2	1	0	0	0	0	0
2/27/01	9:45	29	0	0	1	4	11	10	3	0	0	0	0	0	0
2/27/01	10:00	35	0	0	0	0	12	19	4	0	0	0	0	0	0
2/27/01	10:15	21	0	0	0	5	5	9	2	0	0	0	0	0	0
2/27/01	10:30	25	0	0	0	4	8	10	3	0	0	0	0	0	0
2/27/01	10:45	26	0	0	0	3	14	8	1	0	0	0	0	0	0
2/27/01	11:00	27	0	0	1	0	7	13	6	0	0	0	0	0	0

Data File: Rollingwood (east of ewing).JDF
 Site Code: 905-0226
 Start Date: 2/26/01
 Start Time: 16:24
 Sensor Layout: 51
 Sensor Spacing: 160
 Location: Rollingwood Dr (East of Ewing)
 Comments: N 30.16.445 W 097.47.426
 Other: Speed Limit - 30

Direction 1: WB		Total	1-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-99
Date	Time														
2/26/01	16:24	5	0	0	0	2	1	2	0	0	0	0	0	0	0
2/26/01	16:30	24	0	0	0	3	15	6	0	0	0	0	0	0	0
2/26/01	16:45	17	0	0	0	1	8	5	3	0	0	0	0	0	0
2/26/01	17:00	20	0	0	0	0	9	10	1	0	0	0	0	0	0
2/26/01	17:15	17	1	0	0	2	8	6	0	0	0	0	0	0	0
2/26/01	17:30	20	0	0	0	3	9	7	0	0	0	0	0	1	0
2/26/01	17:45	25	0	0	0	0	11	12	1	1	0	0	0	0	0
2/26/01	18:00	23	0	0	1	10	11	11	1	0	0	0	0	0	0
2/26/01	18:15	23	0	0	1	9	12	1	0	0	0	0	0	0	0
2/26/01	18:30	23	0	0	3	14	4	1	0	0	0	0	0	0	1
2/26/01	18:45	28	1	0	2	16	8	1	0	0	0	0	0	0	0
2/26/01	19:00	12	0	0	0	3	9	0	0	0	0	0	0	0	0
2/26/01	19:15	13	0	0	0	7	6	0	0	0	0	0	0	0	0
2/26/01	19:30	12	0	0	1	4	6	1	0	0	0	0	0	0	0
2/26/01	19:45	8	0	0	0	4	4	0	0	0	0	0	0	0	0
2/26/01	20:00	5	0	0	0	1	4	0	0	0	0	0	0	0	0
2/26/01	20:15	2	0	0	0	0	1	1	0	0	0	0	0	0	0
2/26/01	20:30	1	0	0	0	0	0	1	0	0	0	0	0	0	0
2/26/01	20:45	8	0	0	1	4	3	0	0	0	0	0	0	0	0
2/26/01	21:00	5	0	0	0	2	1	2	0	0	0	0	0	0	0
2/26/01	21:15	4	0	0	1	2	0	1	0	0	0	0	0	0	0
2/26/01	21:30	4	0	0	2	1	1	0	0	0	0	0	0	0	0
2/26/01	21:45	4	0	0	0	4	0	0	0	0	0	0	0	0	0
2/26/01	22:00	6	0	0	0	3	2	1	0	0	0	0	0	0	0
2/26/01	22:15	3	0	0	0	3	0	0	0	0	0	0	0	0	0
2/26/01	22:30	3	0	0	1	1	1	0	0	0	0	0	0	0	0
2/26/01	22:45	4	0	0	1	1	1	1	0	0	0	0	0	0	0
2/26/01	23:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0
2/26/01	23:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0
2/26/01	23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/26/01	23:45	2	0	0	0	2	0	0	0	0	0	0	0	0	0
2/27/01	0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	0:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0
2/27/01	1:00	2	0	0	0	1	0	1	0	0	0	0	0	0	0
2/27/01	1:15	1	0	0	0	0	0	1	0	0	0	0	0	0	0
2/27/01	1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	2:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0
2/27/01	2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	2:30	1	0	0	0	0	0	1	0	0	0	0	0	0	0
2/27/01	2:45	1	0	0	0	0	0	1	0	0	0	0	0	0	0
2/27/01	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	4:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2/27/01	4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	4:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	6:00	2	0	0	0	0	0	2	0	0	0	0	0	0	0
2/27/01	6:15	2	0	0	0	0	0	2	0	0	0	0	0	0	0
2/27/01	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	6:45	2	0	0	1	0	1	0	0	0	0	0	0	0	0
2/27/01	7:00	7	0	0	1	3	3	0	0	0	0	0	0	0	0
2/27/01	7:15	8	0	0	0	6	2	0	0	0	0	0	0	0	0
2/27/01	7:30	29	0	0	3	17	8	1	0	0	0	0	0	0	0
2/27/01	7:45	24	0	1	4	9	9	1	0	0	0	0	0	0	0
2/27/01	8:00	21	0	0	3	8	10	0	0	0	0	0	0	0	0
2/27/01	8:15	19	0	1	5	8	4	0	0	1	0	0	0	0	0
2/27/01	8:30	19	0	3	4	7	5	0	0	0	0	0	0	0	0
2/27/01	8:45	12	0	1	0	6	3	2	0	0	0	0	0	0	0
2/27/01	9:00	12	0	0	0	3	6	3	0	0	0	0	0	0	0
2/27/01	9:15	14	0	0	3	5	4	0	2	0	0	0	0	0	0
2/27/01	9:30	13	0	1	2	6	4	0	0	0	0	0	0	0	0
2/27/01	9:45	9	0	0	1	4	3	1	0	0	0	0	0	0	0
2/27/01	10:00	12	0	1	0	5	6	0	0	0	0	0	0	0	0
2/27/01	10:15	7	1	0	0	4	2	0	0	0	0	0	0	0	0
2/27/01	10:30	8	0	0	2	3	2	1	0	0	0	0	0	0	0
2/27/01	10:45	8	0	0	0	3	4	1	0	0	0	0	0	0	0

Data File: Rollingwood (east of ewing).JDF
 Site Code: 905-0226
 Start Date: 2/26/01
 Start Time: 16:24
 Sensor Layout: 51
 Sensor Spacing: 160
 Location: Rollingwood Dr (East of Ewing)
 Comments: N 30.16.445 W 097.47.426
 Other: Speed Limit - 30

Direction 1: EB

Date	Time	Total	1-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-99
2/26/01	16:24	10	0	1	0	2	5	2	0	0	0	0	0	0	0
2/26/01	16:30	20	0	0	1	9	7	3	0	0	0	0	0	0	0
2/26/01	16:45	21	0	0	0	7	13	1	0	0	0	0	0	0	0
2/26/01	17:00	33	0	1	0	12	16	3	1	0	0	0	0	0	0
2/26/01	17:15	37	0	2	5	12	16	1	1	0	0	0	0	0	0
2/26/01	17:30	38	0	0	1	12	22	3	0	0	0	0	0	0	0
2/26/01	17:45	37	0	0	1	10	21	3	1	0	0	0	0	0	1
2/26/01	18:00	24	0	0	0	11	13	0	0	0	0	0	0	0	0
2/26/01	18:15	33	1	2	0	16	13	1	0	0	0	0	0	0	0
2/26/01	18:30	23	0	0	3	14	3	2	0	0	0	0	1	0	0
2/26/01	18:45	11	0	0	2	4	4	1	0	0	0	0	0	0	0
2/26/01	19:00	12	0	0	0	4	6	2	0	0	0	0	0	0	0
2/26/01	19:15	24	0	0	0	8	15	0	1	0	0	0	0	0	0
2/26/01	19:30	18	0	1	1	8	8	0	0	0	0	0	0	0	0
2/26/01	19:45	9	0	0	1	4	3	1	0	0	0	0	0	0	0
2/26/01	20:00	6	0	0	0	0	6	0	0	0	0	0	0	0	0
2/26/01	20:15	11	0	0	0	6	4	0	1	0	0	0	0	0	0
2/26/01	20:30	15	0	0	0	6	9	0	0	0	0	0	0	0	0
2/26/01	20:45	12	0	0	0	3	6	3	0	0	0	0	0	0	0
2/26/01	21:00	9	0	0	1	3	4	1	0	0	0	0	0	0	0
2/26/01	21:15	5	0	0	1	0	2	2	0	0	0	0	0	0	0
2/26/01	21:30	4	0	0	0	2	1	1	0	0	0	0	0	0	0
2/26/01	21:45	3	0	0	0	1	2	0	0	0	0	0	0	0	0
2/26/01	22:00	4	0	0	1	2	1	0	0	0	0	0	0	0	0
2/26/01	22:15	5	0	1	0	1	3	0	0	0	0	0	0	0	0
2/26/01	22:30	4	0	0	0	3	0	1	0	0	0	0	0	0	0
2/26/01	22:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0
2/26/01	23:00	2	0	0	0	0	1	0	1	0	0	0	0	0	0
2/26/01	23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/26/01	23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/26/01	23:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0
2/27/01	0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	1:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0
2/27/01	1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	4:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2/27/01	4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	4:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0
2/27/01	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	6:00	4	0	0	0	2	1	1	0	0	0	0	0	0	0
2/27/01	6:15	3	0	1	0	1	1	0	0	0	0	0	0	0	0
2/27/01	6:30	2	0	0	0	0	2	0	0	0	0	0	0	0	0
2/27/01	6:45	8	0	0	1	3	4	0	0	0	0	0	0	0	0
2/27/01	7:00	11	0	0	0	8	3	0	0	0	0	0	0	0	0
2/27/01	7:15	13	0	0	1	3	9	0	0	0	0	0	0	0	0
2/27/01	7:30	21	0	0	2	8	9	2	0	0	0	0	0	0	0
2/27/01	7:45	26	0	0	0	13	12	1	0	0	0	0	0	0	0
2/27/01	8:00	24	0	0	0	11	13	0	0	0	0	0	0	0	0
2/27/01	8:15	26	0	1	4	10	9	2	0	0	0	0	0	0	0
2/27/01	8:30	27	1	3	1	15	6	1	0	0	0	0	0	0	0
2/27/01	8:45	21	0	0	1	8	12	0	0	0	0	0	0	0	0
2/27/01	9:00	15	0	1	0	5	9	0	0	0	0	0	0	0	0
2/27/01	9:15	7	0	0	0	2	4	1	0	0	0	0	0	0	0
2/27/01	9:30	19	0	0	0	12	7	0	0	0	0	0	0	0	0
2/27/01	9:45	18	0	0	3	3	11	1	0	0	0	0	0	0	0
2/27/01	10:00	11	0	0	0	4	6	1	0	0	0	0	0	0	0
2/27/01	10:15	5	0	0	0	3	1	1	0	0	0	0	0	0	0
2/27/01	10:30	18	0	0	2	8	6	2	0	0	0	0	0	0	0
2/27/01	10:45	12	0	0	0	4	7	1	0	0	0	0	0	0	0
2/27/01	11:00	19	0	0	0	8	8	2	1	0	0	0	0	0	0

Data File: Rollingwood (east of bee caves).JDF
 Site Code: 0226-914
 Start Date: 2/26/01
 Start Time: 16:02
 Sensor Layout: 51
 Sensor Spacing: 160
 Location: Rollingwood (East of Bee Cave)
 Comments: N 30.16.409 W 097.47.805
 Other: Speed Limit 30 M

