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Lawrence Livermore National Laboratory East Avenue/Emergency Response Planning Traffic Study

T. W. Schmiegel

February 15, 2002

U.S. Department of Energy

Lawrence
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EAST AVENUE / EMERGENCY RESPONSE PLANNING TRAFFIC STUDY

Prepared for

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Livermore, California

February 15, 2002

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1.0 INTRODUCTION

1.1 Background

The Lawrence Livermore National Laboratory (LLNL) and the Sandia National Laboratory (SNL) are located at the eastern end of the City of Livermore. Recently the research facilities have been placed on heightened security alerts due to the events of September 11. To respond to the security concerns, LLNL and SNL have proposed to place East Avenue between South Vasco Road and Greenville Road under administrative control. This type of control would require security check points at both ends of this segment of East Avenue, including a truck inspection facility west of the Greenville Road intersection. In this configuration, East Avenue would be closed to general public traffic. Figure 1 illustrates the project study area.

1.2 Purpose

The purpose of this traffic study is to determine the potential traffic impact of placing East Avenue under administrative control. The primary focus of the traffic study is to evaluate the proposed modifications to the geometry and operation of East Avenue between South Vasco Road and Greenville Road. The study also includes a review of a traffic study prepared for the closure of East Avenue in1989 to determine if the assumptions and conclusions of that study remain valid.

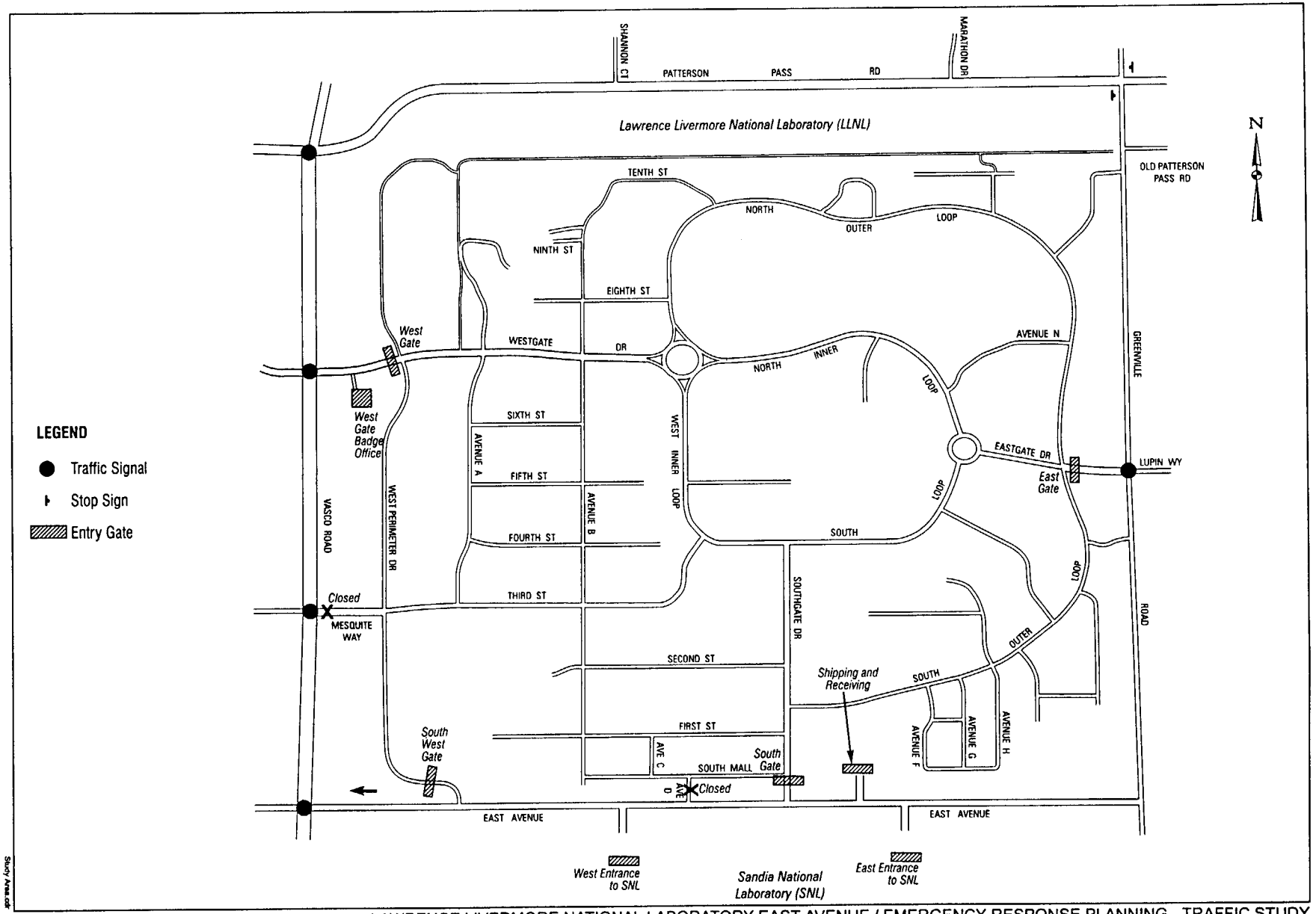
2.0 EXISTING CONDITIONS

2.1 Study Area

The Lawrence Livermore National Laboratory (LLNL) is bounded by Patterson Pass Road to the north, Greenville Road to the east, East Avenue to the south, and Vasco Road to the west. As shown in Figure 1, there are currently five gated entrances to the LLNL, controlled by uniformed Protective Service Officers (PSO):

1. Westgate;
2. Eastgate;
3. Southwestgate;
4. Southgate; and
5. LLNL Shipping and Receiving.

The primary entrance is the Westgate at the signalized intersection of Vasco Road/Westgate Drive, which is also where the badge office is located. All visitors must obtain a visitor badge to enter the laboratory. The Eastgate is located west of the signalized intersection of Greenville Road and Eastgate Drive. The Visitors Center and Public Affairs Center are located next to the Eastgate. The other three LLNL entrances are located off of East Avenue at unsignalized intersections. The Southwestgate is located at the West Perimeter Road and the Southgate is situated at the Southgate Drive. The LLNL Shipping and Receiving entry point is located east of Southgate Drive and is restricted to delivery trucks only.



Study Area.cdr

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Figure 1

PROJECT STUDY AREA

The Sandia National Laboratory (SNL) is located across from the LLNL south of East Avenue. Two gated entry points off East Avenue are available for the SNL– the West Entrance and the East Entrance. Deliveries to SNL are required to use the East Entrance.

2.2 Data Collection

In order to better assess the circulation of traffic in and out of the two Laboratories, vehicle counts passing through given points of access have been collected and reviewed. Twenty-four hour, seven-day hose counts were conducted at the following locations:

1. Southbound left turn from South Vasco Road to East Avenue;
2. Northbound right turn from South Vasco Road to East Avenue;
3. Eastbound and westbound East Avenue, east of South Vasco Road;
4. LLNL Southwest Entrance – single inbound lane, outbound right turn and outbound left turn (counted separately);
5. SNL West Entrance – single inbound lane, outbound right turn and outbound left turn (counted separately);
6. LLNL Southgate Drive – two lanes inbound, outbound right turn and outbound left turn (counted separately);
7. LLNL post P-411 – one lane inbound, outbound right turn and outbound left turn (counted separately). Also, conduct five-day, 7 AM to 5 PM manual vehicle classification counts for inbound and outbound traffic (automobiles, single-unit trucks, 3-axle trucks, 4-axle trucks and 5+axle trucks);
8. SNL East Entrance – one lane inbound, outbound right turn and outbound left turn (counted separately). Also, conduct five-day, 7 AM to 4 PM manual vehicle classification counts for inbound and outbound traffic (automobiles, single-unit trucks, 3-axle trucks, 4-axle trucks and 5+axle trucks);
9. Southbound Greenville Road at East Avenue;
10. Northbound Greenville Road at East Avenue;
11. East Avenue west of Greenville Road (eastbound and westbound counted separately);
12. Greenville Road/LLNL Eastgate Drive – Southbound inbound right turn and northbound inbound left turn from Greenville Road;
13. LLNL Eastgate Drive west of Greenville Road at gate entrance, inbound – single left turn lane, single through lane and single right turn lane (counted separately);
14. LLNL Eastgate Drive west of Greenville Road – two outbound lanes;
15. Southbound left turn from South Vasco Road to Westgate Drive;
16. Northbound right turn from South Vasco Road to Westgate Drive; and
17. Westgate Drive east of South Vasco Road – inbound and outbound (counted separately).

Figure 2 depicts the counting locations. The traffic counts were summarized into fifteen-minute intervals and have been attached in the Technical Appendix. Weekday morning and evening peak hour turning movement counts were also collected at the intersections of South Vasco Road/East Avenue and Greenville Road/East Avenue. The traffic counts were collected during the week of December 6th to December 12th, 2001.

The average 2-day weekend and 5-day weekday 24-hour traffic volumes at these key locations and critical turning movements are illustrated in Figure 3. The average 5-day weekday peak hour volume for the main entrances and turning movements are depicted in Figure 4. As shown in Figure 3, since the weekend traffic volumes are extremely low compared to the weekday volumes, the traffic analysis is focused on the more critical weekday traffic volumes. Section 3.3 describes the analysis of truck data that was collected at locations 7 and 8.

2.3 Traffic Analysis

Using the data collected, the proposed modifications to East Avenue between South Vasco Road and Greenville Road were evaluated. Detailed technical analyses included the following:

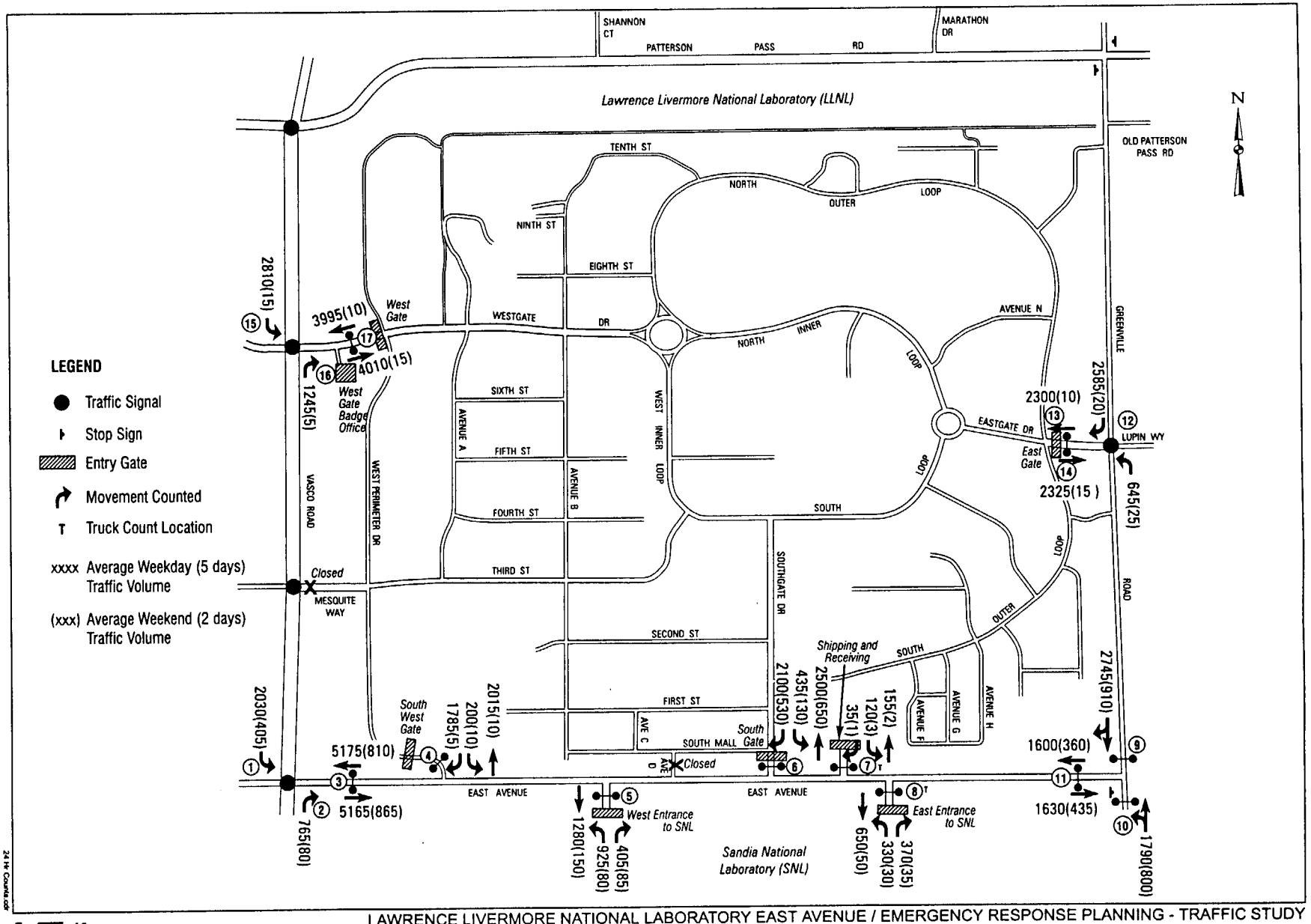
- *East Avenue/South Vasco Road Intersection* – Existing and future levels of service and vehicular queue lengths.
- *East Avenue/Greenville Road Intersection* - Existing and future levels of service and vehicular queue lengths.
- *New East Avenue Security Control Point at South Vasco Road* – Required inbound and outbound lanes and lane widths and anticipated queue lengths.
- *New East Avenue Security Control Point at Greenville Road* – Required inbound and outbound lanes and lane widths and anticipated queue lengths.
- *New Truck Inspection Facility – East Avenue at Greenville Road* – Performance, required lanes and anticipated queue lengths.
- *East Avenue Intersections* – Levels of service and queue lengths at intersections along East Avenue – LLNL Southwest Entrance, LLNL South Entrance, SNL West Entrance and SNL Main Entrance.

For each study facility, geometry currently under consideration has been evaluated. An evaluation of future traffic conditions was also conducted. The evaluation took into account planned residential and commercial projects south of East Avenue along South Vasco Road, along with other developments under consideration throughout Livermore, through the use of the Alameda County Congestion Management Agency's travel demand model.

2.3.1 Site Traffic

LLNL Traffic

Table 1 summarizes the traffic volumes collected at the five entrances to LLNL. A total of 21,975 vehicles enter and exit the LLNL on a typical day. The counts indicate that the Westgate is the most utilized at 36.4 percent (8,005 veh/day), and the Southwestgate is the least used (4,000 veh/day or 18.2 percent). This is to be expected since the Westgate is the primary entrance to the facility. The Westgate and Eastgate combined for 57.4 percent of the traffic at LLNL while the East Avenue entrances constitute 42.6 percent of LLNL traffic.



24 Hr Counts.cdr

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Figure 3

AVERAGE 24 HOUR COUNTS

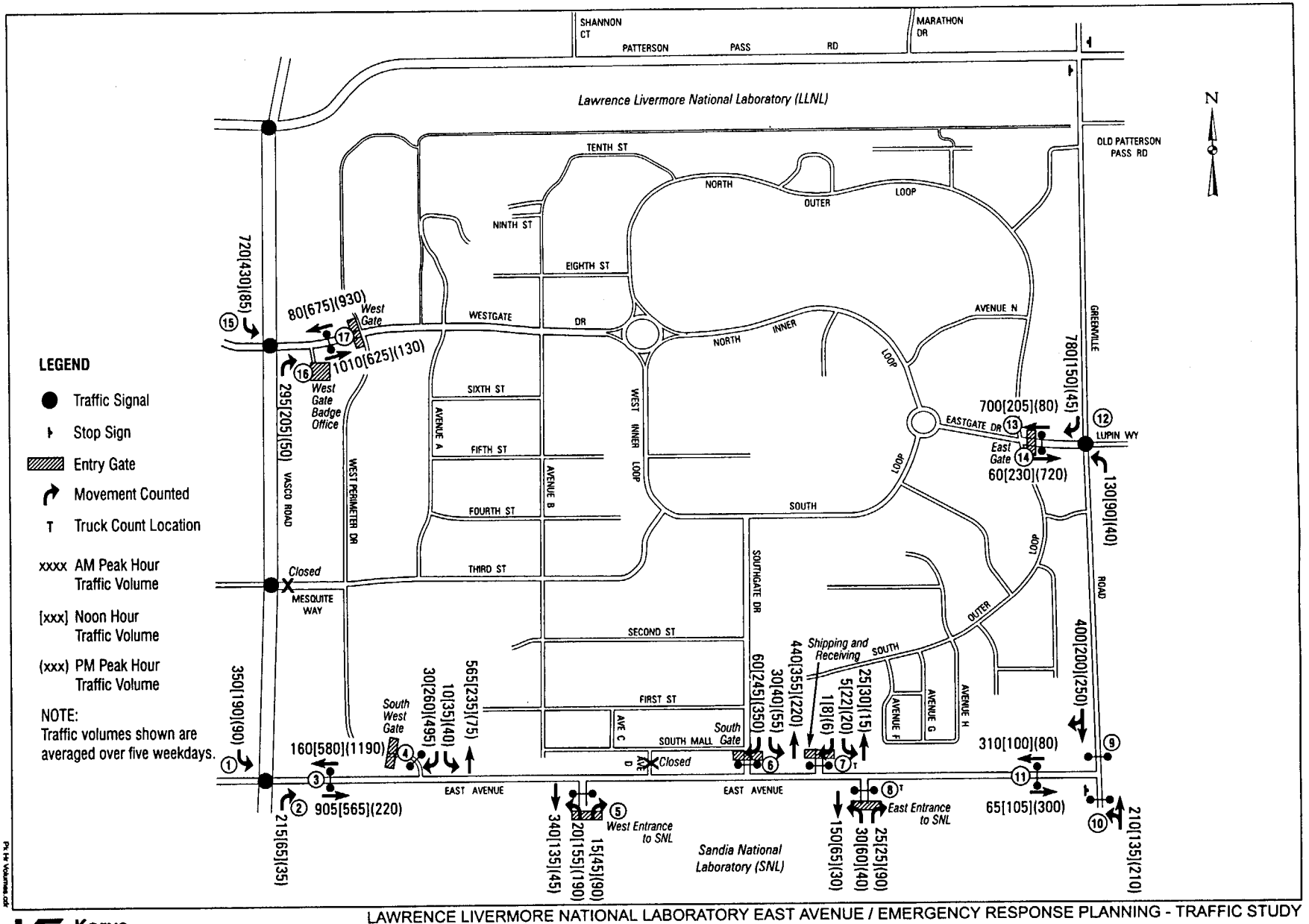

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Figure 4

AVERAGE WEEKDAY PEAK HOUR TRAFFIC VOLUMES

PK Hr Volumes.cdr

Table 1 LLNL Entrances: 24-Hour Counts (5-Day Weekday Average)

Daily Total	Westgate (# 17)	Eastgate (# 13/14)	Southwest-gate (# 4)	Southgate (# 6)	Shipping (# 7)	Total
In	4,010	2,300	2,015	2,500	155	10,980
Out	3,995	2,325	1,985	2,535	155	10,995
Total	8,005	4,625	4,000	5,035	310	21,975
Percentage	*36.4%*	*21.0%*	*18.2%*	*23%*	*1.4%*	*100%*

The hourly distribution of total traffic entering and exiting the LLNL is illustrated in Figure 5. As shown in Figure 5 the total in-bound traffic peaks between 7:00 AM and 8:00 AM and the out-bound traffic peaks between 5:00 PM and 6:00 PM. The graph reflects a typical work day traffic pattern with distinctive inbound and outbound peaks in the morning and afternoon. The large spike in traffic volumes in the morning causes a surge in demand at the entry gates. The Westgate has the highest morning peak hour volume (1,010 vehicles per hour) and has been observed to queue traffic into the signalized intersection of Vasco Road regularly, causing delays and congestion. Figure 6 illustrates this sharp peaking characteristic of the Westgate as the traffic volume jumps sharply from 680 vph (7 to 8 AM) to 1,010 vph (8-9 AM).

Mid-day or non peak periods serve relatively low traffic levels and the entry gates are often reduced to one entry lane. Table 2 summarizes the average weekday peak hour volumes at the LLNL entrances.

Table 2 LLNL Entrances Peak Hour Volumes (5-Day Weekday Average)

	Westgate (# 17)		Eastgate (# 13/14)		Southwest-gate (# 4)		Southgate (# 6)		Shipping [1] (# 7)		Total LLNL Entrance	
Peak Hour[2]	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out
7-8 AM	1,010	80	700	60	565	40	440	90	25	6	2,740	276
Mid-day (12-1 PM)	625	675	205	230	235	295	355	285	30	30	1,450	1,515
5-6 PM	130	930	80	720	75	535	220	405	15	26	520	2,616

1. *Shipping and Receiving Traffic counts include passenger vehicles and trucks.*
2. *Peak Hour for specific movements fluctuates. Peak hour noted is for the entire LLNL facility.*

SNL Traffic

Table 3 summarizes the average 5-day weekday 24-hour traffic volumes at the two entrances to SNL. A total of 3,960 vehicles enter and exit the SNL in a typical day. For comparison purposes this volume represents about 15 percent of the combined LLNL and SNL daily traffic volume. The results also indicate that the West Entrance to SNL is the most utilized out of the two at 66 percent (2610 veh/day). Figure 7 shows the traffic pattern for the SNL entrances. Table 4 summarizes the average 5-day weekday peak hour volumes at the SNL entrances.

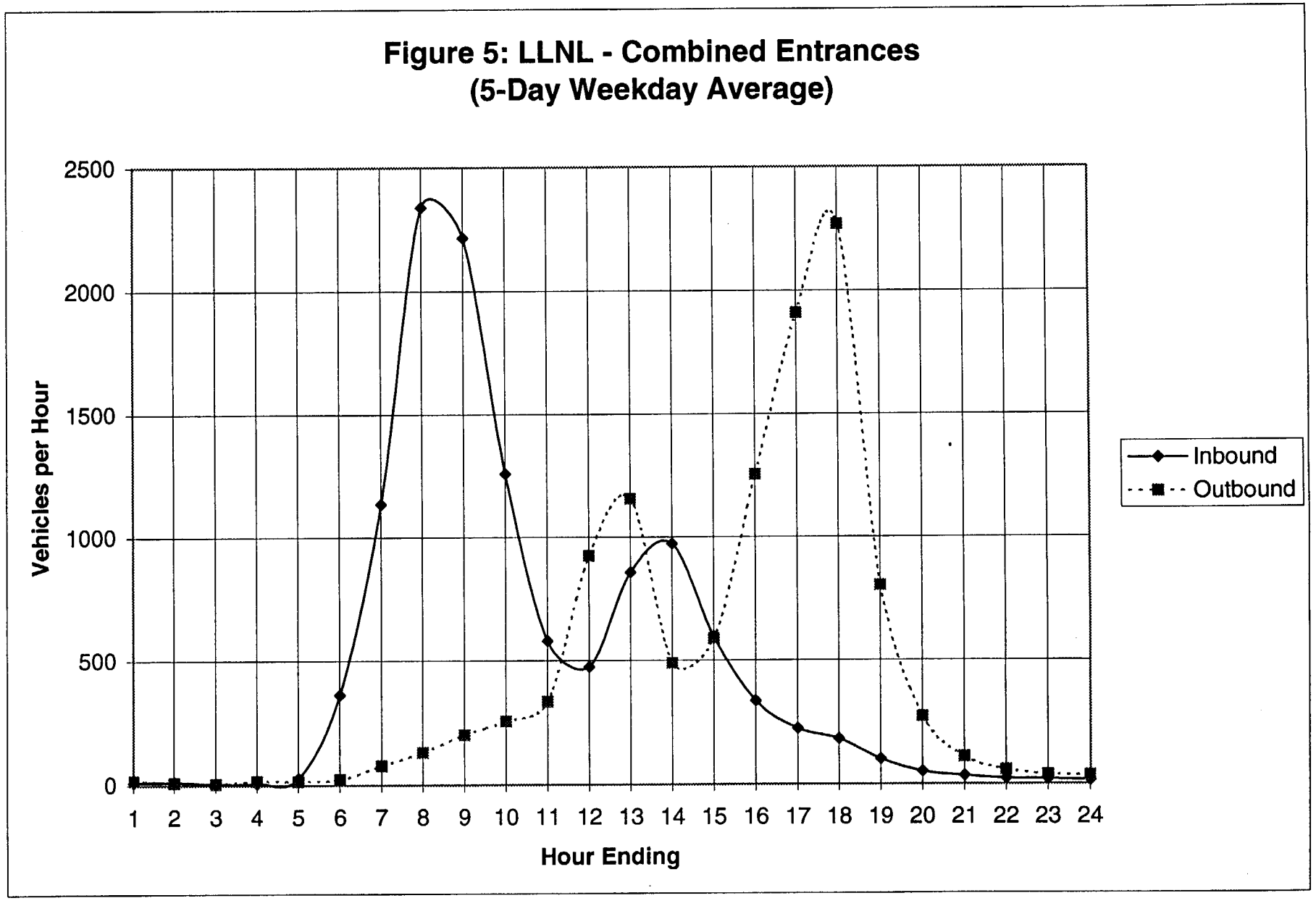
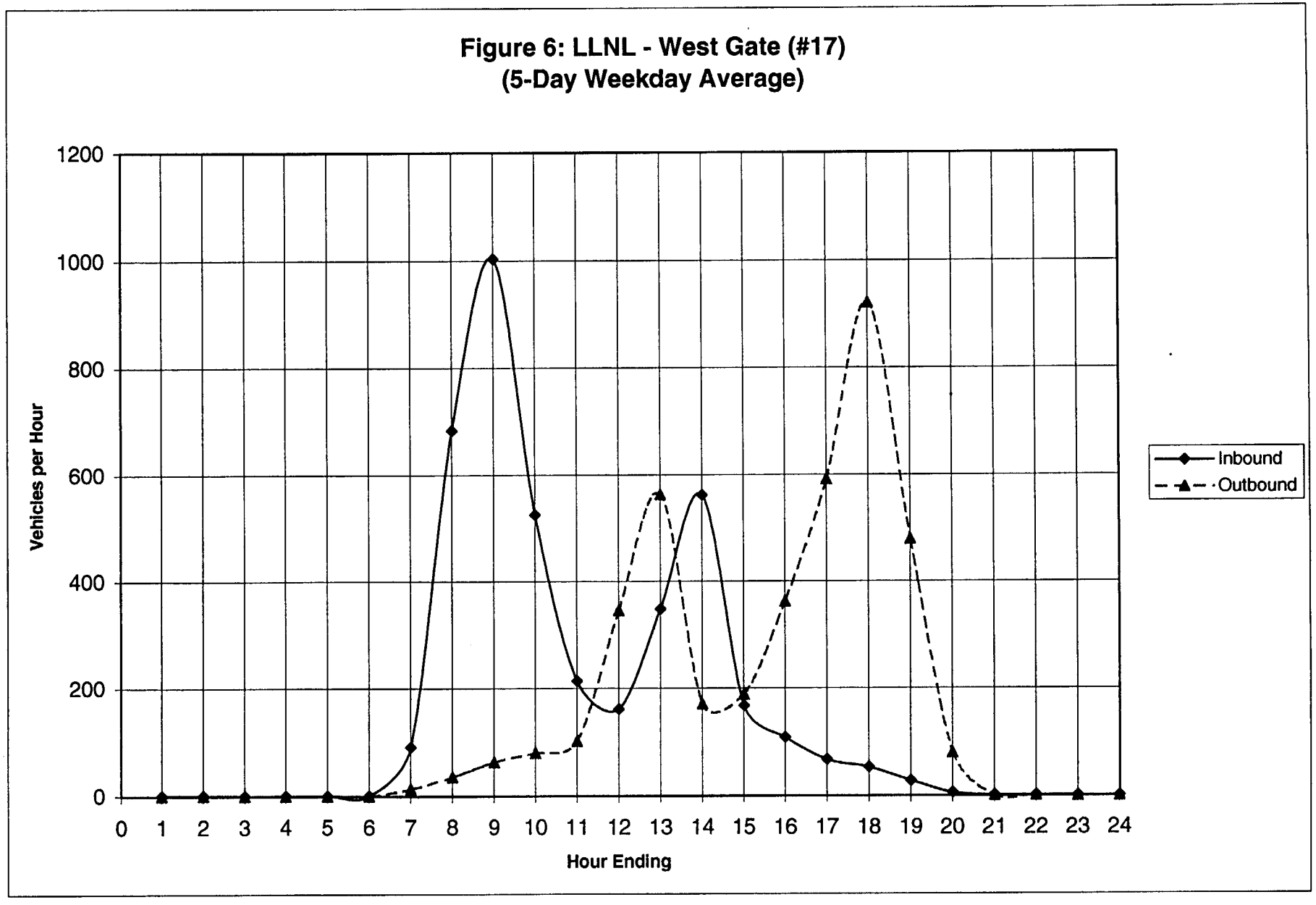


Figure 5: LLNL - Combined Entrances
(5-Day Weekday Average)
Vehicles per Hour
2500
2000
1500
1000
500
0
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24
Hour Ending
Inbound
Outbound



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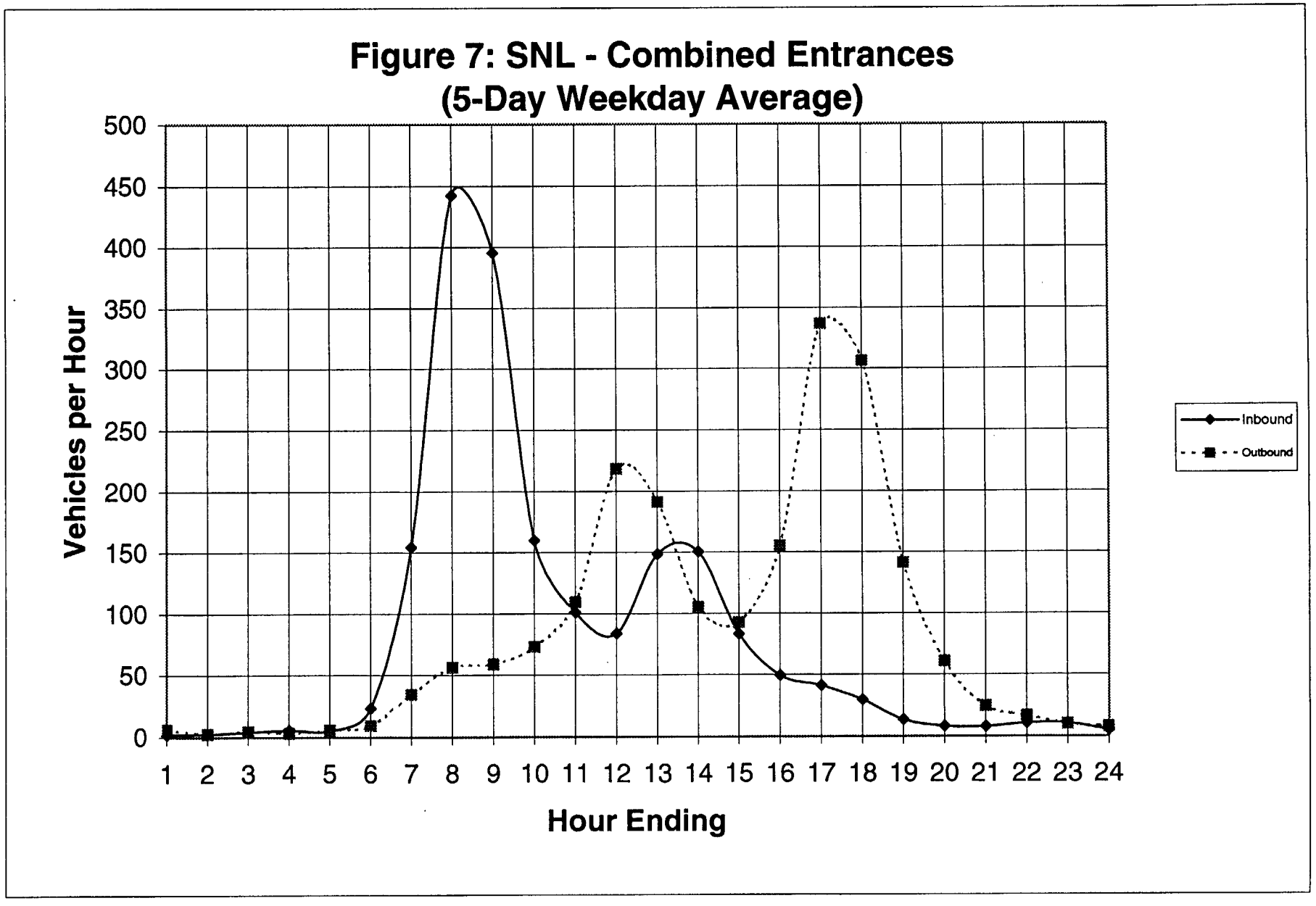


Figure 7: SNL - Combined Entrances
(5-Day Weekday Average)
Vehicles per Hour
500
450
400
350
300
250
200
150
100
50
0
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24
Hour Ending
Inbound
Outbound

Table 3 SNL Entrances 24-Hour Counts (5-Day Weekday Average)

Daily Total	West Entrance (# 5)	East Entrance (# 8)	Total
In	1,280	650	1,930
Out	1,330	700	2,030
Total	2,610	1,350	3,960
Percentage	*66%*	*34%*	*100%*

Table 4 SNL Entrances Peak Hour Volumes (5-Day Weekday Average)

	West Entrance (# 5)		East Entrance[1] (# 8)		Total SNL Entrance	
Peak Hour[2]	In	Out	In	Out	In	Out
7-8 AM	340	35	150	55	490	90
Mid-day (12-1 PM)	135	200	65	85	200	285
4-5 PM	45	280	30	130	75	410

1. *East Entrance traffic counts include passenger vehicles and trucks.*
2. *Peak Hour for specific movements fluctuates. Peak hour noted is for the SNL facility.*

East Avenue Traffic

Table 5 summarizes the traffic volumes on East Avenue. A total of 13,570 vehicles use East Avenue on a daily basis. The traffic counts indicate that 76 percent of the traffic on East Avenue is from the west. Table 6 summarizes the average weekday peak hour volumes at the western and eastern ends of East Avenue. The peak hour volumes are used to determine the vehicle storage length requirements for the new entry gates on East Avenue, as desribed in Section 3.0.

Table 5 East Avenue 24-Hour Counts (5-Day Weekday Average)

Daily Total	East Ave (Vasco Rd) Location # 3	East Ave (Greenville Rd) Location # 11	Total
In	5,165	1,600	6,765
Out	5,175	1,630	6,805
Total	10,340	3,230	13,570
Percentage	76%	24%	100%

Table 6 East Avenue Peak Hour Volumes (5-Day Weekday Average)

	East Ave (Vasco Rd) Location # 3		East Ave (Greenville Rd) Location # 11		Total on East Avenue	
Peak Hour[1]	In	Out	In	Out	In	Out
8-9 AM	905	160	310	65	1,215	225
Mid-day (12-1 PM)	565	580	100	105	665	685
4-5 PM	220	1,190	80	300	300	1,490

1. Peak Hour for specific movements fluctuates. Peak hour noted is for East Avenue.

2.3.2 Levels of Service

Existing Traffic Conditions

Traffic conditions in the study area are assessed through the evaluation of peak hour Levels of Service (LOS) at critical intersections. The LOS concept qualitatively characterizes traffic conditions associated with varying levels of traffic. A LOS determination is a measure of congestion, which is the principal measure of roadway service. Levels of Service for signalized and unsignalized intersections are illustrated in Table 7. Level of Service ranges from LOS A which indicates a free-flow condition to LOS F, which indicates a jammed condition. LOS A, B and C are generally considered to be satisfactory service levels while LOS D is marginally acceptable, LOS E is undesirable and LOS F conditions are unacceptable.

Table 7 Intersection Level of Service Definitions

Level of Service	Description	Average Total Delay (seconds/vehicle)	
		Unsignalized Intersections	Signalized Intersections
A	Little or no delay	≤ 10.0	≤ 10.0
B	Short traffic delay	> 10.0 and ≤ 15.0	> 10.0 and ≤ 20.0
C	Average traffic delay	> 15.0 and ≤ 25.0	>20.0 and ≤ 35.0
D	Long traffic delay	> 25.0 and ≤ 35.0	> 35.0 and ≤ 55.0
E	Very long traffic delay	> 35.0 and ≤ 50.0	> 55.0 and ≤ 80.0
F	Extreme traffic delay	> 50.0	> 80.0

Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, 2000.

Traffic conditions at study intersections are evaluated for the morning and evening peak hours using the methodology of the Transportation Research Board's *2000 Highway Capacity Manual.* With this methodology a level of service is assigned based on average total vehicle delay.

The following six intersections in the study area were evaluated:

1. East Avenue and Vasco Road (signalized intersection);
2. East Avenue and Southwest Entrance/West Perimeter Drive (stop control on West Perimeter

Road);
3. East Avenue and West Entrance to Sandia Labs (stop control on West Entrance);
4. East Avenue and Southgate (stop control on Southgate);
5. East Avenue and East Entrance to Sandia Labs (stop control on East Entrance); and
6. East Avenue and Greenville Road (stop control on East Avenue).