Direction 1:	WB														
Date	Time	Total	1-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-99
2/26/01	16:02	36	2	2	2	4	14	11	0	0	0	0	0	0	1
2/26/01	16:15	35	0	0	2	5	12	14	2	0	0	0	0	0	0
2/26/01	16:30	40	0	0	1	5	23	10	1	0	0	0	0	0	0
2/26/01	16:45	50	0	1	3	2	21	17	5	0	0	0	0	0	1
2/26/01	17:00	47	0	2	1	5	18	17	3	0	1	0	0	0	0
2/26/01	17:15	45	0	0	1	9	23	11	1	0	0	0	0	0	0
2/26/01	17:30	38	0	0	2	5	12	18	0	0	0	1	0	0	0
2/26/01	17:45	48	1	1	2	12	19	13	0	0	0	0	0	0	0
2/26/01	18:00	44	0	0	1	7	20	15	1	0	0	0	0	0	0
2/26/01	18:15	53	0	0	1	4	29	16	3	0	0	0	0	0	0
2/26/01	18:30	35	0	0	0	8	11	14	2	0	0	0	0	0	0
2/26/01	18:45	46	0	2	3	13	18	8	1	0	0	0	0	1	0
2/26/01	19:00	32	0	0	1	7	13	11	0	0	0	0	0	0	0
2/26/01	19:15	31	1	0	0	3	13	12	2	0	0	0	0	0	0
2/26/01	19:30	24	0	0	2	5	14	1	1	1	0	0	0	0	0
2/26/01	19:45	24	0	0	2	2	15	4	1	0	0	0	0	0	0
2/26/01	20:00	15	0	0	0	3	9	3	0	0	0	0	0	0	0
2/26/01	20:15	8	0	0	0	2	5	1	0	0	0	0	0	0	0
2/26/01	20:30	9	0	0	1	1	5	2	0	0	0	0	0	0	0
2/26/01	20:45	20	0	0	1	5	11	2	1	0	0	0	0	0	0
2/26/01	21:00	14	0	0	0	1	10	3	0	0	0	0	0	0	0
2/26/01	21:15	9	0	0	0	1	6	2	0	0	0	0	0	0	0
2/26/01	21:30	7	0	0	0	2	2	3	0	0	0	0	0	0	0
2/26/01	21:45	10	0	0	0	5	4	1	0	0	0	0	0	0	0
2/26/01	22:00	11	0	0	1	2	5	2	1	0	0	0	0	0	0
2/26/01	22:15	5	0	0	0	3	1	1	0	0	0	0	0	0	0
2/26/01	22:30	9	0	0	0	6	2	1	0	0	0	0	0	0	0
2/26/01	22:45	5	0	0	0	3	2	0	0	0	0	0	0	0	0
2/26/01	23:00	5	0	1	0	1	2	1	0	0	0	0	0	0	0
2/26/01	23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/26/01	23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/26/01	23:45	4	0	0	0	1	1	2	0	0	0	0	0	0	0
2/27/01	0:00	1	0	0	0	0	0	1	0	0	0	0	0	0	0
2/27/01	0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	0:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0
2/27/01	0:45	2	0	0	0	0	1	0	0	0	1	0	0	0	0
2/27/01	1:00	2	0	0	0	0	1	1	0	0	0	0	0	0	0
2/27/01	1:15	2	0	0	0	1	1	0	0	0	0	0	0	0	0
2/27/01	1:30	1	0	0	0	1	0	0	0	0	0	0	0	0	0
2/27/01	1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	2:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0
2/27/01	2:15	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2/27/01	2:30	1	0	0	0	0	1	0	0	0	0	0	0	0	0
2/27/01	2:45	2	0	1	0	0	1	0	0	0	0	0	0	0	0
2/27/01	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	3:45	1	0	0	0	1	0	0	0	0	0	0	0	0	0
2/27/01	4:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0
2/27/01	4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	4:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2/27/01	5:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2/27/01	5:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	5:30	2	0	0	0	1	1	0	0	0	0	0	0	0	0
2/27/01	5:45	6	0	0	0	2	3	0	1	0	0	0	0	0	0
2/27/01	6:00	6	0	0	1	1	3	0	1	0	0	0	0	0	0
2/27/01	6:15	7	0	0	0	1	3	2	1	0	0	0	0	0	0
2/27/01	6:30	6	0	0	0	1	3	2	0	0	0	0	0	0	0
2/27/01	6:45	10	0	0	1	1	3	5	0	0	0	0	0	0	0
2/27/01	7:00	20	0	0	1	4	8	7	0	0	0	0	0	0	0
2/27/01	7:15	33	0	1	1	8	12	11	0	0	0	0	0	0	0
2/27/01	7:30	62	0	0	0	10	28	23	1	0	0	0	0	0	0
2/27/01	7:45	76	0	1	0	17	38	19	0	0	0	0	0	0	1
2/27/01	8:00	68	0	0	5	18	34	10	0	0	0	0	0	0	0
2/27/01	8:15	54	0	0	1	8	26	18	1	0	0	0	0	0	0
2/27/01	8:30	46	0	0	5	12	16	11	2	0	0	0	0	0	0
2/27/01	8:45	31	0	0	2	6	15	7	1	0	0	0	0	0	0
2/27/01	9:00	29	0	1	1	3	13	8	2	1	0	0	0	0	0
2/27/01	9:15	29	0	4	1	3	6	13	1	0	0	0	0	0	1
2/27/01	9:30	35	0	2	3	3	18	8	1	0	0	0	0	0	0
2/27/01	9:45	31	0	2	1	7	9	11	1	0	0	0	0	0	0
2/27/01	10:00	29	0	1	5	3	16	3	1	0	0	0	0	0	0
2/27/01	10:15	25	0	2	0	3	10	8	1	0	0	0	0	0	1
2/27/01	10:30	19	0	1	2	2	6	7	1	0	0	0	0	0	0

Data File: Rollingwood (east of bee caves).JDF
 Site Code: 0226-914
 Start Date: 2/26/01
 Start Time: 16:02
 Sensor Layout: 51
 Sensor Spacing: 160
 Location: Rollingwood (East of Bee Cave)
 Comments: N 30.16.409 W 097.47.805
 Other: Speed Limit 30 M

Direction 1: EB

Date	Time	Total	1-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-99
2/26/01	16:02	46	1	1	4	10	26	4	0	0	0	0	0	0	0
2/26/01	16:15	59	0	0	3	22	24	9	0	0	0	0	1	0	0
2/26/01	16:30	39	0	2	5	12	15	5	0	0	0	0	0	0	0
2/26/01	16:45	38	0	1	2	11	15	7	0	0	1	0	0	0	1
2/26/01	17:00	56	1	2	4	8	29	10	1	0	0	0	0	0	1
2/26/01	17:15	58	0	3	7	26	15	7	0	0	0	0	0	0	0
2/26/01	17:30	72	0	0	4	20	33	13	1	0	0	0	0	0	1
2/26/01	17:45	59	0	1	2	30	22	3	1	0	0	0	0	0	0
2/26/01	18:00	55	0	0	8	13	24	7	1	0	0	0	0	0	2
2/26/01	18:15	61	1	2	6	16	27	7	0	0	0	0	0	1	1
2/26/01	18:30	45	0	0	3	15	24	2	0	0	1	0	0	0	0
2/26/01	18:45	35	0	0	6	6	18	3	2	0	0	0	0	0	0
2/26/01	19:00	34	0	0	1	11	13	8	0	0	0	0	0	0	1
2/26/01	19:15	49	0	0	2	16	22	7	0	0	0	0	0	0	2
2/26/01	19:30	37	0	0	2	9	22	4	0	0	0	0	0	0	0
2/26/01	19:45	35	0	0	1	11	16	7	0	0	0	0	0	0	0
2/26/01	20:00	17	0	0	0	5	7	5	0	0	0	0	0	0	0
2/26/01	20:15	27	0	0	0	8	15	3	1	0	0	0	0	0	0
2/26/01	20:30	35	0	0	0	14	16	5	0	0	0	0	0	0	0
2/26/01	20:45	24	0	0	2	5	14	2	0	0	1	0	0	0	0
2/26/01	21:00	23	0	0	0	7	12	4	0	0	0	0	0	0	0
2/26/01	21:15	12	0	0	1	2	7	2	0	0	0	0	0	0	0
2/26/01	21:30	11	0	1	3	3	3	1	0	0	0	0	0	0	0
2/26/01	21:45	11	0	0	1	3	5	1	1	0	0	0	0	0	0
2/26/01	22:00	10	0	0	2	4	3	1	0	0	0	0	0	0	0
2/26/01	22:15	10	0	0	0	4	6	0	0	0	0	0	0	0	0
2/26/01	22:30	10	0	0	1	3	4	2	0	0	0	0	0	0	0
2/26/01	22:45	6	0	0	3	2	0	1	0	0	0	0	0	0	0
2/26/01	23:00	5	0	0	1	2	1	1	0	0	0	0	0	0	0
2/26/01	23:15	4	0	0	0	3	0	0	0	0	0	0	0	0	1
2/26/01	23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/26/01	23:45	3	0	0	1	2	0	0	0	0	0	0	0	0	0
2/27/01	0:00	2	0	0	0	0	1	1	0	0	0	0	0	0	0
2/27/01	0:15	2	0	0	0	2	0	0	0	0	0	0	0	0	0
2/27/01	0:30	2	0	0	0	0	2	0	0	0	0	0	0	0	0
2/27/01	0:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0
2/27/01	1:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0
2/27/01	1:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0
2/27/01	1:30	3	0	0	0	0	1	0	1	0	0	0	1	0	0
2/27/01	1:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2/27/01	2:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0
2/27/01	2:15	3	0	0	1	0	1	1	0	0	0	0	0	0	0
2/27/01	2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	2:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0
2/27/01	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	3:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2/27/01	4:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2/27/01	4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	4:45	2	0	0	1	0	0	1	0	0	0	0	0	0	0
2/27/01	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	5:15	2	0	0	0	1	0	1	0	0	0	0	0	0	0
2/27/01	5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	5:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0
2/27/01	6:00	3	0	1	0	1	0	0	1	0	0	0	0	0	0
2/27/01	6:15	2	0	0	0	1	1	0	0	0	0	0	0	0	0
2/27/01	6:30	3	0	0	0	3	0	0	0	0	0	0	0	0	0
2/27/01	6:45	7	0	1	1	5	0	0	0	0	0	0	0	0	0
2/27/01	7:00	14	0	0	0	10	3	1	0	0	0	0	0	0	0
2/27/01	7:15	17	0	1	2	4	5	2	0	0	0	1	1	0	1
2/27/01	7:30	26	0	0	1	10	9	3	0	0	0	1	0	2	0
2/27/01	7:45	38	2	0	3	11	16	5	0	1	0	0	0	0	0
2/27/01	8:00	48	0	1	7	16	20	2	0	0	1	1	0	0	0
2/27/01	8:15	50	0	2	5	21	15	4	0	1	1	0	1	0	0
2/27/01	8:30	34	0	1	2	10	13	3	3	1	0	0	0	1	0
2/27/01	8:45	32	0	1	1	13	13	3	1	0	0	0	0	0	0
2/27/01	9:00	21	0	0	0	9	6	4	1	0	1	0	0	0	0
2/27/01	9:15	16	0	2	0	5	5	3	0	0	0	0	0	0	1
2/27/01	9:30	27	1	0	3	10	7	2	2	0	1	1	0	0	0
2/27/01	9:45	27	1	1	2	8	11	4	0	0	0	0	0	0	0
2/27/01	10:00	21	0	2	4	5	8	2	0	0	0	0	0	0	0
2/27/01	10:15	16	1	0	1	6	8	0	0	0	0	0	0	0	0
2/27/01	10:30	26	0	0	1	8	11	5	0	0	1	0	0	0	0

Data File: Rollingwood (east of bee caves).JDF
 Site Code: 0226-914
 Start Date: 2/26/01
 Start Time: 16:02
 Sensor Layout: 51
 Sensor Spacing: 160
 Location: Rollingwood (East of Bee Cave)
 Comments: N 30.16.409 W 097.47.805
 Other: Speed Limit 30 M

Direction 1: EB

Date	Time	Total	1-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-99
2/26/01	16:02	46	1	1	4	10	26	4	0	0	0	0	0	0	0
2/26/01	16:15	59	0	0	3	22	24	9	0	0	0	0	1	0	0
2/26/01	16:30	39	0	2	5	12	15	5	0	0	0	0	0	0	0
2/26/01	16:45	38	0	1	2	11	15	7	0	0	1	0	0	0	1
2/26/01	17:00	56	1	2	4	8	29	10	1	0	0	0	0	0	1
2/26/01	17:15	58	0	3	7	26	15	7	0	0	0	0	0	0	0
2/26/01	17:30	72	0	0	4	20	33	13	1	0	0	0	0	0	1
2/26/01	17:45	59	0	1	2	30	22	3	1	0	0	0	0	0	0
2/26/01	18:00	55	0	0	8	13	24	7	1	0	0	0	0	0	2
2/26/01	18:15	61	1	2	6	16	27	7	0	0	0	0	0	1	1
2/26/01	18:30	45	0	0	3	15	24	2	0	0	1	0	0	0	0
2/26/01	18:45	35	0	0	6	6	18	3	2	0	0	0	0	0	0
2/26/01	19:00	34	0	0	1	11	13	8	0	0	0	0	0	0	1
2/26/01	19:15	49	0	0	2	16	22	7	0	0	0	0	0	0	2
2/26/01	19:30	37	0	0	2	9	22	4	0	0	0	0	0	0	0
2/26/01	19:45	35	0	0	1	11	16	7	0	0	0	0	0	0	0
2/26/01	20:00	17	0	0	0	5	7	5	0	0	0	0	0	0	0
2/26/01	20:15	27	0	0	0	8	15	3	1	0	0	0	0	0	0
2/26/01	20:30	35	0	0	0	14	16	5	0	0	0	0	0	0	0
2/26/01	20:45	24	0	0	2	5	14	2	0	0	1	0	0	0	0
2/26/01	21:00	23	0	0	0	7	12	4	0	0	0	0	0	0	0
2/26/01	21:15	12	0	0	1	2	7	2	0	0	0	0	0	0	0
2/26/01	21:30	11	0	1	3	3	3	1	0	0	0	0	0	0	0
2/26/01	21:45	11	0	0	1	3	5	1	1	0	0	0	0	0	0
2/26/01	22:00	10	0	0	2	4	3	1	0	0	0	0	0	0	0
2/26/01	22:15	10	0	0	0	4	6	0	0	0	0	0	0	0	0
2/26/01	22:30	10	0	0	1	3	4	2	0	0	0	0	0	0	0
2/26/01	22:45	6	0	0	3	2	0	1	0	0	0	0	0	0	0
2/26/01	23:00	5	0	0	1	2	1	1	0	0	0	0	0	0	0
2/26/01	23:15	4	0	0	0	3	0	0	0	0	0	0	0	0	1
2/26/01	23:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/26/01	23:45	3	0	0	1	2	0	0	0	0	0	0	0	0	0
2/27/01	0:00	2	0	0	0	0	1	1	0	0	0	0	0	0	0
2/27/01	0:15	2	0	0	0	2	0	0	0	0	0	0	0	0	0
2/27/01	0:30	2	0	0	0	0	2	0	0	0	0	0	0	0	0
2/27/01	0:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0
2/27/01	1:00	1	0	0	0	1	0	0	0	0	0	0	0	0	0
2/27/01	1:15	1	0	0	0	1	0	0	0	0	0	0	0	0	0
2/27/01	1:30	3	0	0	0	0	1	0	1	0	0	0	1	0	0
2/27/01	1:45	1	0	0	0	0	0	0	1	0	0	0	0	0	0
2/27/01	2:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0
2/27/01	2:15	3	0	0	1	0	1	1	0	0	0	0	0	0	0
2/27/01	2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	2:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0
2/27/01	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	3:45	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2/27/01	4:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0
2/27/01	4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	4:45	2	0	0	1	0	0	0	1	0	0	0	0	0	0
2/27/01	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	5:15	2	0	0	0	1	0	1	0	0	0	0	0	0	0
2/27/01	5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	5:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0
2/27/01	6:00	3	0	1	0	1	0	0	1	0	0	0	0	0	0
2/27/01	6:15	2	0	0	0	1	1	0	0	0	0	0	0	0	0
2/27/01	6:30	3	0	0	0	3	0	0	0	0	0	0	0	0	0
2/27/01	6:45	7	0	1	1	5	0	0	0	0	0	0	0	0	0
2/27/01	7:00	14	0	0	0	10	3	1	0	0	0	0	0	0	0
2/27/01	7:15	17	0	1	2	4	5	2	0	0	0	1	1	0	1
2/27/01	7:30	26	0	0	1	10	9	3	0	0	0	1	0	2	0
2/27/01	7:45	38	2	0	3	11	16	5	0	1	0	0	0	0	0
2/27/01	8:00	48	0	1	7	16	20	2	0	0	1	1	0	0	0
2/27/01	8:15	50	0	2	5	21	15	4	0	1	1	0	1	0	0
2/27/01	8:30	34	0	1	2	10	13	3	3	1	0	0	0	1	0
2/27/01	8:45	32	0	1	1	13	13	3	1	0	0	0	0	0	0
2/27/01	9:00	21	0	0	0	9	6	4	1	0	1	0	0	0	0
2/27/01	9:15	16	0	2	0	5	5	3	0	0	0	0	0	0	1
2/27/01	9:30	27	1	0	3	10	7	2	2	0	1	1	0	0	0
2/27/01	9:45	27	1	1	2	8	11	4	0	0	0	0	0	0	0
2/27/01	10:00	21	0	2	4	5	8	2	0	0	0	0	0	0	0
2/27/01	10:15	16	1	0	1	6	8	0	0	0	0	0	0	0	0
2/27/01	10:30	26	0	0	1	8	11	5	0	0	1	0	0	0	0

Data File: Ridgewood (north of hatley).JDF
 Site Code: 0226-908
 Start Date: 2/26/01
 Start Time: 17:36
 Sensor Lay: 51
 Sensor Sp: 100
 Location: Ridgewood (North of Hatley)
 Comments N 30.16.909 W 097.47.303
 Other: Speed Limit - Un

Direction 1SB

Date	Time	Total	1-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-99
2/26/01	17:36	1	0	0	0	0	0	1	0	0	0	0	0	0	0
2/26/01	17:45	21	0	0	0	0	11	9	1	0	0	0	0	0	0
2/26/01	18:00	24	1	1	0	0	15	7	0	0	0	0	0	0	0
2/26/01	18:15	11	0	0	0	0	5	6	0	0	0	0	0	0	0
2/26/01	18:30	11	0	1	0	0	3	5	2	0	0	0	0	0	0
2/26/01	18:45	3	0	0	0	0	1	2	0	0	0	0	0	0	0
2/26/01	19:00	11	0	0	0	0	4	7	0	0	0	0	0	0	0
2/26/01	19:15	9	1	0	0	0	4	4	0	0	0	0	0	0	0
2/26/01	19:30	8	0	0	0	0	4	3	1	0	0	0	0	0	0
2/26/01	19:45	4	1	0	0	0	0	3	0	0	0	0	0	0	0
2/26/01	20:00	4	0	0	0	0	1	3	0	0	0	0	0	0	0
2/26/01	20:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0
2/26/01	20:30	1	0	0	0	0	1	0	0	0	0	0	0	0	0
2/26/01	20:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0
2/26/01	21:00	5	0	0	0	0	2	3	0	0	0	0	0	0	0
2/26/01	21:15	2	0	0	0	0	0	2	0	0	0	0	0	0	0
2/26/01	21:30	3	0	0	0	0	2	1	0	0	0	0	0	0	0
2/26/01	21:45	1	0	0	0	0	1	0	0	0	0	0	0	0	0
2/26/01	22:00	2	0	0	0	1	1	0	0	0	0	0	0	0	0
2/26/01	22:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0
2/26/01	22:30	4	0	0	0	1	1	2	0	0	0	0	0	0	0
2/26/01	22:45	3	0	0	0	0	2	1	0	0	0	0	0	0	0
2/26/01	23:00	1	0	0	0	0	1	0	0	0	0	0	0	0	0
2/26/01	23:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/26/01	23:30	1	0	0	0	0	0	1	0	0	0	0	0	0	0
2/26/01	23:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	0:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	0:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	0:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	0:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	1:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	1:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	1:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	1:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	2:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	2:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	2:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	2:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	3:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	3:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	3:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	4:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	4:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	4:45	1	0	0	0	0	0	0	0	1	0	0	0	0	0
2/27/01	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	5:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0
2/27/01	5:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	5:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	6:00	2	0	1	0	0	1	0	0	0	0	0	0	0	0
2/27/01	6:15	1	0	0	0	0	1	0	0	0	0	0	0	0	0
2/27/01	6:30	2	1	0	0	0	1	0	0	0	0	0	0	0	0
2/27/01	6:45	3	0	0	0	0	1	2	0	0	0	0	0	0	0
2/27/01	7:00	2	0	0	0	0	1	1	0	0	0	0	0	0	0
2/27/01	7:15	5	0	0	0	1	1	3	0	0	0	0	0	0	0
2/27/01	7:30	6	0	0	0	1	2	3	0	0	0	0	0	0	0
2/27/01	7:45	8	0	0	0	0	4	4	0	0	0	0	0	0	0
2/27/01	8:00	10	0	0	0	2	3	5	0	0	0	0	0	0	0
2/27/01	8:15	8	0	0	0	2	3	3	0	0	0	0	0	0	0
2/27/01	8:30	8	0	1	0	0	4	3	0	0	0	0	0	0	0
2/27/01	8:45	3	1	0	0	0	0	2	0	0	0	0	0	0	0
2/27/01	9:00	6	0	0	0	0	3	3	0	0	0	0	0	0	0
2/27/01	9:15	4	0	0	0	1	2	1	0	0	0	0	0	0	0
2/27/01	9:30	7	0	1	0	0	1	4	1	0	0	0	0	0	0
2/27/01	9:45	8	0	0	0	0	3	5	0	0	0	0	0	0	0
2/27/01	10:00	2	0	0	0	0	0	1	1	0	0	0	0	0	0
2/27/01	10:15	5	0	0	0	1	4	0	0	0	0	0	0	0	0
2/27/01	10:30	3	0	0	0	0	1	2	0	0	0	0	0	0	0
2/27/01	10:45	5	0	1	1	0	0	3	0	0	0	0	0	0	0
2/27/01	11:00	7	0	0	0	2	3	1	1	0	0	0	0	0	0
2/27/01	11:15	5	0	0	0	0	2	3	0	0	0	0	0	0	0

Data File: Ridgewood (north of hatley).JDF
 Site Code: 0226-908
 Start Date: 2/26/01
 Start Time: 17:36
 Sensor Layout: 51
 Sensor Spacing: 100
 Location: Ridgewood (North of Hatley)
 Comments: N 30.16.909 W 097.47.303
 Other: Speed Limit - Un