Traffic counts were conducted at two of the study intersections (the East Avenue and Vasco Road and the East Avenue and Greenville Road intersections) during the morning and evening peak hours on December 6th, 2001. Based on 24-hour counts, the turning movements were calculated for the other intersections. Summaries of these counts are attached in the report's technical appendix. Using these traffic counts along with lane geometry and signal phasing collected as part of this analysis, each of the six study intersections has been assessed using the methodology of the *2000 Highway Capacity Manual*. The results of this analysis are presented in Tables 8 and 9. Level of Service calculation worksheets for each intersection are also attached in the technical appendix.

Table 8 Existing Conditions Level of Service – Signalized Intersection

Signalized Intersection[1]	Peak Hour	Level of Service (Seconds/Vehicle)
		Overall Intersection
1. East Avenue & Vasco Road	AM	B (17.5)
	PM	C (21.9)

1. For signalized intersections, the overall intersection LOS and intersection delay in seconds per vehicle are presented.

Table 9 Existing Conditions Level of Service – Unsignalized Intersections

Unsignalized Intersection[1]	Peak Hour	Level of Service (Seconds/Vehicle)	
		Minor Street Approach	Worst Minor Street Movement
1. East Avenue & SW Entrance / West Perimeter Drive	AM	C (18.3)	**E (45.9)**
	PM	D (28.1)	D (28.8)
2. East Avenue & West Entrance to Sandia Labs	AM	B (12.6)	C (16.4)
	PM	B (10.3)	C (12.6)
3. East Avenue & Southgate	AM	B (12.6)	B (16.4)
	PM	C (15.6)	C (17.3)
4. East Avenue & East Entrance to Sandia Labs	AM	B (10.7)	B (12.4)
	PM	B (10.2)	B (10.7)
5. East Avenue & Greenville Road	AM	B (12.9)	B (12.9)
	PM	C (16.3)	C (16.3)

1. For unsignalized intersections, the LOS and delays in seconds per vehicle for the minor street approach and the worst minor street movement are presented.

Tables 8 and 9 presents summary of level of services at the six study intersections. LOS A through D are generally considered to be satisfactory service levels. The East Avenue/Southwest Entrance was found to be operating at LOS E during the morning peak hour for the minor street movement.

Future Traffic Conditions

To assess future traffic conditions in the Study Area, growth rates were obtained from the Alameda County Congestion Management Agency's travel demand model. This model predicts a 0.65 percent annual increase in traffic in the study area to the year 2020.

Tables 10 and 11 present the results of the existing and 2020 LOS analysis at the six study intersections. Level of Service calculation worksheets for each of the two scenarios are attached in the technical appendix.

Table 10 2020 Conditions Level of Service – Signalized Intersection

Signalized Intersection[1]	Peak Hour	Level of Service (Seconds/Vehicle)[1]	
		Existing 2001	Year 2020
		Overall Intersection	Overall Intersection
1. East Avenue & Vasco Road [1]	AM	B (17.5)	B (19.0)
	PM	C (21.9)	C (28.4)

1. For signalized intersections, the overall intersection LOS and intersection delay in seconds per vehicle are presented.

Table 11 2020 Conditions Level of Service – Unsignalized Intersections

Unsignalized Intersections[1]	Peak Hour	Level of Service (Seconds/Vehicle)			
		Existing 2001		Year 2020	
		Minor Street Approach	Worst Minor Street Movement	Minor Street Approach	Worst Minor Street Movement
1. East Ave & SW Entrance	AM	C (18.3)	**E (45.9)**	C (22.8)	**F (64.9)**
	PM	D (28.1)	D (28.8)	**F (61.0)**	**F (64.1)**
2. East Avenue & W Entrance to SNL	AM	B (12.6)	C (16.4)	B (14.2)	C (19.6)
	PM	B (10.3)	C (12.6)	B (13.2)	C (21.2)
3. East Avenue & Southgate	AM	B (12.6)	B (16.4)	C (15.3)	C (24.1)
	PM	C (15.6)	C (17.3)	C (18.6)	C (20.1)
4. East Avenue & E Entrance to SNL	AM	B (10.7)	B (12.4)	B (11.2)	B (13.1)
	PM	B (10.2)	B (10.7)	B (10.5)	B (11.1)
5. East Avenue & Greenville Road	AM	B (12.9)	B (12.9)	B (14.2)	B (14.2)
	PM	C (16.3)	C (16.3)	C (19.9)	C (19.9)

1. For unsignalized intersections, the LOS and delays in seconds per vehicle for the minor street approach and the worst minor street movement are presented.

As shown in Table 10, the signalized intersection of East Avenue and Vasco Road continues to perform at LOS B and C in 2020.

Minor approach movements have longer delays than the major approach movements since the major street approach does not have to stop; therefore, only the minor street approach and the worst minor street movements calculations are presented. As shown in Table 11, level of service for many of the minor street approaches and worst minor street movements is identified as LOS B or C. In 2020, the intersection of East Avenue and the Southwestgate was found to function at

LOS F for the minor street approach and minor street movement. The intersection was tested for signalization and the intersection would improve to LOS B during the AM and PM peak hours with a signal. Future monitoring of this intersection is required to determine when/if signalization is needed.

2.3.3 Required Left-turn Storage Lengths

At selected locations on East Avenue, left-turn lanes should be provided. Appropriate storage lengths at unsignalized intersections were determined based on the existing heaviest hour of traffic. Table 12 presents the calculated left turn storage requirements.

Table 12 Left-Turn Storage Length Requirements

Location	Storage Length (feet)[1]
Left-turn lane on East Avenue in westbound direction at Vasco Road	175
Left-turn lane on East Avenue in eastbound direction at the South West Entrance	350
Left turn lane on East Avenue in westbound direction at West Entrance to Sandia Lab	125
Left-turn lane on East Avenue in eastbound direction at Southgate	150

1. Left turn storage lengths are calculated based on existing 5-day weekday average peak hour volume

Three additional entrances to the SNL between Avenue D and Southgate are currently closed. When the LLNL and SNL do decide to reopen these entrances, new traffic counts and analysis are required to determine appropriate left-turn storage lengths for these intersections.

2.3.4 Environmental Documentation Review

In 1989, a detailed traffic study was prepared for the closure of East Avenue between South Vasco Road and Greenville Road. This study was prepared as environmental documentation for CEQA/NEPA clearance. Using the data collected in Section 2.2 and the analysis conducted in Section 2.3, the results of the 1989 study were reviewed to determine if its assumptions and conclusions remain valid. Since the combined LLNL and SNL employment has declined from approximately 11,000 in 1989 to a current level of approximately 10,000 (or 9 percent reduction), the previous study is likely conservative in its analysis. Table 13 compares the traffic volumes collected for the westbound movement at East Avenue and Vasco Road between the 1989 Study and this study. The reduction in the peak hour traffic volume is consistent with the reduction in the number of employees. The traffic westbound traffic volume on East Avenue is expected to increase to 1,337 vph. The current employment level is expected to be stable through year 2020.

Table 13 East Avenue Traffic Volume Comparison

Source	PM Peak Hour (vph) Westbound at East Ave/Vasco Rd	Employees (LLNL+SNL)
1989 East Avenue Report (1-Day Count)	1,420	11,000
2001 Traffic Count by KORVE (5-Day Average)	1,190	9,990
Percentage Reduction (Existing)	- 16%	- 9%
2020 Projection (CMA Model Growth Rate)	1,337	9,990[1]

1. The current employment level of 9,990 is expected to be stable through year 2020.

The non-laboratory traffic volumes were also calculated in order to determine the amount of traffic that would be impacted by the closure of East Avenue. As shown in Table 14, the non-laboratory traffic currently using East Avenue is only two percent. This small percentage of traffic will be distributed to other roadways in the study area, such as Vasco Road, Greenville Road, Patterson Pass Road and Tesla Road to the south, with the closure of East Avenue.

Table 14 Calculation of Weekday Non Laboratory Traffic (5-Day Average)

	Location	Location #	Inbound	Outbound	TOTAL	% of East Ave
(A)	East Avenue	3+11	6,765	6,805	13,570	100%
(B)	LLNL Entrances on East Ave	4+6+7	4,670	4,675	9,345	69%
(C)	SNL Entrances on East Ave	5+8	1,930	2,030	3,960	29%
B + C	LLNL + SNL		6,600	6,705	13,305	98%
A-(B+C)	Non Lab Traffic		165	100	265	2%

3.0 Administrative Control of East Avenue

This section describes the analysis of implementing the following controls to support the administrative control of East Avenue:

- *New East Avenue Security Control Point at South Vasco Road;*
- *New East Avenue Security Control Point at Greenville Road; and*
- *New Truck Inspection Facility – East Avenue at Greenville Road.*

The required inbound and outbound lanes and lane widths and anticipated queue lengths for the three new facilities were determined.

3.1 New East Avenue Security Control Point at South Vasco Road

In order to determine the storage length required for the entry gate, the average service rate at the existing Westgate was measured. The Westgate was selected because it is currently congested and provides the maximum service rate at peak flow. The service rate was measured on Tuesday, January 22, 2002 and determined to be approximately 7.25 seconds/vehicle/lane or 497 vehicle/hour/lane (vphpl). The current eastbound AM peak hour demand on East Avenue is 905 vph. Assuming random arrivals (Poisson Distribution) a factor of 1.5 is applied to the demand to account for random arrival and peaking characteristics, which translates to a demand or arrival rate of 1,358 vph. Since the arrival rate is greater than the service rate, additional entry lanes are required to avoid traffic backing into Vasco Road, similar to the existing condition at the Westgate. The number of lanes required is determined by dividing the arrival rate by the service rate (1,358 vph/497 vphpl = 2.73 lanes or 3 lanes (rounded up). With three entry lanes, the new service rate would be 1,491 vph (3 lanes x 497 vphpl).

The queue length is determined using the following formulas:

Given: λ = Arrival rate
μ = Service rate

And arrival rate is less than service rate: $\lambda < \mu$

Equation 1 to determine the ratio of arrival rate over the service rate, r: $r = \lambda/\mu$
Equation 2 to determine the number of vehicles in the queue, Lq: $Lq = r^2 / (1-r)$

Source: Fundamentals of Transportation Engineering, C.S. Papacostas, 1987

Using the above equations, the number of vehicles expected in the queue at the East Avenue/Vasco Road Gate is approximately nine vehicles per lane. Assuming an average vehicle length of 25 feet, the storage length required is approximately 225 feet per lane. According to the preliminary design sketch (SK-1-11-14-01) provided by the LLNL staff, the available storage length is 360 feet per lane for only two lanes. Based on the above analysis, it is recommended that three entry lanes be provided with a minimum storage length of 225 feet per lane.

3.2 New East Avenue Security Control Point at Greenville Road

A new entry gate is also proposed for the westbound traffic on East Avenue at Greenville Road. The current westbound traffic demand at this location is 310 vph. Using the same methodology to determine the number of lanes required, which is described above, the potential maximum arrival rate is 465 vph (1.5 x 310 vph) and the estimated service rate remains the same at 497 vphpl. Since the service rate is greater that the arrival rate, one westbound lane is sufficient to serve the forecast demand.

Using equations 1 and 2 above, the number of vehicles expected in the queue is approximately 15 vehicles per lane. Assuming an average vehicle length of 25 feet, the storage length required is

approximately 375 feet per lane. Based on the preliminary design sketch (SK-1-11-14-01) provided by the LLNL staff, the proposed storage length was 315 feet. At this location the distance between the gate portal and the pop-up barrier is 454 feet, while at the Vasco Road, the distance is require only 300 feet. Therefore, the storage length could be gained by reducing the distance from the gate portal to the pop-up barrier.

3.3 New Truck Inspection Facility – East Avenue at Greenville Road

Weekday truck classification counts were conducted at Gate location #7 for LLNL and #8 for SNL concurrently as the other counts. Tables 15 and 16 summarize the average weekday trucks counted at locations 7 and 8 respectively. Table 17 summarizes the average combined trucks for the two gate locations. Tables 15, 16 and 17 show the average trucks counted for the peak period between 9 AM and 3 PM. Other non-peak hour truck counts are shown in the appendix. The combined maximum total trucks measured were 16 trucks per hour. Majority of the trucks are the smaller 2-axle type delivery trucks such as FedEx trucks. All the trucks entering the LLNL and SNL will be required to be inspected at the new truck inspection facility west of the intersection of East Avenue and Greenville Road.

Table 15 Existing Total Trucks - Location 7 (5-Day Weekday Average)

Time	2 Axle	3 Axle	4 Axle	5 Axle	6 Axle	Total Trucks
9am-10am	2	1	1	2	0	5
10am-11am	3	1	1	3	0	7
11am-12pm	4	0	0	2	0	7
12pm-1pm	5	0	0	2	0	7
1pm-2pm	4	0	0	2	0	6
2pm-3pm	2	0	0	1	0	3

Table 16 Existing Total Trucks – Location 8 (5-Day Weekday Average)

Time	2 Axle	3 Axle	4 Axle	5 Axle	6 Axle	Total Trucks
9am-10am	4	0	1	1	0	6
10am-11am	7	1	0	1	0	9
11am-12pm	7	0	0	1	0	9
12pm-1pm	6	0	0	1	0	7
1pm-2pm	3	0	0	0	0	4
2pm-3pm	4	0	0	0	0	4

Table 17 Combined Total Trucks - Locations 7 and 8 (5-Day Weekday Average)

Time	2 Axle	3 Axle	4 Axle	5 Axle	6 Axle	Total Trucks
9am-10am	6	1	2	3	0	11
10am-11am	**10**	**1**	**1**	**4**	**0**	**16**
11am-12pm	**11**	**0**	**1**	**3**	**0**	**16**
12pm-1pm	10	0	0	3	0	14
1pm-2pm	8	0	0	2	0	10
2pm-3pm	6	0	0	1	0	7

In order to determine the storage length required for the entry gate, the average service rate at the existing truck gate was measured. The average truck service rate was measured on Tuesday, January 22nd, 2002 at the LLNL Shipping and Receiving Gate and found to be approximately 3 minutes/truck/lane or 20 tphpl. The current westbound truck arrival rate is 16 trucks per hour.

In order to use equations 1 and 2 above, the arrival rate must be less than the service rate. Using an arrival rate of 16 trucks per hour and a factor (Poisson) of 2 to account for random arrivals, the maximum queue is expected to be six trucks total or three trucks per lane in two lanes. The weighted average truck length was determined to be 42 feet using the truck data collected shown in Table 17 and the design truck length for a given truck size as shown in Table 18. Since there is only one inspection lane available, storage lanes are required to avoid traffic spilling back onto East Avenue, which would block the new westbound entry at Greenville Road. If two lanes were provided, the storage length would be 135 feet/lane. This would accommodate one–5axle trucks and two–2axle trucks per lane (130 feet per lane = 70'+ 30'+30'), which is consistent with field observations.

Table 18 Truck Size Summary

Truck Type	AASHTO[1] (feet)	CALTRANS[2] (feet)	Description
2 - Axle	30	-	Single unit trucks
3 - Axle	-	40	*N/A*
4 - Axle	50	65	*N/A*
5 - Axle	55-65	68	*N/A*
6 - Axle	102-118	-	Three-trailers

Source:
1. *A Policy on Geometric Design of Highway Streets, 1990, American Association of State Highway and Transportation Officials (ASSTHO), Chapter 2*
2. *Caltrans Highway Design Manual, Figure 404.2*

Future Queue Lengths

The queue lengths calculated for the entry lanes and left turn lanes for East Avenue were based on existing traffic volumes. Although in Section 2, the future traffic growth in the general area was reported using the Alameda County Congestion Management Agency's Model, the design of East Avenue is contingent primarily on the size of LLNL and SNL.

4.0 RECOMMENDATIONS

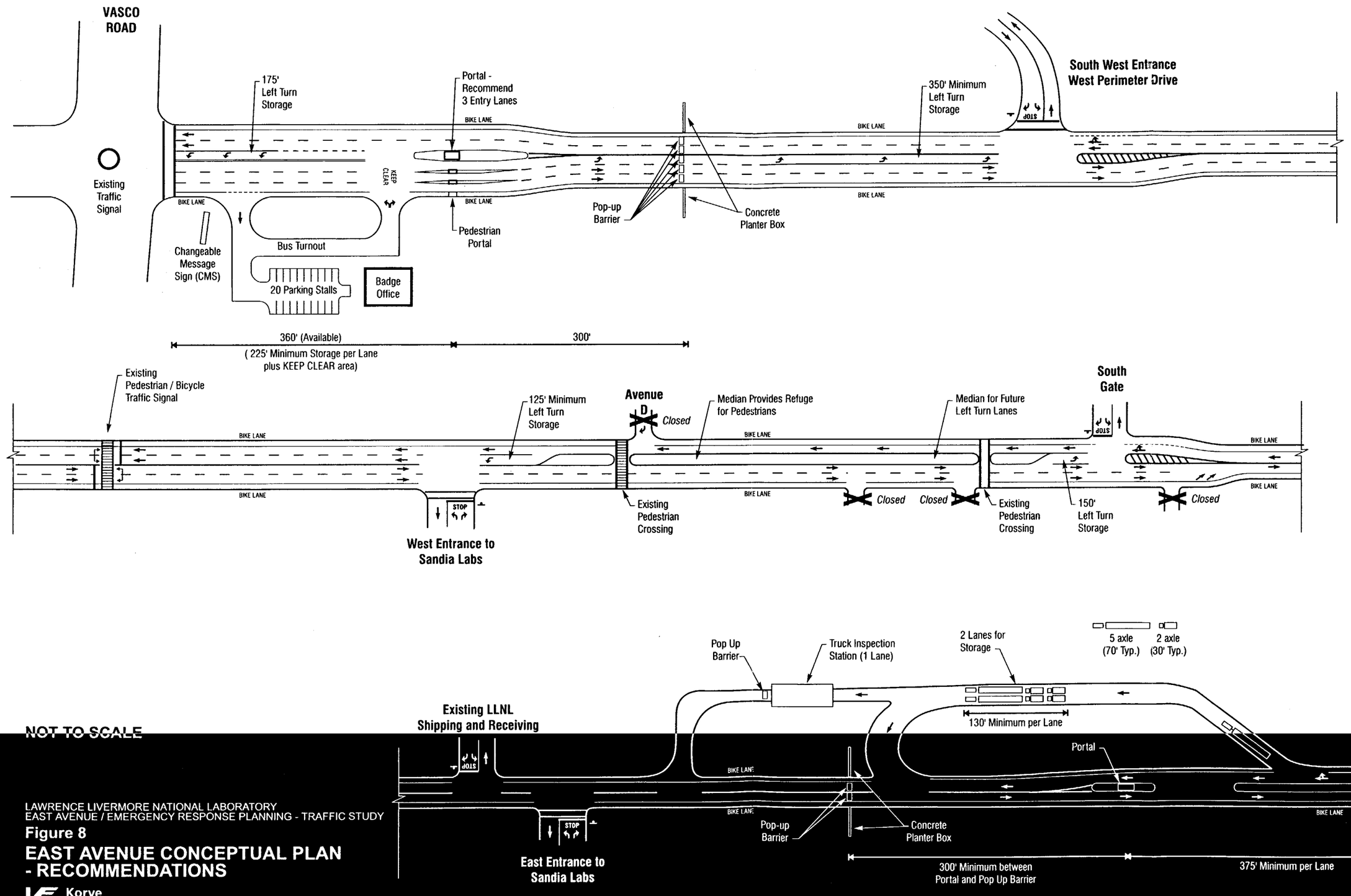
Based on the traffic analysis described in Sections 2 and 3, KORVE has determined the geometric improvements required to facilitate the administrative control of East Avenue between Vasco Road and Greenville Road. Figure 8 illustrates the conceptual layout of East Avenue with the recommended geometric improvements. This includes the location of left turn lanes, required number of entry lanes, expected queue lengths, truck inspection area storage and laning requirements, bike lanes, and pedestrian crosswalks.

Other Improvements

- **Flexible Work Hours** – As discussed in the traffic pattern analysis in Section 2.3.1, and as shown in Figure 6, the sharp spike in traffic arriving to work at the same time can create congestion and delays at the entry gates. One effective Traffic Demand Management tool (TDM) is to implement a flexible work schedule so that not all the employees are arriving at 8-9 AM. This would reduce the peak hour congestion and would 'flatten" the sharp curve, which would spread the peak hour to more than one hour at a less intensive level. The current spike at LLNL and SNL is much more severe than those typically observed at other private facilities.

- **Changeable Message Sign (CMS)** – A CMS is recommended at the new entrance at the intersection of East Avenue and Vasco Road. Since East Avenue west of Vasco Road is a public street, the potential for vehicles mistakenly entering the laboratory is high. A CMS will minimize this occurrence, which can increase delay for laboratory-bound vehicles. The CMS would display informational messages, such as, welcoming messages, visitors must visit badge office, special events messages, and trucks must enter at Greenville Road.

- **Signal at East Avenue and South West Entrance** – Should traffic volumes rise, a signal may be necessary at this location to provide an acceptable service level.



NOT TO SCALE

LAWRENCE LIVERMORE NATIONAL LABORATORY
EAST AVENUE / EMERGENCY RESPONSE PLANNING - TRAFFIC STUDY

Figure 8

EAST AVENUE CONCEPTUAL PLAN - RECOMMENDATIONS

Korve Engineering

1/25/02
Rev 2-/14/02

TECHNICAL APPENDIX

BAYMETRICS TRAFFIC RESOURCES

Location 1: Southbound Left-Turn On Vasco North of East

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	SBL				SBL				SBL				SBL				SBL				SBL				SBL			
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	0	0	0	0	4	0	0	0	0	0	0	0	0	0		0	1	0	0	0	0	0	0	0	2	0	0	0
1215	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0
1245	0	1	0	0	1	6	0	0	0	0	0	0	1	1	0	0	2	4	0	0	2	3	0	0	2	5	0	0
100	0	1	0	0	4	6	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	3	0	0	0	3	0	0
115	2	3	0	0	4	9	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	3	0	0	1	4	0	0
130	0	2	0	0	1	10	0	0	0	0	0	0	0	1	0	0	1	3	0	0	1	3	0	0	2	5	0	0
145	1	3	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	3	0	0	0	3	0	0
200	0	3	0	0	0	5	0	0	0	0	0	0	2	2	0	0	0	1	0	0	0	3	0	0	3	6	0	0
215	2	3	0	0	0	1	0	0	0	0	0	0	0	2	0	0	1	2	0	0	3	6	0	0	2	7	0	0
230	1	4	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3	0	0	2	7	0	0	0	5	0	0
245	0	3	0	0	2	2	0	0	0	0	0	0	1	3	0	0	0	3	0	0	0	5	0	0	1	6	0	0
300	0	3	0	0	1	3	0	0	1	1	0	0	2	3	0	0	2	5	0	0	0	5	0	0	1	4	0	0
315	1	2	0	0	0	3	0	0	0	1	0	0	0	3	0	0	1	5	0	0	1	3	0	0	2	4	0	0
330	1	2	0	0	0	3	0	0	0	1	0	0	3	6	0	0	2	5	0	0	2	3	0	0	0	4	0	0
345	3	5	0	0	2	3	0	0	0	1	0	0	0	5	0	0	0	5	0	0	4	7	0	0	0	3	0	0
400	5	10	0	0	2	4	0	0	2	2	0	0	0	3	0	0	0	3	0	0	2	9	0	0	1	3	0	0
415	8	17	0	0	6	10	0	0	0	2	0	0	1	4	0	0	0	2	0	0	0	8	0	0	2	3	0	0
430	11	27	0	0	17	27	0	0	0	2	0	0	2	3	0	0	3	3	0	0	16	22	0	0	4	7	0	0
445	12	36	0	0	9	34	0	0	1	3	0	0	2	5	0	0	9	12	0	0	9	27	0	0	14	21	0	0
500	23	54	0	0	15	47	0	0	0	1	0	0	0	5	0	0	12	24	0	0	14	39	0	0	11	31	0	0
515	28	74	0	0	19	60	0	0	1	2	0	0	0	4	0	0	16	40	0	0	22	61	0	0	15	44	0	0
530	42	105	0	0	29	72	0	0	0	2	0	0	0	2	0	0	22	59	0	0	36	81	0	0	26	66	0	0
545	48	141	0	0	50	113	0	0	0	1	0	0	1	1	0	0	38	88	0	0	65	137	0	0	37	89	0	0
600	62	180	0	0	56	154	0	0	1	2	0	0	1	2	0	0	46	122	0	0	49	172	0	0	51	129	0	0
615	68	220	0	0	49	184	0	0	0	1	0	0	0	2	0	0	55	161	0	0	61	211	0	0	56	170	0	0
630	59	237	0	0	64	219	0	0	0	1	0	0	0	2	0	0	52	191	0	0	60	235	0	0	54	198	0	0
645	68	257	0	0	62	231	0	0	1	2	0	0	2	3	0	0	64	217	0	0	60	230	0	0	66	227	0	0
700	59	254	0	0	70	245	0	0	0	1	0	0	4	6	0	0	72	243	0	0	82	263	0	0	78	254	0	0
715	73	259	0	0	62	258	0	0	6	7	0	0	2	8	0	0	78	266	0	0	84	286	0	0	63	261	0	0
730	84	284	0	0	77	271	0	0	19	26	0	0	0	8	0	0	81	295	0	0	97	323	0	0	103	310	0	0
745	99	315	0	0	89	298	0	0	18	43	0	0	3	9	0	0	90	321	0	0	105	368	0	0	86	330	0	0
800	85	341	0	0	91	319	0	0	23	66	0	0	0	5	0	0	86	335	0	0	78	364	0	0	92	344	0	0
815	82	350	0	0	84	341	0	0	36	96	0	0	2	5	0	0	77	334	0	0	72	352	0	0	82	363	0	0
830	76	342	0	0	75	339	0	0	36	113	0	0	4	9	0	0	64	317	0	0	72	327	0	0	61	321	0	0
845	70	313	0	0	69	319	0	0	55	150	0	0	2	8	0	0	72	299	0	0	61	283	0	0	69	304	0	0
900	49	277	0	0	52	280	0	0	36	163	0	0	6	14	0	0	60	273	0	0	44	249	0	0	61	273	0	0
915	48	243	0	0	46	242	0	0	25	152	0	0	2	14	0	0	43	239	0	0	34	211	0	0	52	243	0	0
930	43	210	0	0	43	210	0	0	25	141	0	0	16	26	0	0	36	211	0	0	43	182	0	0	32	214	0	0
945	51	191	0	0	38	179	0	0	17	103	0	0	10	34	0	0	41	180	0	0	37	158	0	0	29	174	0	0
1000	30	172	0	0	34	161	0	0	18	85	0	0	5	33	0	0	35	155	0	0	32	146	0	0	30	143	0	0
1015	28	152	0	0	29	144	0	0	15	75	0	0	8	39	0	0	25	137	0	0	27	139	0	0	25	116	0	0
1030	32	141	0	0	26	127	0	0	12	62	0	0	11	34	0	0	24	125	0	0	15	111	0	0	25	109	0	0
1045	20	110	0	0	40	129	0	0	13	58	0	0	5	29	0	0	28	112	0	0	25	99	0	0	22	102	0	0
1100	27	107	0	0	46	141	0	0	13	53	0	0	8	32	0	0	34	111	0	0	34	101	0	0	30	102	0	0
1115	22	101	0	0	34	146	0	0	20	58	0	0	7	31	0	0	40	126	0	0	24	98	0	0	26	103	0	0
1130	31	100	0	0	38	158	0	0	14	60	0	0	6	26	0	0	35	137	0	0	35	118	0	0	24	102	0	0
1145	22	102	0	0	35	153	0	0	10	57	0	0	5	26	0	0	32	141	0	0	40	133	0	0	29	109	0	0

BAYMETRICS TRAFFIC RESOURCES

Location 1: Southbound Left-Turn On Vasco North of East

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	SBL				SBL				SBL				SBL				SBL				SBL				SBL			
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	38	113	0	0	31	138	0	0	8	52	0	0	5	23	0	0	26	133	0	0	30	129	0	0	27	106	0	0
1215	40	131	0	0	52	156	0	0	11	43	0	0	3	19	0	0	44	137	0	0	36	141	0	0	30	110	0	0
1230	63	163	0	0	49	167	0	0	6	35	0	0	2	15	0	0	56	158	0	0	52	158	0	0	50	136	0	0
1245	48	189	0	0	53	185	0	0	6	31	0	0	8	18	0	0	62	188	0	0	63	181	0	0	49	156	0	0
1300	39	190	0	0	42	196	0	0	9	32	0	0	14	27	0	0	41	203	0	0	41	192	0	0	36	165	0	0
1315	23	173	0	0	26	170	0	0	10	31	0	0	5	29	0	0	38	197	0	0	38	194	0	0	34	169	0	0
1330	23	133	0	0	22	143	0	0	2	27	0	0	8	35	0	0	32	173	0	0	36	178	0	0	38	157	0	0
1345	20	105	0	0	28	118	0	0	2	23	0	0	12	39	0	0	26	137	0	0	32	147	0	0	26	134	0	0
1400	21	87	0	0	30	106	0	0	2	16	0	0	9	34	0	0	19	115	0	0	29	135	0	0	22	120	0	0
1415	30	94	0	0	34	114	0	0	1	7	0	0	6	35	0	0	24	101	0	0	21	118	0	0	18	104	0	0
1430	23	94	0	0	26	118	0	0	2	7	0	0	5	32	0	0	28	97	0	0	25	107	0	0	16	82	0	0
1445	21	95	0	0	22	112	0	0	2	7	0	0	2	22	0	0	19	90	0	0	19	94	0	0	24	80	0	0
1500	15	89	0	0	25	107	0	0	4	9	0	0	4	17	0	0	17	88	0	0	25	90	0	0	22	80	0	0
1515	13	72	0	0	19	92	0	0	4	12	0	0	7	18	0	0	20	84	0	0	24	93	0	0	15	77	0	0
1530	14	63	0	0	18	84	0	0	5	15	0	0	5	18	0	0	22	78	0	0	18	86	0	0	20	81	0	0
1545	14	56	0	0	17	79	0	0	6	19	0	0	5	21	0	0	16	75	0	0	13	80	0	0	11	68	0	0
1600	10	51	0	0	16	70	0	0	2	17	0	0	2	19	0	0	9	67	0	0	5	60	0	0	9	55	0	0
1615	8	46	0	0	12	63	0	0	8	21	0	0	3	15	0	0	14	61	0	0	8	44	0	0	14	54	0	0
1630	15	47	0	0	8	53	0	0	1	17	0	0	0	10	0	0	8	47	0	0	7	33	0	0	5	39	0	0
1645	9	42	0	0	9	45	0	0	1	12	0	0	0	5	0	0	10	41	0	0	11	31	0	0	8	36	0	0
1700	7	39	0	0	13	42	0	0	1	11	0	0	2	5	0	0	10	42	0	0	5	31	0	0	10	37	0	0
1715	7	38	0	0	9	39	0	0	1	4	0	0	4	6	0	0	5	33	0	0	8	31	0	0	5	28	0	0
1730	9	32	0	0	5	36	0	0	2	5	0	0	5	11	0	0	8	33	0	0	6	30	0	0	9	32	0	0
1745	8	31	0	0	7	34	0	0	0	4	0	0	6	17	0	0	7	30	0	0	7	26	0	0	13	37	0	0
1800	4	28	0	0	5	26	0	0	3	6	0	0	2	17	0	0	11	31	0	0	5	26	0	0	2	29	0	0
1815	7	28	0	0	6	23	0	0	2	7	0	0	2	15	0	0	5	31	0	0	2	20	0	0	5	29	0	0
1830	3	22	0	0	5	23	0	0	0	5	0	0	1	11	0	0	6	29	0	0	0	14	0	0	4	24	0	0
1845	5	19	0	0	4	20	0	0	0	5	0	0	2	7	0	0	5	27	0	0	3	10	0	0	6	17	0	0
1900	0	15	0	0	3	18	0	0	2	4	0	0	0	5	0	0	2	18	0	0	2	7	0	0	9	24	0	0
1915	2	10	0	0	2	14	0	0	2	4	0	0	2	5	0	0	1	14	0	0	1	6	0	0	8	27	0	0
1930	2	9	0	0	5	14	0	0	1	5	0	0	1	5	0	0	3	11	0	0	2	8	0	0	7	30	0	0
1945	1	5	0	0	4	14	0	0	1	6	0	0	3	6	0	0	2	8	0	0	4	9	0	0	5	29	0	0
2000	4	9	0	0	2	13	0	0	3	7	0	0	0	6	0	0	0	6	0	0	1	8	0	0	2	22	0	0
2015	1	8	0	0	3	14	0	0	0	5	0	0	1	5	0	0	1	6	0	0	2	9	0	0	0	14	0	0
2030	3	9	0	0	2	11	0	0	0	4	0	0	2	6	0	0	2	5	0	0	0	7	0	0	1	8	0	0
2045	4	12	0	0	1	8	0	0	0	3	0	0	0	3	0	0	0	3	0	0	2	5	0	0	2	5	0	0
2100	3	11	0	0	2	8	0	0	0	0	0	0	1	4	0	0	1	4	0	0	3	7	0	0	0	3	0	0
2115	0	10	0	0	2	7	0	0	0	0	0	0	2	5	0	0	2	5	0	0	2	7	0	0	2	5	0	0
2130	0	7	0	0	3	8	0	0	0	0	0	0	0	3	0	0	0	3	0	0	4	11	0	0	1	5	0	0
2145	5	8	0	0	2	9	0	0	0	0	0	0	1	4	0	0	2	5	0	0	2	11	0	0	0	3	0	0
2200	4	9	0	0	1	8	0	0	1	1	0	0	2	5	0	0	3	7	0	0	0	8	0	0	2	5	0	0
2215	0	9	0	0	0	6	0	0	1	2	0	0	0	3	0	0	0	5	0	0	1	7	0	0	1	4	0	0
2230	1	10	0	0	1	4	0	0	1	3	0	0	1	4	0	0	1	6	0	0	1	4	0	0	0	3	0	0
2245	0	5	0	0	2	4	0	0	1	4	0	0	0	3	0	0	2	6	0	0	2	4	0	0	2	5	0	0
2300	4	5	0	0	0	3	0	0	0	3	0	0	1	2	0	0	0	3	0	0	0	4	0	0	3	6	0	0
2315	1	6	0	0	1	4	0	0	3	5	0	0	0	2	0	0	0	3	0	0	1	4	0	0	2	7	0	0
2330	0	5	0	0	1	4	0	0	4	8	0	0	1	2	0	0	1	3	0	0	2	5	0	0	0	7	0	0
2345	1	6	0	0	0	2	0	0	3	10	0	0	0	2	0	0	2	3	0	0	0	3	0	0	1	6	0	0
TOTAL	2,050	N/A	0	N/A	2,106	N/A	0	N/A	542	N/A	0	N/A	271	N/A	0	N/A	1,996	N/A	0	N/A	2,054	N/A	0	N/A	1,949	N/A	0	N/A
AM	350		0		341		0		163		0		34		0		335		0		368		0		363		0	
NOON	190		0		196		0		85		0		39		0		203		0		194		0		109		0	
PM	89		0		107		0		21		0		21		0		88		0		93		0		81		0	
EVEN	12		0		14		0		10		0		6		0		7		0		11		0		22		0	