Direction 1: NB			1-14	15-19	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69
Date	Time	Total												
2/26/01	17:36	2	0	0	0	1	0	0	0	0	0	0	0	1
2/26/01	17:45	13	0	0	0	1	10	2	0	0	0	0	0	0
2/26/01	18:00	19	0	0	2	4	9	3	1	0	0	0	0	0
2/26/01	18:15	14	0	1	1	4	8	0	0	0	0	0	0	0
2/26/01	18:30	13	0	0	1	1	9	2	0	0	0	0	0	0
2/26/01	18:45	8	0	0	0	3	4	1	0	0	0	0	0	0
2/26/01	19:00	5	0	0	0	1	3	1	0	0	0	0	0	0
2/26/01	19:15	6	0	0	0	1	3	1	1	0	0	0	0	0
2/26/01	19:30	5	0	0	0	1	2	2	0	0	0	0	0	0
2/26/01	19:45	9	2	0	0	0	5	2	0	0	0	0	0	0
2/26/01	20:00	1	0	0	0	0	1	0	0	0	0	0	0	0
2/26/01	20:15	2	0	0	0	1	1	0	0	0	0	0	0	0
2/26/01	20:30	7	0	0	0	3	3	1	0	0	0	0	0	0
2/26/01	20:45	3	0	0	0	1	1	1	0	0	0	0	0	0
2/26/01	21:00	1	0	0	0	0	1	0	0	0	0	0	0	0
2/26/01	21:15	1	0	0	0	0	1	0	0	0	0	0	0	0
2/26/01	21:30	2	0	0	0	0	1	1	0	0	0	0	0	0
2/26/01	21:45	2	0	0	0	1	0	1	0	0	0	0	0	0
2/26/01	22:00	1	0	0	0	0	0	0	1	0	0	0	0	0
2/26/01	22:15	3	0	0	0	1	2	0	0	0	0	0	0	0
2/26/01	22:30	1	0	0	1	0	0	0	0	0	0	0	0	0
2/26/01	22:45	1	0	0	0	0	1	0	0	0	0	0	0	0
2/26/01	23:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2/26/01	23:15	1	0	0	0	1	0	0	0	0	0	0	0	0
2/26/01	23:30	0	0	0	0	0	0	0	0	0	0	0	0	0
2/26/01	23:45	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	0:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	0:15	1	0	0	0	1	0	0	0	0	0	0	0	0
2/27/01	0:30	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	0:45	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	1:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	1:15	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	1:30	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	1:45	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	2:15	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	2:30	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	2:45	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	3:15	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	3:30	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	3:45	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	4:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	4:15	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	4:30	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	4:45	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	5:00	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	5:15	1	0	0	0	0	1	0	0	0	0	0	0	0
2/27/01	5:30	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	5:45	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	6:00	1	0	0	0	1	0	0	0	0	0	0	0	0
2/27/01	6:15	2	0	1	0	1	0	0	0	0	0	0	0	0
2/27/01	6:30	0	0	0	0	0	0	0	0	0	0	0	0	0
2/27/01	6:45	4	0	0	0	1	3	0	0	0	0	0	0	0
2/27/01	7:00	8	0	1	2	3	2	0	0	0	0	0	0	0
2/27/01	7:15	9	1	0	0	1	7	0	0	0	0	0	0	0
2/27/01	7:30	13	0	0	1	5	6	1	0	0	0	0	0	0
2/27/01	7:45	16	0	0	5	6	5	0	0	0	0	0	0	0
2/27/01	8:00	16	0	0	3	2	8	3	0	0	0	0	0	0
2/27/01	8:15	8	0	0	0	5	2	1	0	0	0	0	0	0
2/27/01	8:30	10	0	0	0	3	5	2	0	0	0	0	0	0
2/27/01	8:45	10	0	0	0	3	6	1	0	0	0	0	0	0
2/27/01	9:00	3	0	0	0	1	0	2	0	0	0	0	0	0
2/27/01	9:15	6	0	0	1	2	2	1	0	0	0	0	0	0
2/27/01	9:30	6	0	0	2	1	2	1	0	0	0	0	0	0
2/27/01	9:45	5	0	0	0	1	4	0	0	0	0	0	0	0
2/27/01	10:00	6	0	0	0	3	2	1	0	0	0	0	0	0
2/27/01	10:15	4	0	0	0	2	2	0	0	0	0	0	0	0
2/27/01	10:30	6	0	0	0	2	2	2	0	0	0	0	0	0
2/27/01	10:45	8	0	1	1	1	2	2	1	0	0	0	0	0
2/27/01	11:00	3	0	0	0	0	2	1	0	0	0	0	0	0
2/27/01	11:15	6	0	0	2	2	2	0	0	0	0	0	0	0

Data File: Timberline (south of Rolling).JDF
 Site Code: 0226-904
 Start Date: 2/26/01
 Start Time: 17:04
 Sensor Layout: 51
 Sensor Spacing: 100
 Location: Timberline(south of Rollingwd)
 Comments: N 30.16.206 W 097.46.930
 Other: Speed limit - Un

Date	Time	Total	SB	NB
2/26/01	17:04:00	2	0	2
2/26/01	17:15:00	6	3	3
2/26/01	17:30:00	3	0	3
2/26/01	17:45:00	5	4	1
2/26/01	18:00:00	2	0	2
2/26/01	18:15:00	5	0	5
2/26/01	18:30:00	7	3	4
2/26/01	18:45:00	7	4	3
2/26/01	19:00:00	7	6	1
2/26/01	19:15:00	6	5	1
2/26/01	19:30:00	5	3	2
2/26/01	19:45:00	0	0	0
2/26/01	20:00:00	4	3	1
2/26/01	20:15:00	1	1	0
2/26/01	20:30:00	2	1	1
2/26/01	20:45:00	4	2	2
2/26/01	21:00:00	2	1	1
2/26/01	21:15:00	1	0	1
2/26/01	21:30:00	3	1	2
2/26/01	21:45:00	3	3	0
2/26/01	22:00:00	1	1	0
2/26/01	22:15:00	2	1	1
2/26/01	22:30:00	3	3	0
2/26/01	22:45:00	0	0	0
2/26/01	23:00:00	0	0	0
2/26/01	23:15:00	0	0	0
2/26/01	23:30:00	0	0	0
2/26/01	23:45:00	0	0	0
2/27/01	0:00:00	1	1	0
2/27/01	0:15:00	2	1	1
2/27/01	0:30:00	0	0	0
2/27/01	0:45:00	0	0	0
2/27/01	1:00:00	1	1	0
2/27/01	1:15:00	0	0	0
2/27/01	1:30:00	0	0	0
2/27/01	1:45:00	0	0	0
2/27/01	2:00:00	0	0	0
2/27/01	2:15:00	0	0	0
2/27/01	2:30:00	0	0	0
2/27/01	2:45:00	0	0	0
2/27/01	3:00:00	0	0	0
2/27/01	3:15:00	0	0	0
2/27/01	3:30:00	0	0	0
2/27/01	3:45:00	0	0	0
2/27/01	4:00:00	0	0	0
2/27/01	4:15:00	1	0	1
2/27/01	4:30:00	0	0	0
2/27/01	4:45:00	1	1	0
2/27/01	5:00:00	1	0	1
2/27/01	5:15:00	0	0	0
2/27/01	5:30:00	0	0	0
2/27/01	5:45:00	1	1	0
2/27/01	6:00:00	0	0	0
2/27/01	6:15:00	0	0	0
2/27/01	6:30:00	2	0	2
2/27/01	6:45:00	2	0	2
2/27/01	7:00:00	6	2	4
2/27/01	7:15:00	5	0	5
2/27/01	7:30:00	10	0	10
2/27/01	7:45:00	4	1	3
2/27/01	8:00:00	5	1	4
2/27/01	8:15:00	7	1	6
2/27/01	8:30:00	3	0	3
2/27/01	8:45:00	3	0	3
2/27/01	9:00:00	2	0	2
2/27/01	9:15:00	3	1	2
2/27/01	9:30:00	2	1	1
2/27/01	9:45:00	4	2	2
2/27/01	10:00:00	9	0	9
2/27/01	10:15:00	4	2	2
2/27/01	10:30:00	2	0	2
2/27/01	10:45:00	2	0	2
2/27/01	11:00:00	1	1	0

Data File: Timberline (south of Rolling).JDF
 Site Code: 0226-904
 Start Date: 2/26/01
 Start Time: 17:04
 Sensor Layout: 51
 Sensor Spacing: 100
 Location: Timberline(south of Rollingwd)
 Comments: N 30.16.206 W 097.46.930
 Other: Speed limit - Un

Date	Time	Total	SB	NB
2/27/01	11:15:00	4	3	1
2/27/01	11:30:00	8	3	5
2/27/01	11:45:00	3	1	2
2/27/01	12:00:00	5	3	2
2/27/01	12:15:00	5	2	3
2/27/01	12:30:00	5	4	1
2/27/01	12:45:00	1	0	1
2/27/01	13:00:00	5	1	4
2/27/01	13:15:00	12	4	8
2/27/01	13:30:00	11	4	7
2/27/01	13:45:00	4	1	3
2/27/01	14:00:00	6	3	3
2/27/01	14:15:00	3	0	3
2/27/01	14:30:00	1	0	1
2/27/01	14:45:00	2	2	0
2/27/01	15:00:00	9	2	7
2/27/01	15:15:00	4	3	1
2/27/01	15:30:00	4	1	3
2/27/01	15:45:00	2	0	2
2/27/01	16:00:00	5	2	3
2/27/01	16:15:00	3	1	2
2/27/01	16:30:00	2	1	1
2/27/01	16:45:00	2	2	0
2/27/01	17:00:00	0	0	0
2/27/01	17:15:00	2	1	1
2/27/01	17:30:00	3	1	2
2/27/01	17:45:00	6	5	1
2/27/01	18:00:00	5	2	3
2/27/01	18:15:00	6	2	4
2/27/01	18:30:00	7	3	4
2/27/01	18:45:00	2	2	0
2/27/01	19:00:00	5	3	2
2/27/01	19:15:00	8	4	4
2/27/01	19:30:00	4	2	2
2/27/01	19:45:00	5	2	3
2/27/01	20:00:00	2	2	0
2/27/01	20:15:00	1	1	0
2/27/01	20:30:00	4	2	2
2/27/01	20:45:00	5	2	3
2/27/01	21:00:00	4	2	2
2/27/01	21:15:00	1	1	0
2/27/01	21:30:00	0	0	0
2/27/01	21:45:00	2	2	0
2/27/01	22:00:00	4	3	1
2/27/01	22:15:00	0	0	0
2/27/01	22:30:00	2	1	1
2/27/01	22:45:00	1	1	0
2/27/01	23:00:00	1	1	0
2/27/01	23:15:00	1	1	0
2/27/01	23:30:00	1	1	0
2/27/01	23:45:00	0	0	0
2/28/01	0:00:00	0	0	0
2/28/01	0:15:00	2	2	0
2/28/01	0:30:00	0	0	0
2/28/01	0:45:00	2	1	1
2/28/01	1:00:00	0	0	0
2/28/01	1:15:00	0	0	0
2/28/01	1:30:00	0	0	0
2/28/01	1:45:00	0	0	0

Data File: Rollingwood (east of wallis).JDF
 Site Code: 0226-903
 Start Date: 2/26/01
 Start Time: 16:33
 Sensor Layout: 51
 Sensor Spacing: 160
 Location: Rollingwood Dr (east of Wallis)
 Comments: N 30.16.449 W 097.47.101
 Other: Speed Limit 30 M

Date	Time	Total	WB	EB
2/26/01	16:33:00	25	14	11
2/26/01	16:45:00	46	26	20
2/26/01	17:00:00	42	18	24
2/26/01	17:15:00	54	25	29
2/26/01	17:30:00	52	22	30
2/26/01	17:45:00	64	35	29
2/26/01	18:00:00	54	26	28
2/26/01	18:15:00	49	26	23
2/26/01	18:30:00	47	29	18
2/26/01	18:45:00	29	14	15
2/26/01	19:00:00	26	14	12
2/26/01	19:15:00	40	19	21
2/26/01	19:30:00	31	8	23
2/26/01	19:45:00	21	11	10
2/26/01	20:00:00	14	7	7
2/26/01	20:15:00	15	8	7
2/26/01	20:30:00	12	5	7
2/26/01	20:45:00	15	11	4
2/26/01	21:00:00	13	7	6
2/26/01	21:15:00	10	5	5
2/26/01	21:30:00	10	3	7
2/26/01	21:45:00	10	8	2
2/26/01	22:00:00	10	8	2
2/26/01	22:15:00	16	10	6
2/26/01	22:30:00	12	7	5
2/26/01	22:45:00	9	6	3
2/26/01	23:00:00	5	2	3
2/26/01	23:15:00	4	3	1
2/26/01	23:30:00	2	1	1
2/26/01	23:45:00	6	4	2
2/27/01	0:00:00	1	1	0
2/27/01	0:15:00	2	0	2
2/27/01	0:30:00	0	0	0
2/27/01	0:45:00	5	1	4
2/27/01	1:00:00	4	4	0
2/27/01	1:15:00	2	1	1
2/27/01	1:30:00	0	0	0
2/27/01	1:45:00	1	0	1
2/27/01	2:00:00	0	0	0
2/27/01	2:15:00	1	0	1
2/27/01	2:30:00	0	0	0
2/27/01	2:45:00	0	0	0
2/27/01	3:00:00	0	0	0
2/27/01	3:15:00	0	0	0
2/27/01	3:30:00	0	0	0
2/27/01	3:45:00	0	0	0
2/27/01	4:00:00	1	0	1
2/27/01	4:15:00	1	1	0
2/27/01	4:30:00	1	0	1
2/27/01	4:45:00	4	1	3
2/27/01	5:00:00	1	0	1
2/27/01	5:15:00	2	0	2
2/27/01	5:30:00	5	1	4
2/27/01	5:45:00	7	2	5
2/27/01	6:00:00	6	2	4
2/27/01	6:15:00	9	2	7
2/27/01	6:30:00	5	0	5
2/27/01	6:45:00	19	3	16
2/27/01	7:00:00	26	6	20
2/27/01	7:15:00	30	7	23
2/27/01	7:30:00	57	16	41
2/27/01	7:45:00	51	20	31
2/27/01	8:00:00	59	21	38
2/27/01	8:15:00	53	16	37
2/27/01	8:30:00	60	20	40
2/27/01	8:45:00	42	17	25
2/27/01	9:00:00	47	24	23
2/27/01	9:15:00	34	18	16
2/27/01	9:30:00	34	7	27
2/27/01	9:45:00	29	13	16
2/27/01	10:00:00	30	11	19
2/27/01	10:15:00	23	10	13
2/27/01	10:30:00	22	10	12

Data File: Rollingwood (east of wallis).JDF
 Site Code: 0226-903
 Start Date: 2/26/01
 Start Time: 16:33
 Sensor Layout: 51
 Sensor Spacing: 160
 Location: Rollingwood Dr (east of Wallis)
 Comments: N 30.16.449 W 097.47.101
 Other: Speed Limit 30 M

Date	Time	Total	WB	EB
2/27/01	10:45:00	33	16	17
2/27/01	11:00:00	35	11	24
2/27/01	11:15:00	37	14	23
2/27/01	11:30:00	42	28	14
2/27/01	11:45:00	43	22	21
2/27/01	12:00:00	30	14	16
2/27/01	12:15:00	37	20	17
2/27/01	12:30:00	43	22	21
2/27/01	12:45:00	37	13	24
2/27/01	13:00:00	48	16	32
2/27/01	13:15:00	40	20	20
2/27/01	13:30:00	43	19	24
2/27/01	13:45:00	40	21	19
2/27/01	14:00:00	31	12	19
2/27/01	14:15:00	45	19	26
2/27/01	14:30:00	33	16	17
2/27/01	14:45:00	34	15	19
2/27/01	15:00:00	36	23	13
2/27/01	15:15:00	35	14	21
2/27/01	15:30:00	38	21	17
2/27/01	15:45:00	37	19	18
2/27/01	16:00:00	42	16	26
2/27/01	16:15:00	46	25	21
2/27/01	16:30:00	40	19	21
2/27/01	16:45:00	36	18	18
2/27/01	17:00:00	54	31	23
2/27/01	17:15:00	63	36	27
2/27/01	17:30:00	65	37	28
2/27/01	17:45:00	42	13	29
2/27/01	18:00:00	45	22	23
2/27/01	18:15:00	51	32	19
2/27/01	18:30:00	44	18	26
2/27/01	18:45:00	39	21	18
2/27/01	19:00:00	42	21	21
2/27/01	19:15:00	26	12	14
2/27/01	19:30:00	25	9	16
2/27/01	19:45:00	29	15	14
2/27/01	20:00:00	19	13	6
2/27/01	20:15:00	20	15	5
2/27/01	20:30:00	13	8	5
2/27/01	20:45:00	15	4	11
2/27/01	21:00:00	19	10	9
2/27/01	21:15:00	15	4	11
2/27/01	21:30:00	12	6	6
2/27/01	21:45:00	16	9	7
2/27/01	22:00:00	13	9	4
2/27/01	22:15:00	11	10	1
2/27/01	22:30:00	5	1	4
2/27/01	22:45:00	4	2	2
2/27/01	23:00:00	3	3	0
2/27/01	23:15:00	8	5	3
2/27/01	23:30:00	8	3	5
2/27/01	23:45:00	2	2	0
2/28/01	0:00:00	4	3	1
2/28/01	0:15:00	7	2	5
2/28/01	0:30:00	0	0	0
2/28/01	0:45:00	0	0	0
2/28/01	1:00:00	0	0	0
2/28/01	1:15:00	1	0	1
2/28/01	1:30:00	2	1	1
2/28/01	1:45:00	0	0	0

Data File: Rollingwood (east of Vale).JDF
 Site Code: 0226-902
 Start Date: 2/26/01
 Start Time: 17:18
 Sensor Layour: 51
 Sensor Spacir: 160
 Location: Rollingwood (east of Vale)
 Comments: N 30.16.177 W 097.96.800
 Other: Speed Limit - 30

Date	Time	Total	WB	EB
2/26/01	17:18:00	68	30	38
2/26/01	17:30:00	67	34	33
2/26/01	17:45:00	74	45	29
2/26/01	18:00:00	61	36	25
2/26/01	18:15:00	63	28	35
2/26/01	18:30:00	73	45	28
2/26/01	18:45:00	46	26	20
2/26/01	19:00:00	41	26	15
2/26/01	19:15:00	48	28	20
2/26/01	19:30:00	44	14	30
2/26/01	19:45:00	39	23	16
2/26/01	20:00:00	34	23	11
2/26/01	20:15:00	25	15	10
2/26/01	20:30:00	18	14	4
2/26/01	20:45:00	25	19	6
2/26/01	21:00:00	23	17	6
2/26/01	21:15:00	17	9	8
2/26/01	21:30:00	25	13	12
2/26/01	21:45:00	19	11	8
2/26/01	22:00:00	18	14	4
2/26/01	22:15:00	26	18	8
2/26/01	22:30:00	20	16	4
2/26/01	22:45:00	11	6	5
2/26/01	23:00:00	10	5	5
2/26/01	23:15:00	6	3	3
2/26/01	23:30:00	7	5	2
2/26/01	23:45:00	9	4	5
2/27/01	0:00:00	4	4	0
2/27/01	0:15:00	4	2	2
2/27/01	0:30:00	1	1	0
2/27/01	0:45:00	9	4	5
2/27/01	1:00:00	6	5	1
2/27/01	1:15:00	1	0	1
2/27/01	1:30:00	0	0	0
2/27/01	1:45:00	1	0	1
2/27/01	2:00:00	0	0	0
2/27/01	2:15:00	1	0	1
2/27/01	2:30:00	1	1	0
2/27/01	2:45:00	0	0	0
2/27/01	3:00:00	0	0	0
2/27/01	3:15:00	0	0	0
2/27/01	3:30:00	0	0	0
2/27/01	3:45:00	0	0	0
2/27/01	4:00:00	2	1	1
2/27/01	4:15:00	1	0	1
2/27/01	4:30:00	2	0	2
2/27/01	4:45:00	2	0	2
2/27/01	5:00:00	4	0	4
2/27/01	5:15:00	5	1	4
2/27/01	5:30:00	7	1	6
2/27/01	5:45:00	10	2	8
2/27/01	6:00:00	10	1	9
2/27/01	6:15:00	9	1	8
2/27/01	6:30:00	15	1	14
2/27/01	6:45:00	31	7	24
2/27/01	7:00:00	35	5	30
2/27/01	7:15:00	45	7	38
2/27/01	7:30:00	81	11	70
2/27/01	7:45:00	66	18	48
2/27/01	8:00:00	73	15	58
2/27/01	8:15:00	72	26	46
2/27/01	8:30:00	74	18	56
2/27/01	8:45:00	64	22	42
2/27/01	9:00:00	55	25	30
2/27/01	9:15:00	63	28	35
2/27/01	9:30:00	64	19	45
2/27/01	9:45:00	45	16	29
2/27/01	10:00:00	50	15	35
2/27/01	10:15:00	40	19	21
2/27/01	10:30:00	46	21	25
2/27/01	10:45:00	41	15	26
2/27/01	11:00:00	45	18	27

Data File: Rollingwood (east of Vale).JDF
 Site Code: 0226-902
 Start Date: 2/26/01
 Start Time: 17:18
 Sensor Layour 51
 Sensor Spacir 160
 Location: Rollingwood (east of Vale)
 Comments: N 30.16.177 W 097.96.800
 Other: Speed Limit - 30

Date	Time	Total	WB	EB
2/27/01	11:15:00	58	23	35
2/27/01	11:30:00	59	32	27
2/27/01	11:45:00	70	35	35
2/27/01	12:00:00	49	27	22
2/27/01	12:15:00	53	32	21
2/27/01	12:30:00	55	27	28
2/27/01	12:45:00	55	23	32
2/27/01	13:00:00	68	30	38
2/27/01	13:15:00	68	35	33
2/27/01	13:30:00	62	25	37
2/27/01	13:45:00	56	26	30
2/27/01	14:00:00	52	22	30
2/27/01	14:15:00	61	28	33
2/27/01	14:30:00	48	21	27
2/27/01	14:45:00	55	30	25
2/27/01	15:00:00	54	30	24
2/27/01	15:15:00	70	40	30
2/27/01	15:30:00	71	34	37
2/27/01	15:45:00	44	24	20
2/27/01	16:00:00	51	22	29
2/27/01	16:15:00	63	33	30
2/27/01	16:30:00	53	28	25
2/27/01	16:45:00	51	30	21
2/27/01	17:00:00	64	35	29
2/27/01	17:15:00	66	38	28
2/27/01	17:30:00	78	47	31
2/27/01	17:45:00	57	30	27
2/27/01	18:00:00	60	32	28
2/27/01	18:15:00	63	35	28
2/27/01	18:30:00	55	26	29
2/27/01	18:45:00	52	33	19
2/27/01	19:00:00	60	31	29
2/27/01	19:15:00	38	21	17
2/27/01	19:30:00	41	24	17
2/27/01	19:45:00	30	20	10
2/27/01	20:00:00	33	18	15
2/27/01	20:15:00	31	22	9
2/27/01	20:30:00	25	15	10
2/27/01	20:45:00	31	13	18
2/27/01	21:00:00	18	11	7
2/27/01	21:15:00	25	13	12
2/27/01	21:30:00	17	12	5
2/27/01	21:45:00	21	13	8
2/27/01	22:00:00	15	12	3
2/27/01	22:15:00	18	13	5
2/27/01	22:30:00	12	4	8
2/27/01	22:45:00	7	5	2
2/27/01	23:00:00	7	5	2
2/27/01	23:15:00	9	8	1
2/27/01	23:30:00	5	3	2
2/27/01	23:45:00	4	4	0
2/28/01	0:00:00	6	5	1
2/28/01	0:15:00	10	5	5
2/28/01	0:30:00	3	1	2
2/28/01	0:45:00	3	1	2
2/28/01	1:00:00	0	0	0
2/28/01	1:15:00	3	1	2
2/28/01	1:30:00	0	0	0