BAYMETRICS TRAFFIC RESOURCES

Location 2: Northbound Right-Turn On Vasco South of East

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	NBR				NBR				NBR				NBR				NBR				NBR				NBR			
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0
1215	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
1230	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1245	1	5	0	0	0	1	0	0	0	2	0	0	2	3	0	0	0	1	0	0	0	1	0	0	0	3	0	0
100	0	4	0	0	1	1	0	0	0	1	0	0	0	3	0	0	1	2	0	0	1	1	0	0	0	1	0	0
115	1	5	0	0	0	1	0	0	1	2	0	0	0	2	0	0	0	2	0	0	0	1	0	0	1	1	0	0
130	0	2	0	0	0	1	0	0	0	1	0	0	0	2	0	0	1	2	0	0	1	2	0	0	0	1	0	0
145	2	3	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	3	0	0	0	2	0	0	0	1	0	0
200	1	4	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	2	0	0	1	2	0	0	1	2	0	0
215	1	4	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	2	0	0	0	2	0	0	1	2	0	0
230	0	4	0	0	0	0	0	0	1	2	0	0	0	1	0	0	2	3	0	0	0	1	0	0	0	2	0	0
245	0	2	0	0	1	1	0	0	0	2	0	0	0	1	0	0	1	3	0	0	1	2	0	0	2	4	0	0
300	1	2	0	0	0	1	0	0	1	2	0	0	0	1	0	0	0	3	0	0	1	2	0	0	0	3	0	0
315	1	2	0	0	0	1	0	0	0	2	0	0	1	1	0	0	1	4	0	0	0	2	0	0	0	2	0	0
330	0	2	0	0	2	3	0	0	3	4	0	0	0	1	0	0	0	2	0	0	2	4	0	0	0	2	0	0
345	0	2	0	0	0	2	0	0	0	4	0	0	0	1	0	0	0	1	0	0	1	4	0	0	1	1	0	0
400	3	4	0	0	2	4	0	0	1	4	0	0	0	1	0	0	2	3	0	0	1	4	0	0	2	3	0	0
415	0	3	0	0	1	5	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	4	0	0	0	3	0	0
430	2	5	0	0	1	4	0	0	1	2	0	0	0	0	0	0	2	4	0	0	2	4	0	0	2	5	0	0
445	3	8	0	0	0	4	0	0	0	2	0	0	0	0	0	0	0	4	0	0	0	3	0	0	0	4	0	0
500	3	8	0	0	2	4	0	0	1	2	0	0	0	0	0	0	1	3	0	0	1	3	0	0	2	4	0	0
515	3	11	0	0	1	4	0	0	0	2	0	0	1	1	0	0	2	5	0	0	2	5	0	0	3	7	0	0
530	2	11	0	0	6	9	0	0	2	3	0	0	0	1	0	0	5	8	0	0	7	10	0	0	2	7	0	0
545	8	16	0	0	4	13	0	0	2	5	0	0	2	3	0	0	6	14	0	0	6	16	0	0	5	12	0	0
600	8	21	0	0	8	19	0	0	0	4	0	0	1	4	0	0	6	19	0	0	11	26	0	0	7	17	0	0
615	12	30	0	0	12	30	0	0	0	4	0	0	2	5	0	0	10	27	0	0	14	38	0	0	7	21	0	0
630	14	42	0	0	16	40	0	0	0	2	0	0	0	5	0	0	13	35	0	0	13	44	0	0	16	35	0	0
645	24	58	0	0	21	57	0	0	1	1	0	0	2	5	0	0	25	54	0	0	21	59	0	0	22	52	0	0
700	31	81	0	0	29	78	0	0	3	4	0	0	1	5	0	0	27	75	0	0	35	83	0	0	33	78	0	0
715	35	104	0	0	35	101	0	0	1	5	0	0	1	4	0	0	33	98	0	0	36	105	0	0	27	98	0	0
730	49	139	0	0	46	131	0	0	0	5	0	0	2	6	0	0	36	121	0	0	44	136	0	0	45	127	0	0
745	52	167	0	0	50	160	0	0	4	8	0	0	1	5	0	0	56	152	0	0	48	163	0	0	58	163	0	0
800	46	182	0	0	58	189	0	0	2	7	0	0	2	6	0	0	70	195	0	0	74	202	0	0	65	195	0	0
815	43	190	0	0	42	196	0	0	1	7	0	0	3	8	0	0	61	223	0	0	55	221	0	0	60	228	0	0
830	38	179	0	0	41	191	0	0	2	9	0	0	0	6	0	0	42	229	0	0	46	223	0	0	45	228	0	0
845	36	163	0	0	35	176	0	0	1	6	0	0	3	8	0	0	39	212	0	0	34	209	0	0	31	201	0	0
900	23	140	0	0	28	146	0	0	2	6	0	0	1	7	0	0	27	169	0	0	25	160	0	0	27	163	0	0
915	20	117	0	0	15	119	0	0	1	6	0	0	2	6	0	0	11	119	0	0	15	120	0	0	11	114	0	0
930	15	94	0	0	14	92	0	0	2	6	0	0	2	8	0	0	13	90	0	0	13	87	0	0	18	87	0	0
945	17	75	0	0	14	71	0	0	3	8	0	0	1	6	0	0	12	63	0	0	10	63	0	0	11	67	0	0
1000	19	71	0	0	10	53	0	0	1	7	0	0	2	7	0	0	5	41	0	0	9	47	0	0	13	53	0	0
1015	6	57	0	0	11	49	0	0	2	8	0	0	1	6	0	0	8	38	0	0	10	42	0	0	8	50	0	0
1030	7	49	0	0	5	40	0	0	2	8	0	0	0	4	0	0	5	30	0	0	5	34	0	0	4	36	0	0
1045	5	37	0	0	3	29	0	0	2	7	0	0	2	5	0	0	7	25	0	0	1	25	0	0	11	36	0	0
1100	3	21	0	0	2	21	0	0	1	7	0	0	0	3	0	0	6	26	0	0	4	20	0	0	2	25	0	0
1115	3	18	0	0	1	11	0	0	1	6	0	0	0	2	0	0	5	23	0	0	4	14	0	0	4	21	0	0
1130	6	17	0	0	7	13	0	0	0	4	0	0	1	3	0	0	5	23	0	0	3	12	0	0	5	22	0	0
1145	7	19	0	0	10	20	0	0	2	4	0	0	1	2	0	0	6	22	0	0	4	15	0	0	6	17	0	0

BAYMETRICS TRAFFIC RESOURCES

Location 2: Northbound Right-Turn On Vasco South of East

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	NBR				NBR				NBR				NBR				NBR				NBR				NBR			
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	9	25	0	0	5	23	0	0	2	5	0	0	1	3	0	0	2	18	0	0	4	15	0	0	4	19	0	0
1215	5	27	0	0	5	27	0	0	1	5	0	0	1	4	0	0	7	20	0	0	5	16	0	0	4	19	0	0
1230	9	30	0	0	6	26	0	0	1	6	0	0	0	3	0	0	4	19	0	0	5	18	0	0	7	21	0	0
1245	14	37	0	0	13	29	0	0	0	4	0	0	2	4	0	0	11	24	0	0	20	34	0	0	13	28	0	0
1300	29	57	0	0	17	41	0	0	0	2	0	0	2	5	0	0	21	43	0	0	23	53	0	0	14	38	0	0
1315	18	70	0	0	15	51	0	0	0	1	0	0	1	5	0	0	16	52	0	0	12	60	0	0	16	50	0	0
1330	14	75	0	0	16	61	0	0	2	2	0	0	0	5	0	0	13	61	0	0	14	69	0	0	7	50	0	0
1345	8	69	0	0	10	58	0	0	1	3	0	0	1	4	0	0	5	55	0	0	11	60	0	0	8	45	0	0
1400	5	45	0	0	6	47	0	0	3	6	0	0	1	3	0	0	7	41	0	0	8	45	0	0	9	40	0	0
1415	5	32	0	0	5	37	0	0	1	7	0	0	1	3	0	0	9	34	0	0	2	35	0	0	6	30	0	0
1430	3	21	0	0	6	27	0	0	1	6	0	0	1	4	0	0	3	24	0	0	2	23	0	0	5	28	0	0
1445	6	19	0	0	7	24	0	0	0	5	0	0	2	5	0	0	4	23	0	0	5	17	0	0	1	21	0	0
1500	3	17	0	0	4	22	0	0	2	4	0	0	0	4	0	0	2	18	0	0	9	18	0	0	7	19	0	0
1515	6	18	0	0	11	28	0	0	1	4	0	0	0	3	0	0	8	17	0	0	11	27	0	0	3	16	0	0
1530	2	17	0	0	2	24	0	0	3	6	0	0	1	3	0	0	5	19	0	0	4	29	0	0	7	18	0	0
1545	5	16	0	0	11	28	0	0	3	9	0	0	0	1	0	0	5	20	0	0	14	38	0	0	6	23	0	0
1600	9	22	0	0	7	31	0	0	0	7	0	0	0	1	0	0	14	32	0	0	7	36	0	0	13	29	0	0
1615	11	27	0	0	8	28	0	0	0	6	0	0	0	1	0	0	5	29	0	0	12	37	0	0	13	39	0	0
1630	6	31	0	0	3	29	0	0	0	3	0	0	0	0	0	0	12	36	0	0	3	36	0	0	4	36	0	0
1645	8	34	0	0	2	20	0	0	3	3	0	0	1	1	0	0	9	40	0	0	9	31	0	0	2	32	0	0
1700	5	30	0	0	5	18	0	0	0	3	0	0	0	1	0	0	5	31	0	0	11	35	0	0	6	25	0	0
1715	10	29	0	0	4	14	0	0	0	3	0	0	1	2	0	0	10	36	0	0	2	25	0	0	2	14	0	0
1730	5	28	0	0	2	13	0	0	1	4	0	0	2	4	0	0	7	31	0	0	8	30	0	0	4	14	0	0
1745	7	27	0	0	2	13	0	0	0	1	0	0	1	4	0	0	5	27	0	0	6	27	0	0	4	16	0	0
1800	4	26	0	0	0	8	0	0	1	2	0	0	1	5	0	0	6	28	0	0	6	22	0	0	1	11	0	0
1815	2	18	0	0	0	4	0	0	0	2	0	0	0	4	0	0	1	19	0	0	2	22	0	0	1	10	0	0
1830	1	14	0	0	1	3	0	0	1	2	0	0	0	2	0	0	1	13	0	0	2	16	0	0	1	7	0	0
1845	2	9	0	0	1	2	0	0	2	4	0	0	0	1	0	0	0	8	0	0	2	12	0	0	4	7	0	0
1900	1	6	0	0	0	2	0	0	2	5	0	0	2	2	0	0	0	2	0	0	0	6	0	0	1	7	0	0
1915	2	6	0	0	2	4	0	0	0	5	0	0	1	3	0	0	3	4	0	0	5	9	0	0	1	7	0	0
1930	0	5	0	0	0	3	0	0	3	7	0	0	0	3	0	0	2	5	0	0	2	9	0	0	0	6	0	0
1945	1	4	0	0	0	2	0	0	1	6	0	0	1	4	0	0	0	5	0	0	1	8	0	0	2	4	0	0
2000	1	4	0	0	2	4	0	0	1	5	0	0	0	2	0	0	1	6	0	0	1	9	0	0	0	3	0	0
2015	0	2	0	0	0	2	0	0	0	5	0	0	0	1	0	0	0	3	0	0	0	4	0	0	1	3	0	0
2030	1	3	0	0	0	2	0	0	1	3	0	0	1	2	0	0	1	2	0	0	0	2	0	0	0	3	0	0
2045	0	2	0	0	2	4	0	0	0	2	0	0	0	1	0	0	0	2	0	0	2	3	0	0	2	3	0	0
2100	2	3	0	0	0	2	0	0	1	2	0	0	1	2	0	0	1	2	0	0	0	2	0	0	3	6	0	0
2115	0	3	0	0	2	4	0	0	1	3	0	0	0	2	0	0	0	2	0	0	0	2	0	0	2	7	0	0
2130	1	3	0	0	0	4	0	0	1	3	0	0	1	2	0	0	1	2	0	0	1	3	0	0	0	7	0	0
2145	1	4	0	0	0	2	0	0	1	4	0	0	0	2	0	0	0	2	0	0	1	2	0	0	1	6	0	0
2200	0	2	0	0	2	4	0	0	0	3	0	0	0	1	0	0	1	2	0	0	0	2	0	0	1	4	0	0
2215	1	3	0	0	0	2	0	0	1	3	0	0	0	1	0	0	0	2	0	0	0	2	0	0	0	2	0	0
2230	0	2	0	0	1	3	0	0	1	3	0	0	0	0	0	0	3	4	0	0	1	2	0	0	0	2	0	0
2245	2	3	0	0	0	3	0	0	0	2	0	0	1	1	0	0	0	4	0	0	1	2	0	0	1	2	0	0
2300	0	3	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	3	0	0	0	2	0	0	0	1	0	0
2315	1	3	0	0	1	2	0	0	1	2	0	0	1	2	0	0	0	3	0	0	0	2	0	0	0	1	0	0
2330	0	3	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	0	0	0	2	3	0	0	1	2	0	0
2345	1	2	0	0	3	4	0	0	1	2	0	0	1	2	0	0	1	1	0	0	0	2	0	0	0	1	0	0
TOTAL	781	N/A	0	N/A	724	N/A	0	N/A	95	N/A	0	N/A	69	N/A	0	N/A	765	N/A	0	N/A	798	N/A	0	N/A	749	N/A	0	N/A
AM		190		0		196		0		9		0		8		0		229		0		223		0		228		0
NOON		75		0		61		0		8		0		7		0		61		0		69		0		53		0
PM		34		0		31		0		9		0		5		0		40		0		38		0		39		0
EVEN		4		0		4		0		5		0		2		0		6		0		9		0		7		0

BAYMETRICS TRAFFIC RESOURCES

Location 3: East Avenue East of Vasco Road

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	EB		WB		EB		WB		EB		WB		EB		WB		EB		WB		EB		WB		EB		WB	
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	6	0	5	0	3	0	5	0	6	0	10	0	2	0	2	0	3	0	2	0	2	0	6	0	3	0	4	0
1215	0	0	6	0	1	0	11	0	4	0	13	0	4	0	4	0	2	0	3	0	1	0	3	0	3	0	2	0
1230	3	0	4	0	3	0	2	0	2	0	3	0	2	0	5	0	5	0	2	0	0	0	2	0	1	0	3	0
1245	2	11	2	17	2	9	2	20	1	13	2	28	4	12	4	15	1	11	1	8	1	4	1	12	2	9	3	12
100	3	8	1	13	4	10	4	19	4	11	3	21	2	12	2	15	2	10	2	8	1	3	1	7	1	7	2	10
115	1	9	0	7	2	11	5	13	3	10	2	10	3	11	4	15	0	8	3	8	0	2	3	7	2	6	0	8
130	3	9	1	4	2	10	5	16	1	9	3	10	1	10	2	12	3	6	2	8	2	4	1	6	2	7	3	9
145	2	9	1	3	0	8	5	19	1	9	1	9	2	8	1	9	1	6	0	7	0	3	2	7	2	7	1	6
200	2	8	2	4	0	4	2	17	0	5	1	7	1	7	3	10	1	5	0	5	1	3	1	7	1	7	2	6
215	2	9	0	4	0	2	0	12	1	3	0	5	3	7	1	7	0	5	0	2	1	4	4	8	1	6	1	7
230	2	8	0	3	3	3	2	9	2	4	1	3	1	7	4	9	1	3	1	1	2	4	3	10	0	4	3	7
245	3	9	4	6	4	7	1	5	1	4	3	5	1	6	3	11	2	4	2	3	4	8	2	10	4	6	1	7
300	1	8	3	7	1	8	6	9	2	6	3	7	1	6	0	8	5	8	0	3	2	9	2	11	0	5	4	9
315	2	8	1	8	2	10	2	11	-1	4	7	14	0	3	2	9	1	9	1	4	0	8	5	12	2	6	5	13
330	5	11	4	12	5	12	3	12	3	5	3	16	1	3	1	6	2	10	2	5	3	9	3	12	2	8	3	13
345	3	11	5	13	3	11	0	11	0	4	0	13	2	4	1	4	4	12	0	3	2	7	4	14	2	6	2	14
400	4	14	1	11	9	19	5	10	4	6	3	13	2	5	1	5	8	15	1	4	9	14	2	14	8	14	2	12
415	7	19	5	15	7	24	4	12	0	7	0	6	1	6	0	3	7	21	2	5	3	17	1	10	6	18	2	9
430	9	23	3	14	10	29	2	11	5	9	4	7	1	6	0	2	4	23	3	6	11	25	5	12	11	27	4	10
445	17	37	3	12	14	40	1	12	3	12	1	8	1	5	0	1	13	32	2	8	11	34	5	13	18	43	1	9
500	27	60	4	15	21	52	6	13	6	14	5	10	2	5	1	1	22	46	3	10	32	57	4	15	26	61	5	12
515	29	82	5	15	12	57	4	13	4	18	6	16	1	5	1	2	23	62	2	10	24	78	6	20	25	80	2	12
530	33	106	6	18	36	83	3	14	9	22	4	16	1	5	0	2	24	82	5	12	34	101	7	22	32	101	6	14
545	56	145	7	22	62	131	5	18	20	39	3	18	15	19	1	3	49	118	9	19	46	136	7	24	52	135	5	18
600	104	222	10	28	82	192	13	25	26	59	0	13	14	31	1	3	91	187	8	24	117	221	10	30	96	205	15	26
615	106	299	16	39	80	260	17	38	14	69	2	9	6	36	1	3	101	265	12	34	121	318	12	36	117	297	17	43
630	132	398	28	61	109	333	21	56	13	73	4	9	6	41	10	13	119	360	23	52	130	414	22	51	123	388	16	53
645	146	488	19	73	108	379	18	69	16	69	10	16	6	32	10	22	141	452	37	80	129	497	27	71	130	466	35	83
700	159	543	28	91	155	452	24	80	21	64	3	19	4	22	6	27	174	535	31	103	182	562	30	91	190	560	30	98
715	178	615	26	101	153	525	25	88	7	57	3	20	6	22	3	29	170	604	36	127	189	630	32	111	169	612	43	124
730	217	700	37	110	198	614	31	98	8	52	8	24	7	23	6	25	208	693	34	138	202	702	49	138	199	688	45	153
745	245	799	44	135	222	728	42	122	8	44	5	19	16	33	3	18	227	779	41	142	228	801	51	162	227	785	33	151
800	224	864	39	146	231	804	36	134	15	38	9	25	12	41	3	15	240	845	52	163	232	851	33	165	257	852	34	155
815	202	888	36	156	219	870	35	144	13	44	13	35	4	39	8	20	233	908	45	172	243	905	41	174	253	936	40	152
830	195	866	32	151	189	861	29	142	14	50	10	37	6	38	3	17	211	911	34	172	197	900	31	156	210	947	37	144
845	177	798	43	150	174	813	31	131	14	56	5	37	11	33	10	24	187	871	39	170	210	882	34	139	186	906	35	146
900	164	738	37	148	135	717	28	123	19	60	11	39	11	32	2	23	168	799	41	159	156	806	39	145	163	812	36	148
915	105	641	20	132	124	622	32	120	16	63	7	33	7	35	6	21	121	687	32	146	133	696	41	145	126	685	29	137
930	110	556	32	132	105	538	33	124	20	69	5	28	19	48	3	21	95	571	29	141	101	600	35	149	115	590	27	127
945	97	476	34	123	93	457	34	127	12	67	11	34	12	49	10	21	95	479	21	123	78	468	29	144	84	488	34	126
1000	93	405	34	120	70	392	28	127	20	68	6	29	11	49	6	25	87	398	29	111	84	396	31	136	66	391	32	122
1015	76	376	35	135	63	331	36	131	25	77	11	33	15	57	2	21	70	347	34	113	75	338	40	135	71	336	47	140
1030	50	316	39	142	74	300	27	125	26	83	8	36	16	54	8	26	62	314	38	122	52	289	37	137	45	266	47	160
1045	52	271	30	138	40	247	36	127	24	95	9	34	14	56	18	34	48	267	40	141	33	244	40	148	66	248	41	167
1100	44	222	44	148	65	242	38	137	16	91	20	48	8	53	9	37	57	237	46	158	39	199	46	163	60	242	45	180
1115	44	190	55	168	57	236	59	160	11	77	18	55	17	55	7	42	47	214	55	179	45	169	52	175	52	223	78	211
1130	44	184	90	219	54	216	91	224	10	61	9	56	10	49	9	43	40	192	83	224	41	158	75	213	70	248	89	253
1145	57	189	152	341	68	244	161	349	21	58	15	62	11	46	8	33	49	193	176	360	54	179	170	343	46	228	150	362

BAYMETRICS TRAFFIC RESOURCES

Location 3: East Avenue East of Vasco Road

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	EB		WB		EB		WB		EB		WB		EB		WB		EB		WB		EB		WB		EB		WB	
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	63	208	163	460	56	235	187	498	23	65	14	56	11	49	12	36	69	205	183	497	52	192	161	458	54	222	161	478
1215	62	226	146	551	68	246	156	595	13	67	24	62	10	42	11	40	62	220	160	602	66	213	155	561	71	241	158	558
1230	100	282	78	539	89	281	108	612	10	67	18	71	17	49	5	36	78	258	78	597	95	267	75	561	94	265	109	578
1245	132	357	72	459	128	341	68	519	25	71	19	75	13	51	5	33	134	343	54	475	117	330	80	471	126	345	78	506
1300	192	486	50	346	172	457	67	399	12	60	19	80	9	49	11	32	167	441	49	341	167	445	52	362	166	457	66	411
1315	177	601	46	246	170	559	78	321	15	62	22	78	11	50	14	35	144	523	50	231	149	528	46	253	143	529	50	303
1330	125	626	48	216	114	584	85	298	19	71	14	74	11	44	14	44	91	536	41	194	102	535	49	227	102	537	52	246
1345	69	563	60	204	110	566	78	308	16	62	20	75	18	49	13	52	90	492	38	178	73	491	61	208	95	506	49	217
1400	69	440	54	208	76	470	77	318	17	67	7	63	22	62	11	52	55	380	43	172	70	394	42	198	75	415	43	194
1415	72	335	52	214	74	374	53	293	26	78	29	70	11	62	13	51	62	298	48	170	53	298	62	214	54	326	40	184
1430	57	267	79	245	71	331	85	293	18	77	23	79	19	70	12	49	54	261	54	183	50	246	60	225	48	272	70	202
1445	60	258	84	269	50	271	79	294	19	80	28	87	22	74	11	47	42	213	50	195	43	216	81	245	46	223	90	243
1500	52	241	63	278	53	248	69	286	16	79	17	97	14	66	12	48	36	194	58	210	41	187	74	277	60	208	105	305
1515	49	218	69	295	41	215	90	323	17	70	18	86	18	73	11	46	40	172	71	233	36	170	72	287	52	206	83	348
1530	46	207	119	335	52	196	118	356	14	66	20	83	15	69	18	52	45	163	146	325	61	181	107	334	50	208	92	370
1545	52	199	183	434	51	197	179	456	12	59	18	73	16	63	13	54	41	162	172	447	47	185	201	454	51	213	175	455
1600	50	197	253	624	65	209	207	594	21	64	14	70	12	61	18	60	41	167	234	623	41	185	220	600	62	215	252	602
1615	63	211	249	804	65	233	255	759	8	55	16	68	21	64	20	69	56	183	250	802	51	200	225	753	35	198	240	759
1630	68	233	298	983	51	232	266	907	11	52	18	66	13	62	18	69	43	181	314	970	38	177	277	923	41	189	271	938
1645	50	231	328	1128	45	226	322	1050	8	48	18	66	14	60	19	75	49	189	296	1094	39	169	300	1022	42	180	286	1049
1700	54	235	319	1194	47	208	298	1141	12	39	12	64	16	64	14	71	56	204	326	1186	35	163	294	1096	54	172	292	1089
1715	56	228	317	1262	54	197	273	1159	5	36	19	67	11	54	14	65	57	205	328	1264	49	161	297	1168	41	178	253	1102
1730	60	220	287	1251	54	200	253	1146	12	37	20	69	14	55	18	65	45	207	295	1245	53	176	260	1151	43	180	266	1097
1745	57	227	237	1160	41	196	219	1043	9	38	12	63	7	48	10	56	36	194	251	1200	47	184	242	1093	31	169	241	1052
1800	38	211	173	1014	38	187	160	905	10	36	6	57	12	44	11	53	35	173	185	1059	27	176	167	966	28	143	174	934
1815	45	200	144	841	29	162	117	749	5	36	14	52	10	43	11	50	28	144	145	876	20	147	132	801	22	124	149	830
1830	25	165	103	657	20	128	69	565	9	33	12	44	7	36	18	50	21	120	125	706	15	109	126	667	12	93	113	677
1845	18	126	112	532	15	102	71	417	8	32	20	52	8	37	17	57	18	102	91	546	18	80	97	522	13	75	93	529
1900	15	103	73	432	20	84	48	305	9	31	9	55	8	33	9	55	18	85	81	442	17	70	92	447	12	59	69	424
1915	16	74	74	362	14	69	58	246	4	30	14	55	5	28	11	55	15	72	78	375	14	64	75	390	8	45	53	328
1930	10	59	68	327	17	66	40	217	7	28	6	49	6	27	14	51	16	67	68	318	12	61	59	323	13	46	68	283
1945	11	52	54	269	7	58	33	179	4	24	7	36	5	24	12	46	13	62	59	286	10	53	45	271	10	43	50	240
2000	4	41	42	238	14	52	44	175	3	18	5	32	7	23	8	45	10	54	54	259	17	53	35	214	9	40	37	208
2015	13	38	32	196	3	41	27	144	3	17	5	23	6	24	5	39	5	44	40	221	13	52	33	172	7	39	26	181
2030	6	34	28	156	7	31	13	117	3	13	6	23	4	22	5	30	5	33	29	182	8	48	23	136	5	31	20	133
2045	8	31	19	121	8	32	10	94	5	14	4	20	9	26	13	31	6	26	19	142	18	56	31	122	7	28	19	102
2100	9	36	18	97	6	24	21	71	4	15	4	19	9	28	9	32	6	22	9	97	10	49	26	113	12	31	15	80
2115	7	30	13	78	3	24	10	54	4	16	1	15	4	26	4	31	6	23	5	62	10	46	19	99	12	36	14	68
2130	17	41	20	70	5	22	12	53	8	21	7	16	5	27	10	36	7	25	4	37	6	44	17	93	4	35	9	57
2145	4	37	10	61	2	16	8	51	10	26	5	17	3	21	5	28	4	23	2	20	6	32	8	70	3	31	10	48
2200	5	33	13	56	9	19	9	39	3	25	5	18	6	18	4	23	6	23	3	14	9	31	4	48	8	27	5	38
2215	3	29	7	50	5	21	13	42	5	26	3	20	2	16	4	23	3	20	2	11	2	23	6	35	7	22	2	26
2230	9	21	4	34	3	19	10	40	3	21	5	18	6	17	6	19	5	18	5	12	4	21	3	21	4	22	2	19
2245	3	20	7	31	6	23	10	42	2	13	18	31	4	18	8	22	9	23	4	14	6	21	2	15	1	20	3	12
2300	2	17	4	22	1	15	10	43	3	13	7	33	1	13	6	24	12	29	2	13	0	12	2	13	4	16	2	9
2315	1	15	7	22	1	11	10	40	1	9	2	32	3	14	5	25	8	34	2	13	2	12	1	8	1	10	2	9
2330	4	10	4	22	3	11	18	48	1	7	4	31	2	10	11	30	4	33	2	10	2	10	2	7	5	11	1	8
2345	5	12	1	16	6	11	9	47	5	10	5	18	3	9	4	26	9	33	2	8	9	13	3	8	7	17	2	7
TOTAL	5,356	N/A	5,717	N/A	5,113	N/A	5,510	N/A	947	N/A	896	N/A	783	N/A	722	N/A	5,086	N/A	5,669	N/A	5,093	N/A	5,588	N/A	5,177	N/A	5,561	N/A
AM	888		156		870		144		73		39		49		29		911		172		905		174		947		155	
NOON	626		551		584		612		95		87		74		52		536		602		535		561		537		578	
PM	241		1,262		248		1,159		79		97		73		75		207		1,264		200		1,168		215		1,102	
EVEN	41		238		52		175		26		33		28		45		54		259		56		214		40		208	

BAYMETRICS TRAFFIC RESOURCES

Location 4: Driveway North of East Aevnue (NB - Inbounds)

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	NB (IN)				NB (IN)				NB (IN)				NB (IN)				NB (IN)				NB (IN)				NB (IN)			
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
100	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
115	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
130	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
315	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
330	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
400	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0
415	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3	4	0	0	4	4	0	0	2	2	0	0
430	4	6	0	0	3	4	0	0	1	1	0	0	0	0	0	0	7	11	0	0	1	5	0	0	10	12	0	0
445	5	11	0	0	6	10	0	0	1	2	0	0	0	0	0	0	5	16	0	0	8	13	0	0	3	15	0	0
500	2	13	0	0	3	13	0	0	0	2	0	0	0	0	0	0	4	19	0	0	3	16	0	0	1	16	0	0
515	8	19	0	0	11	23	0	0	0	2	0	0	0	0	0	0	7	23	0	0	1	13	0	0	12	26	0	0
530	12	27	0	0	11	31	0	0	0	1	0	0	0	0	0	0	11	27	0	0	12	24	0	0	12	28	0	0
545	16	38	0	0	7	32	0	0	0	0	0	0	0	0	0	0	10	32	0	0	11	27	0	0	12	37	0	0
600	17	53	0	0	25	54	0	0	1	1	0	0	0	0	0	0	22	50	0	0	15	39	0	0	25	61	0	0
615	25	70	0	0	29	72	0	0	0	1	0	0	2	2	0	0	35	78	0	0	21	59	0	0	26	75	0	0
630	42	100	0	0	32	93	0	0	0	1	0	0	0	2	0	0	26	93	0	0	34	81	0	0	40	103	0	0
645	68	152	0	0	60	146	0	0	0	1	0	0	0	2	0	0	63	146	0	0	48	118	0	0	52	143	0	0
700	70	205	0	0	62	183	0	0	0	0	0	0	0	2	0	0	83	207	0	0	57	160	0	0	83	201	0	0
715	116	296	0	0	102	256	0	0	0	0	0	0	0	0	0	0	100	272	0	0	94	233	0	0	119	294	0	0
730	140	394	0	0	146	370	0	0	0	0	0	0	0	0	0	0	154	400	0	0	119	318	0	0	146	400	0	0
745	151	477	0	0	210	520	0	0	0	0	0	0	0	0	0	0	133	470	0	0	185	455	0	0	150	498	0	0
800	118	525	0	0	126	584	0	0	0	0	0	0	0	0	0	0	150	537	0	0	145	543	0	0	130	545	0	0
815	110	519	0	0	121	603	0	0	0	0	0	0	0	0	0	0	111	548	0	0	137	586	0	0	94	520	0	0
830	101	480	0	0	97	554	0	0	0	0	0	0	0	0	0	0	94	488	0	0	126	593	0	0	88	462	0	0
845	69	398	0	0	79	423	0	0	0	0	0	0	0	0	0	0	50	405	0	0	72	480	0	0	62	374	0	0
900	59	339	0	0	54	351	0	0	0	0	0	0	0	0	0	0	52	307	0	0	63	398	0	0	53	297	0	0
915	53	282	0	0	56	286	0	0	0	0	0	0	0	0	0	0	59	255	0	0	54	315	0	0	45	248	0	0
930	48	229	0	0	46	235	0	0	0	0	0	0	0	0	0	0	43	204	0	0	36	225	0	0	42	202	0	0
945	35	195	0	0	35	191	0	0	0	0	0	0	0	0	0	0	28	182	0	0	44	197	0	0	25	165	0	0
1000	27	163	0	0	26	163	0	0	0	0	0	0	0	0	0	0	23	153	0	0	33	167	0	0	32	144	0	0
1015	19	129	0	0	22	129	0	0	0	0	0	0	0	0	0	0	23	117	0	0	19	132	0	0	25	124	0	0
1030	17	98	0	0	14	97	0	0	1	1	0	0	0	0	0	0	18	92	0	0	22	118	0	0	22	104	0	0
1045	12	75	0	0	18	80	0	0	0	1	0	0	0	0	0	0	16	80	0	0	16	90	0	0	13	92	0	0
1100	19	67	0	0	15	69	0	0	0	1	0	0	0	0	0	0	30	87	0	0	18	75	0	0	29	89	0	0
1115	32	80	0	0	26	73	0	0	0	1	0	0	0	0	0	0	31	95	0	0	22	78	0	0	28	92	0	0
1130	35	98	0	0	31	90	0	0	1	1	0	0	0	0	0	0	36	113	0	0	29	85	0	0	27	97	0	0
1145	26	112	0	0	25	97	0	0	0	1	0	0	0	0	0	0	24	121	0	0	27	96	0	0	38	122	0	0

BAYMETRICS TRAFFIC RESOURCES

Location 4: Driveway North of East Aevnue (NB - Inbounds)

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	NB (IN)				NB (IN)				NB (IN)				NB (IN)				NB (IN)				NB (IN)				NB (IN)			
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	24	117	0	0	32	114	0	0	0	1	0	0	0	0	0	0	44	135	0	0	20	98	0	0	33	126	0	0
1215	64	149	0	0	38	126	0	0	0	1	0	0	0	0	0	0	52	156	0	0	54	130	0	0	73	171	0	0
1230	65	179	0	0	70	165	0	0	0	0	0	0	0	0	0	0	74	194	0	0	56	157	0	0	69	213	0	0
1245	71	224	0	0	61	201	0	0	0	0	0	0	1	1	0	0	50	220	0	0	76	206	0	0	43	218	0	0
1300	49	249	0	0	55	224	0	0	0	0	0	0	0	1	0	0	45	221	0	0	66	252	0	0	52	237	0	0
1315	25	210	0	0	38	224	0	0	0	0	0	0	0	1	0	0	30	199	0	0	32	230	0	0	40	204	0	0
1330	28	173	0	0	32	186	0	0	0	0	0	0	0	1	0	0	23	148	0	0	29	203	0	0	27	162	0	0
1345	20	122	0	0	17	142	0	0	0	0	0	0	0	0	0	0	17	115	0	0	20	147	0	0	18	137	0	0
1400	33	106	0	0	17	104	0	0	0	0	0	0	0	0	0	0	16	86	0	0	21	102	0	0	20	105	0	0
1415	46	127	0	0	12	78	0	0	0	0	0	0	0	0	0	0	12	68	0	0	17	87	0	0	32	97	0	0
1430	26	125	0	0	19	65	0	0	0	0	0	0	1	1	0	0	16	61	0	0	21	79	0	0	26	96	0	0
1445	20	125	0	0	11	59	0	0	0	0	0	0	1	2	0	0	14	58	0	0	15	74	0	0	16	94	0	0
1500	12	104	0	0	14	56	0	0	0	0	0	0	0	2	0	0	7	49	0	0	17	70	0	0	14	88	0	0
1515	11	69	0	0	7	51	0	0	0	0	0	0	0	2	0	0	8	45	0	0	8	61	0	0	10	66	0	0
1530	12	55	0	0	13	45	0	0	0	0	0	0	0	1	0	0	9	38	0	0	18	58	0	0	6	46	0	0
1545	13	48	0	0	8	42	0	0	0	0	0	0	0	0	0	0	13	37	0	0	14	57	0	0	18	48	0	0
1600	11	47	0	0	7	35	0	0	0	0	0	0	0	0	0	0	14	44	0	0	4	44	0	0	7	41	0	0
1615	6	42	0	0	12	40	0	0	0	0	0	0	0	0	0	0	17	53	0	0	12	48	0	0	14	45	0	0
1630	13	43	0	0	9	36	0	0	0	0	0	0	0	0	0	0	12	56	0	0	9	39	0	0	12	51	0	0
1645	17	47	0	0	8	36	0	0	0	0	0	0	0	0	0	0	13	56	0	0	10	35	0	0	4	37	0	0
1700	5	41	0	0	6	35	0	0	0	0	0	0	0	0	0	0	6	48	0	0	6	37	0	0	6	36	0	0
1715	1	36	0	0	2	25	0	0	1	1	0	0	2	2	0	0	4	35	0	0	8	33	0	0	0	22	0	0
1730	2	25	0	0	5	21	0	0	0	1	0	0	0	2	0	0	4	27	0	0	4	28	0	0	2	12	0	0
1745	6	14	0	0	5	18	0	0	0	1	0	0	0	2	0	0	7	21	0	0	0	18	0	0	2	10	0	0
1800	0	9	0	0	4	16	0	0	0	1	0	0	0	2	0	0	12	27	0	0	2	14	0	0	2	6	0	0
1815	2	10	0	0	3	17	0	0	1	1	0	0	0	0	0	0	3	26	0	0	1	7	0	0	0	6	0	0
1830	1	9	0	0	0	12	0	0	0	1	0	0	0	0	0	0	2	24	0	0	1	4	0	0	1	5	0	0
1845	0	3	0	0	1	8	0	0	0	1	0	0	0	0	0	0	0	17	0	0	4	8	0	0	0	3	0	0
1900	4	7	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0	5	0	0	1	7	0	0	3	4	0	0
1915	1	6	0	0	3	4	0	0	0	0	0	0	0	0	0	0	1	3	0	0	1	7	0	0	1	5	0	0
1930	1	6	0	0	0	4	0	0	0	0	0	0	2	2	0	0	0	1	0	0	2	8	0	0	2	6	0	0
1945	1	7	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	1	0	0	2	6	0	0	0	6	0	0
2000	0	3	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	5	0	0	2	5	0	0
2015	1	3	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	5	0	0	0	4	0	0
2030	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	4	0	0	0	2	0	0
2045	0	1	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	2	0	0
2100	2	3	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0
2115	0	2	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2130	0	2	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
2215	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2230	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2245	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	1	1	0	0
2300	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
2315	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
2330	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0
2345	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0
TOTAL	2,052	N/A	0	N/A	2,014	N/A	0	N/A	8	N/A	0	N/A	10	N/A	0	N/A	1,979	N/A	0	N/A	2,030	N/A	0	N/A	2,003	N/A	0	N/A
AM		525		0		603		0		1		0		2		0		548		0		593		0		545		0
NOON		249		0		224		0		1		0		2		0		221		0		252		0		237		0
PM		104		0		56		0		1		0		2		0		56		0		70		0		88		0
EVEN		3		0		3		0		1		0		2		0		1		0		5		0		5		0

BAYMETRICS TRAFFIC RESOURCES

Location 4B: Driveway North of East Aevnue (SB - Outbounds)

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	SBL		SBR		SBL		SBR		SBL		SBR		SBL		SBR		SBL		SBR		SBL		SBR		SBL		SBR	
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
1230	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
100	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
115	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
130	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
145	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	2	2	0	0	0	0	0	0
200	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	3	0	0	0	0	0	0
215	1	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	3	6	0	0	0	0	0	0
230	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	7	0	0	0	0	0	0
245	0	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0
300	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	4	0	0	1	1	1	1
315	2	2	2	2	0	0	0	0	0	1	1	1	0	0	0	0	0	1	0	0	0	1	0	0	1	2	1	2
330	0	2	0	2	0	0	0	0	0	1	0	1	0	0	0	0	0	1	1	1	0	0	1	1	0	2	0	2
345	1	3	1	3	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	2	0	0	0	1	0	2	0	2
400	0	3	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	1	1	2	3	0	1	0	1
415	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0	1	1	1	3	1	2	2	5	0	0	1	1
430	2	3	0	1	2	3	0	0	0	0	0	0	0	0	0	0	0	1	0	2	0	2	1	5	1	1	0	1
445	1	3	0	0	1	4	0	0	1	1	0	0	0	0	0	0	0	1	1	2	0	2	1	6	0	1	0	1
500	0	3	0	0	2	6	0	0	1	2	0	0	0	0	0	0	1	2	0	2	0	1	0	4	0	1	1	2
515	2	5	0	0	0	5	0	0	0	2	0	0	0	0	0	0	0	1	0	1	1	1	1	3	0	1	2	3
530	0	3	0	0	4	7	1	1	0	2	0	0	0	0	0	0	0	1	0	1	0	1	0	2	0	0	0	3
545	1	3	0	0	7	13	3	4	0	1	0	0	0	0	0	0	0	1	1	1	0	1	0	1	0	0	0	3
600	3	6	2	2	1	12	0	4	0	0	1	1	0	0	0	0	0	0	3	4	0	1	2	3	0	0	1	3
615	2	6	1	3	1	13	3	7	0	0	0	1	0	0	1	1	1	1	0	4	1	1	1	3	1	1	3	4
630	5	11	1	4	2	11	1	7	0	0	0	1	0	0	0	1	2	3	2	6	0	1	3	6	0	1	2	6
645	1	11	0	4	3	7	8	12	0	0	0	1	0	0	0	1	0	3	4	9	0	1	0	6	0	1	0	6
700	3	11	1	3	4	10	8	20	0	0	0	0	0	0	0	1	0	3	8	14	0	1	0	4	0	1	1	6
715	1	10	10	12	2	11	4	21	0	0	0	0	0	0	0	0	0	2	2	16	0	0	1	4	0	0	2	5
730	3	8	8	19	2	11	2	22	0	0	0	0	1	1	0	0	1	1	5	19	1	1	2	3	0	0	0	3
745	3	10	4	23	8	16	4	18	0	0	0	0	0	1	0	0	0	1	8	23	2	3	0	3	1	1	0	3
800	2	9	4	26	4	16	4	14	0	0	0	0	0	1	0	0	0	1	4	19	0	3	2	5	2	3	1	3
815	0	8	7	23	2	16	9	19	0	0	0	0	0	1	0	0	1	2	9	26	0	3	3	7	0	3	2	3
830	2	7	10	25	3	17	9	26	0	0	0	0	0	0	0	0	2	3	6	27	2	4	2	7	2	5	0	3
845	1	5	3	24	1	10	8	30	1	1	0	0	0	0	0	0	0	3	8	27	0	2	0	7	0	4	3	6
900	3	6	7	27	5	11	3	29	0	1	0	0	0	0	0	0	4	7	10	33	1	3	1	6	3	5	5	10
915	4	10	12	32	3	12	7	27	0	1	0	0	0	0	0	0	2	8	5	29	0	3	4	7	2	7	7	15
930	4	12	5	27	5	14	5	23	0	1	0	0	0	0	0	0	0	6	7	30	0	1	5	10	0	5	11	26
945	2	13	6	30	5	18	9	24	0	0	0	0	0	0	0	0	1	7	7	29	1	2	6	16	0	5	15	38
1000	4	14	5	28	11	24	11	32	0	0	0	0	0	0	0	0	4	7	9	28	3	4	10	25	0	2	9	42
1015	2	12	4	20	2	23	16	41	0	0	0	0	0	0	0	0	3	8	17	40	2	6	15	36	1	1	14	49
1030	3	11	13	28	3	21	19	55	1	1	0	0	0	0	0	0	5	13	12	45	3	9	12	43	2	3	15	53
1045	1	10	11	33	0	16	68	114	0	1	0	0	0	0	0	0	0	12	35	73	0	8	26	63	4	7	18	56
1100	3	9	33	61	0	5	85	188	0	1	0	0	0	0	0	0	2	10	45	109	0	5	52	105	2	9	26	73
1115	0	7	64	121	2	5	104	276	0	1	0	0	0	0	0	0	1	8	78	170	8	11	66	156	3	11	48	107
1130	1	5	66	174	0	2	62	319	1	1	0	0	0	0	0	0	0	3	85	243	8	16	76	220	2	11	65	157
1145	4	8	59	222	1	3	29	280	0	1	0	0	0	0	0	0	2	5	77	285	10	26	54	248	6	13	58	197

BAYMETRICS TRAFFIC RESOURCES

Location 4B: Driveway North of East Aevnue (SB - Outbounds)

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	SBL		SBR		SBL		SBR		SBL		SBR		SBL		SBR		SBL		SBR		SBL		SBR		SBL		SBR	
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	0	5	39	228	0	3	22	217	0	1	0	0	0	0	0	0	5	8	56	296	15	41	43	239	15	26	50	221
1215	5	10	16	180	5	6	45	158	1	2	0	0	0	0	0	0	5	12	43	261	9	42	45	218	12	35	26	199
1230	8	17	13	127	7	13	47	143	0	1	0	0	0	0	0	0	1	13	32	208	4	38	26	168	9	42	29	163
1245	5	18	21	89	18	30	13	127	0	1	0	0	1	1	0	0	5	16	18	149	6	34	32	146	12	48	2[illegible]	127
1300	5	23	19	69	4	34	30	135	0	1	0	0	0	1	0	0	2	13	15	108	2	21	28	131	5	38	18	95
1315	0	18	21	74	5	34	24	114	0	0	0	0	0	1	0	0	2	10	24	89	0	12	29	115	4	30	25	94
1330	4	14	12	73	4	31	20	87	0	0	0	0	0	1	0	0	6	15	14	71	1	9	25	114	2	23	13	78
1345	5	14	23	75	1	14	19	93	0	0	0	0	0	0	0	0	3	13	13	66	2	5	22	104	6	17	37	93
1400	4	13	14	70	2	12	23	86	0	0	0	0	0	0	0	0	3	14	25	76	4	7	19	95	2	14	26	101
1415	4	17	20	69	3	10	35	97	0	0	0	0	0	0	0	0	0	12	24	76	2	9	32	98	2	12	12	88
1430	5	18	17	74	2	8	32	109	0	0	0	0	0	0	0	0	0	6	35	97	3	11	45	118	1	11	14	89
1445	0	13	29	80	2	9	28	118	0	0	0	0	1	1	1	1	1	4	43	127	2	11	30	126	0	5	15	67
1500	2	11	34	100	0	7	40	135	0	0	0	0	1	2	0	1	2	3	29	131	0	7	29	136	0	3	30	71
1515	9	16	54	134	3	7	59	159	0	0	0	0	0	2	0	1	0	3	53	160	1	6	45	149	4	5	38	97
1530	2	13	84	201	5	10	69	196	0	0	0	0	0	2	0	1	3	6	49	174	4	7	59	163	5	9	56	139
1545	6	19	92	264	2	10	78	246	0	0	0	0	0	1	0	0	2	7	83	214	2	7	77	210	0	9	84	208
1600	10	27	119	349	9	19	95	301	0	0	0	0	0	0	0	0	4	9	95	280	3	10	104	285	2	11	115	293
1615	6	24	135	430	7	23	102	344	0	0	0	0	0	0	0	0	2	11	112	339	16	25	95	335	4	11	126	381
1630	7	29	117	463	5	23	126	401	0	0	0	0	0	0	0	0	16	24	136	426	22	43	146	422	3	9	135	460
1645	6	29	172	543	0	21	145	468	0	0	0	0	0	0	0	0	11	33	125	468	10	51	137	482	11	20	114	490
1700	0	19	97	521	2	14	113	486	0	0	0	0	0	0	0	0	12	41	98	471	15	63	105	483	8	26	114	489
1715	2	15	73	459	0	7	82	466	2	2	0	0	0	0	0	0	5	44	44	403	18	65	73	461	12	34	112	475
1730	3	11	58	400	2	4	66	406	0	2	0	0	2	2	1	1	8	36	31	298	11	54	36	351	5	36	70	410
1745	1	6	34	262	0	4	40	301	0	2	0	0	0	2	0	1	7	32	24	197	5	49	22	236	4	29	38	334
1800	0	6	32	197	1	3	26	214	0	2	0	0	0	2	0	1	5	25	17	116	4	38	15	146	6	27	22	242
1815	0	4	24	148	0	3	22	154	1	1	0	0	0	2	0	1	6	26	11	83	6	26	13	86	5	20	12	142
1830	2	3	8	98	2	3	15	103	1	2	0	0	0	0	0	0	5	23	6	58	5	20	9	59	2	17	5	77
1845	3	5	15	79	0	3	7	70	0	2	0	0	0	0	0	0	2	18	7	41	2	17	5	42	9	22	8	47
1900	3	8	13	60	1	3	9	53	0	2	0	0	0	0	0	0	3	16	5	29	2	15	4	31	5	21	10	35
1915	1	9	10	46	0	3	3	34	0	1	0	0	0	0	0	0	3	13	7	25	1	10	7	25	4	20	5	28
1930	2	9	8	46	0	1	2	21	0	0	0	0	2	2	1	1	1	9	1	20	0	5	2	18	1	19	4	27
1945	0	6	11	42	0	1	5	19	0	0	0	0	0	2	0	1	3	10	3	16	0	3	11	24	1	11	2	21
2000	1	4	2	31	1	1	2	12	0	0	0	0	0	2	0	1	0	7	3	14	0	1	5	25	0	6	3	14
2015	1	4	3	24	1	2	1	10	0	0	0	0	0	2	0	1	0	4	0	7	0	0	4	22	0	2	2	11
2030	0	2	1	17	0	2	0	8	0	0	0	0	2	2	0	0	2	5	0	6	0	0	6	26	1	2	2	9
2045	0	2	0	6	0	2	0	3	0	0	0	0	0	2	0	0	0	2	0	3	0	0	2	17	0	1	4	11
2100	2	3	2	6	2	3	0	1	0	0	0	0	0	2	0	0	0	2	0	0	0	0	3	15	1	2	2	10
2115	1	3	0	3	0	2	0	0	0	0	0	0	0	2	1	1	1	3	0	0	0	0	2	13	2	4	3	11
2130	0	3	0	2	0	2	2	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	9	4	7	2	11
2145	0	3	0	2	0	2	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1	8	2	9	2	9
2200	0	1	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	2	7	0	8	0	7
2215	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	7	1	7	1	5
2230	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	3	8	2	5	2	5
2245	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	3	0	1	0	0	2	9	0	3	0	3
2300	0	0	0	0	1	2	1	1	0	0	0	0	0	0	0	0	0	3	0	1	0	0	1	8	1	4	2	5
2315	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	6	0	3	1	5
2330	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	0	2	1	1	0	0	0	3	0	1	0	3
2345	0	0	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	1	0	3
TOTAL	185	N/A	1,781	N/A	186	N/A	1,932	N/A	11	N/A	3	N/A	10	N/A	5	N/A	175	N/A	1,736	N/A	229	N/A	1,756	N/A	209	N/A	1,725	N/A
AM	13		32		18		30		1		1		1		1		8		33		4		16		7		38	
NOON	23		228		34		319		2		0		1		1		16		296		42		248		48		221	
PM	29		543		23		486		2		0		2		1		44		471		65		483		36		490	
EVEN	4		31		3		12		0		1		2		1		7		14		1		26		9		14	

BAYMETRICS TRAFFIC RESOURCES

Location 5: Driveway North of East Aevnue (NB - Inbounds)

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	SB (IN)				SB (IN)				SB (IN)				SB (IN)				SB (IN)				SB (IN)				SB (IN)			
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
1215	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
1230	1	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0
1245	0	2	0	0	0	2	0	0	0	3	0	0	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0	0
100	1	2	0	0	0	1	0	0	0	2	0	0	0	2	0	0	1	2	0	0	1	2	0	0	0	1	0	0
115	0	2	0	0	2	3	0	0	0	2	0	0	0	1	0	0	0	2	0	0	0	1	0	0	1	2	0	0
130	1	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	2	0	0	2	3	0	0	1	2	0	0
145	1	3	0	0	0	2	0	0	0	0	0	0	1	1	0	0	0	2	0	0	0	3	0	0	0	2	0	0
200	1	3	0	0	0	2	0	0	0	0	0	0	0	1	0	0	2	3	0	0	0	2	0	0	1	3	0	0
215	0	3	0	0	0	0	0	0	1	1	0	0	1	2	0	0	0	3	0	0	1	3	0	0	0	2	0	0
230	1	3	0	0	1	1	0	0	2	3	0	0	0	2	0	0	2	4	0	0	2	3	0	0	1	2	0	0
245	2	4	0	0	0	1	0	0	0	3	0	0	1	2	0	0	1	5	0	0	0	3	0	0	2	4	0	0
300	0	3	0	0	2	3	0	0	1	4	0	0	2	4	0	0	1	4	0	0	2	5	0	0	2	5	0	0
315	1	4	0	0	2	5	0	0	0	3	0	0	1	4	0	0	0	4	0	0	1	5	0	0	1	6	0	0
330	5	8	0	0	3	7	0	0	2	3	0	0	1	5	0	0	2	4	0	0	2	5	0	0	2	7	0	0
345	0	6	0	0	0	7	0	0	0	3	0	0	0	4	0	0	0	3	0	0	0	5	0	0	1	6	0	0
400	1	7	0	0	0	5	0	0	3	5	0	0	2	4	0	0	0	2	0	0	1	4	0	0	1	5	0	0
415	0	6	0	0	0	3	0	0	0	5	0	0	1	4	0	0	1	3	0	0	1	4	0	0	2	6	0	0
430	2	3	0	0	0	0	0	0	1	4	0	0	0	3	0	0	1	2	0	0	2	4	0	0	1	5	0	0
445	2	5	0	0	2	2	0	0	0	4	0	0	0	3	0	0	2	4	0	0	0	4	0	0	1	5	0	0
500	3	7	0	0	2	4	0	0	3	4	0	0	0	1	0	0	2	6	0	0	3	6	0	0	4	8	0	0
515	6	13	0	0	4	8	0	0	3	7	0	0	2	2	0	0	7	12	0	0	5	10	0	0	2	8	0	0
530	7	18	0	0	7	15	0	0	2	8	0	0	0	2	0	0	8	19	0	0	6	14	0	0	4	11	0	0
545	12	28	0	0	8	21	0	0	5	13	0	0	3	5	0	0	9	26	0	0	7	21	0	0	8	18	0	0
600	13	38	0	0	13	32	0	0	11	21	0	0	2	7	0	0	18	42	0	0	23	41	0	0	10	24	0	0
615	22	54	0	0	16	44	0	0	8	26	0	0	1	6	0	0	19	54	0	0	21	57	0	0	23	45	0	0
630	31	78	0	0	10	47	0	0	4	28	0	0	3	9	0	0	32	78	0	0	33	84	0	0	30	71	0	0
645	54	120	0	0	29	68	0	0	3	26	0	0	2	8	0	0	41	110	0	0	41	118	0	0	45	108	0	0
700	86	193	0	0	30	85	0	0	3	18	0	0	0	6	0	0	72	164	0	0	75	170	0	0	61	159	0	0
715	62	233	0	0	48	117	0	0	0	10	0	0	0	5	0	0	87	232	0	0	83	232	0	0	81	217	0	0
730	121	323	0	0	40	147	0	0	1	7	0	0	1	3	0	0	66	266	0	0	81	280	0	0	74	261	0	0
745	85	354	0	0	49	167	0	0	2	6	0	0	2	3	0	0	80	305	0	0	93	332	0	0	96	312	0	0
800	102	370	0	0	65	202	0	0	2	5	0	0	0	3	0	0	83	316	0	0	108	365	0	0	118	369	0	0
815	56	364	0	0	62	216	0	0	3	8	0	0	4	7	0	0	96	325	0	0	98	380	0	0	90	378	0	0
830	82	325	0	0	65	241	0	0	1	8	0	0	0	6	0	0	71	330	0	0	77	376	0	0	42	346	0	0
845	55	295	0	0	55	247	0	0	0	6	0	0	3	7	0	0	40	290	0	0	48	331	0	0	60	310	0	0
900	36	229	0	0	26	208	0	0	3	7	0	0	0	7	0	0	31	238	0	0	43	266	0	0	33	225	0	0
915	26	199	0	0	20	166	0	0	0	4	0	0	1	4	0	0	15	157	0	0	23	191	0	0	25	160	0	0
930	20	137	0	0	15	116	0	0	1	4	0	0	2	6	0	0	12	98	0	0	28	142	0	0	32	150	0	0
945	18	100	0	0	14	75	0	0	1	5	0	0	3	6	0	0	21	79	0	0	13	107	0	0	12	102	0	0
1000	17	81	0	0	19	68	0	0	1	3	0	0	0	6	0	0	19	67	0	0	17	81	0	0	10	79	0	0
1015	16	71	0	0	6	54	0	0	3	6	0	0	2	7	0	0	15	67	0	0	16	74	0	0	19	73	0	0
1030	13	64	0	0	8	47	0	0	4	9	0	0	0	5	0	0	9	64	0	0	14	60	0	0	18	59	0	0
1045	16	62	0	0	13	46	0	0	5	13	0	0	2	4	0	0	10	53	0	0	7	54	0	0	13	60	0	0
1100	5	50	0	0	12	39	0	0	2	14	0	0	1	5	0	0	12	46	0	0	14	51	0	0	9	59	0	0
1115	14	48	0	0	11	44	0	0	4	15	0	0	3	6	0	0	17	48	0	0	7	42	0	0	22	62	0	0
1130	13	48	0	0	4	40	0	0	3	14	0	0	1	7	0	0	8	47	0	0	11	39	0	0	15	59	0	0
1145	12	44	0	0	15	42	0	0	3	12	0	0	4	9	0	0	13	50	0	0	9	41	0	0	10	56	0	0

BAYMETRICS TRAFFIC RESOURCES

Location 5: Driveway North of East Aevnue (NB - Inbounds)

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	SB (IN)				SB (IN)				SB (IN)				SB (IN)				SB (IN)				SB (IN)				SB (IN)			
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	28	67	0	0	12	42	0	0	2	12	0	0	6	14	0	0	24	62	0	0	17	44	0	0	17	64	0	0
1215	17	70	0	0	14	45	0	0	2	10	0	0	0	11	0	0	23	68	0	0	10	47	0	0	24	66	0	0
1230	23	80	0	0	22	63	0	0	0	7	0	0	2	12	0	0	26	86	0	0	20	56	0	0	26	77	0	0
1245	42	110	0	0	39	87	0	0	1	5	0	0	0	8	0	0	55	128	0	0	44	91	0	0	40	107	0	0
1300	45	127	0	0	25	100	0	0	2	5	0	0	3	5	0	0	35	139	0	0	27	101	0	0	41	131	0	0
1315	57	167	0	0	26	112	0	0	1	4	0	0	3	8	0	0	18	134	0	0	23	114	0	0	28	135	0	0
1330	28	172	0	0	13	103	0	0	0	4	0	0	1	7	0	0	24	132	0	0	22	116	0	0	20	129	0	0
1345	10	140	0	0	25	89	0	0	2	5	0	0	2	9	0	0	9	86	0	0	18	90	0	0	22	111	0	0
1400	19	114	0	0	11	75	0	0	3	6	0	0	8	14	0	0	14	65	0	0	12	75	0	0	21	91	0	0
1415	18	75	0	0	13	62	0	0	2	7	0	0	1	12	0	0	16	63	0	0	6	58	0	0	15	78	0	0
1430	8	55	0	0	8	57	0	0	3	10	0	0	7	18	0	0	19	58	0	0	13	49	0	0	12	70	0	0
1445	16	61	0	0	6	38	0	0	6	14	0	0	4	20	0	0	5	54	0	0	8	39	0	0	4	52	0	0
1500	7	49	0	0	11	38	0	0	2	13	0	0	2	14	0	0	8	48	0	0	9	36	0	0	5	36	0	0
1515	15	46	0	0	8	33	0	0	2	13	0	0	1	14	0	0	8	40	0	0	3	33	0	0	13	34	0	0
1530	6	44	0	0	8	33	0	0	0	10	0	0	2	9	0	0	9	30	0	0	12	32	0	0	10	32	0	0
1545	10	38	0	0	7	34	0	0	2	6	0	0	4	9	0	0	5	30	0	0	2	26	0	0	9	37	0	0
1600	10	41	0	0	5	28	0	0	2	6	0	0	3	10	0	0	4	26	0	0	4	21	0	0	6	38	0	0
1615	6	32	0	0	2	22	0	0	2	6	0	0	2	11	0	0	4	22	0	0	6	24	0	0	6	31	0	0
1630	7	33	0	0	4	18	0	0	0	6	0	0	1	10	0	0	3	16	0	0	3	15	0	0	10	31	0	0
1645	5	28	0	0	4	15	0	0	2	6	0	0	3	9	0	0	4	15	0	0	1	14	0	0	7	29	0	0
1700	3	21	0	0	3	13	0	0	1	5	0	0	2	8	0	0	6	17	0	0	3	13	0	0	5	28	0	0
1715	4	19	0	0	2	13	0	0	0	3	0	0	2	8	0	0	5	18	0	0	5	12	0	0	3	25	0	0
1730	7	19	0	0	2	11	0	0	2	5	0	0	0	7	0	0	2	17	0	0	6	15	0	0	3	18	0	0
1745	3	17	0	0	3	10	0	0	0	3	0	0	0	4	0	0	1	14	0	0	4	18	0	0	1	12	0	0
1800	2	16	0	0	0	7	0	0	2	4	0	0	1	3	0	0	2	10	0	0	0	15	0	0	1	8	0	0
1815	2	14	0	0	1	6	0	0	2	6	0	0	1	2	0	0	3	8	0	0	3	13	0	0	1	6	0	0
1830	1	8	0	0	0	4	0	0	1	5	0	0	2	4	0	0	3	9	0	0	2	9	0	0	0	3	0	0
1845	1	6	0	0	3	4	0	0	2	7	0	0	0	4	0	0	2	10	0	0	1	6	0	0	3	5	0	0
1900	0	4	0	0	2	6	0	0	0	5	0	0	3	6	0	0	1	9	0	0	0	6	0	0	2	6	0	0
1915	1	3	0	0	2	7	0	0	0	3	0	0	0	5	0	0	2	8	0	0	0	3	0	0	2	7	0	0
1930	0	2	0	0	1	8	0	0	6	8	0	0	1	4	0	0	4	9	0	0	1	2	0	0	0	7	0	0
1945	0	1	0	0	0	5	0	0	1	7	0	0	0	4	0	0	1	8	0	0	1	2	0	0	2	6	0	0
2000	1	2	0	0	3	6	0	0	2	9	0	0	2	3	0	0	1	8	0	0	2	4	0	0	1	5	0	0
2015	3	4	0	0	0	4	0	0	0	9	0	0	0	3	0	0	0	6	0	0	1	5	0	0	2	5	0	0
2030	1	5	0	0	1	4	0	0	2	5	0	0	1	3	0	0	0	2	0	0	0	4	0	0	3	8	0	0
2045	0	5	0	0	1	5	0	0	0	4	0	0	1	4	0	0	1	2	0	0	0	3	0	0	3	9	0	0
2100	2	6	0	0	3	5	0	0	1	3	0	0	2	4	0	0	3	4	0	0	1	2	0	0	2	10	0	0
2115	0	3	0	0	0	5	0	0	1	4	0	0	0	4	0	0	2	6	0	0	1	2	0	0	1	9	0	0
2130	2	4	0	0	1	5	0	0	1	3	0	0	1	4	0	0	1	7	0	0	2	4	0	0	0	6	0	0
2145	1	5	0	0	1	5	0	0	2	5	0	0	1	4	0	0	0	6	0	0	0	4	0	0	2	5	0	0
2200	1	4	0	0	1	3	0	0	1	5	0	0	3	5	0	0	3	6	0	0	0	3	0	0	6	9	0	0
2215	2	6	0	0	2	5	0	0	3	7	0	0	3	8	0	0	2	6	0	0	0	2	0	0	2	10	0	0
2230	3	7	0	0	2	6	0	0	1	7	0	0	0	7	0	0	2	7	0	0	2	2	0	0	0	10	0	0
2245	3	9	0	0	2	7	0	0	1	6	0	0	2	8	0	0	2	9	0	0	2	4	0	0	0	8	0	0
2300	0	8	0	0	0	6	0	0	0	5	0	0	0	5	0	0	1	7	0	0	0	4	0	0	1	3	0	0
2315	0	6	0	0	0	4	0	0	1	3	0	0	0	2	0	0	1	6	0	0	0	4	0	0	0	1	0	0
2330	1	4	0	0	1	3	0	0	0	2	0	0	1	3	0	0	0	4	0	0	2	4	0	0	2	3	0	0
2345	2	3	0	0	0	1	0	0	1	2	0	0	0	1	0	0	1	3	0	0	1	3	0	0	0	3	0	0
TOTAL:	1,446	N/A	0	N/A	980	N/A	0	N/A	164	N/A	0	N/A	138	N/A	0	N/A	1,294	N/A	0	N/A	1,320	N/A	0	N/A	1,368	N/A	0	N/A
AM		370		0		247		0		28		0		9		0		330		0		380		0		378		0
NOON		172		0		112		0		15		0		20		0		139		0		116		0		135		0
PM		49		0		38		0		13		0		14		0		48		0		36		0		38		0
EVEN		9		0		7		0		9		0		8		0		9		0		5		0		10		0

BAYMETRICS TRAFFIC RESOURCES

Location 5B: Driveway North of East Aevnue (SB - Outbounds)

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	NB L		NB R		NB L		NB R		NB L		NB R		NB L		NB R		NB L		NB R		NB L		NB R		NB L		NB R	
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	4	0	5	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	3	0	0	0
1215	1	0	0	0	1	0	2	0	0	0	0	0	0	0	1	0	0	0	2	0	0	0	0	0	1	0	1	0
1230	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0
1245	0	5	0	7	0	2	0	2	0	0	1	1	1	2	1	2	1	1	0	3	0	1	1	3	0	4	2	3
100	0	1	1	3	2	4	0	2	0	0	0	1	1	2	0	2	1	2	1	4	0	0	0	2	0	1	1	4
115	1	1	0	3	0	3	1	1	0	0	1	2	0	2	1	2	0	2	0	2	1	1	1	3	0	0	1	4
130	0	1	1	2	0	2	0	1	0	0	1	3	2	4	0	2	0	2	0	1	0	1	0	2	0	0	0	4
145	0	1	0	2	0	2	0	1	0	0	0	2	0	3	1	2	0	1	0	1	0	1	1	2	0	0	0	2
200	0	1	2	3	1	1	0	1	0	0	1	3	0	2	0	2	1	1	0	0	0	1	1	3	0	0	1	2
215	0	0	0	3	2	3	0	0	2	2	0	2	0	2	2	3	0	1	1	1	0	0	0	2	0	0	0	1
230	0	0	2	4	0	3	3	3	0	2	0	1	0	0	0	3	0	1	0	1	0	0	1	3	0	0	0	1
245	0	0	0	4	0	3	0	3	0	2	1	2	0	0	0	2	0	1	0	1	1	1	0	2	1	1	0	1
300	-1	-1	3	5	0	2	0	3	-1	1	2	3	0	0	0	2	0	0	1	2	1	2	1	2	0	1	2	2
315	2	1	0	5	0	0	0	3	0	-1	0	3	1	1	0	0	1	1	1	2	0	2	0	2	0	1	0	2
330	0	1	1	4	0	0	1	1	-1	-2	2	5	2	3	0	0	2	3	0	2	0	2	0	1	0	1	0	2
345	1	2	0	4	0	0	0	1	1	-1	3	7	0	3	0	0	0	3	0	2	0	1	0	1	0	0	0	2
400	1	4	1	2	1	1	0	1	2	2	1	6	2	5	3	3	0	3	0	1	0	0	1	1	0	0	1	1
415	0	2	4	6	0	1	0	1	0	2	1	7	1	5	2	5	1	3	1	1	0	0	0	1	0	0	2	3
430	0	2	0	5	1	2	1	1	6	9	2	7	1	4	0	5	2	3	1	2	1	1	1	2	1	1	0	3
445	0	1	1	6	2	4	0	1	3	11	1	5	4	8	0	5	0	3	0	2	2	3	1	3	0	1	0	3
500	1	1	0	5	0	3	3	4	1	10	3	7	0	6	0	2	0	3	1	3	0	3	0	2	0	1	0	2
515	0	1	2	3	3	6	0	4	3	13	0	6	0	5	0	0	1	3	0	2	0	3	0	2	0	1	0	0
530	2	3	0	3	4	9	0	3	0	7	1	5	1	5	0	0	1	2	0	1	1	3	0	1	2	2	0	0
545	4	7	0	2	2	9	2	5	0	4	0	4	2	3	5	5	1	3	0	1	2	3	1	1	1	3	1	1
600	4	10	0	2	0	9	0	2	3	6	1	2	0	3	3	8	0	3	0	0	0	3	0	1	1	4	0	1
615	3	13	3	3	0	6	3	5	1	4	1	3	0	3	0	8	0	2	1	1	0	3	0	1	2	6	0	1
630	7	18	0	3	1	3	5	10	0	4	3	5	1	3	1	9	0	1	2	3	1	3	0	1	0	4	1	2
645	6	20	0	3	2	3	4	12	0	4	1	6	0	1	0	4	0	0	0	3	2	3	1	1	3	6	2	3
700	2	18	7	10	2	5	3	15	0	1	1	6	1	2	1	2	0	0	0	3	0	3	0	1	2	7	0	3
715	7	22	7	14	3	8	2	14	0	0	0	5	0	2	0	2	2	2	1	3	3	6	2	3	2	7	3	6
730	3	18	9	23	2	9	4	13	2	2	2	4	1	2	0	1	0	2	2	3	0	5	0	3	0	7	0	5
745	3	15	4	27	7	14	3	12	0	2	0	3	0	2	2	3	3	5	0	3	0	3	0	2	0	4	0	3
800	6	19	0	20	10	22	3	12	0	2	2	4	2	3	0	2	2	7	3	6	1	4	1	3	1	3	2	5
815	6	18	1	14	3	22	4	14	2	4	1	5	0	3	0	2	7	12	2	7	1	2	2	3	2	3	4	6
830	8	23	3	8	2	22	6	16	1	3	1	4	0	2	0	2	4	16	0	5	0	2	0	3	0	3	2	8
845	4	24	2	6	6	21	4	17	0	3	3	7	0	2	0	0	2	15	1	6	2	4	0	3	5	8	6	14
900	5	23	5	11	5	16	4	18	0	3	1	6	2	2	0	0	7	20	2	5	1	4	2	4	4	11	6	18
915	3	20	7	17	4	17	2	16	2	3	7	12	0	2	0	0	5	18	4	7	2	5	0	2	2	11	9	23
930	8	20	1	15	2	17	5	15	2	4	0	11	1	3	2	2	6	20	2	9	3	8	1	3	6	17	2	23
945	2	18	5	18	5	16	1	12	1	5	6	14	1	4	1	3	9	27	5	13	10	16	2	5	10	22	4	21
1000	8	21	1	14	7	18	1	9	3	8	0	13	3	5	2	5	11	31	9	20	17	32	0	3	12	30	5	20
1015	14	32	8	15	10	24	5	12	0	6	0	6	0	5	0	5	15	41	11	27	20	50	3	6	15	43	8	19
1030	6	30	11	25	12	34	4	11	2	6	2	8	0	4	0	3	12	47	15	40	14	61	8	13	19	56	4	21
1045	9	37	4	24	16	45	9	19	1	6	0	2	0	3	0	2	20	58	8	43	13	64	7	18	20	66	7	24
1100	19	48	11	34	20	58	4	22	1	4	3	5	2	2	1	1	25	72	10	44	15	62	5	23	11	65	10	29
1115	20	54	11	37	25	73	12	29	0	4	0	5	1	3	1	2	19	76	14	47	18	60	7	27	17	67	5	26
1130	33	81	8	34	38	99	9	34	2	4	0	3	0	3	2	4	34	98	5	37	29	75	11	30	22	70	4	26
1145	53	125	6	36	48	131	3	28	0	3	1	4	1	4	1	5	45	123	8	37	52	114	16	39	38	88	7	26

BAYMETRICS TRAFFIC RESOURCES

Location 5B: Driveway North of East Aevnue (SB - Outbounds)

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	NB L		NB R		NB L		NB R		NB L		NB R		NB L		NB R		NB L		NB R		NB L		NB R		NB L		NB R	
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	38	144	5	30	35	146	3	27	2	4	0	1	5	7	6	10	55	153	7	34	37	136	18	52	46	123	6	22
1215	14	138	5	24	27	148	10	25	1	5	0	1	0	6	0	9	30	164	13	33	30	148	9	54	43	149	18	35
1230	10	115	8	24	15	125	6	22	0	3	1	2	1	7	0	7	18	148	2	30	26	145	15	58	32	159	15	46
1245	15	77	5	23	8	85	4	23	1	4	0	1	1	7	1	7	15	118	5	27	25	118	8	50	26	147	13	52
1300	12	51	5	23	7	57	8	28	4	6	4	5	2	4	1	2	13	76	9	29	15	96	10	42	18	119	9	55
1315	7	44	4	22	9	39	4	22	0	5	2	7	0	4	2	4	9	55	11	27	13	79	5	38	12	88	14	51
1330	5	39	11	25	10	34	6	22	1	6	0	6	2	5	1	5	14	51	5	30	9	62	7	30	5	61	12	48
1345	13	37	4	24	10	36	4	22	3	8	2	8	4	8	3	7	5	41	4	29	12	49	5	27	8	43	15	50
1400	4	29	7	26	8	37	5	19	3	7	0	4	3	9	1	7	8	36	6	26	5	39	6	23	7	32	11	52
1415	18	40	4	26	9	37	3	18	2	9	1	3	3	12	0	5	7	34	2	17	4	30	5	23	11	31	8	46
1430	6	41	4	19	12	39	9	21	0	8	0	3	2	12	0	4	6	26	6	18	7	28	4	20	5	31	7	41
1445	9	37	13	28	10	39	5	22	1	6	2	3	3	11	0	1	8	29	2	16	5	21	2	17	4	27	5	31
1500	14	47	9	30	8	39	8	25	0	3	1	4	1	9	2	2	11	32	3	13	6	22	3	14	14	34	4	24
1515	26	55	6	32	16	46	8	30	0	1	0	3	1	7	0	2	15	40	4	15	11	29	2	11	18	41	6	22
1530	29	78	26	54	12	46	10	31	1	2	0	3	0	5	0	2	17	51	5	14	20	42	5	12	15	51	2	17
1545	31	100	25	66	18	54	12	38	0	1	0	1	1	3	1	3	22	65	2	14	29	66	4	14	22	69	0	12
1600	46	132	39	96	20	66	19	49	1	2	0	0	0	2	0	1	26	80	10	21	45	105	3	14	26	81	1	9
1615	43	149	31	121	25	75	22	63	0	2	1	1	1	2	1	2	34	99	12	29	33	127	12	24	30	93	2	5
1630	41	161	32	127	35	98	17	70	2	3	0	1	0	2	0	2	45	127	18	42	60	167	18	37	37	115	17	20
1645	52	182	14	116	43	123	20	78	3	6	1	2	2	3	0	1	55	160	15	55	54	192	22	55	64	157	15	35
1700	49	185	17	94	38	141	15	74	0	5	4	6	2	5	1	2	56	190	19	64	38	185	25	77	52	183	22	56
1715	52	194	13	76	46	162	13	65	2	7	2	7	0	4	3	4	48	204	20	72	42	194	18	83	33	186	26	80
1730	38	191	8	52	41	168	18	66	0	5	0	7	0	4	0	4	43	202	19	73	35	169	14	79	29	178	18	81
1745	27	166	10	48	33	158	14	60	0	2	4	10	0	2	2	6	35	182	9	67	37	152	9	66	30	144	15	81
1800	15	132	5	36	26	146	9	54	0	2	4	10	1	1	0	5	26	152	4	52	29	143	5	46	22	114	13	72
1815	12	92	5	28	18	118	6	47	2	2	0	8	0	1	2	4	18	122	5	37	25	126	5	33	18	99	10	56
1830	10	64	2	22	15	92	8	37	0	2	0	8	0	1	0	4	11	90	8	26	22	113	6	25	15	85	5	43
1845	8	45	4	16	13	72	4	27	0	2	3	7	1	2	2	4	5	60	4	21	18	94	2	18	9	64	8	36
1900	3	33	2	13	9	55	7	25	1	3	0	3	0	1	0	4	4	38	2	19	7	72	2	15	12	54	7	30
1915	4	25	5	13	10	47	0	19	0	1	2	5	0	1	0	2	5	25	0	14	10	57	1	11	5	41	5	25
1930	6	21	1	12	5	37	1	12	0	1	0	5	1	2	0	2	6	20	2	8	10	45	2	7	4	30	2	22
1945	1	14	0	8	4	28	0	8	2	3	0	2	1	2	1	1	5	20	1	5	4	31	0	5	7	28	3	17
2000	0	11	0	6	2	21	3	4	1	3	1	3	1	3	0	1	2	18	2	5	5	29	0	3	5	21	2	12
2015	0	7	5	6	3	14	0	4	1	4	0	1	0	3	0	1	3	16	0	5	3	22	1	3	6	22	0	7
2030	1	2	1	6	2	11	0	3	1	5	1	2	2	4	2	3	2	12	1	4	2	14	2	3	2	20	1	6
2045	2	3	1	7	5	12	0	3	1	4	0	2	0	3	0	2	4	11	2	5	2	12	0	3	4	17	2	5
2100	1	4	0	7	4	14	0	0	1	4	0	1	0	2	0	2	2	11	0	3	4	11	0	3	2	14	4	7
2115	2	6	1	3	2	13	0	0	0	3	0	1	2	4	2	4	1	9	2	5	2	10	1	3	2	10	2	9
2130	1	6	2	4	3	14	1	1	0	2	1	1	0	2	0	2	2	9	3	7	2	10	0	1	1	9	0	8
2145	0	4	0	3	0	9	0	1	3	4	2	3	0	2	0	2	2	7	2	7	0	8	2	3	2	7	1	7
2200	2	5	0	3	0	5	2	3	1	4	1	4	1	3	0	2	0	5	0	7	1	5	0	3	0	5	0	3
2215	0	3	0	2	4	7	1	4	0	4	0	4	1	2	1	1	0	4	1	6	2	5	0	2	2	5	0	1
2230	2	4	1	1	1	5	0	3	2	6	1	4	0	2	0	1	0	2	0	3	0	3	1	3	0	4	0	1
2245	2	6	2	3	2	7	2	5	0	3	0	2	0	2	0	1	0	0	1	2	0	3	1	2	3	5	1	1
2300	1	5	0	3	4	11	1	4	1	3	0	1	0	1	0	1	0	0	0	2	0	2	0	2	0	5	0	1
2315	4	9	1	4	0	7	2	5	0	3	0	1	0	0	1	1	0	0	1	2	1	1	1	3	0	3	0	1
2330	1	8	2	5	4	10	1	6	0	1	1	1	0	0	0	1	0	0	0	2	0	1	0	2	1	4	0	1
2345	0	6	0	3	0	8	0	4	0	1	0	1	0	0	0	1	2	2	0	1	1	2	0	1	2	3	2	2
TOTAL	932	N/A	484	N/A	881	N/A	404	N/A	83	N/A	99	N/A	80	N/A	69	N/A	935	N/A	364	N/A	962	N/A	341	N/A	914	N/A	432	N/A
AM		24		27		22		18		6		14		4		9		27		13		16		5		22		23
NOON		144		37		148		34		9		13		12		10		164		47		148		58		159		55
PM		194		127		168		78		7		10		9		6		204		73		194		83		186		81
EVEN		11		7		21		6		6		4		4		4		18		7		29		3		22		12