Data File: Rollingwood (west of riley).JDF
 Site Code: 0226-911
 Start Date: 2/26/01
 Start Time: 16:46
 Sensor Layout: 51
 Sensor Spacing: 160
 Location: Rollingwood Dr (west of Riley)
 Comments: N 30.16.289 W 097.47.019
 Other: Speed Limit 30 M

Date	Time	Total	EB	WB
2/26/01	16:46:00	25	1	24
2/26/01	17:00:00	24	4	20
2/26/01	17:15:00	42	13	29
2/26/01	17:30:00	28	5	23
2/26/01	17:45:00	40	3	37
2/26/01	18:00:00	28	5	23
2/26/01	18:15:00	31	6	25
2/26/01	18:30:00	32	3	29
2/26/01	18:45:00	20	3	17
2/26/01	19:00:00	15	0	15
2/26/01	19:15:00	30	10	20
2/26/01	19:30:00	10	2	8
2/26/01	19:45:00	16	3	13
2/26/01	20:00:00	16	3	13
2/26/01	20:15:00	14	0	14
2/26/01	20:30:00	7	0	7
2/26/01	20:45:00	10	1	9
2/26/01	21:00:00	15	2	13
2/26/01	21:15:00	6	2	4
2/26/01	21:30:00	7	3	4
2/26/01	21:45:00	10	1	9
2/26/01	22:00:00	11	0	11
2/26/01	22:15:00	13	1	12
2/26/01	22:30:00	9	2	7
2/26/01	22:45:00	9	1	8
2/26/01	23:00:00	4	1	3
2/26/01	23:15:00	5	1	4
2/26/01	23:30:00	2	1	1
2/26/01	23:45:00	6	1	5
2/27/01	0:00:00	4	1	3
2/27/01	0:15:00	2	1	1
2/27/01	0:30:00	0	0	0
2/27/01	0:45:00	1	0	1
2/27/01	1:00:00	4	0	4
2/27/01	1:15:00	2	0	2
2/27/01	1:30:00	0	0	0
2/27/01	1:45:00	1	1	0
2/27/01	2:00:00	0	0	0
2/27/01	2:15:00	0	0	0
2/27/01	2:30:00	0	0	0
2/27/01	2:45:00	0	0	0
2/27/01	3:00:00	0	0	0
2/27/01	3:15:00	0	0	0
2/27/01	3:30:00	0	0	0
2/27/01	3:45:00	0	0	0
2/27/01	4:00:00	0	0	0
2/27/01	4:15:00	1	0	1
2/27/01	4:30:00	0	0	0
2/27/01	4:45:00	3	2	1
2/27/01	5:00:00	1	1	0
2/27/01	5:15:00	2	0	2
2/27/01	5:30:00	1	0	1
2/27/01	5:45:00	2	1	1
2/27/01	6:00:00	3	1	2
2/27/01	6:15:00	4	2	2
2/27/01	6:30:00	3	3	0
2/27/01	6:45:00	6	2	4
2/27/01	7:00:00	6	1	5
2/27/01	7:15:00	11	4	7
2/27/01	7:30:00	19	6	13
2/27/01	7:45:00	22	5	17
2/27/01	8:00:00	26	7	19
2/27/01	8:15:00	23	6	17
2/27/01	8:30:00	27	7	20
2/27/01	8:45:00	21	5	16
2/27/01	9:00:00	28	5	23
2/27/01	9:15:00	13	1	12
2/27/01	9:30:00	21	6	15
2/27/01	9:45:00	20	7	13
2/27/01	10:00:00	22	11	11
2/27/01	10:15:00	18	8	10
2/27/01	10:30:00	17	6	11
2/27/01	10:45:00	12	2	10

Data File: Rollingwood (west of riley).JDF
 Site Code: 0226-911
 Start Date: 2/26/01
 Start Time: 16:46
 Sensor Layout: 51
 Sensor Spacing: 160
 Location: Rollingwood Dr (west of Riley)
 Comments: N 30.16.289 W 097.47.019
 Other: Speed Limit 30 M

Date	Time	Total	EB	WB
2/27/01	11:00:00	30	15	15
2/27/01	11:15:00	30	11	19
2/27/01	11:30:00	30	3	27
2/27/01	11:45:00	30	7	23
2/27/01	12:00:00	21	6	15
2/27/01	12:15:00	27	4	23
2/27/01	12:30:00	29	6	23
2/27/01	12:45:00	36	19	17
2/27/01	13:00:00	43	27	16
2/27/01	13:15:00	39	12	27
2/27/01	13:30:00	37	14	23
2/27/01	13:45:00	29	7	22
2/27/01	14:00:00	20	10	10
2/27/01	14:15:00	38	17	21
2/27/01	14:30:00	22	5	17
2/27/01	14:45:00	31	10	21
2/27/01	15:00:00	29	8	21
2/27/01	15:15:00	33	14	19
2/27/01	15:30:00	25	3	22
2/27/01	15:45:00	25	9	16
2/27/01	16:00:00	21	7	14
2/27/01	16:15:00	42	17	25
2/27/01	16:30:00	35	13	22
2/27/01	16:45:00	34	15	19
2/27/01	17:00:00	39	10	29
2/27/01	17:15:00	48	12	36
2/27/01	17:30:00	53	15	38
2/27/01	17:45:00	37	19	18
2/27/01	18:00:00	31	10	21
2/27/01	18:15:00	39	7	32
2/27/01	18:30:00	31	8	23
2/27/01	18:45:00	30	9	21
2/27/01	19:00:00	34	14	20
2/27/01	19:15:00	23	6	17
2/27/01	19:30:00	23	7	16
2/27/01	19:45:00	22	4	18
2/27/01	20:00:00	11	0	11
2/27/01	20:15:00	19	5	14
2/27/01	20:30:00	13	3	10
2/27/01	20:45:00	11	3	8
2/27/01	21:00:00	11	2	9
2/27/01	21:15:00	13	8	5
2/27/01	21:30:00	12	3	9
2/27/01	21:45:00	10	0	10
2/27/01	22:00:00	9	0	9
2/27/01	22:15:00	10	1	9
2/27/01	22:30:00	5	1	4
2/27/01	22:45:00	2	1	1
2/27/01	23:00:00	4	0	4
2/27/01	23:15:00	3	0	3
2/27/01	23:30:00	6	1	5
2/27/01	23:45:00	4	0	4
2/28/01	0:00:00	3	0	3
2/28/01	0:15:00	2	1	1
2/28/01	0:30:00	2	0	2
2/28/01	0:45:00	0	0	0
2/28/01	1:00:00	0	0	0
2/28/01	1:15:00	1	1	0
2/28/01	1:30:00	2	1	1
2/28/01	1:45:00	0	0	0

Data File: Rollingwood (east of ewing).JDF
 Site Code: 905-0226
 Start Date: 2/26/01
 Start Time: 16:24
 Sensor Layout: 51
 Sensor Spacing: 160
 Location: Rollingwood Dr (East of Ewing)
 Comments: N 30.16.445 W 097.47.426
 Other: Speed Limit - 30

Date	Time	Total	WB	EB
2/26/01	16:24:00	15	5	10
2/26/01	16:30:00	44	24	20
2/26/01	16:45:00	38	17	21
2/26/01	17:00:00	53	20	33
2/26/01	17:15:00	54	17	37
2/26/01	17:30:00	58	20	38
2/26/01	17:45:00	62	25	37
2/26/01	18:00:00	47	23	24
2/26/01	18:15:00	56	23	33
2/26/01	18:30:00	46	23	23
2/26/01	18:45:00	39	28	11
2/26/01	19:00:00	24	12	12
2/26/01	19:15:00	37	13	24
2/26/01	19:30:00	30	12	18
2/26/01	19:45:00	17	8	9
2/26/01	20:00:00	11	5	6
2/26/01	20:15:00	13	2	11
2/26/01	20:30:00	16	1	15
2/26/01	20:45:00	20	8	12
2/26/01	21:00:00	14	5	9
2/26/01	21:15:00	9	4	5
2/26/01	21:30:00	8	4	4
2/26/01	21:45:00	7	4	3
2/26/01	22:00:00	10	6	4
2/26/01	22:15:00	8	3	5
2/26/01	22:30:00	7	3	4
2/26/01	22:45:00	5	4	1
2/26/01	23:00:00	3	1	2
2/26/01	23:15:00	1	1	0
2/26/01	23:30:00	0	0	0
2/26/01	23:45:00	3	2	1
2/27/01	0:00:00	0	0	0
2/27/01	0:15:00	0	0	0
2/27/01	0:30:00	0	0	0
2/27/01	0:45:00	1	1	0
2/27/01	1:00:00	2	2	0
2/27/01	1:15:00	2	1	1
2/27/01	1:30:00	0	0	0
2/27/01	1:45:00	0	0	0
2/27/01	2:00:00	1	1	0
2/27/01	2:15:00	0	0	0
2/27/01	2:30:00	1	1	0
2/27/01	2:45:00	1	1	0
2/27/01	3:00:00	0	0	0
2/27/01	3:15:00	0	0	0
2/27/01	3:30:00	0	0	0
2/27/01	3:45:00	0	0	0
2/27/01	4:00:00	2	1	1
2/27/01	4:15:00	0	0	0
2/27/01	4:30:00	0	0	0
2/27/01	4:45:00	1	0	1
2/27/01	5:00:00	0	0	0
2/27/01	5:15:00	0	0	0
2/27/01	5:30:00	0	0	0
2/27/01	5:45:00	0	0	0
2/27/01	6:00:00	6	2	4
2/27/01	6:15:00	5	2	3
2/27/01	6:30:00	2	0	2
2/27/01	6:45:00	10	2	8
2/27/01	7:00:00	18	7	11
2/27/01	7:15:00	21	8	13
2/27/01	7:30:00	50	29	21
2/27/01	7:45:00	50	24	26
2/27/01	8:00:00	45	21	24
2/27/01	8:15:00	45	19	26
2/27/01	8:30:00	46	19	27
2/27/01	8:45:00	33	12	21
2/27/01	9:00:00	27	12	15
2/27/01	9:15:00	21	14	7
2/27/01	9:30:00	32	13	19
2/27/01	9:45:00	27	9	18
2/27/01	10:00:00	23	12	11
2/27/01	10:15:00	12	7	5

Data File: Rollingwood (east of ewing).JDF
 Site Code: 905-0226
 Start Date: 2/26/01
 Start Time: 16:24
 Sensor Layout: 51
 Sensor Spacing: 160
 Location: Rollingwood Dr (East of Ewing)
 Comments: N 30.16.445 W 097.47.426
 Other: Speed Limit - 30