BAYMETRICS TRAFFIC RESOURCES

Location 6: Southgate Drive North of East Aevnue (NB - Inbounds)

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	NB (IN)				NB (IN)				NB (IN)				NB (IN)				NB (IN)				NB (IN)				NB (IN)			
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	28	96	0	0	12	87	0	0	11	58	0	0	11	43	0	0	13	78	0	0	23	118	0	0	31	90	0	0
1215	22	90	0	0	17	79	0	0	11	53	0	0	10	47	0	0	24	76	0	0	11	94	0	0	23	83	0	0
1230	21	93	0	0	16	77	0	0	6	43	0	0	14	49	0	0	18	76	0	0	19	77	0	0	22	91	0	0
1245	28	99	0	0	20	65	0	0	5	33	0	0	12	47	0	0	25	80	0	0	27	80	0	0	34	110	0	0
1300	36	107	0	0	25	78	0	0	18	40	0	0	3	39	0	0	27	94	0	0	26	83	0	0	23	102	0	0
1315	22	107	0	0	28	89	0	0	16	45	0	0	9	38	0	0	22	92	0	0	20	92	0	0	32	111	0	0
1330	48	134	0	0	21	94	0	0	9	48	0	0	7	31	0	0	26	100	0	0	28	101	0	0	23	112	0	0
1345	62	168	0	0	47	121	0	0	8	51	0	0	7	26	0	0	27	102	0	0	36	110	0	0	30	108	0	0
1400	79	211	0	0	55	151	0	0	17	50	0	0	5	28	0	0	43	118	0	0	52	136	0	0	49	134	0	0
1415	91	280	0	0	60	183	0	0	13	47	0	0	4	23	0	0	77	173	0	0	79	195	0	0	70	172	0	0
1430	58	290	0	0	72	234	0	0	10	48	0	0	5	21	0	0	74	221	0	0	85	252	0	0	72	221	0	0
1445	30	258	0	0	40	227	0	0	15	55	0	0	9	23	0	0	35	229	0	0	49	265	0	0	54	245	0	0
1500	27	206	0	0	36	208	0	0	6	44	0	0	9	27	0	0	36	222	0	0	29	242	0	0	21	217	0	0
1515	29	144	0	0	28	176	0	0	11	42	0	0	7	30	0	0	14	159	0	0	28	191	0	0	25	172	0	0
1530	24	110	0	0	34	138	0	0	12	44	0	0	7	32	0	0	28	113	0	0	24	130	0	0	20	120	0	0
1545	20	100	0	0	27	125	0	0	8	37	0	0	12	35	0	0	33	111	0	0	26	107	0	0	24	90	0	0
1600	16	89	0	0	19	108	0	0	11	42	0	0	8	34	0	0	24	99	0	0	17	95	0	0	20	89	0	0
1615	17	77	0	0	16	96	0	0	12	43	0	0	8	35	0	0	19	104	0	0	15	82	0	0	19	83	0	0
1630	14	67	0	0	26	88	0	0	9	40	0	0	11	39	0	0	11	87	0	0	12	70	0	0	15	78	0	0
1645	19	66	0	0	17	78	0	0	7	39	0	0	16	43	0	0	25	79	0	0	22	66	0	0	15	69	0	0
1700	37	87	0	0	18	77	0	0	7	35	0	0	6	41	0	0	19	74	0	0	27	76	0	0	16	65	0	0
1715	25	95	0	0	36	97	0	0	12	35	0	0	12	45	0	0	41	96	0	0	43	104	0	0	44	90	0	0
1730	17	98	0	0	18	89	0	0	4	30	0	0	7	41	0	0	20	105	0	0	19	111	0	0	19	94	0	0
1745	14	93	0	0	15	87	0	0	4	27	0	0	8	33	0	0	11	91	0	0	12	101	0	0	17	96	0	0
1800	21	77	0	0	7	76	0	0	4	24	0	0	10	37	0	0	9	81	0	0	17	91	0	0	20	100	0	0
1815	10	62	0	0	20	60	0	0	6	18	0	0	10	35	0	0	26	66	0	0	11	59	0	0	21	77	0	0
1830	7	52	0	0	12	54	0	0	4	18	0	0	9	37	0	0	13	59	0	0	21	61	0	0	11	69	0	0
1845	7	45	0	0	11	50	0	0	7	21	0	0	4	33	0	0	14	62	0	0	11	60	0	0	9	61	0	0
1900	9	33	0	0	13	56	0	0	5	22	0	0	7	30	0	0	14	67	0	0	18	61	0	0	10	51	0	0
1915	18	41	0	0	4	40	0	0	10	26	0	0	4	24	0	0	11	52	0	0	5	55	0	0	12	42	0	0
1930	5	39	0	0	7	35	0	0	1	23	0	0	10	25	0	0	17	56	0	0	7	41	0	0	13	44	0	0
1945	11	43	0	0	6	30	0	0	2	18	0	0	7	28	0	0	3	45	0	0	6	36	0	0	5	40	0	0
2000	4	38	0	0	8	25	0	0	6	19	0	0	7	28	0	0	6	37	0	0	7	25	0	0	8	38	0	0
2015	8	28	0	0	6	27	0	0	5	14	0	0	7	31	0	0	6	32	0	0	8	28	0	0	5	31	0	0
2030	5	28	0	0	8	28	0	0	3	16	0	0	5	26	0	0	9	24	0	0	8	29	0	0	3	21	0	0
2045	7	24	0	0	5	27	0	0	1	15	0	0	3	22	0	0	14	35	0	0	10	33	0	0	11	27	0	0
2100	2	22	0	0	5	24	0	0	4	13	0	0	4	19	0	0	7	36	0	0	6	32	0	0	5	24	0	0
2115	5	19	0	0	6	24	0	0	3	11	0	0	3	15	0	0	5	35	0	0	8	32	0	0	5	24	0	0
2130	8	22	0	0	5	21	0	0	2	10	0	0	2	12	0	0	3	29	0	0	7	31	0	0	3	24	0	0
2145	4	19	0	0	3	19	0	0	3	12	0	0	5	14	0	0	5	20	0	0	4	25	0	0	1	14	0	0
2200	3	20	0	0	2	16	0	0	3	11	0	0	6	16	0	0	4	17	0	0	14	33	0	0	6	15	0	0
2215	2	17	0	0	4	14	0	0	3	11	0	0	2	15	0	0	7	19	0	0	4	29	0	0	4	14	0	0
2230	4	13	0	0	4	13	0	0	4	13	0	0	2	15	0	0	2	18	0	0	2	24	0	0	10	21	0	0
2245	0	9	0	0	1	11	0	0	7	17	0	0	5	15	0	0	4	17	0	0	2	22	0	0	4	24	0	0
2300	1	7	0	0	3	12	0	0	3	17	0	0	7	16	0	0	3	16	0	0	7	15	0	0	3	21	0	0
2315	2	7	0	0	3	11	0	0	5	19	0	0	1	15	0	0	3	12	0	0	8	19	0	0	4	21	0	0
2330	3	6	0	0	5	12	0	0	5	20	0	0	1	14	0	0	3	13	0	0	0	17	0	0	5	16	0	0
2345	6	12	0	0	2	13	0	0	3	16	0	0	2	11	0	0	1	10	0	0	1	16	0	0	5	17	0	0
TOTAL	2,586	N/A	0	N/A	2,378	N/A	0	N/A	758	N/A	0	N/A	536	N/A	0	N/A	2,441	N/A	0	N/A	2,591	N/A	0	N/A	2,512	N/A	0	N/A
AM		463		0		396		0		115		0		47		0		433		0		462		0		445		0
NOON		290		0		368		0		60		0		49		0		366		0		367		0		379		0
PM		206		0		208		0		44		0		45		0		222		0		242		0		217		0
EVEN		38		0		28		0		20		0		31		0		37		0		33		0		38		0

BAYMETRICS TRAFFIC RESOURCES

Location 6: Southgate Drive North of East Aevnue (NB - Inbounds)

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	NB (IN)				NB (IN)				NB (IN)				NB (IN)				NB (IN)				NB (IN)				NB (IN)			
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	10	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	0	9	0	0	0	2	0	0	0
1215	1	0	0	0	1	0	0	0	1	0	0	0	5	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0
1230	2	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
1245	0	13	0	0	3	6	0	0	1	2	0	0	2	15	0	0	2	8	0	0	2	12	0	0	1	5	0	0
100	2	5	0	0	6	12	0	0	3	5	0	0	2	12	0	0	6	11	0	0	5	8	0	0	8	11	0	0
115	1	5	0	0	3	14	0	0	4	8	0	0	0	7	0	0	3	13	0	0	7	14	0	0	4	13	0	0
130	0	3	0	0	0	12	0	0	5	13	0	0	1	5	0	0	0	11	0	0	3	17	0	0	2	15	0	0
145	0	3	0	0	1	10	0	0	1	13	0	0	3	6	0	0	1	10	0	0	0	15	0	0	2	16	0	0
200	2	3	0	0	0	4	0	0	1	11	0	0	4	8	0	0	0	4	0	0	1	11	0	0	0	8	0	0
215	0	2	0	0	3	4	0	0	3	10	0	0	1	9	0	0	1	2	0	0	0	4	0	0	0	4	0	0
230	0	2	0	0	1	5	0	0	0	5	0	0	0	8	0	0	0	2	0	0	0	1	0	0	1	3	0	0
245	7	9	0	0	1	5	0	0	0	4	0	0	1	6	0	0	3	4	0	0	0	1	0	0	1	2	0	0
300	0	7	0	0	0	5	0	0	2	5	0	0	0	2	0	0	1	5	0	0	0	0	0	0	4	6	0	0
315	1	8	0	0	0	2	0	0	0	2	0	0	0	1	0	0	0	4	0	0	2	2	0	0	0	6	0	0
330	7	15	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0	4	0	0	0	2	0	0	1	6	0	0
345	5	13	0	0	3	3	0	0	0	2	0	0	0	0	0	0	0	1	0	0	1	3	0	0	0	5	0	0
400	5	18	0	0	2	5	0	0	0	0	0	0	0	0	0	0	4	4	0	0	5	8	0	0	3	4	0	0
415	8	25	0	0	1	6	0	0	1	1	0	0	0	0	0	0	3	7	0	0	2	8	0	0	1	5	0	0
430	8	26	0	0	0	6	0	0	0	1	0	0	0	0	0	0	2	9	0	0	0	8	0	0	1	5	0	0
445	10	31	0	0	3	6	0	0	0	1	0	0	1	1	0	0	2	11	0	0	4	11	0	0	1	6	0	0
500	6	32	0	0	7	11	0	0	2	3	0	0	2	3	0	0	3	10	0	0	5	11	0	0	4	7	0	0
515	12	36	0	0	19	29	0	0	0	2	0	0	2	5	0	0	14	21	0	0	10	19	0	0	11	17	0	0
530	10	38	0	0	8	37	0	0	1	3	0	0	1	6	0	0	10	29	0	0	7	26	0	0	10	26	0	0
545	14	42	0	0	15	49	0	0	3	6	0	0	0	5	0	0	12	39	0	0	18	40	0	0	15	40	0	0
600	22	58	0	0	19	61	0	0	3	7	0	0	1	4	0	0	21	57	0	0	18	53	0	0	20	56	0	0
615	25	71	0	0	29	71	0	0	6	13	0	0	0	2	0	0	20	63	0	0	32	75	0	0	28	73	0	0
630	37	98	0	0	20	83	0	0	4	16	0	0	1	2	0	0	27	80	0	0	25	93	0	0	32	95	0	0
645	50	134	0	0	64	132	0	0	17	30	0	0	0	2	0	0	41	109	0	0	50	125	0	0	46	126	0	0
700	102	214	0	0	62	175	0	0	30	57	0	0	2	3	0	0	51	139	0	0	59	166	0	0	59	165	0	0
715	89	278	0	0	74	220	0	0	36	87	0	0	2	5	0	0	95	214	0	0	106	240	0	0	90	227	0	0
730	110	351	0	0	61	261	0	0	24	107	0	0	4	8	0	0	80	267	0	0	101	316	0	0	104	299	0	0
745	112	413	0	0	101	298	0	0	25	115	0	0	20	28	0	0	83	309	0	0	105	371	0	0	89	342	0	0
800	152	463	0	0	103	339	0	0	28	113	0	0	15	41	0	0	110	368	0	0	108	420	0	0	109	392	0	0
815	66	440	0	0	128	393	0	0	26	103	0	0	6	45	0	0	157	430	0	0	148	462	0	0	143	445	0	0
830	93	423	0	0	64	396	0	0	14	93	0	0	6	47	0	0	82	432	0	0	89	450	0	0	80	421	0	0
845	85	396	0	0	75	370	0	0	7	75	0	0	4	31	0	0	84	433	0	0	72	417	0	0	74	406	0	0
900	120	364	0	0	73	340	0	0	14	61	0	0	8	24	0	0	69	392	0	0	84	393	0	0	86	383	0	0
915	111	409	0	0	131	343	0	0	16	51	0	0	7	25	0	0	114	349	0	0	127	372	0	0	121	361	0	0
930	66	382	0	0	109	388	0	0	11	48	0	0	6	25	0	0	118	385	0	0	105	388	0	0	124	405	0	0
945	64	361	0	0	70	383	0	0	12	53	0	0	9	30	0	0	73	374	0	0	69	385	0	0	77	408	0	0
1000	47	288	0	0	58	368	0	0	12	51	0	0	17	39	0	0	61	366	0	0	66	367	0	0	57	379	0	0
1015	25	202	0	0	48	285	0	0	14	49	0	0	5	37	0	0	43	295	0	0	42	282	0	0	44	302	0	0
1030	24	160	0	0	35	211	0	0	15	53	0	0	8	39	0	0	42	219	0	0	31	208	0	0	36	214	0	0
1045	43	139	0	0	26	167	0	0	15	56	0	0	11	41	0	0	27	173	0	0	27	166	0	0	31	168	0	0
1100	28	120	0	0	21	130	0	0	13	57	0	0	9	33	0	0	24	136	0	0	29	129	0	0	28	139	0	0
1115	28	123	0	0	25	107	0	0	16	59	0	0	6	34	0	0	26	119	0	0	35	122	0	0	30	125	0	0
1130	18	117	0	0	18	90	0	0	16	60	0	0	12	38	0	0	18	95	0	0	36	127	0	0	14	103	0	0
1145	22	96	0	0	32	96	0	0	15	60	0	0	14	41	0	0	21	89	0	0	24	124	0	0	15	87	0	0

BAYMETRICS TRAFFIC RESOURCES

Location 6B: Southgate Drive North of East Aevnue (SB - Outbounds)

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	SBL		SBR		SBL		SBR		SBL		SBR		SBL		SBR		SBL		SBR		SBL		SBR		SBL		SBR	
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	0	0	9	0	0	0	4	0	0	0	9	0	0	0	2	0	1	0	1	0	0	0	6	0	2	0	9	0
1215	3	0	8	0	2	0	5	0	1	0	6	0	0	0	3	0	2	0	2	0	0	0	3	0	1	0	1	0
1230	0	0	2	0	1	0	1	0	1	0	2	0	0	0	3	0	0	0	5	0	1	0	4	0	1	0	3	0
1245	0	3	2	21	1	4	0	10	0	2	1	18	1	1	2	10	0	3	1	9	0	1	1	14	0	4	1	14
100	0	3	2	14	0	4	2	8	0	2	2	11	0	1	0	8	0	2	1	9	0	1	1	9	0	2	2	7
115	0	0	1	7	0	2	6	9	0	1	2	7	1	2	0	5	0	0	4	11	0	1	1	7	0	1	0	6
130	0	0	0	5	3	4	3	11	1	1	1	6	1	3	0	2	1	1	3	9	0	0	0	3	1	1	5	8
145	0	0	1	4	1	4	3	14	0	1	1	6	0	2	0	0	0	1	0	8	0	0	0	2	0	1	1	8
200	0	0	1	3	1	5	1	13	0	1	1	5	0	2	2	2	0	1	1	8	0	0	0	1	0	1	1	7
215	1	1	1	3	0	5	0	7	0	1	0	3	0	1	0	2	0	1	0	4	1	1	4	4	0	1	1	8
230	1	2	0	3	1	3	1	5	0	0	1	3	0	0	3	5	0	0	0	1	0	1	1	5	0	0	3	6
245	0	2	1	3	0	2	0	2	0	0	2	4	0	0	1	6	0	0	0	1	0	1	0	5	0	0	1	6
300	2	4	4	6	2	3	5	6	1	1	3	6	0	0	0	4	0	0	0	0	0	1	5	10	0	0	5	10
315	0	3	0	5	0	3	1	7	0	1	2	8	1	1	2	6	0	0	1	1	3	3	0	6	3	3	2	11
330	0	2	9	14	1	3	3	9	0	1	1	8	0	1	1	4	0	0	1	2	1	4	4	9	1	4	2	10
345	1	3	4	17	1	4	0	9	1	2	0	6	0	1	0	3	0	0	0	2	0	4	3	12	1	5	1	10
400	0	1	1	14	1	3	4	8	0	1	0	3	0	1	0	3	1	1	1	3	0	4	0	7	0	5	2	7
415	0	1	2	16	1	4	2	9	0	1	0	1	0	0	0	1	1	2	4	6	0	1	1	8	1	3	3	8
430	0	1	4	11	1	4	1	7	1	2	4	4	0	0	0	0	0	2	2	7	0	0	9	13	0	2	2	8
445	0	0	0	7	0	3	1	8	0	1	0	4	0	0	1	1	1	3	4	11	2	2	1	11	0	1	1	8
500	1	1	4	10	1	3	4	8	0	1	2	6	0	0	0	1	0	2	1	11	0	2	2	13	2	3	4	10
515	2	3	3	11	1	3	2	8	3	4	4	10	0	0	1	2	1	2	2	9	1	3	4	16	0	2	0	7
530	3	6	1	8	0	2	0	7	0	3	2	8	0	0	1	3	3	5	3	10	1	4	2	9	0	2	1	6
545	-1	5	3	11	0	2	7	13	2	5	2	10	0	0	0	2	0	4	8	14	0	2	6	14	0	2	3	8
600	1	5	7	14	0	1	4	13	1	6	1	9	0	0	0	2	1	5	3	16	0	2	5	17	2	2	5	9
615	-1	2	4	15	2	2	4	15	0	3	1	6	0	0	0	1	2	6	1	15	3	4	6	19	1	3	5	14
630	3	2	16	30	5	7	12	27	1	4	8	12	1	1	10	10	3	6	4	16	0	3	7	24	2	5	6	19
645	1	4	3	30	5	12	6	26	2	4	10	20	1	2	10	20	7	13	8	16	2	5	10	28	4	9	8	24
700	4	7	6	29	5	17	5	27	1	4	3	22	0	2	4	24	7	19	8	21	10	15	6	29	2	9	3	22
715	4	12	11	36	7	22	8	31	0	4	3	24	1	3	3	27	6	23	8	28	6	18	7	30	4	12	12	29
730	5	14	9	29	4	21	4	23	0	3	1	17	0	2	2	19	2	22	5	29	4	22	16	39	6	16	14	37
745	7	20	16	42	7	23	9	26	0	1	6	13	0	1	3	12	10	25	12	33	8	28	12	41	4	16	9	38
800	5	21	20	56	5	23	12	33	3	3	5	15	3	4	3	11	4	22	11	36	1	19	14	49	8	22	16	51
815	0	17	13	58	8	24	16	41	5	8	7	19	0	3	6	14	9	25	20	48	4	17	21	63	13	31	19	58
830	4	16	13	62	7	27	15	52	2	10	8	26	1	4	2	14	5	28	16	59	3	16	15	62	6	31	8	52
845	5	14	8	54	8	28	6	49	0	10	4	24	1	5	8	19	3	21	13	60	3	11	14	64	2	29	12	55
900	16	25	22	56	8	31	17	54	0	7	7	26	0	2	3	19	4	21	11	60	0	10	17	67	5	26	13	52
915	3	28	8	51	5	28	10	48	1	3	4	23	2	4	3	16	5	17	9	49	2	8	18	64	2	15	17	50
930	10	34	7	45	7	28	8	41	1	2	4	19	2	5	3	17	6	18	12	45	6	11	14	63	1	10	11	53
945	5	34	15	52	10	30	15	50	6	8	6	21	2	6	6	15	8	23	6	38	10	18	7	56	6	14	12	53
1000	3	21	25	55	10	32	5	38	1	9	4	18	1	7	5	17	9	28	13	40	2	20	15	54	2	11	16	50
1015	6	24	13	60	9	36	13	41	4	12	11	25	0	5	0	14	2	25	16	47	5	23	9	45	6	15	13	46
1030	2	16	13	66	9	38	12	45	0	11	7	28	1	4	4	15	3	22	14	49	8	25	10	41	5	19	12	47
1045	4	15	8	59	8	36	13	43	1	6	5	27	-1	1	15	24	3	17	11	54	3	18	15	49	1	14	15	50
1100	5	17	18	52	14	40	19	57	4	9	10	33	0	0	5	24	3	11	8	49	9	25	24	58	6	18	13	53
1115	1	12	18	57	11	42	18	62	2	7	11	33	1	1	4	28	4	13	19	52	13	33	20	69	4	16	22	62
1130	11	21	40	84	6	39	38	88	2	9	6	32	2	2	7	31	11	21	31	69	8	33	39	98	6	17	23	73
1145	7	24	69	145	6	37	90	165	1	9	11	38	1	4	6	22	7	25	68	126	4	34	71	154	6	22	60	118

BAYMETRICS TRAFFIC RESOURCES

Location 6B: Southgate Drive North of East Aevnue (SB - Outbounds)

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	SBL		SBR		SBL		SBR		SBL		SBR		SBL		SBR		SBL		SBR		SBL		SBR		SBL		SBR	
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	2	21	81	208	11	34	81	227	2	7	8	36	1	5	9	26	8	30	82	200	1	26	76	206	9	25	71	176
1215	4	24	69	259	10	33	42	251	3	8	18	43	0	4	6	28	18	44	58	239	2	15	69	255	8	29	66	220
1230	4	17	27	246	4	31	19	232	3	9	12	49	0	2	3	24	0	33	38	246	11	18	31	247	9	32	24	221
1245	5	15	37	214	8	33	29	171	4	12	16	54	4	5	2	20	6	32	26	204	5	19	21	197	10	36	24	185
1300	9	22	14	147	2	24	14	104	3	13	11	57	2	6	5	16	7	31	12	134	16	34	16	137	9	36	35	149
1315	4	22	26	104	2	16	22	84	5	15	21	60	1	7	9	19	4	17	13	89	11	43	12	80	13	41	27	110
1330	7	25	26	103	8	20	20	85	3	15	8	56	3	10	9	25	3	20	14	65	13	45	19	68	10	42	32	118
1345	5	25	19	85	9	21	30	86	7	18	11	51	1	7	9	32	7	21	22	61	2	42	26	73	9	41	25	119
1400	6	22	18	89	9	28	19	91	8	23	6	46	0	5	4	31	8	22	25	74	5	31	14	71	3	35	20	104
1415	6	24	21	84	7	33	17	86	7	25	23	48	0	4	7	29	9	27	16	77	0	20	26	85	4	26	17	94
1430	7	24	38	96	3	28	31	97	5	27	11	51	2	3	8	28	12	36	32	95	3	10	21	87	6	22	48	110
1445	7	26	56	133	11	30	33	100	4	24	19	59	3	5	9	28	8	37	36	109	4	12	48	109	6	19	31	116
1500	5	25	25	140	10	31	35	116	5	21	11	64	0	5	10	34	8	37	17	101	5	12	25	120	5	21	24	120
1515	11	30	27	146	12	36	31	130	5	19	10	51	4	9	6	33	7	35	25	110	9	21	21	115	6	23	25	128
1530	15	38	57	165	13	46	78	177	6	20	13	53	2	9	6	31	12	35	64	142	2	20	65	159	16	33	68	148
1545	12	43	134	243	18	53	89	233	6	22	11	45	1	7	1	23	33	60	150	256	15	31	164	275	19	46	124	241
1600	8	46	75	293	16	59	64	262	4	21	7	41	1	8	14	27	9	61	56	295	1	27	55	305	6	47	53	270
1615	6	41	59	325	12	59	48	279	3	19	9	40	3	7	11	32	18	72	70	340	5	23	68	352	1	42	72	317
1630	14	40	76	344	17	63	44	245	1	14	10	37	3	8	8	34	12	72	75	351	12	33	58	345	17	43	65	314
1645	14	42	69	279	14	59	69	225	4	12	7	33	1	8	15	48	13	52	90	291	15	33	97	278	6	30	81	271
1700	12	46	102	306	14	57	95	256	4	12	9	35	0	7	3	37	18	61	80	315	8	40	114	337	9	33	99	317
1715	10	50	77	324	12	57	71	279	2	11	12	38	2	6	11	37	5	48	75	320	4	39	108	377	6	38	101	346
1730	12	48	71	319	6	46	64	299	1	11	17	45	1	4	6	35	10	46	55	300	5	32	79	398	4	25	70	351
1745	12	46	61	311	8	40	42	272	0	7	8	46	1	4	7	27	5	38	46	256	4	21	72	373	-1	18	71	341
1800	5	39	38	247	5	31	39	216	2	5	4	41	2	6	5	29	10	30	39	215	5	18	49	308	2	11	40	282
1815	13	42	49	219	15	34	43	188	3	6	7	36	0	4	8	26	23	48	40	180	6	20	37	237	6	11	40	221
1830	14	44	50	198	8	36	24	148	4	9	11	30	4	7	18	38	19	57	34	159	15	30	46	204	8	15	55	206
1845	11	43	33	170	16	44	27	133	5	14	17	39	3	9	14	45	6	58	25	138	8	34	35	167	12	28	25	160
1900	4	42	22	154	8	47	25	119	1	13	9	44	4	11	5	45	4	52	20	119	9	38	27	145	9	35	22	142
1915	10	39	43	148	8	40	33	109	0	10	9	46	0	11	4	41	6	35	46	125	10	42	51	159	9	38	29	131
1930	10	35	43	141	3	35	31	116	2	8	5	40	0	7	10	33	6	22	34	125	9	36	34	147	10	40	46	122
1945	5	29	32	140	8	27	24	113	2	5	2	25	2	6	13	32	2	18	36	136	5	33	29	141	6	34	31	128
2000	5	30	34	152	4	23	29	117	2	6	4	20	0	2	7	34	3	17	25	141	7	31	23	137	0	25	31	137
2015	9	29	24	133	6	21	14	98	2	8	6	17	0	2	1	31	2	13	21	116	3	24	28	114	3	19	27	135
2030	4	23	17	107	4	22	8	75	1	7	5	17	3	5	5	26	2	9	16	98	2	17	13	93	-1	8	19	108
2045	1	19	12	87	0	14	5	56	0	5	3	18	0	3	8	21	4	11	18	80	1	13	25	89	0	2	21	98
2100	3	17	8	61	3	13	12	39	0	3	1	15	1	4	3	17	0	8	17	72	1	7	17	83	2	4	22	89
2115	2	10	10	47	2	9	7	32	2	3	4	13	1	5	2	18	1	7	12	63	1	5	9	64	1	2	13	75
2130	1	7	4	34	1	6	7	31	0	2	3	11	1	3	7	20	2	7	15	62	1	4	12	63	1	4	7	63
2145	0	6	7	29	0	6	7	33	0	2	5	13	0	3	3	15	2	5	3	47	1	4	6	44	1	5	9	51
2200	3	6	6	27	2	5	7	28	1	3	6	18	0	2	2	14	1	6	6	36	0	3	11	38	0	3	16	45
2215	1	5	5	22	0	3	8	29	0	1	3	17	0	1	3	15	1	6	3	27	2	4	7	36	2	4	6	38
2230	0	4	4	22	3	5	6	28	5	6	4	18	1	1	3	11	1	5	9	21	0	3	8	32	2	5	8	39
2245	0	4	3	18	0	5	3	24	1	7	7	20	1	2	7	15	0	3	8	26	1	3	5	31	1	5	3	33
2300	1	2	4	16	0	3	4	21	0	6	3	17	0	2	5	18	1	3	6	26	1	4	8	28	1	6	9	26
2315	1	2	6	17	2	5	3	16	0	6	1	15	1	3	4	19	0	2	10	33	0	2	9	30	0	4	13	33
2330	0	2	8	21	4	6	14	24	0	1	1	12	0	2	3	19	0	1	4	28	1	3	14	36	0	2	13	38
2345	1	3	2	20	0	6	4	25	0	0	1	6	0	1	3	15	1	2	2	22	0	2	6	37	2	3	11	46
TOTAL	425	N/A	2,174	N/A	523	N/A	1,886	N/A	177	N/A	600	N/A	85	N/A	455	N/A	472	N/A	1,998	N/A	371	N/A	2,264	N/A	384	N/A	2,181	N/A
AM		34		62		31		54		10		26		6		27		28		60		28		67		31		58
NOON		26		259		42		251		27		60		10		32		44		246		45		255		42		221
PM		50		344		63		299		22		64		11		48		72		351		42		398		47		351
EVEN		30		152		23		117		8		20		5		34		17		141		31		137		25		137

BAYMETRICS TRAFFIC RESOURCES

Location 7: Shipping Entrance North of East Aevnue (NB - Inbounds)

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	NB (IN)				NB (IN)				NB (IN)				NB (IN)				NB (IN)				NB (IN)				NB (IN)			
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0
600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	7	7	0	0
645	5	5	0	0	3	3	0	0	0	0	0	0	0	0	0	0	2	2	0	0	4	4	0	0	6	13	0	0
700	3	8	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	5	0	0	1	5	0	0	2	15	0	0
715	4	12	0	0	4	7	0	0	1	1	0	0	0	0	0	0	2	7	0	0	2	7	0	0	1	16	0	0
730	8	20	0	0	2	9	0	0	0	1	0	0	0	0	0	0	4	11	0	0	8	15	0	0	2	11	0	0
745	1	16	0	0	0	6	0	0	0	1	0	0	0	0	0	0	1	10	0	0	2	13	0	0	3	8	0	0
800	2	15	0	0	5	11	0	0	0	1	0	0	0	0	0	0	2	9	0	0	9	21	0	0	5	11	0	0
815	8	19	0	0	7	14	0	0	0	0	0	0	0	0	0	0	0	7	0	0	2	21	0	0	5	15	0	0
830	9	20	0	0	6	18	0	0	0	0	0	0	0	0	0	0	1	4	0	0	8	21	0	0	4	17	0	0
845	1	20	0	0	4	22	0	0	0	0	0	0	0	0	0	0	4	7	0	0	8	27	0	0	9	23	0	0
900	2	20	0	0	3	20	0	0	0	0	0	0	0	0	0	0	13	18	0	0	4	22	0	0	6	24	0	0
915	7	19	0	0	5	18	0	0	0	0	0	0	0	0	0	0	5	23	0	0	13	33	0	0	3	22	0	0
930	2	12	0	0	10	22	0	0	0	0	0	0	0	0	0	0	2	24	0	0	4	29	0	0	5	23	0	0
945	2	13	0	0	9	27	0	0	0	0	0	0	0	0	0	0	2	22	0	0	5	26	0	0	7	21	0	0
1000	6	17	0	0	8	32	0	0	0	0	0	0	0	0	0	0	3	12	0	0	5	27	0	0	8	23	0	0
1015	2	12	0	0	3	30	0	0	0	0	0	0	0	0	0	0	4	11	0	0	4	18	0	0	8	28	0	0
1030	3	13	0	0	1	21	0	0	0	0	0	0	0	0	0	0	2	11	0	0	4	18	0	0	3	26	0	0
1045	3	14	0	0	2	14	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	22	0	0	7	26	0	0
1100	2	10	0	0	5	11	0	0	0	0	0	0	0	0	0	0	5	11	0	0	3	20	0	0	6	24	0	0
1115	4	12	0	0	5	13	0	0	0	0	0	0	0	0	0	0	4	11	0	0	4	20	0	0	5	21	0	0
1130	4	13	0	0	10	22	0	0	0	0	0	0	0	0	0	0	3	12	0	0	4	20	0	0	0	18	0	0
1145	3	13	0	0	3	23	0	0	1	1	0	0	0	0	0	0	5	17	0	0	6	17	0	0	4	15	0	0

BAYMETRICS TRAFFIC RESOURCES

Location 7: Shipping Entrance North of East Aevnue (NB - Inbounds)

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	NB (IN)				NB (IN)				NB (IN)				NB (IN)				NB (IN)				NB (IN)				NB (IN)			
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	3	14	0	0	13	31	0	0	0	1	0	0	0	0	0	0	5	17	0	0	2	16	0	0	4	13	0	0
1215	5	15	0	0	4	30	0	0	0	1	0	0	0	0	0	0	2	15	0	0	6	18	0	0	3	11	0	0
1230	2	13	0	0	2	22	0	0	0	1	0	0	0	0	0	0	3	15	0	0	2	16	0	0	6	17	0	0
1245	7	17	0	0	0	19	0	0	0	0	0	0	0	0	0	0	4	14	0	0	2	12	0	0	2	15	0	0
1300	11	25	0	0	2	8	0	0	0	0	0	0	0	0	0	0	3	12	0	0	5	15	0	0	5	16	0	0
1315	5	25	0	0	5	9	0	0	0	0	0	0	0	0	0	0	2	12	0	0	4	13	0	0	3	16	0	0
1330	4	27	0	0	11	18	0	0	0	0	0	0	0	0	0	0	10	19	0	0	2	13	0	0	3	13	0	0
1345	7	27	0	0	3	21	0	0	0	0	0	0	0	0	0	0	3	18	0	0	1	12	0	0	3	14	0	0
1400	7	23	0	0	5	24	0	0	0	0	0	0	0	0	0	0	3	18	0	0	1	8	0	0	12	21	0	0
1415	5	23	0	0	5	24	0	0	0	0	0	0	0	0	0	0	2	18	0	0	0	4	0	0	4	22	0	0
1430	5	24	0	0	6	19	0	0	0	0	0	0	0	0	0	0	4	12	0	0	6	8	0	0	3	22	0	0
1445	5	22	0	0	2	18	0	0	0	0	0	0	0	0	0	0	3	12	0	0	2	9	0	0	4	23	0	0
1500	1	16	0	0	1	14	0	0	0	0	0	0	0	0	0	0	4	13	0	0	7	15	0	0	4	15	0	0
1515	2	13	0	0	5	14	0	0	0	0	0	0	0	0	0	0	5	16	0	0	3	18	0	0	2	13	0	0
1530	2	10	0	0	1	9	0	0	0	0	0	0	0	0	0	0	2	14	0	0	1	13	0	0	1	11	0	0
1545	2	7	0	0	1	8	0	0	0	0	0	0	0	0	0	0	2	13	0	0	0	11	0	0	1	8	0	0
1600	1	7	0	0	1	8	0	0	0	0	0	0	0	0	0	0	3	12	0	0	0	4	0	0	0	4	0	0
1615	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	1	0	0	0	2	0	0
1630	0	3	0	0	2	4	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	1	0	0
1645	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
1700	0	0	0	0	0	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1715	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1730	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1745	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1815	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1830	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1900	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1915	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1945	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	155	N/A	0	N/A	164	N/A	0	N/A	2	N/A	0	N/A	1	N/A	0	N/A	127	N/A	0	N/A	155	N/A	0	N/A	166	N/A	0	N/A
AM		20		0		27		0		1		0		0		0		24		0		33		0		24		0
NOON		27		0		32		0		1		0		0		0		19		0		27		0		28		0
PM		16		0		14		0		0		0		1		0		16		0		18		0		15		0
EVEN		0		0		0		0		0		0		0		0		0		0		0		0		0		0

BAYMETRICS TRAFFIC RESOURCES

Location 7B: Shipping Entrance North of East Aevnue (SB - Outbounds)

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	SBR		SBL		SBR		SBL		SBR		SBL		SBR		SBL		SBR		SBL		SBR		SBL		SBR		SBL	
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
430	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
445	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
500	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
515	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
630	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
645	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
700	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
715	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
730	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
745	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
800	8	9	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
815	2	11	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
830	1	11	2	4	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
845	1	12	1	4	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
900	3	7	0	3	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
915	1	6	0	3	2	3	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
930	2	7	2	3	2	4	1	2	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
945	1	7	1	3	7	11	0	2	0	0	0	0	0	0	0	0	0	1	0	0	3	3	0	0	0	0	0	0
1000	1	5	1	4	2	13	0	2	0	0	0	0	0	0	0	0	2	3	0	0	0	3	0	0	3	3	0	0
1015	6	10	0	4	1	12	2	3	0	0	0	0	0	0	0	0	1	4	0	0	1	4	0	0	1	4	0	0
1030	3	11	0	2	2	12	1	3	0	0	0	0	0	0	0	0	3	6	0	0	3	7	1	1	1	5	0	0
1045	1	11	1	2	7	12	0	3	0	0	0	0	0	0	0	0	2	8	0	0	3	7	0	1	3	8	1	1
1100	6	16	2	3	0	10	3	6	0	0	0	0	0	0	0	0	3	9	2	2	3	10	0	1	6	11	0	1
1115	2	12	2	5	3	12	2	6	0	0	0	0	0	0	0	0	0	8	0	2	1	10	0	1	1	11	1	2
1130	3	12	0	5	5	15	1	6	0	0	0	0	0	0	0	0	4	9	1	3	1	8	0	0	0	10	2	4
1145	6	17	0	4	0	8	0	6	0	0	0	0	0	0	0	0	3	10	1	4	3	8	1	1	2	9	1	4

BAYMETRICS TRAFFIC RESOURCES

Location 7B: Shipping Entrance North of East Aevnue (SB - Outbounds)

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	SBR		SBL		SBR		SBL		SBR		SBL		SBR		SBL		SBR		SBL		SBR		SBL		SBR		SBL	
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	2	13	2	4	2	10	1	4	0	0	0	0	0	0	0	0	3	10	0	2	6	11	1	2	4	7	0	4
1215	3	14	1	3	5	12	2	4	0	0	0	0	0	0	0	0	2	12	1	3	5	15	2	4	5	11	1	4
1230	1	12	0	3	5	12	1	4	0	0	0	0	0	0	0	0	3	11	0	2	2	16	2	6	6	17	2	4
1245	5	11	2	5	9	21	2	6	0	0	0	0	0	0	0	0	6	14	0	1	7	20	2	7	3	18	1	4
1300	2	11	3	6	9	28	3	8	0	0	0	0	0	0	0	0	7	18	0	1	5	19	0	6	1	15	1	5
1315	3	11	1	6	4	27	2	8	2	2	0	0	0	0	0	0	0	16	0	0	3	17	0	4	2	12	2	6
1330	5	15	2	8	6	28	2	9	0	2	0	0	0	0	0	0	4	17	0	0	3	18	1	3	3	9	0	4
1345	5	15	1	7	5	24	1	8	0	2	0	0	0	0	0	0	0	11	1	1	3	14	2	3	4	10	2	5
1400	3	16	1	5	3	18	1	6	0	2	0	0	0	0	0	0	1	5	1	2	2	11	1	4	6	15	0	4
1415	6	19	1	5	5	19	2	6	0	0	0	0	0	0	0	0	3	8	2	4	2	10	1	5	3	16	1	3
1430	7	21	2	5	2	15	1	5	0	0	0	0	0	0	0	0	7	11	1	5	7	14	4	8	6	19	3	6
1445	4	20	0	4	4	14	2	6	0	0	0	0	0	0	0	0	3	14	0	4	3	14	1	7	6	21	4	8
1500	2	19	2	5	10	21	0	5	0	0	0	0	0	0	0	0	1	14	0	3	2	14	1	7	3	18	0	8
1515	2	15	0	4	3	19	0	3	0	0	0	0	0	0	0	0	4	15	2	3	1	13	1	7	0	15	2	9
1530	3	11	1	3	5	22	1	3	0	0	0	0	0	0	0	0	3	11	1	3	1	7	1	4	5	14	0	6
1545	2	9	1	4	4	22	0	1	0	0	0	0	0	0	0	0	2	10	1	4	8	12	1	4	3	11	0	2
1600	4	11	0	2	3	15	0	1	0	0	0	0	0	0	0	0	0	9	2	6	5	15	0	3	2	10	2	4
1615	3	12	0	2	4	16	0	1	0	0	0	0	0	0	0	0	3	8	0	4	4	18	2	4	1	11	0	2
1630	3	12	1	2	4	15	2	2	0	0	0	0	0	0	0	0	1	6	1	4	1	18	1	4	10	16	2	4
1645	0	10	0	1	2	13	3	5	0	0	0	0	0	0	0	0	2	6	0	3	7	17	1	4	2	15	3	7
1700	0	6	0	1	0	10	0	5	0	0	0	0	1	1	1	1	5	11	0	1	1	13	0	4	4	17	2	7
1715	0	3	0	1	1	7	0	5	0	0	0	0	0	1	0	1	0	8	0	1	1	10	0	2	5	21	0	7
1730	0	0	0	0	2	5	0	3	0	0	0	0	0	1	0	1	6	13	2	2	8	17	0	1	5	16	0	5
1745	0	0	0	0	1	4	1	1	0	0	0	0	0	1	0	1	6	17	1	3	2	12	0	0	8	22	2	4
1800	0	0	0	0	0	4	0	1	0	0	0	0	0	0	0	0	5	17	1	4	5	16	1	1	3	21	2	4
1815	0	0	0	0	0	3	0	1	0	0	0	0	0	0	0	0	1	18	0	4	6	21	2	3	1	17	2	6
1830	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	4	16	2	4	1	14	1	4	2	14	0	6
1845	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	3	1	13	0	4	2	8	1	5
1900	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	5	0	2	0	8	0	3	1	6	1	4
1915	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	2	0	2	0	1	1	6	0	2
1930	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	4	0	2
1945	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	1
2000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
2015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	113	N/A	37	N/A	130	N/A	39	N/A	2	N/A	0	N/A	3	N/A	1	N/A	101	N/A	23	N/A	120	N/A	32	N/A	124	N/A	41	N/A
AM		12		4		11		2		0		0		0		0		1		0		3		1		0		0
NOON		21		8		28		9		2		0		0		0		18		5		20		8		21		8
PM		19		5		22		5		0		0		1		1		18		6		21		7		22		9
EVEN		0		0		0		0		0		0		0		0		0		0		0		0		1		0

BAYMETRICS TRAFFIC RESOURCES

Location 8: Southbound Onto Driveway East To Sandia Lab

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12.10 2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	SB (IN)				SB (IN)				SB (IN)				SB (IN)				SB (IN)				SB (IN)				SB (IN)			
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
115	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
130	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
145	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
200	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0
300	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
315	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
330	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	0	0	0
345	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
415	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
430	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
445	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
500	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
515	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
530	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
545	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0
600	5	5	0	0	0	0	0	0	0	2	0	0	0	0	0	0	6	6	0	0	3	5	0	0	7	7	0	0
615	12	17	0	0	10	10	0	0	3	5	0	0	0	0	0	0	7	13	0	0	6	11	0	0	10	17	0	0
630	8	25	0	0	11	21	0	0	0	4	0	0	0	0	0	0	14	27	0	0	25	36	0	0	21	38	0	0
645	23	48	0	0	17	38	0	0	0	3	0	0	0	0	0	0	23	50	0	0	15	49	0	0	24	62	0	0
700	37	80	0	0	27	65	0	0	0	3	0	0	0	0	0	0	37	81	0	0	54	100	0	0	41	96	0	0
715	46	114	0	0	37	92	0	0	0	0	0	0	0	0	0	0	38	112	0	0	46	140	0	0	33	119	0	0
730	35	141	0	0	30	111	0	0	0	0	0	0	0	0	0	0	44	142	0	0	40	155	0	0	41	139	0	0
745	32	150	0	0	31	125	0	0	0	0	0	0	2	2	0	0	38	157	0	0	35	175	0	0	19	134	0	0
800	32	145	0	0	27	125	0	0	0	0	0	0	-1	1	0	0	44	164	0	0	38	159	0	0	39	132	0	0
815	24	123	0	0	23	111	0	0	2	2	0	0	0	1	0	0	25	151	0	0	34	147	0	0	28	127	0	0
830	15	103	0	0	22	103	0	0	0	2	0	0	0	1	0	0	24	131	0	0	13	120	0	0	27	113	0	0
845	18	89	0	0	17	89	0	0	0	2	0	0	0	-1	0	0	24	117	0	0	19	104	0	0	10	104	0	0
900	24	81	0	0	22	84	0	0	0	2	0	0	2	2	0	0	26	99	0	0	14	80	0	0	26	91	0	0
915	11	68	0	0	22	83	0	0	0	0	0	0	0	2	0	0	9	83	0	0	14	60	0	0	13	76	0	0
930	22	75	0	0	20	81	0	0	0	0	0	0	0	2	0	0	10	69	0	0	17	64	0	0	16	65	0	0
945	17	74	0	0	12	76	0	0	0	0	0	0	0	2	0	0	8	53	0	0	16	61	0	0	17	72	0	0
1000	16	66	0	0	13	67	0	0	1	1	0	0	3	3	0	0	12	39	0	0	12	59	0	0	10	56	0	0
1015	17	72	0	0	8	53	0	0	0	1	0	0	0	3	0	0	10	40	0	0	14	59	0	0	11	54	0	0
1030	10	60	0	0	13	46	0	0	2	3	0	0	0	3	0	0	10	40	0	0	3	45	0	0	7	45	0	0
1045	15	58	0	0	16	50	0	0	0	3	0	0	0	3	0	0	11	43	0	0	12	41	0	0	9	37	0	0
1100	13	55	0	0	14	51	0	0	0	2	0	0	2	2	0	0	10	41	0	0	10	39	0	0	5	32	0	0
1115	9	47	0	0	12	55	0	0	1	3	0	0	0	2	0	0	6	37	0	0	6	31	0	0	4	25	0	0
1130	13	50	0	0	11	53	0	0	0	1	0	0	0	2	0	0	8	35	0	0	5	33	0	0	7	25	0	0
1145	10	45	0	0	10	47	0	0	0	1	0	0	2	4	0	0	8	32	0	0	12	33	0	0	11	27	0	0

BAYMETRICS TRAFFIC RESOURCES

Location 8: Southbound Onto Driveway East To Sandia Lab

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	SB (IN)				SB (IN)				SB (IN)				SB (IN)				SB (IN)				SB (IN)				SB (IN)			
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	2	34	0	0	8	41	0	0	0	1	0	0	3	5	0	0	6	28	0	0	8	31	0	0	8	30	0	0
1215	8	33	0	0	10	39	0	0	4	4	0	0	3	8	0	0	9	31	0	0	7	32	0	0	9	35	0	0
1230	13	33	0	0	14	42	0	0	0	4	0	0	0	8	0	0	10	33	0	0	12	39	0	0	11	39	0	0
1245	13	36	0	0	21	53	0	0	0	4	0	0	1	7	0	0	28	53	0	0	14	41	0	0	8	36	0	0
1300	19	53	0	0	6	51	0	0	0	4	0	0	2	6	0	0	12	59	0	0	17	50	0	0	16	44	0	0
1315	14	59	0	0	11	52	0	0	2	2	0	0	0	3	0	0	11	61	0	0	12	55	0	0	11	46	0	0
1330	11	57	0	0	16	54	0	0	0	2	0	0	2	5	0	0	13	64	0	0	8	51	0	0	11	46	0	0
1345	7	51	0	0	4	37	0	0	0	2	0	0	0	4	0	0	13	49	0	0	12	49	0	0	11	49	0	0
1400	10	42	0	0	9	40	0	0	0	2	0	0	1	3	0	0	8	45	0	0	16	48	0	0	11	44	0	0
1415	12	40	0	0	9	38	0	0	0	0	0	0	2	5	0	0	9	43	0	0	9	45	0	0	9	42	0	0
1430	14	43	0	0	9	31	0	0	0	0	0	0	2	5	0	0	5	35	0	0	9	46	0	0	3	34	0	0
1445	5	41	0	0	3	30	0	0	2	2	0	0	0	5	0	0	1	23	0	0	13	47	0	0	7	30	0	0
1500	1	32	0	0	3	24	0	0	0	2	0	0	0	4	0	0	7	22	0	0	6	37	0	0	3	22	0	0
1515	3	23	0	0	6	21	0	0	0	2	0	0	1	3	0	0	2	15	0	0	0	28	0	0	4	17	0	0
1530	7	16	0	0	10	22	0	0	1	3	0	0	0	1	0	0	1	11	0	0	1	20	0	0	0	14	0	0
1545	2	13	0	0	5	24	0	0	2	3	0	0	0	1	0	0	9	19	0	0	6	13	0	0	5	12	0	0
1600	6	18	0	0	7	28	0	0	1	4	0	0	0	1	0	0	4	16	0	0	4	11	0	0	9	18	0	0
1615	6	21	0	0	4	26	0	0	3	7	0	0	0	0	0	0	4	18	0	0	5	16	0	0	6	20	0	0
1630	11	25	0	0	6	22	0	0	2	8	0	0	0	0	0	0	2	19	0	0	2	17	0	0	8	28	0	0
1645	5	28	0	0	2	19	0	0	0	6	0	0	3	3	0	0	3	13	0	0	5	16	0	0	5	28	0	0
1700	9	31	0	0	5	17	0	0	3	8	0	0	0	3	0	0	5	14	0	0	7	19	0	0	2	21	0	0
1715	0	25	0	0	7	20	0	0	2	7	0	0	0	3	0	0	1	11	0	0	4	18	0	0	4	19	0	0
1730	5	19	0	0	6	20	0	0	0	5	0	0	0	3	0	0	4	13	0	0	4	20	0	0	0	11	0	0
1745	1	15	0	0	2	20	0	0	0	5	0	0	1	1	0	0	2	12	0	0	2	17	0	0	6	12	0	0
1800	3	9	0	0	2	17	0	0	0	2	0	0	0	1	0	0	5	12	0	0	0	10	0	0	2	12	0	0
1815	2	11	0	0	1	11	0	0	0	0	0	0	0	1	0	0	3	14	0	0	3	9	0	0	0	8	0	0
1830	2	8	0	0	0	5	0	0	0	0	0	0	0	1	0	0	0	10	0	0	2	7	0	0	1	9	0	0
1845	2	9	0	0	1	4	0	0	0	0	0	0	0	0	0	0	3	11	0	0	2	7	0	0	1	4	0	0
1900	4	10	0	0	3	5	0	0	2	2	0	0	0	0	0	0	0	6	0	0	2	9	0	0	1	3	0	0
1915	0	8	0	0	1	5	0	0	1	3	0	0	0	0	0	0	0	3	0	0	2	8	0	0	0	3	0	0
1930	0	6	0	0	0	5	0	0	3	6	0	0	6	6	0	0	2	5	0	0	1	5	0	0	1	3	0	0
1945	0	4	0	0	0	4	0	0	2	8	0	0	0	6	0	0	1	3	0	0	0	3	0	0	1	3	0	0
2000	2	2	0	0	2	3	0	0	1	7	0	0	0	6	0	0	0	3	0	0	2	3	0	0	0	2	0	0
2015	0	2	0	0	0	2	0	0	1	7	0	0	0	6	0	0	0	3	0	0	0	1	0	0	3	5	0	0
2030	0	2	0	0	0	2	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	2	0	0	1	5	0	0
2045	0	2	0	0	0	2	0	0	3	5	0	0	3	3	0	0	2	2	0	0	0	2	0	0	2	6	0	0
2100	3	3	0	0	3	3	0	0	0	4	0	0	0	3	0	0	0	2	0	0	0	0	0	0	1	7	0	0
2115	2	5	0	0	0	3	0	0	0	3	0	0	3	6	0	0	1	3	0	0	4	4	0	0	0	4	0	0
2130	4	9	0	0	2	5	0	0	0	3	0	0	0	6	0	0	4	7	0	0	0	4	0	0	0	3	0	0
2145	0	9	0	0	0	5	0	0	0	0	0	0	1	4	0	0	3	8	0	0	0	4	0	0	1	2	0	0
2200	0	6	0	0	0	2	0	0	0	0	0	0	0	4	0	0	7	15	0	0	0	4	0	0	0	1	0	0
2215	0	4	0	0	1	3	0	0	0	0	0	0	0	1	0	0	0	14	0	0	0	0	0	0	1	2	0	0
2230	2	2	0	0	2	3	0	0	0	0	0	0	4	5	0	0	1	11	0	0	0	0	0	0	0	2	0	0
2245	0	2	0	0	0	3	0	0	0	0	0	0	1	5	0	0	0	8	0	0	2	2	0	0	0	1	0	0
2300	0	2	0	0	2	5	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	2	0	0	0	1	0	0
2315	0	2	0	0	0	4	0	0	0	0	0	0	0	5	0	0	0	1	0	0	2	4	0	0	0	0	0	0
2330	4	4	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2	6	0	0	0	0	0	0
2345	0	4	0	0	0	2	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4	0	0	1	1	0	0
TOTAL	681	N/A	0	N/A	628	N/A	0	N/A	49	N/A	0	N/A	52	N/A	0	N/A	658	N/A	0	N/A	670	N/A	0	N/A	620	N/A	0	N/A
AM		150		0		125		0		5		0		2		0		164		0		175		0		139		0
NOON		72		0		67		0		4		0		8		0		64		0		59		0		56		0
PM		32		0		28		0		8		0		6		0		22		0		37		0		28		0
EVEN		9		0		5		0		7		0		6		0		15		0		6		0		7		0

BAYMETRICS TRAFFIC RESOURCES

Location 8b: Northbound Onto East Street From Sandia Lab

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	NBL		NBR		NBL		NBR		NBL		NBR		NBL		NBR		NBL		NBR		NBL		NBR		NBL		NBR	
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
100	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
115	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
130	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
145	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
245	4	4	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
300	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
315	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
330	0	4	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
430	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
445	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
500	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
515	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	7	7	3	3	1	1
600	0	0	7	7	5	5	3	3	0	0	0	0	0	0	0	0	0	1	3	3	3	3	2	9	1	4	3	4
615	1	1	2	9	2	7	5	8	0	0	2	2	0	0	0	0	1	2	4	7	0	3	3	12	1	5	3	7
630	1	2	0	9	0	7	3	11	0	0	0	2	0	0	0	0	4	6	2	9	1	4	4	16	1	6	2	9
645	3	5	9	18	5	12	2	13	0	0	0	2	1	1	0	0	7	12	3	12	9	13	3	12	5	8	5	13
700	4	9	0	11	10	17	4	14	0	0	0	2	0	1	0	0	6	18	2	11	2	12	4	14	2	9	12	22
715	7	15	5	14	0	15	5	14	0	0	0	0	0	1	0	0	7	24	3	10	5	17	8	19	6	14	5	24
730	6	20	4	18	0	15	6	17	0	0	0	0	0	1	0	0	1	21	13	21	5	21	3	18	6	19	3	25
745	2	19	8	17	6	16	3	18	0	0	0	0	0	0	0	0	4	18	4	22	2	14	8	23	7	21	6	26
800	7	22	2	19	3	9	2	16	1	1	2	2	2	2	0	0	3	15	5	25	9	21	1	20	6	25	3	17
815	10	25	0	14	2	11	2	13	0	1	5	7	0	2	3	3	9	17	7	29	3	19	4	16	1	20	4	16
830	6	25	5	15	5	16	3	10	0	1	0	7	0	2	4	7	1	17	8	24	5	19	2	15	6	20	4	17
845	3	26	7	14	5	15	7	14	0	1	0	7	0	2	0	7	2	15	7	27	3	20	7	14	4	17	4	15
900	3	22	3	15	1	13	6	18	0	0	0	5	0	0	0	7	6	18	5	27	2	13	4	17	4	15	5	17
915	1	13	0	15	7	18	1	17	0	0	0	0	0	0	0	4	13	22	5	25	7	17	2	15	5	19	0	13
930	9	16	3	13	9	22	5	19	0	0	0	0	0	0	0	0	9	30	4	21	5	17	5	18	2	15	3	12
945	5	18	7	13	7	24	4	16	0	0	0	0	0	0	0	0	16	44	4	18	2	16	6	17	3	14	8	16
1000	6	21	0	10	4	27	0	10	0	0	4	4	1	1	0	0	7	45	2	15	9	23	2	15	4	14	2	13
1015	3	23	9	19	5	25	7	16	0	0	0	4	0	1	0	0	4	36	7	17	1	17	5	18	3	12	6	19
1030	2	16	2	18	2	18	0	11	0	0	2	6	0	1	0	0	5	32	2	15	1	13	4	17	4	14	0	16
1045	3	14	7	18	2	13	5	12	0	0	2	8	1	2	1	1	3	19	8	19	4	15	3	14	2	13	5	13
1100	4	12	7	25	0	9	6	18	0	0	0	4	0	1	0	1	4	16	3	20	7	13	2	14	5	14	2	13
1115	14	23	6	22	20	24	6	17	0	0	2	6	0	1	0	1	8	20	1	14	13	25	1	10	4	15	2	9
1130	26	47	1	21	10	32	3	20	0	0	0	4	0	1	6	7	10	25	5	17	6	30	2	8	21	32	4	13
1145	29	73	11	25	20	50	2	17	0	0	0	2	3	3	0	6	19	41	8	17	22	48	8	13	18	48	5	13

BAYMETRICS TRAFFIC RESOURCES

Location 8b: Northbound Onto East Street From Sandia Lab

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	NBL		NBR		NBL		NBR		NBL		NBR		NBL		NBR		NBL		NBR		NBL		NBR		NBL		NBR	
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	12	81	11	29	11	61	6	17	2	2	0	2	2	5	1	7	10	47	2	16	18	59	3	14	10	53	0	11
1215	11	78	2	25	9	50	3	14	0	2	0	0	0	5	0	7	8	47	4	19	5	51	3	16	7	56	3	12
1230	8	60	2	26	10	50	4	15	0	2	0	0	0	5	0	1	6	43	5	19	3	48	2	16	6	41	4	12
1245	6	37	0	15	5	35	4	17	0	2	0	0	1	3	0	1	12	36	2	13	9	35	0	8	5	28	5	12
1300	5	30	6	10	5	29	2	13	0	0	2	2	0	1	0	0	9	35	2	13	7	24	1	6	5	23	0	12
1315	7	26	3	11	2	22	4	14	1	1	0	2	0	1	0	0	5	32	6	15	1	20	0	3	4	20	2	11
1330	4	22	9	18	2	14	6	16	0	1	0	2	0	1	0	0	2	28	0	10	0	17	5	6	3	17	3	10
1345	0	16	7	25	11	20	2	14	0	1	2	4	0	0	0	0	8	24	2	10	9	17	9	15	2	14	8	13
1400	8	19	3	22	5	20	0	12	0	1	0	2	1	1	0	0	4	19	0	8	5	15	5	19	5	14	2	15
1415	3	15	2	21	7	25	4	12	0	0	0	2	3	4	0	0	4	18	4	6	10	24	3	22	0	10	7	20
1430	6	17	3	15	5	28	9	15	0	0	0	2	0	4	0	0	0	16	6	12	9	33	2	19	7	14	9	26
1445	4	21	11	19	0	17	12	25	0	0	8	8	2	6	0	0	2	10	8	18	5	29	2	12	6	18	9	27
1500	8	21	6	22	4	16	6	31	0	0	0	8	3	8	0	0	2	8	4	22	4	28	4	11	6	19	2	27
1515	7	25	9	29	8	17	10	37	1	1	0	8	0	5	0	0	6	10	5	23	7	25	2	10	0	19	8	28
1530	3	22	18	44	10	22	12	40	5	6	0	8	3	8	0	0	1	11	10	27	5	21	8	16	5	17	11	30
1545	0	18	7	40	2	24	21	49	2	8	0	0	0	6	0	0	3	12	15	34	4	20	15	29	6	17	14	35
1600	3	13	10	44	1	21	27	70	2	10	0	0	3	6	0	0	4	14	16	46	6	22	13	38	1	12	10	43
1615	8	14	18	53	9	22	18	78	0	9	0	0	0	6	0	0	6	14	19	60	17	32	10	46	12	24	8	43
1630	11	22	19	54	8	20	13	79	1	5	0	0	0	3	0	0	8	21	26	76	5	32	22	60	9	28	14	46
1645	3	25	30	77	8	26	8	66	3	6	0	0	2	5	1	1	10	28	41	102	3	31	37	82	4	26	36	68
1700	4	26	16	83	7	32	8	47	0	4	1	1	0	2	0	1	4	28	20	106	2	27	15	84	15	40	17	75
1715	4	22	10	75	2	25	10	39	0	4	2	3	0	2	0	1	9	31	16	103	3	13	26	100	12	40	15	82
1730	3	14	15	71	13	30	7	33	1	4	0	3	0	2	0	1	9	32	10	87	8	16	17	95	17	48	4	72
1745	2	13	13	54	8	30	2	27	0	1	0	3	0	0	2	2	2	24	18	64	14	27	15	73	6	50	10	46
1800	6	15	8	46	8	31	9	28	0	1	0	2	1	1	0	2	7	27	9	53	8	33	7	65	9	44	2	31
1815	3	14	0	36	14	43	3	21	0	1	0	0	2	3	0	2	10	28	10	47	7	37	10	49	11	43	2	18
1830	9	20	6	27	8	38	5	19	0	0	0	0	0	3	0	2	5	24	5	42	9	38	6	38	2	28	3	17
1845	6	24	7	21	2	32	6	23	0	0	0	0	0	3	0	0	1	23	6	30	1	25	8	31	8	30	8	15
1900	7	25	5	18	6	30	5	19	2	2	0	0	0	2	2	2	2	18	3	24	8	25	2	26	9	30	9	22
1915	2	24	4	22	0	16	6	22	0	2	1	1	0	0	0	2	2	10	2	16	4	22	5	21	7	26	2	22
1930	1	16	0	16	2	10	4	21	0	2	0	1	3	3	0	2	2	7	2	13	2	15	11	26	3	27	2	21
1945	2	12	0	9	0	8	0	15	0	2	5	6	0	3	0	2	0	6	2	9	2	16	10	28	5	24	0	13
2000	4	9	3	7	0	2	2	12	0	0	0	6	2	5	2	2	0	4	2	8	1	9	0	26	3	18	0	4
2015	0	7	2	5	3	5	3	9	0	0	2	7	0	5	0	2	0	2	3	9	0	5	1	22	3	14	2	4
2030	0	6	0	5	0	3	0	5	0	0	0	7	0	2	0	2	1	1	2	9	0	3	0	11	0	11	2	4
2045	1	5	1	6	0	3	0	5	0	0	1	3	0	2	0	2	0	1	0	7	0	1	0	1	6	12	0	4
2100	0	1	0	3	1	4	0	3	0	0	0	3	0	0	0	0	2	3	0	5	0	0	2	3	1	10	0	4
2115	1	2	1	2	1	2	0	0	0	0	0	1	0	0	2	2	0	3	0	2	0	0	5	7	0	7	0	2
2130	0	2	0	2	0	2	0	0	0	0	0	1	0	0	0	2	3	5	0	0	1	1	4	11	0	7	0	0
2145	0	1	0	1	0	2	0	0	0	0	0	0	3	3	0	2	0	5	0	0	0	1	2	13	0	1	4	4
2200	0	1	0	1	0	1	0	0	0	0	0	0	0	3	0	2	1	4	2	2	0	1	0	11	1	1	6	10
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	2	4	0	1	0	6	0	1	3	13
2230	0	0	0	0	0	0	0	0	1	1	0	0	0	3	1	1	0	1	0	4	0	0	0	2	0	1	0	13
2245	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	1	0	1	0	4	1	1	0	0	0	1	0	9
2300	0	0	0	0	1	1	0	0	0	1	0	0	0	1	0	1	0	0	0	2	0	1	2	2	0	0	0	3
2315	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	1	1	3	0	0	0	0
2330	1	1	1	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	3	0	0	0	0
2345	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	3	1	1	0	0
TOTAL	333	N/A	374	N/A	328	N/A	331	N/A	23	N/A	43	N/A	40	N/A	25	N/A	320	N/A	407	N/A	330	N/A	395	N/A	346	N/A	343	N/A
AM		26		19		24		19		1		7		2		7		44		29		21		23		25		26
NOON		81		29		61		25		2		8		6		7		47		20		59		22		56		27
PM		26		83		43		79		10		8		8		2		32		106		38		100		50		82
EVEN		9		7		5		12		1		7		5		2		5		9		9		26		18		13

BAYMETRICS TRAFFIC RESOURCES

Location 9: SBTR At Greenville Road Onto WB East Avenue

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	SB TR				SB TR				SB TR				SB TR				SB TR				SB TR				SB TR			
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	2	0	0	0	2	0	0	0	5	0	0	0	2	0	0	0	1	0	0	0	5	0	0	0	2	0	0	0
1215	2	0	0	0	0	0	0	0	6	0	0	0	2	0	0	0	0	0	0	0	3	0	0	0	4	0	0	0
1230	3	0	0	0	4	0	0	0	6	0	0	0	5	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0
1245	0	7	0	0	0	6	0	0	0	17	0	0	1	10	0	0	1	2	0	0	0	10	0	0	2	9	0	0
100	1	6	0	0	1	5	0	0	0	12	0	0	2	10	0	0	2	3	0	0	2	7	0	0	1	8	0	0
115	1	5	0	0	1	6	0	0	0	6	0	0	2	10	0	0	0	3	0	0	1	5	0	0	2	6	0	0
130	1	3	0	0	0	2	0	0	0	0	0	0	1	6	0	0	0	3	0	0	1	4	0	0	1	6	0	0
145	1	4	0	0	0	2	0	0	3	3	0	0	1	6	0	0	0	2	0	0	2	6	0	0	2	6	0	0
200	0	3	0	0	1	2	0	0	1	4	0	0	2	6	0	0	0	0	0	0	1	5	0	0	2	7	0	0
215	0	2	0	0	0	1	0	0	1	5	0	0	0	4	0	0	2	2	0	0	2	6	0	0	0	5	0	0
230	1	2	0	0	1	2	0	0	1	6	0	0	1	4	0	0	1	3	0	0	3	8	0	0	1	5	0	0
245	2	3	0	0	0	2	0	0	1	4	0	0	0	3	0	0	1	4	0	0	3	9	0	0	1	4	0	0
300	0	3	0	0	1	2	0	0	0	3	0	0	0	1	0	0	2	6	0	0	2	10	0	0	2	4	0	0
315	2	5	0	0	2	4	0	0	13	15	0	0	0	1	0	0	2	6	0	0	2	10	0	0	1	5	0	0
330	5	9	0	0	5	8	0	0	2	16	0	0	1	1	0	0	5	10	0	0	3	10	0	0	3	7	0	0
345	1	8	0	0	4	12	0	0	2	17	0	0	0	1	0	0	5	14	0	0	2	9	0	0	2	8	0	0
400	1	9	0	0	6	17	0	0	3	20	0	0	1	2	0	0	2	14	0	0	6	13	0	0	4	10	0	0
415	7	14	0	0	4	19	0	0	2	9	0	0	1	3	0	0	7	19	0	0	6	17	0	0	6	15	0	0
430	14	23	0	0	9	23	0	0	0	7	0	0	0	2	0	0	7	21	0	0	13	27	0	0	13	25	0	0
445	10	32	0	0	15	34	0	0	1	6	0	0	2	4	0	0	14	30	0	0	11	36	0	0	14	37	0	0
500	19	50	0	0	24	52	0	0	8	11	0	0	1	4	0	0	20	48	0	0	19	49	0	0	23	56	0	0
515	27	70	0	0	24	72	0	0	8	17	0	0	6	9	0	0	24	65	0	0	30	73	0	0	23	73	0	0
530	31	87	0	0	48	111	0	0	10	27	0	0	4	13	0	0	48	106	0	0	36	96	0	0	38	98	0	0
545	26	103	0	0	27	123	0	0	17	43	0	0	10	21	0	0	29	121	0	0	52	137	0	0	35	119	0	0
600	53	137	0	0	32	131	0	0	22	57	0	0	4	24	0	0	49	150	0	0	40	158	0	0	36	132	0	0
615	72	182	0	0	54	161	0	0	22	71	0	0	8	26	0	0	59	185	0	0	64	192	0	0	50	159	0	0
630	68	219	0	0	74	187	0	0	15	76	0	0	4	26	0	0	68	205	0	0	72	228	0	0	57	178	0	0
645	97	290	0	0	82	242	0	0	18	77	0	0	1	17	0	0	92	268	0	0	82	258	0	0	88	231	0	0
700	87	324	0	0	80	290	0	0	16	71	0	0	8	21	0	0	123	342	0	0	105	323	0	0	115	310	0	0
715	103	355	0	0	91	327	0	0	16	65	0	0	13	26	0	0	102	385	0	0	118	377	0	0	114	374	0	0
730	98	385	0	0	70	323	0	0	27	77	0	0	3	25	0	0	92	409	0	0	101	406	0	0	91	408	0	0
745	104	392	0	0	88	329	0	0	23	82	0	0	9	33	0	0	116	433	0	0	96	420	0	0	89	409	0	0
800	100	405	0	0	86	335	0	0	26	92	0	0	12	37	0	0	116	426	0	0	112	427	0	0	100	394	0	0
815	85	387	0	0	90	334	0	0	20	96	0	0	7	31	0	0	87	411	0	0	97	406	0	0	92	372	0	0
830	80	369	0	0	72	336	0	0	30	99	0	0	16	44	0	0	72	391	0	0	85	390	0	0	75	356	0	0
845	72	337	0	0	76	324	0	0	18	94	0	0	13	48	0	0	67	342	0	0	71	365	0	0	67	334	0	0
900	63	300	0	0	50	288	0	0	34	102	0	0	18	54	0	0	66	292	0	0	56	309	0	0	60	294	0	0
915	34	249	0	0	43	241	0	0	28	110	0	0	10	57	0	0	55	260	0	0	33	245	0	0	46	248	0	0
930	33	202	0	0	35	204	0	0	27	107	0	0	12	53	0	0	36	224	0	0	37	197	0	0	37	210	0	0
945	36	166	0	0	30	158	0	0	21	110	0	0	13	53	0	0	24	181	0	0	38	164	0	0	30	173	0	0
1000	34	137	0	0	35	143	0	0	26	102	0	0	12	47	0	0	33	148	0	0	33	141	0	0	21	134	0	0
1015	40	143	0	0	15	115	0	0	23	97	0	0	9	46	0	0	31	124	0	0	38	146	0	0	19	107	0	0
1030	37	147	0	0	26	106	0	0	22	92	0	0	14	48	0	0	38	126	0	0	26	135	0	0	34	104	0	0
1045	26	137	0	0	24	100	0	0	17	88	0	0	13	48	0	0	28	130	0	0	37	134	0	0	31	105	0	0
1100	24	127	0	0	28	93	0	0	19	81	0	0	8	44	0	0	30	127	0	0	35	136	0	0	36	120	0	0
1115	29	116	0	0	42	120	0	0	21	79	0	0	10	45	0	0	36	132	0	0	33	131	0	0	37	138	0	0
1130	41	120	0	0	39	133	0	0	19	76	0	0	15	46	0	0	41	135	0	0	38	143	0	0	39	143	0	0
1145	49	143	0	0	50	159	0	0	37	96	0	0	16	49	0	0	37	144	0	0	51	157	0	0	63	175	0	0