Date	Time	Total	WB	EB
2/27/01	10:30:00	26	8	18
2/27/01	10:45:00	20	8	12
2/27/01	11:00:00	29	10	19
2/27/01	11:15:00	34	15	19
2/27/01	11:30:00	37	22	15
2/27/01	11:45:00	49	22	27
2/27/01	12:00:00	34	15	19
2/27/01	12:15:00	32	12	20
2/27/01	12:30:00	39	17	22
2/27/01	12:45:00	33	11	22
2/27/01	13:00:00	46	18	28
2/27/01	13:15:00	34	14	20
2/27/01	13:30:00	28	11	17
2/27/01	13:45:00	36	18	18
2/27/01	14:00:00	26	9	17
2/27/01	14:15:00	39	15	24
2/27/01	14:30:00	29	9	20
2/27/01	14:45:00	24	13	11
2/27/01	15:00:00	37	18	19
2/27/01	15:15:00	43	13	30
2/27/01	15:30:00	31	17	14
2/27/01	15:45:00	54	21	33
2/27/01	16:00:00	43	17	26
2/27/01	16:15:00	53	21	32
2/27/01	16:30:00	46	15	31
2/27/01	16:45:00	37	17	20
2/27/01	17:00:00	62	30	32
2/27/01	17:15:00	68	32	36
2/27/01	17:30:00	61	32	29
2/27/01	17:45:00	59	22	37
2/27/01	18:00:00	56	22	34
2/27/01	18:15:00	51	31	20
2/27/01	18:30:00	44	18	26
2/27/01	18:45:00	42	18	24
2/27/01	19:00:00	38	16	22
2/27/01	19:15:00	25	8	17
2/27/01	19:30:00	37	12	25
2/27/01	19:45:00	35	15	20
2/27/01	20:00:00	19	7	12
2/27/01	20:15:00	15	11	4
2/27/01	20:30:00	11	3	8
2/27/01	20:45:00	14	2	12
2/27/01	21:00:00	22	7	15
2/27/01	21:15:00	15	7	8
2/27/01	21:30:00	13	2	11
2/27/01	21:45:00	19	9	10
2/27/01	22:00:00	10	4	6
2/27/01	22:15:00	6	5	1
2/27/01	22:30:00	3	0	3
2/27/01	22:45:00	3	1	2
2/27/01	23:00:00	2	2	0
2/27/01	23:15:00	3	1	2
2/27/01	23:30:00	5	2	3
2/27/01	23:45:00	5	2	3
2/28/01	0:00:00	3	2	1
2/28/01	0:15:00	3	1	2
2/28/01	0:30:00	1	1	0
2/28/01	0:45:00	1	1	0
2/28/01	1:00:00	0	0	0
2/28/01	1:15:00	0	0	0
2/28/01	1:30:00	0	0	0

Data File: Rollingwood (east of bee caves).JDF
 Site Code: 0226-914
 Start Date: 2/26/01
 Start Time: 16:02
 Sensor Layout: 51
 Sensor Spacing: 160
 Location: Rollingwood (East of Bee Cave)
 Comments: N 30.16.409 W 097.47.805
 Other: Speed Limit 30 M

Date	Time	Total	EB	WB
2/26/01	16:02:00	82	46	36
2/26/01	16:15:00	94	59	35
2/26/01	16:30:00	79	39	40
2/26/01	16:45:00	88	38	50
2/26/01	17:00:00	103	56	47
2/26/01	17:15:00	103	58	45
2/26/01	17:30:00	110	72	38
2/26/01	17:45:00	107	59	48
2/26/01	18:00:00	99	55	44
2/26/01	18:15:00	114	61	53
2/26/01	18:30:00	80	45	35
2/26/01	18:45:00	81	35	46
2/26/01	19:00:00	66	34	32
2/26/01	19:15:00	80	49	31
2/26/01	19:30:00	61	37	24
2/26/01	19:45:00	59	35	24
2/26/01	20:00:00	32	17	15
2/26/01	20:15:00	35	27	8
2/26/01	20:30:00	44	35	9
2/26/01	20:45:00	44	24	20
2/26/01	21:00:00	37	23	14
2/26/01	21:15:00	21	12	9
2/26/01	21:30:00	18	11	7
2/26/01	21:45:00	21	11	10
2/26/01	22:00:00	21	10	11
2/26/01	22:15:00	15	10	5
2/26/01	22:30:00	19	10	9
2/26/01	22:45:00	11	6	5
2/26/01	23:00:00	10	5	5
2/26/01	23:15:00	4	4	0
2/26/01	23:30:00	0	0	0
2/26/01	23:45:00	7	3	4
2/27/01	0:00:00	3	2	1
2/27/01	0:15:00	2	2	0
2/27/01	0:30:00	3	2	1
2/27/01	0:45:00	3	1	2
2/27/01	1:00:00	3	1	2
2/27/01	1:15:00	3	1	2
2/27/01	1:30:00	4	3	1
2/27/01	1:45:00	1	1	0
2/27/01	2:00:00	2	1	1
2/27/01	2:15:00	4	3	1
2/27/01	2:30:00	1	0	1
2/27/01	2:45:00	3	1	2
2/27/01	3:00:00	0	0	0
2/27/01	3:15:00	0	0	0
2/27/01	3:30:00	0	0	0
2/27/01	3:45:00	2	1	1
2/27/01	4:00:00	2	1	1
2/27/01	4:15:00	0	0	0
2/27/01	4:30:00	0	0	0
2/27/01	4:45:00	3	2	1
2/27/01	5:00:00	1	0	1
2/27/01	5:15:00	2	2	0
2/27/01	5:30:00	2	0	2
2/27/01	5:45:00	7	1	6
2/27/01	6:00:00	9	3	6
2/27/01	6:15:00	9	2	7
2/27/01	6:30:00	9	3	6
2/27/01	6:45:00	17	7	10
2/27/01	7:00:00	34	14	20
2/27/01	7:15:00	50	17	33
2/27/01	7:30:00	88	26	62
2/27/01	7:45:00	114	38	76
2/27/01	8:00:00	116	48	68
2/27/01	8:15:00	104	50	54
2/27/01	8:30:00	80	34	46
2/27/01	8:45:00	63	32	31
2/27/01	9:00:00	50	21	29
2/27/01	9:15:00	45	16	29
2/27/01	9:30:00	62	27	35
2/27/01	9:45:00	58	27	31
2/27/01	10:00:00	50	21	29

Data File: Rollingwood (east of bee caves).JDF
 Site Code: 0226-914
 Start Date: 2/26/01
 Start Time: 16:02
 Sensor Layout: 51
 Sensor Spacing: 160
 Location: Rollingwood (East of Bee Cave)
 Comments: N 30.16.409 W 097.47.805
 Other: Speed Limit 30 M

Date	Time	Total	EB	WB
2/27/01	10:15:00	41	16	25
2/27/01	10:30:00	45	26	19
2/27/01	10:45:00	48	25	23
2/27/01	11:00:00	55	23	32
2/27/01	11:15:00	56	24	32
2/27/01	11:30:00	68	28	40
2/27/01	11:45:00	74	31	43
2/27/01	12:00:00	72	38	34
2/27/01	12:15:00	64	36	28
2/27/01	12:30:00	74	42	32
2/27/01	12:45:00	71	36	35
2/27/01	13:00:00	72	37	35
2/27/01	13:15:00	76	44	32
2/27/01	13:30:00	60	26	34
2/27/01	13:45:00	76	35	41
2/27/01	14:00:00	69	37	32
2/27/01	14:15:00	67	36	31
2/27/01	14:30:00	72	42	30
2/27/01	14:45:00	52	24	28
2/27/01	15:00:00	91	50	41
2/27/01	15:15:00	84	58	26
2/27/01	15:30:00	77	33	44
2/27/01	15:45:00	84	47	37
2/27/01	16:00:00	95	47	48
2/27/01	16:15:00	110	60	50
2/27/01	16:30:00	86	53	33
2/27/01	16:45:00	96	46	50
2/27/01	17:00:00	120	64	56
2/27/01	17:15:00	125	72	53
2/27/01	17:30:00	104	53	51
2/27/01	17:45:00	104	56	48
2/27/01	18:00:00	114	59	55
2/27/01	18:15:00	88	40	48
2/27/01	18:30:00	107	49	58
2/27/01	18:45:00	94	42	52
2/27/01	19:00:00	73	41	32
2/27/01	19:15:00	54	34	20
2/27/01	19:30:00	74	46	28
2/27/01	19:45:00	71	52	19
2/27/01	20:00:00	36	22	14
2/27/01	20:15:00	41	23	18
2/27/01	20:30:00	34	20	14
2/27/01	20:45:00	42	31	11
2/27/01	21:00:00	42	32	10
2/27/01	21:15:00	25	15	10
2/27/01	21:30:00	23	17	6
2/27/01	21:45:00	21	14	7
2/27/01	22:00:00	20	11	9
2/27/01	22:15:00	19	7	12
2/27/01	22:30:00	13	9	4
2/27/01	22:45:00	10	8	2
2/27/01	23:00:00	4	1	3
2/27/01	23:15:00	10	6	4
2/27/01	23:30:00	5	4	1
2/27/01	23:45:00	6	5	1
2/28/01	0:00:00	1	1	0
2/28/01	0:15:00	2	1	1
2/28/01	0:30:00	3	2	1
2/28/01	0:45:00	4	1	3
2/28/01	1:00:00	2	1	1
2/28/01	1:15:00	0	0	0

Data File: Riley (between Straford & Vance).JDF
 Site Code: 0226-907
 Start Date: 2/26/01
 Start Time: 17:23
 Sensor Layout: 51
 Sensor Spacing: 100
 Location: Riley (between Straford&Vance)
 Comments: N 30.16.532 W 097.46.742
 Other: Speed Limit - 30

Date	Time	Total	NB	SB
2/26/01	17:23:00	0	0	0
2/26/01	17:30:00	11	4	7
2/26/01	17:45:00	8	0	8
2/26/01	18:00:00	10	3	7
2/26/01	18:15:00	6	0	6
2/26/01	18:30:00	5	3	2
2/26/01	18:45:00	3	2	1
2/26/01	19:00:00	2	1	1
2/26/01	19:15:00	0	0	0
2/26/01	19:30:00	5	1	4
2/26/01	19:45:00	1	1	0
2/26/01	20:00:00	2	2	0
2/26/01	20:15:00	3	2	1
2/26/01	20:30:00	1	1	0
2/26/01	20:45:00	1	0	1
2/26/01	21:00:00	0	0	0
2/26/01	21:15:00	2	1	1
2/26/01	21:30:00	1	0	1
2/26/01	21:45:00	0	0	0
2/26/01	22:00:00	1	1	0
2/26/01	22:15:00	0	0	0
2/26/01	22:30:00	1	0	1
2/26/01	22:45:00	0	0	0
2/26/01	23:00:00	2	1	1
2/26/01	23:15:00	0	0	0
2/26/01	23:30:00	1	1	0
2/26/01	23:45:00	1	0	1
2/27/01	0:00:00	0	0	0
2/27/01	0:15:00	0	0	0
2/27/01	0:30:00	0	0	0
2/27/01	0:45:00	0	0	0
2/27/01	1:00:00	0	0	0
2/27/01	1:15:00	0	0	0
2/27/01	1:30:00	0	0	0
2/27/01	1:45:00	0	0	0
2/27/01	2:00:00	0	0	0
2/27/01	2:15:00	0	0	0
2/27/01	2:30:00	0	0	0
2/27/01	2:45:00	0	0	0
2/27/01	3:00:00	0	0	0
2/27/01	3:15:00	0	0	0
2/27/01	3:30:00	0	0	0
2/27/01	3:45:00	0	0	0
2/27/01	4:00:00	0	0	0
2/27/01	4:15:00	0	0	0
2/27/01	4:30:00	0	0	0
2/27/01	4:45:00	0	0	0
2/27/01	5:00:00	0	0	0
2/27/01	5:15:00	2	1	1
2/27/01	5:30:00	0	0	0
2/27/01	5:45:00	0	0	0
2/27/01	6:00:00	1	0	1
2/27/01	6:15:00	3	1	2
2/27/01	6:30:00	1	0	1
2/27/01	6:45:00	0	0	0
2/27/01	7:00:00	5	1	4
2/27/01	7:15:00	7	4	3
2/27/01	7:30:00	7	1	6
2/27/01	7:45:00	6	1	5
2/27/01	8:00:00	6	2	4
2/27/01	8:15:00	5	2	3
2/27/01	8:30:00	7	3	4
2/27/01	8:45:00	5	1	4
2/27/01	9:00:00	6	3	3
2/27/01	9:15:00	7	3	4
2/27/01	9:30:00	7	2	5
2/27/01	9:45:00	4	1	3
2/27/01	10:00:00	3	0	3
2/27/01	10:15:00	4	2	2
2/27/01	10:30:00	5	1	4
2/27/01	10:45:00	4	0	4
2/27/01	11:00:00	3	1	2
2/27/01	11:15:00	10	2	8