BAYMETRICS TRAFFIC RESOURCES

Location 9: SBTR At Greenville Road Onto WB East Avenue

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	SB TR				SB TR				SB TR				SB TR				SB TR				SB TR				SB TR			
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	47	166	0	0	66	197	0	0	15	92	0	0	7	48	0	0	65	179	0	0	49	171	0	0	61	200	0	0
1215	57	194	0	0	58	213	0	0	21	92	0	0	13	51	0	0	60	203	0	0	48	186	0	0	45	208	0	0
1230	27	180	0	0	33	207	0	0	7	80	0	0	11	47	0	0	35	197	0	0	37	185	0	0	38	207	0	0
1245	28	159	0	0	31	188	0	0	12	55	0	0	10	41	0	0	31	191	0	0	30	164	0	0	28	172	0	0
1300	27	139	0	0	26	148	0	0	26	66	0	0	11	45	0	0	28	154	0	0	33	148	0	0	35	146	0	0
1315	21	103	0	0	41	131	0	0	10	55	0	0	7	39	0	0	35	129	0	0	26	126	0	0	28	129	0	0
1330	24	100	0	0	41	139	0	0	13	61	0	0	13	41	0	0	17	111	0	0	38	127	0	0	20	111	0	0
1345	27	99	0	0	29	137	0	0	18	67	0	0	13	44	0	0	20	100	0	0	33	130	0	0	23	106	0	0
1400	26	98	0	0	26	137	0	0	16	57	0	0	11	44	0	0	14	86	0	0	23	120	0	0	41	112	0	0
1415	26	103	0	0	26	122	0	0	12	59	0	0	12	49	0	0	26	77	0	0	36	130	0	0	35	119	0	0
1430	30	109	0	0	29	110	0	0	19	65	0	0	16	52	0	0	26	86	0	0	21	113	0	0	28	127	0	0
1445	26	108	0	0	34	115	0	0	10	57	0	0	12	51	0	0	22	88	0	0	32	112	0	0	21	125	0	0
1500	35	117	0	0	40	129	0	0	20	61	0	0	14	54	0	0	25	99	0	0	32	121	0	0	36	120	0	0
1515	37	128	0	0	26	129	0	0	10	59	0	0	12	54	0	0	29	102	0	0	32	117	0	0	39	124	0	0
1530	27	125	0	0	36	136	0	0	11	51	0	0	16	54	0	0	29	105	0	0	28	124	0	0	36	132	0	0
1545	29	128	0	0	48	150	0	0	16	57	0	0	12	54	0	0	42	125	0	0	47	139	0	0	32	143	0	0
1600	47	140	0	0	45	155	0	0	13	50	0	0	16	56	0	0	48	148	0	0	42	149	0	0	39	146	0	0
1615	56	159	0	0	59	188	0	0	7	47	0	0	8	52	0	0	71	190	0	0	59	176	0	0	48	155	0	0
1630	61	193	0	0	60	212	0	0	10	46	0	0	12	48	0	0	66	227	0	0	55	203	0	0	68	187	0	0
1645	63	227	0	0	68	232	0	0	13	43	0	0	15	51	0	0	66	251	0	0	68	224	0	0	52	207	0	0
1700	62	242	0	0	58	245	0	0	9	39	0	0	18	53	0	0	69	272	0	0	69	251	0	0	60	228	0	0
1715	53	239	0	0	57	243	0	0	7	39	0	0	13	58	0	0	57	258	0	0	59	251	0	0	52	232	0	0
1730	47	225	0	0	51	234	0	0	19	48	0	0	20	66	0	0	51	243	0	0	53	249	0	0	58	222	0	0
1745	50	212	0	0	44	210	0	0	17	52	0	0	14	65	0	0	48	225	0	0	44	225	0	0	46	216	0	0
1800	31	181	0	0	20	172	0	0	25	68	0	0	7	54	0	0	10	166	0	0	18	174	0	0	26	182	0	0
1815	13	141	0	0	18	133	0	0	12	73	0	0	11	52	0	0	10	119	0	0	9	124	0	0	11	141	0	0
1830	9	103	0	0	17	99	0	0	11	65	0	0	8	40	0	0	7	75	0	0	8	79	0	0	14	97	0	0
1845	6	59	0	0	7	62	0	0	14	62	0	0	5	31	0	0	9	36	0	0	5	40	0	0	6	57	0	0
1900	1	29	0	0	11	53	0	0	8	45	0	0	8	32	0	0	8	34	0	0	9	31	0	0	9	40	0	0
1915	9	25	0	0	6	41	0	0	2	35	0	0	5	26	0	0	9	33	0	0	9	31	0	0	1	30	0	0
1930	9	25	0	0	7	31	0	0	5	29	0	0	2	20	0	0	6	32	0	0	7	30	0	0	12	28	0	0
1945	4	23	0	0	6	30	0	0	7	22	0	0	2	17	0	0	7	30	0	0	4	29	0	0	4	26	0	0
2000	4	26	0	0	6	25	0	0	3	17	0	0	3	12	0	0	7	29	0	0	9	29	0	0	5	22	0	0
2015	2	19	0	0	2	21	0	0	4	19	0	0	4	11	0	0	4	24	0	0	3	23	0	0	5	26	0	0
2030	8	18	0	0	9	23	0	0	7	21	0	0	2	11	0	0	6	24	0	0	7	23	0	0	16	30	0	0
2045	3	17	0	0	2	19	0	0	4	18	0	0	3	12	0	0	7	24	0	0	8	27	0	0	5	31	0	0
2100	4	17	0	0	5	18	0	0	1	16	0	0	6	15	0	0	4	21	0	0	4	22	0	0	2	28	0	0
2115	6	21	0	0	3	19	0	0	4	16	0	0	2	13	0	0	4	21	0	0	3	22	0	0	5	28	0	0
2130	10	23	0	0	11	21	0	0	5	14	0	0	5	16	0	0	3	18	0	0	4	19	0	0	3	15	0	0
2145	6	26	0	0	12	31	0	0	6	16	0	0	5	18	0	0	8	19	0	0	4	15	0	0	5	15	0	0
2200	3	25	0	0	6	32	0	0	8	23	0	0	5	17	0	0	3	18	0	0	3	14	0	0	4	17	0	0
2215	4	23	0	0	6	35	0	0	8	27	0	0	3	18	0	0	4	18	0	0	2	13	0	0	4	16	0	0
2230	4	17	0	0	6	30	0	0	3	25	0	0	0	13	0	0	5	20	0	0	4	13	0	0	0	13	0	0
2245	1	12	0	0	3	21	0	0	8	27	0	0	0	8	0	0	5	17	0	0	2	11	0	0	1	9	0	0
2300	1	10	0	0	4	19	0	0	1	20	0	0	1	4	0	0	2	16	0	0	2	10	0	0	0	5	0	0
2315	3	9	0	0	1	14	0	0	1	13	0	0	2	3	0	0	2	14	0	0	1	9	0	0	2	3	0	0
2330	2	7	0	0	3	11	0	0	2	12	0	0	3	6	0	0	2	11	0	0	1	6	0	0	1	4	0	0
2345	0	6	0	0	4	12	0	0	5	9	0	0	1	7	0	0	0	6	0	0	2	6	0	0	2	5	0	0
TOTAL	2,698	N/A	0	N/A	2,698	N/A	0	N/A	1,122	N/A	0	N/A	692	N/A	0	N/A	2,783	N/A	0	N/A	2,827	N/A	0	N/A	2,722	N/A	0	N/A
AM		405		0		336		0		110		0		57		0		433		0		427		0		409		0
NOON		194		0		213		0		102		0		52		0		203		0		186		0		208		0
PM		242		0		245		0		73		0		66		0		272		0		251		0		232		0
EVEN		26		0		35		0		27		0		18		0		29		0		29		0		31		0

BAYMETRICS TRAFFIC RESOURCES

Location 10: NB Greenville Road South of East Avenue

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	NB LT				NB LT				NB LT				NB LT				NB LT				NB LT				NB LT			
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	1	0	0	0
1215	0	0	0	0	1	0	0	0	2	0	0	0	3	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0
1230	2	0	0	0	1	0	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
1245	0	2	0	0	0	2	0	0	1	5	0	0	1	8	0	0	1	4	0	0	0	2	0	0	1	4	0	0
100	1	3	0	0	1	3	0	0	0	4	0	0	1	8	0	0	1	4	0	0	0	0	0	0	2	5	0	0
115	2	5	0	0	0	2	0	0	1	3	0	0	2	7	0	0	0	2	0	0	0	0	0	0	0	4	0	0
130	0	3	0	0	0	1	0	0	0	2	0	0	0	4	0	0	1	3	0	0	0	0	0	0	0	3	0	0
145	0	3	0	0	0	1	0	0	1	2	0	0	1	4	0	0	1	3	0	0	0	0	0	0	1	3	0	0
200	1	3	0	0	0	0	0	0	0	2	0	0	1	4	0	0	0	2	0	0	0	0	0	0	2	3	0	0
215	0	1	0	0	0	0	0	0	2	3	0	0	1	3	0	0	0	2	0	0	1	1	0	0	0	3	0	0
230	0	1	0	0	0	0	0	0	0	3	0	0	0	3	0	0	0	1	0	0	1	2	0	0	1	4	0	0
245	0	1	0	0	0	0	0	0	2	4	0	0	1	3	0	0	0	0	0	0	0	2	0	0	0	3	0	0
300	0	0	0	0	0	0	0	0	0	4	0	0	2	4	0	0	0	0	0	0	0	2	0	0	0	1	0	0
315	1	1	0	0	2	2	0	0	1	3	0	0	0	3	0	0	0	0	0	0	1	2	0	0	2	3	0	0
330	0	1	0	0	0	2	0	0	0	3	0	0	1	4	0	0	1	1	0	0	0	1	0	0	0	2	0	0
345	0	1	0	0	0	2	0	0	0	1	0	0	0	3	0	0	0	1	0	0	0	1	0	0	2	4	0	0
400	0	1	0	0	0	2	0	0	2	3	0	0	0	1	0	0	1	2	0	0	1	2	0	0	0	4	0	0
415	1	1	0	0	1	1	0	0	0	2	0	0	0	1	0	0	0	2	0	0	6	7	0	0	0	2	0	0
430	1	2	0	0	1	2	0	0	1	3	0	0	0	0	0	0	0	1	0	0	1	8	0	0	4	6	0	0
445	3	5	0	0	0	2	0	0	0	3	0	0	0	0	0	0	2	3	0	0	2	10	0	0	1	5	0	0
500	4	9	0	0	0	2	0	0	1	2	0	0	2	2	0	0	0	2	0	0	4	13	0	0	6	11	0	0
515	3	11	0	0	3	4	0	0	4	6	0	0	0	2	0	0	2	4	0	0	3	10	0	0	3	14	0	0
530	5	15	0	0	5	8	0	0	1	6	0	0	1	3	0	0	6	10	0	0	6	15	0	0	7	17	0	0
545	1	13	0	0	4	12	0	0	1	7	0	0	0	3	0	0	5	13	0	0	6	19	0	0	6	22	0	0
600	8	17	0	0	9	21	0	0	2	8	0	0	1	2	0	0	8	21	0	0	6	21	0	0	5	21	0	0
615	10	24	0	0	6	24	0	0	1	5	0	0	1	3	0	0	13	32	0	0	16	34	0	0	18	36	0	0
630	29	48	0	0	16	35	0	0	2	6	0	0	2	4	0	0	20	46	0	0	19	47	0	0	21	50	0	0
645	23	70	0	0	35	66	0	0	1	6	0	0	2	6	0	0	26	67	0	0	35	76	0	0	20	64	0	0
700	37	99	0	0	33	90	0	0	0	4	0	0	0	5	0	0	34	93	0	0	37	107	0	0	28	87	0	0
715	48	137	0	0	50	134	0	0	3	6	0	0	0	4	0	0	54	134	0	0	45	136	0	0	57	126	0	0
730	53	161	0	0	32	150	0	0	6	10	0	0	0	2	0	0	48	162	0	0	55	172	0	0	52	157	0	0
745	56	194	0	0	41	156	0	0	4	13	0	0	1	1	0	0	50	186	0	0	49	186	0	0	57	194	0	0
800	51	208	0	0	52	175	0	0	6	19	0	0	0	1	0	0	58	210	0	0	58	207	0	0	49	215	0	0
815	45	205	0	0	51	176	0	0	8	24	0	0	7	8	0	0	65	221	0	0	65	227	0	0	57	215	0	0
830	41	193	0	0	41	185	0	0	4	22	0	0	4	12	0	0	46	219	0	0	46	218	0	0	45	208	0	0
845	38	175	0	0	33	177	0	0	9	27	0	0	5	16	0	0	33	202	0	0	35	204	0	0	35	186	0	0
900	23	147	0	0	26	151	0	0	8	29	0	0	4	20	0	0	27	171	0	0	38	184	0	0	30	167	0	0
915	21	123	0	0	27	127	0	0	10	31	0	0	6	19	0	0	17	123	0	0	27	146	0	0	22	132	0	0
930	17	99	0	0	32	118	0	0	12	39	0	0	0	15	0	0	14	91	0	0	22	122	0	0	19	106	0	0
945	17	78	0	0	18	103	0	0	5	35	0	0	6	16	0	0	23	81	0	0	15	102	0	0	21	92	0	0
1000	13	68	0	0	16	93	0	0	11	38	0	0	10	22	0	0	15	69	0	0	17	81	0	0	17	79	0	0
1015	8	55	0	0	21	87	0	0	9	37	0	0	10	26	0	0	15	67	0	0	23	77	0	0	19	76	0	0
1030	14	52	0	0	17	72	0	0	16	41	0	0	12	38	0	0	9	62	0	0	18	73	0	0	15	72	0	0
1045	24	59	0	0	7	61	0	0	8	44	0	0	11	43	0	0	12	51	0	0	19	77	0	0	7	58	0	0
1100	12	58	0	0	21	66	0	0	15	48	0	0	10	43	0	0	16	52	0	0	22	82	0	0	20	61	0	0
1115	16	66	0	0	11	56	0	0	6	45	0	0	8	41	0	0	18	55	0	0	10	69	0	0	9	51	0	0
1130	13	65	0	0	13	52	0	0	15	44	0	0	19	48	0	0	13	59	0	0	13	64	0	0	16	52	0	0
1145	15	56	0	0	13	58	0	0	16	52	0	0	6	43	0	0	12	59	0	0	14	59	0	0	11	56	0	0

BAYMETRICS TRAFFIC RESOURCES

Location 10: NB Greenville Road South of East Avenue

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	NB LT				NB LT				NB LT				NB LT				NB LT				NB LT				NB LT			
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	15	59	0	0	10	47	0	0	21	58	0	0	12	45	0	0	18	61	0	0	16	53	0	0	19	55	0	0
1215	16	59	0	0	14	50	0	0	12	64	0	0	17	54	0	0	18	61	0	0	19	62	0	0	16	62	0	0
1230	23	69	0	0	15	52	0	0	18	67	0	0	16	51	0	0	18	66	0	0	11	60	0	0	16	62	0	0
1245	10	64	0	0	29	68	0	0	14	65	0	0	10	55	0	0	6	60	0	0	19	65	0	0	12	63	0	0
1300	21	70	0	0	34	92	0	0	21	65	0	0	13	56	0	0	33	75	0	0	15	64	0	0	15	59	0	0
1315	39	93	0	0	57	135	0	0	18	71	0	0	16	55	0	0	33	90	0	0	44	89	0	0	29	72	0	0
1330	39	109	0	0	32	152	0	0	23	76	0	0	14	53	0	0	36	108	0	0	43	121	0	0	41	97	0	0
1345	33	132	0	0	27	150	0	0	16	78	0	0	12	55	0	0	24	126	0	0	30	132	0	0	40	125	0	0
1400	19	130	0	0	36	152	0	0	24	81	0	0	12	54	0	0	27	120	0	0	21	138	0	0	24	134	0	0
1415	26	117	0	0	20	115	0	0	24	87	0	0	15	53	0	0	13	100	0	0	23	117	0	0	22	127	0	0
1430	26	104	0	0	41	124	0	0	40	104	0	0	20	59	0	0	20	84	0	0	35	109	0	0	23	109	0	0
1445	28	99	0	0	29	126	0	0	28	116	0	0	16	63	0	0	27	87	0	0	32	111	0	0	29	98	0	0
1500	37	117	0	0	36	126	0	0	24	116	0	0	14	65	0	0	37	97	0	0	26	116	0	0	23	97	0	0
1515	41	132	0	0	28	134	0	0	25	117	0	0	16	66	0	0	22	106	0	0	31	124	0	0	42	117	0	0
1530	34	140	0	0	42	135	0	0	29	106	0	0	16	62	0	0	34	120	0	0	27	116	0	0	32	126	0	0
1545	41	153	0	0	52	158	0	0	21	99	0	0	14	60	0	0	33	126	0	0	44	128	0	0	39	136	0	0
1600	38	154	0	0	49	171	0	0	23	98	0	0	15	61	0	0	44	133	0	0	38	140	0	0	49	162	0	0
1615	45	158	0	0	52	195	0	0	19	92	0	0	11	56	0	0	45	156	0	0	46	155	0	0	43	163	0	0
1630	47	171	0	0	56	209	0	0	36	99	0	0	13	53	0	0	44	166	0	0	60	188	0	0	50	181	0	0
1645	52	182	0	0	50	207	0	0	30	108	0	0	22	61	0	0	48	181	0	0	52	196	0	0	56	198	0	0
1700	44	188	0	0	43	201	0	0	31	116	0	0	15	61	0	0	53	190	0	0	55	213	0	0	48	197	0	0
1715	52	195	0	0	54	203	0	0	32	129	0	0	15	65	0	0	46	191	0	0	48	215	0	0	52	206	0	0
1730	39	187	0	0	54	201	0	0	31	124	0	0	27	79	0	0	50	197	0	0	54	209	0	0	46	202	0	0
1745	43	178	0	0	49	200	0	0	25	119	0	0	21	78	0	0	43	192	0	0	43	200	0	0	49	195	0	0
1800	64	198	0	0	43	200	0	0	20	108	0	0	14	77	0	0	42	181	0	0	69	214	0	0	55	202	0	0
1815	52	198	0	0	35	181	0	0	23	99	0	0	12	74	0	0	50	185	0	0	47	213	0	0	43	193	0	0
1830	49	208	0	0	30	157	0	0	16	84	0	0	7	54	0	0	42	177	0	0	45	204	0	0	35	182	0	0
1845	25	190	0	0	22	130	0	0	3	62	0	0	5	38	0	0	20	154	0	0	21	182	0	0	26	159	0	0
1900	25	151	0	0	16	103	0	0	1	43	0	0	2	26	0	0	21	133	0	0	21	134	0	0	17	121	0	0
1915	20	119	0	0	15	83	0	0	10	30	0	0	8	22	0	0	20	103	0	0	14	101	0	0	21	99	0	0
1930	10	80	0	0	20	73	0	0	7	21	0	0	5	20	0	0	10	71	0	0	20	76	0	0	11	75	0	0
1945	9	64	0	0	16	67	0	0	0	18	0	0	12	27	0	0	9	60	0	0	7	62	0	0	7	56	0	0
2000	5	44	0	0	13	64	0	0	7	24	0	0	0	25	0	0	2	41	0	0	1	42	0	0	4	43	0	0
2015	4	28	0	0	5	54	0	0	1	15	0	0	2	19	0	0	4	25	0	0	12	40	0	0	6	28	0	0
2030	7	25	0	0	5	39	0	0	0	8	0	0	6	20	0	0	5	20	0	0	8	28	0	0	8	25	0	0
2045	4	20	0	0	5	28	0	0	6	14	0	0	11	19	0	0	5	16	0	0	6	27	0	0	3	21	0	0
2100	4	19	0	0	5	20	0	0	6	13	0	0	9	28	0	0	3	17	0	0	4	30	0	0	4	21	0	0
2115	15	30	0	0	5	20	0	0	3	15	0	0	3	29	0	0	4	17	0	0	4	22	0	0	2	17	0	0
2130	0	23	0	0	5	20	0	0	5	20	0	0	4	27	0	0	2	14	0	0	0	14	0	0	3	12	0	0
2145	4	23	0	0	5	20	0	0	7	21	0	0	2	18	0	0	0	9	0	0	6	14	0	0	4	13	0	0
2200	0	19	0	0	5	20	0	0	5	20	0	0	4	13	0	0	3	9	0	0	2	12	0	0	3	12	0	0
2215	2	6	0	0	4	19	0	0	7	24	0	0	3	13	0	0	2	7	0	0	3	11	0	0	1	11	0	0
2230	2	8	0	0	9	23	0	0	8	27	0	0	2	11	0	0	3	8	0	0	2	13	0	0	2	10	0	0
2245	3	7	0	0	11	29	0	0	10	30	0	0	1	10	0	0	3	11	0	0	1	8	0	0	3	9	0	0
2300	1	8	0	0	5	29	0	0	24	49	0	0	1	7	0	0	1	9	0	0	2	8	0	0	0	6	0	0
2315	0	6	0	0	5	30	0	0	3	45	0	0	1	5	0	0	0	7	0	0	2	7	0	0	2	7	0	0
2330	0	4	0	0	3	24	0	0	9	46	0	0	0	3	0	0	1	5	0	0	0	5	0	0	0	5	0	0
2345	1	2	0	0	2	15	0	0	3	39	0	0	0	2	0	0	0	2	0	0	1	5	0	0	2	4	0	0
TOTAL	1,771	N/A	0	N/A	1,838	N/A	0	N/A	968	N/A	0	N/A	632	N/A	0	N/A	1,694	N/A	0	N/A	1,868	N/A	0	N/A	1,768	N/A	0	N/A
AM		208		0		185		0		39		0		20		0		221		0		227		0		215		0
NOON		132		0		152		0		116		0		63		0		126		0		138		0		134		0
PM		208		0		209		0		129		0		79		0		197		0		215		0		206		0
EVEN		44		0		64		0		49		0		29		0		41		0		42		0		43		0

BAYMETRICS TRAFFIC RESOURCES

Location 11: East Avenue West of Greenville Road

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	EB		WB		EB		WB		EB		WB		EB		WB		EB		WB		EB		WB		EB		WB	
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	3	0	1	0	1	0	1	0	4	0	3	0	3	0	1	0	3	0	1	0	0	0	3	0	2	0	4	0
1215	5	0	1	0	2	0	1	0	0	0	2	0	2	0	2	0	3	0	0	0	0	0	3	0	1	0	0	0
1230	2	0	2	0	3	0	1	0	3		2	0	3	0	1	0	3	0	0	0	0	0	1	0	3	0	1	0
1245	2	12	1	5	2	8	0	3	2	9	0	7	2	10	2	6	1	10	0	1	1	1	0	7	1	7	2	7
100	0	9	1	5	1	8	0	2	3	8	0	4	3	10	2	7	0	7	0	0	0	1	1	5	2	7	0	3
115	2	6	1	5	0	6	0	1	1	9	0	2	2	10	1	6	2	6	0	0	1	2	1	3	0	6	1	4
130	0	4	2	5	4	7	0	0	1	7	1	1	0	7	1	6	0	3	0	0	1	3	1	3	3	6	3	6
145	2	4	1	5	0	5	0	0	0	5	1	2	0	5	1	5	2	4	0	0	0	2	2	5	0	5	1	5
200	1	5	0	4	1	5	0	0	0	2	1	3	1	3	1	4	0	4	0	0	0	2	2	6	0	3	1	6
215	4	7	0	3	0	5	0	0	1	2	0	3	3	4	0	3	0	2	1	1	1	2	1	6	0	3	0	5
230	1	8	1	2	1	2	1	1	0	1	0	2	0	4	2	4	0	2	1	2	0	1	4	9	1	1	1	3
245	0	6	2	3	1	3	0	1	2	3	1	2	0	4	1	4	1	1	1	3	2	3	3	10	0	1	1	3
300	2	7	0	3	0	2	4	5	1	4	0	1	1	4	0	3	1	2	2	5	2	5	0	8	2	3	4	6
315	2	5	2	5	4	6	1	6	1	4	7	8	0	1	2	5	1	3	1	5	2	6	2	9	1	4	1	7
330	2	6	2	6	0	5	6	11	1	5	0	8	0	1	0	3	1	4	2	6	3	9	2	7	3	6	2	8
345	1	7	1	5	1	5	4	15	0	3	3	10	0	1	0	2	1	4	4	9	1	8	4	8	1	7	3	10
400	1	6	6	11	3	8	7	18	1	3	2	12	0	0	2	4	1	4	3	10	3	9	5	13	2	7	4	10
415	2	6	5	14	1	5	3	20	3	5	2	7	0	0	0	2	2	5	8	17	1	8	9	20	1	7	7	16
430	2	6	9	21	0	5	11	25	1	5	0	7	0	0	0	2	1	5	4	19	2	7	7	25	3	7	7	21
445	0	5	11	31	0	4	14	35	3	8	2	6	1	1	0	2	1	5	17	32	2	8	11	32	4	10	12	30
500	0	4	16	41	1	2	14	42	1	8	6	10	1	2	1	1	2	6	9	38	3	8	18	45	2	10	13	39
515	2	4	20	56	3	4	19	58	3	8	7	15	0	2	2	3	1	5	22	52	4	11	13	49	1	10	18	50
530	3	5	18	65	1	5	35	82	4	11	13	28	1	3	7	10	3	7	18	66	2	11	31	73	1	8	29	72
545	2	7	30	84	2	7	21	89	1	9	18	44	3	5	9	19	5	11	28	77	3	12	29	91	0	4	26	86
600	6	13	28	96	2	8	22	97	2	10	17	55	1	5	4	22	5	14	27	95	7	16	31	104	11	13	36	109
615	5	16	46	122	9	14	47	125	0	7	10	58	1	6	2	22	7	20	47	120	8	20	46	137	7	19	48	139
630	15	28	63	167	9	22	40	130	2	5	5	50	2	7	3	18	18	35	58	160	12	30	56	162	12	30	59	169
645	14	40	83	220	16	36	55	164	4	8	11	43	1	5	3	12	16	46	65	197	16	43	79	212	23	53	64	207
700	12	46	70	262	14	48	66	208	0	6	5	31	1	5	3	11	16	57	94	264	19	55	67	248	16	58	76	247
715	14	55	82	298	10	49	62	223	2	8	7	28	0	4	1	10	13	63	80	297	9	56	72	274	6	57	89	288
730	22	62	75	310	13	53	54	237	3	9	7	30	4	6	0	7	17	62	72	311	14	58	81	299	17	62	69	298
745	16	64	77	304	11	48	70	252	2	7	7	26	2	7	2	6	15	61	87	333	12	54	82	302	8	47	76	310
800	15	67	68	302	9	43	82	268	6	13	9	30	5	11	5	8	19	64	77	316	13	48	88	323	13	44	71	305
815	14	67	62	282	6	39	53	259	7	18	6	29	2	13	4	11	17	68	62	298	5	44	61	312	15	53	54	270
830	12	57	49	256	15	41	43	248	7	22	4	26	1	10	3	14	22	73	55	281	16	46	60	291	11	47	70	271
845	17	58	45	224	10	40	49	227	5	25	5	24	5	13	3	15	20	78	46	240	17	51	48	257	17	56	56	251
900	19	62	31	187	12	43	25	170	7	26	7	22	3	11	7	17	13	72	39	202	14	52	43	212	14	57	28	208
915	11	59	23	148	8	45	26	143	6	25	4	20	4	13	1	14	21	76	30	170	15	62	20	171	13	55	24	178
930	13	60	13	112	22	52	14	114	8	26	4	20	10	22	6	17	17	71	12	127	9	55	17	128	11	55	20	128
945	10	53	15	82	15	57	22	87	6	27	3	18	3	20	4	18	18	69	18	99	11	49	15	95	13	51	15	87
1000	23	57	18	69	10	55	17	79	9	29	3	14	2	19	2	13	17	73	17	77	8	43	27	79	11	48	16	75
1015	16	62	27	73	17	64	12	65	12	35	4	14	7	22	8	20	12	64	15	62	13	41	13	72	17	52	13	64
1030	13	62	5	65	10	52	14	65	6	33	3	13	4	16	4	18	16	63	13	63	14	46	16	71	10	51	11	55
1045	12	64	13	63	15	52	16	59	9	36	7	17	3	16	4	18	16	61	20	65	12	47	18	74	16	54	10	50
1100	14	55	9	54	25	67	15	57	9	36	3	17	2	16	2	18	16	60	11	59	17	56	15	62	16	59	17	51
1115	13	52	21	48	22	72	22	67	7	31	2	15	9	18	4	14	15	63	25	69	14	57	10	59	20	62	21	59
1130	21	60	20	63	23	85	25	78	7	32	9	21	4	18	2	12	25	72	27	83	27	70	12	55	22	74	19	67
1145	16	64	27	77	21	91	24	86	10	33	8	22	5	20	3	11	18	74	28	91	19	77	29	66	14	72	32	89

BAYMETRICS TRAFFIC RESOURCES

Location 11: East Avenue West of Greenville Road

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	EB		WB		EB		WB		EB		WB		EB		WB		EB		WB		EB		WB		EB		WB	
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	24	74	22	90	21	87	30	101	8	32	9	28	7	25	3	12	25	83	31	111	34	94	21	72	16	72	18	90
1215	20	81	24	93	23	88	29	108	9	34	1	27	7	23	5	13	26	94	23	109	16	96	25	87	15	67	21	90
1230	15	75	15	88	21	86	29	112	10	37	4	22	9	28	3	14	10	79	15	97	16	85	17	92	24	69	19	90
1245	19	78	20	81	23	88	27	115	9	36	4	18	8	31	5	16	24	85	23	92	19	85	22	85	21	76	17	75
1300	24	78	17	76	20	87	31	116	6	34	9	18	5	29	2	15	18	78	19	80	32	83	26	90	26	86	12	69
1315	18	76	15	67	26	90	26	113	9	34	3	20	3	25	7	17	24	76	23	80	21	88	24	89	35	106	18	66
1330	23	84	21	73	30	99	24	108	17	41	8	24	10	26	4	18	16	82	15	80	22	94	28	100	19	101	18	65
1345	15	80	14	67	34	110	13	94	13	45	5	25	6	24	5	18	19	77	12	69	23	98	19	97	19	99	14	62
1400	24	80	19	69	27	117	12	75	16	55	4	20	9	28	2	18	20	79	11	61	28	94	17	88	14	87	17	67
1415	28	90	18	72	28	119	13	62	23	69	8	25	4	29	10	21	14	69	15	53	21	94	17	81	24	76	12	61
1430	25	92	15	66	33	122	14	52	22	74	9	26	6	25	5	22	26	79	9	47	24	96	14	67	29	86	13	56
1445	29	106	13	65	25	113	14	53	11	72	6	27	10	29	5	22	24	84	19	54	15	88	25	73	28	95	18	60
1500	23	105	20	66	39	125	10	51	10	66	8	31	5	25	4	24	29	93	13	56	30	90	14	70	39	120	15	58
1515	41	118	19	67	49	146	16	54	12	55	6	29	11	32	4	18	48	127	16	57	33	102	8	61	43	139	15	61
1530	44	137	16	68	60	173	8	48	11	44	6	26	11	37	9	22	63	164	16	64	65	143	27	74	65	175	17	65
1545	52	160	12	67	61	209	23	57	9	42	10	30	6	33	9	26	58	198	19	64	63	191	12	61	48	195	13	60
1600	70	207	20	67	70	240	15	62	11	43	2	24	7	35	7	29	62	231	16	67	52	213	15	62	59	215	17	62
1615	84	250	12	60	64	255	16	62	2	33	5	23	10	34	6	31	78	261	18	69	77	257	17	71	67	239	21	68
1630	75	281	18	62	65	260	19	73	13	35	9	26	10	33	5	27	74	272	11	64	89	281	12	56	81	255	13	64
1645	83	312	16	66	68	267	20	70	8	34	9	25	7	34	5	23	88	302	14	59	81	299	18	62	79	286	17	68
1700	68	310	22	68	65	262	19	74	6	29	3	26	9	36	8	24	79	319	22	65	66	313	20	67	72	299	17	68
1715	64	290	16	72	52	250	18	76	5	32	0	21	9	35	9	27	69	310	16	63	64	300	2	52	62	294	21	68
1730	52	267	23	77	44	229	16	73	5	24	7	19	5	30	3	25	54	290	21	73	57	268	26	66	54	267	26	81
1745	48	232	19	80	51	212	17	70	4	20	2	12	5	28	5	25	51	253	11	70	48	235	12	60	50	238	17	81
1800	52	216	8	66	44	191	13	64	7	21	4	13	7	26	1	18	49	223	5	53	36	205	2	42	35	201	11	75
1815	43	195	6	56	34	173	5	51	8	24	5	18	2	19	3	12	40	194	3	40	35	176	3	43	37	176	7	61
1830	33	176	1	34	27	156	0	35	10	29	0	11	8	22	2	11	23	163	1	20	26	145	2	19	18	140	4	39
1845	27	155	4	19	21	126	0	18	7	32	1	10	7	24	2	8	15	127	4	13	32	129	4	11	19	109	6	28
1900	15	118	0	11	21	103	3	8	2	27	1	7	6	23	3	10	15	93	1	9	16	109	7	16	18	92	3	20
1915	24	99	4	9	13	82	2	5	4	23	2	4	3	24	5	12	22	75	8	14	17	91	5	18	17	72	3	16
1930	22	88	1	9	13	68	1	6	6	19	1	5	5	21	0	10	9	61	2	15	16	81	0	16	17	71	1	13
1945	14	75	2	7	8	55	0	6	3	15	4	8	3	17	0	8	12	58	3	14	15	64	2	14	12	64	3	10
2000	14	74	0	7	10	44	4	7	3	16	2	9	0	11	0	5	9	52	2	15	10	58	6	13	7	53	1	8
2015	13	63	4	7	9	40	5	10	6	18	1	8	4	12	1	1	7	37	4	11	11	52	1	9	3	39	2	7
2030	4	45	1	7	6	33	0	9	1	13	1	8	2	9	2	3	3	31	4	13	6	42	4	13	4	26	5	11
2045	8	39	1	6	10	35	3	12	3	13	3	7	5	11	4	7	6	25	2	12	11	38	1	12	5	19	1	9
2100	4	29	2	8	5	30	3	11	3	13	1	6	4	15	2	9	4	20	1	11	8	36	0	6	3	15	1	9
2115	7	23	3	7	3	24	2	8	2	9	3	8	1	12	1	9	2	15	1	8	5	30	3	8	4	16	2	9
2130	7	26	4	10	3	21	5	13	3	11	2	9	3	13	2	9	4	16	0	4	5	29	0	4	4	16	1	5
2145	1	19	2	11	4	15	5	15	6	14	3	9	1	9	5	10	5	15	3	5	2	20	3	6	2	13	4	8
2200	5	20	1	10	3	13	3	15	2	13	3	11	2	7	4	12	1	12	2	6	3	15	1	7	6	16	4	11
2215	2	15	4	11	3	13	7	20	1	12	1	9	1	7	4	15	2	12	1	6	3	13	1	5	4	16	2	11
2230	7	15	0	7	2	12	4	19	5	14	5	12	4	8	1	14	5	13	1	7	4	12	2	7	5	17	0	10
2245	2	16	1	6	5	13	1	15	1	9	10	19	2	9	0	9	4	12	2	6	0	10	3	7	1	16	0	6
2300	3	14	1	6	3	13	2	14	0	7	2	18	0	7	2	7	4	15	0	4	1	8	1	7	2	12	1	3
2315	1	13	2	4	4	14	0	7	0	6	0	17	2	8	1	4	1	14	0	3	3	8	0	6	2	10	1	2
2330	3	9	0	4	4	16	2	5	2	3	1	13	0	4	3	6	4	13	0	2	3	7	0	4	3	8	0	2
2345	2	9	1	4	4	15	3	7	1	3	2	5	1	3	2	8	2	11	2	2	2	9	3	4	5	12	1	3
TOTAL	1,665	N/A	1,582	N/A	1,614	N/A	1,550	N/A	508	N/A	416	N/A	359	N/A	298	N/A	1,671	N/A	1,607	N/A	1,621	N/A	1,631	N/A	1,589	N/A	1,605	N/A
AM	67		310		57		268		27		58		22		22		78		333		62		323		62		310	
NOON	106		93		122		116		74		28		31		22		94		111		98		100		106		90	
PM	312		80		267		76		66		31		37		31		319		73		313		74		299		81	
EVEN	74		11		44		20		18		19		15		15		52		15		58		13		53		11	