Data File: Riley (between Straford & vance).JDF
 Site Code: 0226-907
 Start Date: 2/26/01
 Start Time: 17:23
 Sensor Layout: 51
 Sensor Spacing: 100
 Location: Riley (between Straford&Vance)
 Comments: N 30.16.532 W 097.46.742
 Other: Speed Limit - 30

Date	Time	Total	NB	SB
2/27/01	11:30:00	4	1	3
2/27/01	11:45:00	4	2	2
2/27/01	12:00:00	8	4	4
2/27/01	12:15:00	9	6	3
2/27/01	12:30:00	7	5	2
2/27/01	12:45:00	5	3	2
2/27/01	13:00:00	16	9	7
2/27/01	13:15:00	8	5	3
2/27/01	13:30:00	10	4	6
2/27/01	13:45:00	8	0	8
2/27/01	14:00:00	5	0	5
2/27/01	14:15:00	6	4	2
2/27/01	14:30:00	4	3	1
2/27/01	14:45:00	2	2	0
2/27/01	15:00:00	1	0	1
2/27/01	15:15:00	10	4	6
2/27/01	15:30:00	8	3	5
2/27/01	15:45:00	2	1	1
2/27/01	16:00:00	7	4	3
2/27/01	16:15:00	8	6	2
2/27/01	16:30:00	8	3	5
2/27/01	16:45:00	11	2	9
2/27/01	17:00:00	13	3	10
2/27/01	17:15:00	5	1	4
2/27/01	17:30:00	10	4	6
2/27/01	17:45:00	9	4	5
2/27/01	18:00:00	12	4	8
2/27/01	18:15:00	4	2	2
2/27/01	18:30:00	5	0	5
2/27/01	18:45:00	9	5	4
2/27/01	19:00:00	4	1	3
2/27/01	19:15:00	2	1	1
2/27/01	19:30:00	7	2	5
2/27/01	19:45:00	2	1	1
2/27/01	20:00:00	3	0	3
2/27/01	20:15:00	2	1	1
2/27/01	20:30:00	1	0	1
2/27/01	20:45:00	2	1	1
2/27/01	21:00:00	1	1	0
2/27/01	21:15:00	3	1	2
2/27/01	21:30:00	3	2	1
2/27/01	21:45:00	1	0	1
2/27/01	22:00:00	1	1	0
2/27/01	22:15:00	1	1	0
2/27/01	22:30:00	0	0	0
2/27/01	22:45:00	0	0	0
2/27/01	23:00:00	1	1	0
2/27/01	23:15:00	0	0	0
2/27/01	23:30:00	0	0	0
2/27/01	23:45:00	0	0	0
2/28/01	0:00:00	0	0	0
2/28/01	0:15:00	0	0	0
2/28/01	0:30:00	1	0	1
2/28/01	0:45:00	1	0	1
2/28/01	1:00:00	0	0	0
2/28/01	1:15:00	0	0	0
2/28/01	1:30:00	0	0	0
2/28/01	1:45:00	0	0	0

Site Name Edgemoor - South of S. Crest (Southbound)
 Jurisdiction Rollingwood, Tx
 Study Type Volume (ch1)
 Location Code 52129
 Direction None
 Date 5/21/01
 Real Time 11:06
 Start Date 5/21/01
 Start Time 12:00
 Sample Time 00:15
 Operator Number 0
 Machine Number 29

Tuesday, May 22, 2001

HR Begin	Channel 1					Channel 2				
	HR Total	00-15	15-30	30-45	45-00	HR Total	00-15	15-30	30-45	45-00
00	2	0	0	2	0					
01	0	0	0	0	0					
02	0	0	0	0	0					
03	1	1	0	0	0					
04	1	0	0	0	1					
05	4	1	0	2	1					
06	3	0	1	0	2					
07	8	1	3	1	3					
08	9	1	1	2	5					
09	11	0	1	4	6					
10	11	1	2	4	4					
11	12	5	2	3	2					
12	10	4	2	3	1					
13	13	6	3	2	2					
14	17	4	5	5	3					
15	16	2	1	7	6					
16	12	3	1	4	4					
17	7	1	2	1	3					
18	13	1	5	4	3					
19	12	4	2	1	5					
20	11	1	2	3	5					
21	4	3	1	0	0					
22	3	0	1	1	1					
23	3	0	1	1	1					
	183 Total					Total				

Channel 1
 AM Peak Hour Start 10:15
 AM Peak Hour Total 15
 AM Peak Hour Factor 75.00 %
 PM Peak Hour Start 14:00
 PM Peak Hour Total 17
 PM Peak Hour Factor 85.00 %

Channel 2
 AM Peak Hour Start
 AM Peak Hour Total
 AM Peak Hour Factor
 PM Peak Hour Start
 PM Peak Hour Total
 PM Peak Hour Factor

Site Name Edgegrove - South of S Crest (Northbound)
 Jurisdiction Rollingwood, Tx
 Study Type Volume (ch1)
 Location Code 5215
 Direction None
 Date 5/21/01
 Real Time 11:03
 Start Date 5/21/01
 Start Time 12:00
 Sample Time 00:15
 Operator Number 0
 Machine Number 5

Tuesday, May 22, 2001

HR Begin	Channel 1					Channel 2				
	HR Total	00-15	15-30	30-45	45-00	HR Total	00-15	15-30	30-45	45-00
00	5	3	1	1	0					
01	3	2	1	0	0					
02	3	1	0	2	0					
03	1	1	0	0	0					
04	0	0	0	0	0					
05	0	0	0	0	0					
06	10	0	1	3	6					
07	6	0	1	5	0					
08	15	3	2	7	3					
09	29	4	11	4	10					
10	37	7	6	9	15					
11	40	6	16	6	12					
12	45	11	14	11	9					
13	47	10	15	12	10					
14	44	12	11	11	10					
15	58	15	12	16	15					
16	43	7	17	8	11					
17	46	14	10	10	12					
18	53	17	12	11	13					
19	40	9	7	11	13					
20	19	8	3	4	4					
21	33	9	11	8	5					
22	12	4	4	3	1					
23	6	1	2	2	1					
	595 Total					Total				

Channel 1
 AM Peak Hour Start 10:30
 AM Peak Hour Total 46
 AM Peak Hour Factor 71.88 %
 PM Peak Hour Start 15:00
 PM Peak Hour Total 58
 PM Peak Hour Factor 90.63 %

Channel 2
 AM Peak Hour Start
 AM Peak Hour Total
 AM Peak Hour Factor
 PM Peak Hour Start
 PM Peak Hour Total
 PM Peak Hour Factor

Site Name Edgegrove - South of Rollingwood (Southbound)
 Jurisdiction Rollingwood, Tx
 Study Type Volume (ch1)
 Location Code 5217
 Direction None
 Date 5/21/01
 Real Time 11:04
 Start Date 5/21/01
 Start Time 12:00
 Sample Time 00:15
 Operator Number 0
 Machine Number 7

Tuesday, May 22, 2001

HR Begin	Channel 1					Channel 2				
	HR Total	00-15	15-30	30-45	45-00	HR Total	00-15	15-30	30-45	45-00
00	2	0	0	2	0					
01	0	0	0	0	0					
02	0	0	0	0	0					
03	0	0	0	0	0					
04	1	0	0	0	1					
05	3	1	0	1	1					
06	5	0	2	0	3					
07	5	2	1	0	2					
08	11	3	2	4	2					
09	22	2	4	9	7					
10	22	3	2	7	10					
11	17	5	3	6	3					
12	21	8	4	4	5					
13	25	9	5	4	7					
14	17	3	5	7	2					
15	26	8	2	11	5					
16	32	6	7	7	12					
17	18	5	2	6	5					
18	17	4	3	6	4					
19	25	8	1	5	11					
20	13	2	3	3	5					
21	11	4	3	2	2					
22	5	1	2	2	0					
23	3	1	0	2	0					
	301 Total					Total				

Channel 1

AM Peak Hour Start 10:30
 AM Peak Hour Total 25
 AM Peak Hour Factor 62.50 %
 PM Peak Hour Start 16:00
 PM Peak Hour Total 32
 PM Peak Hour Factor 66.67 %

Channel 2

AM Peak Hour Start
 AM Peak Hour Total
 AM Peak Hour Factor
 PM Peak Hour Start
 PM Peak Hour Total
 PM Peak Hour Factor

Site Name Edgegrove - (South of Rollingwood) - Northbound
 Jurisdiction Rollingwood, Tx
 Study Type Volume (ch1)
 Location Code 52111
 Direction None
 Date 5/21/01
 Real Time 11:02
 Start Date 5/21/01
 Start Time 12:00
 Sample Time 00:15
 Operator Number 0
 Machine Number 11

Tuesday, May 22, 2001

HR Begin	Channel 1					Channel 2				
	HR Total	00-15	15-30	30-45	45-00	HR Total	00-15	15-30	30-45	45-00
00	4	3	1	0	0					
01	2	1	1	0	0					
02	1	1	0	0	0					
03	0	0	0	0	0					
04	1	0	0	0	1					
05	1	0	1	0	0					
06	12	0	2	3	7					
07	13	0	3	7	3					
08	22	9	3	6	4					
09	21	3	6	5	7					
10	27	5	3	6	13					
11	20	2	6	4	8					
12	27	8	10	5	4					
13	33	6	9	10	8					
14	39	9	7	13	10					
15	39	12	10	11	6					
16	38	5	13	8	12					
17	42	12	9	8	13					
18	40	12	11	10	7					
19	27	7	4	7	9					
20	11	5	1	2	3					
21	23	4	8	7	4					
22	6	3	2	0	1					
23	5	1	1	2	1					
	454	Total					Total			

Channel 1

AM Peak Hour Start 10:00
 AM Peak Hour Total 27
 AM Peak Hour Factor 51.92 %
 PM Peak Hour Start 17:45
 PM Peak Hour Total 46
 PM Peak Hour Factor 88.46 %

Channel 2

AM Peak Hour Start
 AM Peak Hour Total
 AM Peak Hour Factor
 PM Peak Hour Start
 PM Peak Hour Total
 PM Peak Hour Factor

Site Name Rollingwood - West of Peak (Eastbound)
 Jurisdiction Rollingwood, Tx
 Study Type Volume (ch1)
 Location Code 52116
 Direction None
 Date 5/21/01
 Real Time 11:04
 Start Date 5/21/01
 Start Time 12:00
 Sample Time 00:15
 Operator Number 0
 Machine Number 16

Tuesday, May 22, 2001

HR Begin	Channel 1					Channel 2				
	HR Total	00-15	15-30	30-45	45-00	HR Total	00-15	15-30	30-45	45-00
00	17	6	3	6	2					
01	2	0	0	1	1					
02	5	1	1	3	0					
03	2	0	0	2	0					
04	3	3	0	0	0					
05	2	0	0	0	2					
06	18	0	3	5	10					
07	90	16	21	17	36					
08	164	43	60	29	32					
09	95	22	32	18	23					
10	139	28	31	32	48					
11	166	44	32	32	58					
12	180	41	51	39	49					
13	188	60	51	46	31					
14	145	38	33	30	44					
15	207	44	48	46	69					
16	272	82	61	71	58					
17	259	68	68	68	55					
18	230	83	58	42	47					
19	148	56	36	32	24					
20	111	21	27	34	29					
21	79	24	25	18	12					
22	47	18	12	13	4					
23	13	8	4	1	0					
	2582	Total				Total				

Channel 1

AM Peak Hour Start 7:45
 AM Peak Hour Total 168
 AM Peak Hour Factor 70.00 %
 PM Peak Hour Start 15:45
 PM Peak Hour Total 283
 PM Peak Hour Factor 86.28 %

Channel 2

AM Peak Hour Start
 AM Peak Hour Total
 AM Peak Hour Factor
 PM Peak Hour Start
 PM Peak Hour Total
 PM Peak Hour Factor