BAYMETRICS TRAFFIC RESOURCES

Location 12: NB LT & SB RT Onto Eastgate From Greenville

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	NBL		SBR		NBL		SBR		NBL		SBR		NBL		SBR		NBL		SBR		NBL		SBR		NBL		SBR	
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
100	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
115	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
130	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
145	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
345	0	0	0	0	2	2	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
400	0	0	0	0	1	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
415	0	0	0	0	0	3	0	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0
430	1	1	0	0	0	3	2	2	0	1	0	1	0	0	0	0	0	0	1	1	0	0	0	3	0	0	0	0
445	0	1	0	0	0	1	0	2	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	3	0	0	0	0
500	0	1	10	10	0	0	6	8	0	0	0	1	0	0	0	0	1	1	13	14	1	1	11	14	1	1	6	6
515	1	2	62	72	0	0	55	63	1	1	0	0	0	0	0	0	1	2	41	55	0	1	46	57	0	1	55	61
530	1	2	101	173	0	0	77	138	0	1	0	0	0	0	0	0	1	3	92	146	1	2	111	168	1	2	119	180
545	1	3	120	293	0	0	109	247	0	1	0	0	1	1	2	2	2	5	120	266	0	2	149	317	0	2	163	343
600	5	8	154	437	2	2	149	390	0	1	4	4	0	1	0	2	4	8	183	436	8	9	194	500	6	7	164	501
615	12	19	218	593	3	5	230	565	1	1	1	5	0	1	0	2	6	13	211	606	11	20	234	688	9	16	231	677
630	16	34	195	687	4	9	205	693	0	1	2	7	0	1	0	2	13	25	226	740	19	38	222	799	13	28	244	802
645	27	60	115	682	12	21	142	726	0	1	2	9	0	0	0	0	25	48	120	740	21	59	130	780	24	52	142	781
700	35	90	140	668	10	29	140	717	0	1	0	5	0	0	2	2	34	78	145	702	37	88	151	737	31	77	135	752
715	11	89	189	639	22	48	176	663	0	0	0	4	0	0	0	2	19	91	180	671	16	93	172	675	25	93	141	662
730	29	102	220	664	17	61	255	713	0	0	0	2	0	0	0	2	34	112	196	641	19	93	201	654	20	100	233	651
745	22	97	202	751	29	78	220	791	1	1	0	0	0	0	0	2	25	112	215	736	27	99	174	698	22	98	191	700
800	40	102	101	712	24	92	110	761	0	1	0	0	1	1	0	0	42	120	106	697	44	106	106	653	41	108	112	677
815	42	133	75	598	34	104	79	664	0	1	0	0	1	2	0	0	33	134	72	589	35	125	74	555	32	115	63	599
830	25	129	50	428	35	122	47	456	1	2	0	0	1	3	0	0	22	122	48	441	19	125	61	415	26	121	51	417
845	9	116	49	275	16	109	29	265	0	1	0	0	2	5	2	2	16	113	46	272	26	124	28	269	7	106	47	273
900	20	96	30	204	11	96	37	192	0	1	0	0	0	4	2	4	19	90	21	187	14	94	35	198	9	74	29	190
915	14	68	15	144	15	77	28	141	0	1	0	0	0	3	3	7	19	76	32	147	9	68	26	150	9	51	20	147
930	14	57	17	111	11	53	25	119	1	1	0	0	0	2	2	9	16	70	23	122	9	58	13	102	13	38	19	115
945	15	63	13	75	16	53	10	100	1	2	2	2	0	0	0	7	12	66	23	99	10	42	16	90	9	40	24	92
1000	11	54	10	55	17	59	18	81	0	2	0	2	0	0	0	5	15	62	19	97	11	39	17	72	7	38	15	78
1015	13	53	11	51	18	62	16	69	0	2	0	2	0	0	0	2	16	59	16	81	13	43	27	73	16	45	14	72
1030	8	47	18	52	6	57	16	60	9	10	0	2	1	1	0	0	17	60	13	71	11	45	7	67	15	47	15	68
1045	8	40	11	50	9	50	17	67	1	10	0	0	0	1	0	0	18	66	14	62	7	42	12	63	10	48	12	56
1100	13	42	12	52	17	50	12	61	0	10	0	0	0	1	0	0	12	63	12	55	4	35	3	49	10	51	14	55
1115	8	37	13	54	13	45	14	59	0	10	0	0	1	2	0	0	11	58	14	53	14	36	12	34	13	48	6	47
1130	11	40	14	50	6	45	3	46	0	1	0	0	0	1	0	0	13	54	26	66	9	34	15	42	12	45	5	37
1145	13	45	21	60	5	41	8	37	2	2	0	0	1	2	0	0	8	44	15	67	13	40	13	43	8	43	10	35

BAYMETRICS TRAFFIC RESOURCES

Location 12: NB LT & SB RT Onto Eastgate From Greenville

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	NBL		SBR		NBL		SBR		NBL		SBR		NBL		SBR		NBL		SBR		NBL		SBR		NBL		SBR	
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	7	39	23	71	10	34	20	45	0	2	0	0	0	2	0	0	10	42	22	77	11	47	39	79	7	40	24	45
1215	17	48	30	88	12	33	43	74	0	2	0	0	0	1	0	0	10	41	48	111	9	42	38	105	6	33	48	87
1230	10	47	41	115	10	37	36	107	1	3	0	0	0	1	0	0	5	33	52	137	14	47	55	145	6	27	50	132
1245	14	48	22	116	16	48	22	121	0	1	0	0	1	1	0	0	9	34	46	168	16	50	44	176	13	32	29	151
1300	22	63	20	113	22	60	28	129	0	1	0	0	0	1	0	0	30	54	15	161	32	71	19	156	20	45	33	160
1315	20	66	18	101	36	84	9	95	0	1	0	0	0	1	0	0	25	69	15	128	31	93	14	132	30	69	15	127
1330	13	69	10	70	28	102	1	60	0	0	0	0	0	1	0	0	20	84	13	89	13	92	14	91	28	91	12	89
1345	9	64	6	54	13	99	22	60	1	1	0	0	1	1	0	0	19	94	9	52	20	96	16	63	13	91	9	69
1400	9	51	8	42	8	85	20	52	0	1	0	0	0	1	0	0	8	72	17	54	9	73	11	55	3	74	14	50
1415	9	40	11	35	11	60	14	57	0	1	0	0	0	1	0	0	10	57	10	49	7	49	23	64	7	51	17	52
1430	7	34	16	41	18	50	3	59	1	2	0	0	1	2	0	0	7	44	8	44	11	47	12	62	7	30	13	53
1445	7	32	4	39	11	48	14	51	0	1	0	0	0	1	0	0	6	31	11	46	10	37	11	57	10	27	13	57
1500	13	36	7	38	7	47	7	38	0	1	3	3	0	1	0	0	10	33	12	41	3	31	9	55	6	30	3	46
1515	6	33	14	41	13	49	10	34	1	2	0	3	0	1	0	0	8	31	9	40	12	36	14	46	11	34	13	42
1530	6	32	12	37	11	42	11	42	0	1	0	3	0	0	0	0	3	27	7	39	4	29	15	49	9	36	12	41
1545	4	29	11	44	7	38	5	33	0	1	0	3	1	1	0	0	4	25	6	34	3	22	3	41	14	40	10	38
1600	7	23	8	45	4	35	9	35	0	1	2	2	0	1	0	0	0	15	2	24	5	24	12	44	5	39	10	45
1615	5	22	10	41	1	23	8	33	1	1	0	2	0	1	0	0	6	13	2	17	3	15	6	36	6	34	5	37
1630	7	23	8	37	10	22	0	22	1	2	0	2	0	1	0	0	6	16	2	12	4	15	3	24	2	27	7	32
1645	3	22	8	34	7	22	4	21	0	2	0	2	0	0	0	0	1	13	1	7	2	14	5	26	5	18	6	28
1700	2	17	10	36	3	21	4	16	1	3	0	0	2	2	0	0	4	17	2	7	4	13	6	20	1	14	8	26
1715	8	20	2	28	3	23	2	10	0	2	0	0	0	2	0	0	2	13	2	7	0	10	7	21	0	8	5	26
1730	2	15	5	25	2	15	7	17	0	1	1	1	1	3	0	0	3	10	3	8	2	8	2	20	4	10	4	23
1745	3	15	6	23	6	14	0	13	0	1	0	1	0	3	0	0	2	11	2	9	0	6	3	18	4	9	4	21
1800	0	13	0	13	1	12	0	9	0	0	0	1	0	1	0	0	0	7	3	10	1	3	2	14	2	10	8	21
1815	0	5	3	14	2	11	0	7	0	0	0	1	1	2	0	0	1	6	0	8	2	5	0	7	2	12	3	19
1830	1	4	0	9	0	9	0	0	0	0	0	0	0	1	0	0	7	10	2	7	0	3	0	5	5	13	0	15
1845	2	3	1	4	1	4	0	0	0	0	0	0	0	1	0	0	0	8	0	5	1	4	0	2	1	10	0	11
1900	1	4	3	7	2	5	0	0	0	0	0	0	0	1	0	0	0	8	0	2	1	4	0	0	0	8	0	3
1915	1	5	0	4	0	3	0	0	1	1	0	0	0	0	0	0	0	7	0	2	0	2	0	0	0	6	0	0
1930	0	4	0	4	1	4	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	2	0	0	1	2	0	0
1945	2	4	0	3	1	4	0	0	1	2	0	0	0	0	2	2	0	1	0	0	0	1	0	0	1	2	0	0
2000	0	3	0	0	0	2	0	0	1	3	0	0	0	0	0	2	0	1	0	0	1	1	0	0	0	2	0	0
2015	0	2	2	2	0	2	2	2	0	2	0	0	0	0	0	2	0	1	0	0	2	3	0	0	0	2	0	0
2030	0	2	0	2	0	1	0	2	0	2	0	0	0	0	0	2	2	2	0	0	0	3	0	0	1	2	0	0
2045	0	0	0	2	0	0	2	4	0	1	0	0	0	0	0	0	0	2	2	2	0	3	0	0	0	1	0	0
2100	0	0	0	2	0	0	1	5	0	0	0	0	0	0	0	0	0	2	2	4	0	2	1	1	0	1	0	0
2115	1	1	0	0	1	1	2	5	1	1	0	0	1	1	0	0	0	2	0	4	0	0	0	1	0	1	0	0
2130	0	1	0	0	0	1	2	7	0	1	0	0	0	1	1	1	1	1	0	4	0	0	0	1	2	2	0	0
2145	0	1	0	0	1	2	0	5	0	1	0	0	1	2	0	1	1	2	0	2	1	1	0	1	0	2	0	0
2200	1	2	0	0	1	3	0	4	0	1	3	3	0	2	0	1	0	2	0	0	0	1	0	0	0	2	0	0
2215	0	1	0	0	0	2	0	2	0	0	0	3	0	1	0	1	1	3	0	0	0	1	0	0	1	3	0	0
2230	0	1	0	0	1	3	0	0	0	0	0	3	0	1	0	0	0	2	0	0	1	2	0	0	0	1	0	0
2245	0	1	0	0	0	2	0	0	0	0	0	3	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
2300	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0
2315	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	646	N/A	2,505	N/A	636	N/A	2,543	N/A	32	N/A	21	N/A	19	N/A	16	N/A	676	N/A	2,568	N/A	643	N/A	2,647	N/A	623	N/A	2,655	N/A
AM	133		751		122		791		2		9		5		9		134		740		125		799		121		802	
NOON	69		116		102		129		10		2		2		5		94		168		96		176		91		160	
PM	36		45		49		42		3		3		3		2		33		41		36		55		40		46	
EVEN	3		2		3		7		3		3		2		2		3		4		3		1		3		0	

BAYMETRICS TRAFFIC RESOURCES

Location 13: WBLT & WBR On Eastgate From Greenville

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	WB LT		WB R		WB LT		WB R		WB LT		WB R		WB LT		WB R		WB LT		WB R		WB LT		WB R		WB LT		WB R	
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
130	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
145	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
200	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
215	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
315	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0
330	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
345	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
400	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
500	10	10	0	0	6	6	0	0	0	0	0	0	0	0	0	0	14	14	0	0	11	12	0	0	6	6	0	0
515	58	68	0	0	51	57	0	0	0	0	0	0	0	0	0	0	42	56	0	0	45	56	0	0	55	61	0	0
530	97	165	0	0	80	137	0	0	0	0	0	0	0	0	0	0	82	138	3	3	109	165	0	0	114	175	0	0
545	116	281	0	0	111	248	0	0	0	0	0	0	0	0	0	0	117	255	0	3	146	311	0	0	159	334	0	0
600	150	421	1	1	152	394	0	0	0	0	0	0	0	0	0	0	177	418	2	5	196	496	1	1	151	479	12	12
615	207	570	23	24	218	561	15	15	0	0	0	0	1	1	0	0	208	584	6	11	198	649	43	44	204	628	35	47
630	195	668	9	33	179	660	25	40	0	0	0	0	0	1	0	0	184	686	51	59	189	729	47	91	191	705	60	107
645	134	686	0	33	139	688	12	52	0	0	0	0	0	1	0	0	130	699	6	65	147	730	1	92	161	707	2	109
700	171	707	0	32	134	670	9	61	0	0	0	0	0	1	0	0	167	689	5	68	188	722	0	91	158	714	0	97
715	193	693	0	9	190	642	9	55	0	0	0	0	0	0	0	0	187	668	3	65	185	709	0	48	160	670	0	62
730	248	746	0	0	241	704	25	55	0	0	0	0	0	0	0	0	221	705	0	14	218	738	2	3	253	732	0	2
745	221	833	2	2	230	795	14	57	1	1	0	0	0	0	0	0	223	798	10	18	182	773	14	16	210	781	0	0
800	134	796	0	2	124	785	8	56	0	1	0	0	0	0	0	0	145	776	0	13	144	729	1	17	149	772	0	0
815	107	710	0	2	102	697	6	53	0	1	0	0	0	0	0	0	99	688	0	10	109	653	0	17	93	705	0	0
830	73	535	0	2	73	529	2	30	0	1	0	0	0	0	0	0	64	531	1	11	77	512	0	15	75	527	0	0
845	55	369	0	0	45	344	0	16	0	0	0	0	0	0	0	0	56	364	0	1	53	383	0	1	57	374	0	0
900	44	279	0	0	48	268	0	8	1	1	0	0	0	0	0	0	40	259	0	1	46	285	0	0	41	266	0	0
915	28	200	0	0	44	210	0	2	0	1	0	0	0	0	0	0	49	209	1	2	36	212	0	0	24	197	0	0
930	26	153	0	0	40	177	0	0	0	1	0	0	1	1	1	1	34	179	0	1	20	155	0	0	34	156	0	0
945	28	126	0	0	21	153	0	0	0	1	0	0	2	3	0	1	35	158	1	2	28	130	1	1	33	132	0	0
1000	21	103	0	0	30	135	0	0	3	3	0	0	2	5	0	1	32	150	0	2	28	112	0	1	21	112	0	0
1015	23	98	0	0	27	118	0	0	0	3	0	0	0	5	0	1	34	135	0	1	31	107	0	1	29	117	2	2
1030	28	100	0	0	23	101	0	0	0	3	0	0	0	4	0	0	26	127	0	1	16	103	0	1	30	113	0	2
1045	18	90	2	2	26	106	0	0	0	3	0	0	0	2	0	0	28	120	0	0	20	95	0	0	20	100	0	2
1100	22	91	0	2	25	101	0	0	0	0	0	0	0	0	0	0	21	109	3	3	9	76	1	1	24	103	0	2
1115	21	89	0	2	27	101	0	0	0	0	0	0	0	0	0	0	23	98	0	3	26	71	0	1	13	87	0	0
1130	19	80	0	2	16	94	0	0	0	0	0	0	0	0	0	0	34	106	0	3	24	79	0	1	17	74	0	0
1145	30	92	0	0	13	81	0	0	0	0	0	0	0	0	0	0	31	109	0	3	26	85	0	1	18	72	0	0

BAYMETRICS TRAFFIC RESOURCES

Location 13: WBLT & WBR On Eastgate From Greenville

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	WB LT		WB R		WB LT		WB R		WB LT		WB R		WB LT		WB R		WB LT		WB R		WB LT		WB R		WB LT		WB R	
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	25	95	2	2	29	85	0	0	0	0	0	0	0	0	0	0	32	120	0	0	44	120	1	1	31	79	0	0
1215	41	115	3	5	51	109	1	1	0	0	0	0	1	1	0	0	55	152	0	0	47	141	0	1	54	120	0	0
1230	54	150	2	7	54	147	0	1	0	0	0	0	0	1	0	0	60	178	0	0	68	185	1	2	57	160	0	0
1245	41	161	0	7	45	179	0	1	0	0	0	0	0	1	0	0	58	205	0	0	60	219	0	2	45	187	0	0
1300	42	178	0	5	41	191	0	1	0	0	0	0	0	1	0	0	45	218	0	0	46	221	0	1	53	209	0	0
1315	34	171	0	2	36	176	0	0	0	0	0	0	1	1	0	0	40	203	0	0	45	219	0	1	40	195	0	0
1330	27	144	0	0	29	151	0	0	0	0	0	0	0	1	0	0	32	175	0	0	26	177	1	1	32	170	0	0
1345	14	117	0	0	33	139	0	0	0	0	0	0	0	1	0	0	25	142	0	0	33	150	0	1	17	142	0	0
1400	15	90	0	0	28	126	0	0	0	0	0	0	0	1	0	0	25	122	0	0	18	122	0	1	21	110	1	1
1415	16	72	0	0	19	109	0	0	1	1	0	0	0	0	0	0	28	110	0	0	25	102	0	1	24	94	0	1
1430	21	66	1	1	21	101	0	0	0	1	0	0	0	0	0	0	16	94	0	0	20	96	0	0	20	82	0	1
1445	17	69	0	1	21	89	0	0	0	1	0	0	0	0	0	0	21	90	0	0	21	84	0	0	20	85	0	1
1500	19	73	0	1	14	75	0	0	2	3	0	0	0	0	0	0	17	82	0	0	9	75	0	0	17	81	0	0
1515	14	71	1	2	15	71	1	1	0	2	0	0	0	0	0	0	17	71	0	0	23	73	1	1	29	86	1	1
1530	21	71	0	1	14	64	0	1	0	2	0	0	0	0	0	0	9	64	0	0	15	68	0	1	21	87	0	1
1545	13	67	0	1	12	55	0	1	0	2	0	0	2	2	0	0	8	51	0	0	10	57	0	1	24	91	0	1
1600	13	61	0	1	15	56	0	1	0	0	0	0	0	2	0	0	11	45	0	0	14	62	0	1	15	89	0	1
1615	14	61	1	1	15	56	0	0	0	0	0	0	0	2	0	0	9	37	0	0	12	51	0	0	13	73	0	0
1630	9	49	1	2	7	49	0	0	0	0	0	0	0	2	0	0	7	35	0	0	6	42	0	0	5	57	0	0
1645	10	46	0	2	8	45	0	0	0	0	0	0	0	0	0	0	6	33	0	0	6	38	0	0	6	39	0	0
1700	8	41	0	2	7	37	0	0	1	1	0	0	0	0	0	0	11	33	0	0	10	34	0	0	10	34	0	0
1715	4	31	0	1	3	25	0	0	0	1	0	0	0	0	0	0	4	28	0	0	9	31	0	0	4	25	0	0
1730	2	24	0	0	4	22	1	1	0	1	0	0	0	0	0	0	4	25	0	0	2	27	0	0	4	24	0	0
1745	0	14	0	0	1	15	0	1	0	1	0	0	0	0	0	0	0	19	0	0	2	23	0	0	6	24	0	0
1800	0	6	0	0	0	8	0	1	0	0	0	0	0	0	0	0	3	11	0	0	3	16	0	0	8	22	1	1
1815	2	4	0	0	0	5	0	1	0	0	0	0	0	0	0	0	1	8	0	0	2	9	0	0	5	23	0	1
1830	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	7	11	0	0	0	7	0	0	4	23	0	1
1845	0	2	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	11	0	0	3	8	0	0	2	19	0	1
1900	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2	10	0	0	0	5	0	0	0	11	0	0
1915	1	1	1	1	0	1	0	0	0	1	0	0	0	0	0	0	0	9	0	0	0	3	0	0	0	6	0	0
1930	0	1	0	1	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	3	0	0	0	2	0	0
1945	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
2000	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2015	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2030	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
2045	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	3	0	0	1	1	0	0	0	0	0	0
2115	0	0	0	0	1	2	0	1	0	0	0	0	0	0	0	0	2	5	0	0	0	1	0	0	0	0	0	0
2130	0	0	0	0	0	2	0	1	1	1	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0
2145	0	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	2	1	1	0	1	0	0	0	0	0	0
2200	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	2,954	N/A	49	N/A	2,942	N/A	129	N/A	11	N/A	0	N/A	11	N/A	1	N/A	3,062	N/A	93	N/A	3,088	N/A	115	N/A	3,087	N/A	114	N/A
AM		833		33		795		61		1		0		3		1		798		68		773		92		781		109
NOON		178		7		191		1		3		0		5		1		218		3		221		2		209		2
PM		73		2		75		1		3		0		2		0		82		0		75		1		91		1
EVEN		1		1		2		1		1		0		0		0		5		1		1		0		0		0

BAYMETRICS TRAFFIC RESOURCES

Location 14: Eastbound On Eastgate To Greenville

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	EB (OUT)				EB (OUT)				EB (OUT)				EB (OUT)				EB (OUT)				EB (OUT)				EB (OUT)			
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
130	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
145	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
200	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
215	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0
330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0
415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
515	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
530	1	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	2	3	0	0	1	1	0	0	0	0	0	0
545	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	4	0	0	1	1	0	0
600	1	2	0	0	2	4	0	0	0	0	0	0	0	0	0	0	4	6	0	0	1	5	0	0	1	2	0	0
615	4	6	0	0	4	7	0	0	0	0	0	0	0	0	0	0	3	9	0	0	6	11	0	0	6	8	0	0
630	9	14	0	0	4	10	0	0	0	0	0	0	0	0	0	0	7	14	0	0	3	13	0	0	8	16	0	0
645	5	19	0	0	4	14	0	0	0	0	0	0	2	2	0	0	6	20	0	0	3	13	0	0	9	24	0	0
700	8	26	0	0	3	15	0	0	2	2	0	0	0	2	0	0	4	20	0	0	5	17	0	0	1	24	0	0
715	4	26	0	0	1	12	0	0	0	2	0	0	0	2	0	0	3	20	0	0	5	16	0	0	5	23	0	0
730	5	22	0	0	4	12	0	0	0	2	0	0	0	2	0	0	6	19	0	0	2	15	0	0	1	16	0	0
745	4	21	0	0	2	10	0	0	0	2	0	0	0	0	0	0	7	20	0	0	6	18	0	0	4	11	0	0
800	8	21	0	0	6	13	0	0	0	0	0	0	0	0	0	0	12	28	0	0	7	20	0	0	8	18	0	0
815	6	23	0	0	10	22	0	0	1	1	0	0	0	0	0	0	10	35	0	0	7	22	0	0	9	22	0	0
830	7	25	0	0	5	23	0	0	0	1	0	0	0	0	0	0	10	39	0	0	13	33	0	0	8	29	0	0
845	5	26	0	0	5	26	0	0	1	2	0	0	0	0	0	0	8	40	0	0	13	40	0	0	10	35	0	0
900	10	28	0	0	8	28	0	0	0	2	0	0	0	0	0	0	16	44	0	0	11	44	0	0	9	36	0	0
915	7	29	0	0	18	36	0	0	0	1	0	0	0	0	0	0	19	53	0	0	14	51	0	0	11	38	0	0
930	19	41	0	0	19	50	0	0	0	1	0	0	0	0	0	0	15	58	0	0	14	52	0	0	15	45	0	0
945	24	60	0	0	21	66	0	0	3	3	0	0	0	0	0	0	14	64	0	0	16	55	0	0	17	52	0	0
1000	16	66	0	0	13	71	0	0	0	3	0	0	0	0	0	0	11	59	0	0	17	61	0	0	12	55	0	0
1015	25	84	0	0	13	66	0	0	0	3	0	0	0	0	0	0	21	61	0	0	20	67	0	0	20	64	0	0
1030	24	89	0	0	14	61	0	0	0	3	0	0	0	0	0	0	23	69	0	0	17	70	0	0	21	70	0	0
1045	18	83	0	0	21	61	0	0	0	0	0	0	0	0	0	0	23	78	0	0	19	73	0	0	21	74	0	0
1100	11	78	0	0	28	76	0	0	0	0	0	0	0	0	0	0	26	93	0	0	23	79	0	0	21	83	0	0
1115	31	84	0	0	34	97	0	0	0	0	0	0	0	0	0	0	30	102	0	0	17	76	0	0	25	88	0	0
1130	46	106	0	0	44	127	0	0	0	0	0	0	0	0	0	0	29	108	0	0	28	87	0	0	31	98	0	0
1145	49	137	0	0	64	170	0	0	0	0	0	0	0	0	0	0	51	136	0	0	55	123	0	0	45	122	0	0

BAYMETRICS TRAFFIC RESOURCES

Location 14: Eastbound On Eastgate To Greenville

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	EB (OUT)				EB (OUT)				EB (OUT)				EB (OUT)				EB (OUT)				EB (OUT)				EB (OUT)			
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	63	189	0	0	66	208	0	0	0	0	0	0	0	0	0	0	79	189	0	0	66	166	0	0	63	164	0	0
1215	60	218	0	0	63	237	0	0	0	0	0	0	0	0	0	0	85	244	0	0	62	211	0	0	72	211	0	0
1230	27	199	0	0	38	231	0	0	0	0	0	0	0	0	0	0	19	234	0	0	33	216	0	0	40	220	0	0
1245	24	174	0	0	23	190	0	0	2	2	0	0	0	0	0	0	30	213	0	0	28	189	0	0	22	197	0	0
1300	15	126	0	0	17	141	0	0	0	2	0	0	0	0	0	0	24	158	0	0	20	143	0	0	22	156	0	0
1315	16	82	0	0	29	107	0	0	0	2	0	0	0	0	0	0	21	94	0	0	21	102	0	0	17	101	0	0
1330	13	68	0	0	23	92	0	0	0	2	0	0	0	0	0	0	24	99	0	0	23	92	0	0	18	79	0	0
1345	27	71	0	0	30	99	0	0	0	0	0	0	0	0	0	0	14	83	0	0	25	89	0	0	29	86	0	0
1400	18	74	0	0	24	106	0	0	0	0	0	0	0	0	0	0	21	80	0	0	19	88	0	0	29	93	0	0
1415	25	83	0	0	35	112	0	0	0	0	0	0	0	0	0	0	23	82	0	0	28	95	0	0	25	101	0	0
1430	29	99	0	0	49	138	0	0	0	0	0	0	0	0	0	0	24	82	0	0	36	108	0	0	34	117	0	0
1445	39	111	0	0	47	155	0	0	0	0	0	0	0	0	0	0	49	117	0	0	41	124	0	0	46	134	0	0
1500	43	136	0	0	56	187	0	0	0	0	0	0	0	0	0	0	30	126	0	0	26	131	0	0	41	146	0	0
1515	41	152	0	0	56	208	0	0	0	0	0	0	0	0	0	0	38	141	0	0	30	133	0	0	33	154	0	0
1530	75	198	0	0	117	276	0	0	0	0	0	0	0	0	0	0	102	219	0	0	102	199	0	0	93	213	0	0
1545	172	331	0	0	166	395	0	0	0	0	0	0	0	0	0	0	139	309	0	0	172	330	0	0	165	332	0	0
1600	84	372	0	0	111	450	0	0	0	0	0	0	0	0	0	0	80	359	0	0	84	388	0	0	78	369	0	0
1615	106	437	0	0	122	516	0	0	0	0	0	0	3	3	0	0	113	434	0	0	111	469	0	0	101	437	0	0
1630	99	461	0	0	127	526	0	0	0	0	0	0	0	3	0	0	97	429	0	0	128	495	0	0	112	456	0	0
1645	143	432	0	0	161	521	0	0	0	0	0	0	0	3	0	0	178	468	0	0	162	485	0	0	150	441	0	0
1700	199	547	0	0	183	593	0	0	0	0	0	0	0	3	0	0	228	616	0	0	213	614	0	0	214	577	0	0
1715	157	598	0	0	157	628	0	0	0	0	0	0	0	0	0	0	134	637	0	0	127	630	0	0	164	640	0	0
1730	206	705	0	0	166	667	0	0	1	1	0	0	0	0	0	0	209	749	0	0	224	726	0	0	186	714	0	0
1745	165	727	0	0	147	653	0	0	2	3	0	0	0	0	0	0	148	719	0	0	129	693	0	0	151	715	0	0
1800	74	602	0	0	54	524	0	0	0	3	0	0	3	3	0	0	40	531	0	0	39	519	0	0	50	551	0	0
1815	1	446	0	0	0	367	0	0	0	3	0	0	0	3	0	0	0	397	0	0	1	393	0	0	0	387	0	0
1830	0	240	0	0	0	201	0	0	0	2	0	0	0	3	0	0	0	188	0	0	0	169	0	0	0	201	0	0
1845	2	77	0	0	0	54	0	0	0	0	0	0	0	3	0	0	0	40	0	0	0	40	0	0	0	50	0	0
1900	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0
1915	0	2	0	0	1	1	0	0	2	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	1	0	0
1930	0	2	0	0	0	1	0	0	0	2	0	0	0	0	0	0	3	5	0	0	0	0	0	0	0	1	0	0
1945	2	2	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	1	0	0
2000	0	2	0	0	0	1	0	0	0	2	0	0	0	0	0	0	1	6	0	0	1	1	0	0	0	0	0	0
2015	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	2	3	0	0	0	0	0	0
2030	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	5	0	0	7	7	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	14	0	0	0	5	0	0	5	12	0	0
2100	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	0	4	0	0	0	12	0	0
2115	4	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	0	0	1	3	0	0	1	13	0	0
2130	7	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	14	0	0	0	1	0	0	0	6	0	0
2145	0	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	1	0	0	0	1	0	0
2200	0	11	0	0	1	1	0	0	2	2	0	0	0	0	0	0	0	2	0	0	4	5	0	0	0	1	0	0
2215	1	8	0	0	1	2	0	0	0	2	0	0	0	0	0	0	2	4	0	0	0	4	0	0	0	0	0	0
2230	0	1	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	3	0	0	1	5	0	0	0	0	0	0
2245	0	1	0	0	0	2	0	0	0	2	0	0	0	0	0	0	3	5	0	0	0	5	0	0	0	0	0	0
2300	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	2,286	N/A	0	N/A	2,421	N/A	0	N/A	16	N/A	0	N/A	8	N/A	0	N/A	2,338	N/A	0	N/A	2,287	N/A	0	N/A	2,288	N/A	0	N/A
AM	60		0		66		0		3		0		2		0		64		0		55		0		52		0	
NOON	218		0		237		0		3		0		0		0		244		0		216		0		220		0	
PM	727		0		667		0		3		0		3		0		749		0		726		0		715		0	
EVEN	13		0		2		0		2		0		0		0		14		0		5		0		13		0	

BAYMETRICS TRAFFIC RESOURCES

Location 15: SBL on Vasco Road North of Westgate Drive

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	SBL				SBL				SBL				SBL				SBL				SBL				SBL			
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	47	126	0	0	35	116	0	0	0	4	0	0	0	2	0	0	33	122	0	0	50	131	0	0	43	121	0	0
1215	39	132	0	0	37	130	0	0	0	3	0	0	0	0	0	0	49	146	0	0	39	142	0	0	46	147	0	0
1230	60	161	0	0	57	163	0	0	0	0	0	0	0	0	0	0	91	207	0	0	76	189	0	0	75	196	0	0
1245	84	230	0	0	88	217	0	0	0	0	0	0	0	0	0	0	110	283	0	0	115	280	0	0	91	255	0	0
1300	147	330	0	0	108	290	0	0	1	1	0	0	0	0	0	0	140	390	0	0	145	375	0	0	136	348	0	0
1315	121	412	0	0	126	379	0	0	0	1	0	0	0	0	0	0	84	425	0	0	113	449	0	0	106	408	0	0
1330	86	438	0	0	95	417	0	0	0	1	0	0	0	0	0	0	55	389	0	0	62	435	0	0	79	412	0	0
1345	70	424	0	0	50	379	0	0	0	1	0	0	0	0	0	0	32	311	0	0	44	364	0	0	64	385	0	0
1400	43	320	0	0	47	318	0	0	0	0	0	0	1	1	0	0	37	208	0	0	36	255	0	0	40	289	0	0
1415	31	230	0	0	38	230	0	0	0	0	0	0	0	1	0	0	13	137	0	0	20	162	0	0	26	209	0	0
1430	27	171	0	0	18	153	0	0	0	0	0	0	0	1	0	0	15	97	0	0	19	119	0	0	24	154	0	0
1445	24	125	0	0	18	121	0	0	0	0	0	0	0	1	0	0	21	86	0	0	18	93	0	0	14	104	0	0
1500	26	108	0	0	24	98	0	0	0	0	0	0	0	0	0	0	17	66	0	0	16	73	0	0	19	83	0	0
1515	24	101	0	0	28	88	0	0	1	1	0	0	1	1	0	0	14	67	0	0	15	68	0	0	18	75	0	0
1530	12	86	0	0	13	83	0	0	0	1	0	0	0	1	0	0	11	63	0	0	25	74	0	0	23	74	0	0
1545	17	79	0	0	10	75	0	0	0	1	0	0	1	2	0	0	10	52	0	0	9	65	0	0	13	73	0	0
1600	12	65	0	0	13	64	0	0	0	1	0	0	0	2	0	0	7	42	0	0	10	59	0	0	17	71	0	0
1615	9	50	0	0	9	45	0	0	0	0	0	0	0	1	0	0	8	36	0	0	12	56	0	0	10	63	0	0
1630	6	44	0	0	5	37	0	0	0	0	0	0	0	1	0	0	4	29	0	0	6	37	0	0	8	48	0	0
1645	10	37	0	0	6	33	0	0	0	0	0	0	0	0	0	0	8	27	0	0	10	38	0	0	7	42	0	0
1700	8	33	0	0	11	31	0	0	0	0	0	0	0	0	0	0	7	27	0	0	13	41	0	0	6	31	0	0
1715	10	34	0	0	8	30	0	0	0	0	0	0	1	1	0	0	8	27	0	0	8	37	0	0	6	27	0	0
1730	9	37	0	0	6	31	0	0	4	4	0	0	0	1	0	0	4	27	0	0	5	36	0	0	15	34	0	0
1745	7	34	0	0	5	30	0	0	0	4	0	0	0	1	0	0	7	26	0	0	8	34	0	0	9	36	0	0
1800	3	29	0	0	14	33	0	0	0	4	0	0	0	1	0	0	7	26	0	0	6	27	0	0	3	33	0	0
1815	6	25	0	0	7	32	0	0	0	4	0	0	0	0	0	0	0	18	0	0	1	20	0	0	5	32	0	0
1830	6	22	0	0	5	31	0	0	0	0	0	0	0	0	0	0	0	14	0	0	2	17	0	0	3	20	0	0
1845	4	19	0	0	4	30	0	0	0	0	0	0	0	0	0	0	1	8	0	0	3	12	0	0	6	17	0	0
1900	3	19	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	8	0	0	1	15	0	0
1915	2	15	0	0	0	9	0	0	0	0	0	0	2	2	0	0	0	1	0	0	0	7	0	0	0	10	0	0
1930	2	11	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	5	0	0	0	7	0	0
1945	1	8	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	1	3	0	0	0	1	0	0
2000	0	5	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2015	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2030	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	2,886	N/A	0	N/A	2,735	N/A	0	N/A	17	N/A	0	N/A	10	N/A	0	N/A	2,666	N/A	0	N/A	2,868	N/A	0	N/A	2,880	N/A	0	N/A
AM		733		0		673		0		4		0		1		0		658		0		756		0		766		0
NOON		438		0		417		0		4		0		2		0		425		0		449		0		412		0
PM		108		0		98		0		4		0		2		0		67		0		74		0		83		0
EVEN		5		0		1		0		0		0		2		0		0		0		1		0		0		0

BAYMETRICS TRAFFIC RESOURCES

Location 15: SBL on Vasco Road North of Westgate Drive

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	SBL				SBL				SBL				SBL				SBL				SBL				SBL			
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
115	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
130	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
215	0	0	0	0	0	0	0	0*	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
515	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
530	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
545	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
600	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	0	0	0	1	1	0	0
615	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	7	7	0	0	2	3	0	0
630	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	14	0	0	13	20	0	0	11	14	0	0
645	40	44	0	0	27	27	0	0	0	0	0	0	0	0	0	0	68	82	0	0	72	92	0	0	57	71	0	0
700	97	141	0	0	98	125	0	0	0	0	0	0	0	0	0	0	114	195	0	0	107	199	0	0	125	195	0	0
715	126	267	0	0	111	236	0	0	2	2	0	0	0	0	0	0	110	304	0	0	128	320	0	0	99	292	0	0
730	112	375	0	0	123	359	0	0	0	2	0	0	0	0	0	0	118	410	0	0	111	418	0	0	120	401	0	0
745	145	480	0	0	127	459	0	0	0	2	0	0	0	0	0	0	139	481	0	0	133	479	0	0	172	516	0	0
800	169	552	0	0	153	514	0	0	2	4	0	0	0	0	0	0	197	564	0	0	206	578	0	0	209	600	0	0
815	215	641	0	0	199	602	0	0	0	2	0	0	0	0	0	0	164	618	0	0	219	669	0	0	205	706	0	0
830	194	723	0	0	166	645	0	0	0	2	0	0	0	0	0	0	158	658	0	0	188	746	0	0	180	766	0	0
845	155	733	0	0	155	673	0	0	0	2	0	0	0	0	0	0	131	650	0	0	143	756	0	0	151	745	0	0
900	151	715	0	0	119	639	0	0	0	0	0	0	0	0	0	0	117	570	0	0	132	682	0	0	139	675	0	0
915	97	597	0	0	105	545	0	0	0	0	0	0	0	0	0	0	99	505	0	0	100	563	0	0	101	571	0	0
930	103	506	0	0	105	484	0	0	1	1	0	0	0	0	0	0	81	428	0	0	85	460	0	0	78	469	0	0
945	59	410	0	0	79	408	0	0	2	3	0	0	0	0	0	0	59	356	0	0	71	388	0	0	59	377	0	0
1000	67	326	0	0	60	349	0	0	0	3	0	0	0	0	0	0	45	284	0	0	29	285	0	0	51	289	0	0
1015	39	268	0	0	48	292	0	0	0	3	0	0	0	0	0	0	52	237	0	0	33	218	0	0	34	222	0	0
1030	37	202	0	0	39	226	0	0	0	2	0	0	0	0	0	0	37	193	0	0	43	176	0	0	37	181	0	0
1045	25	168	0	0	32	179	0	0	0	0	0	0	0	0	0	0	38	172	0	0	30	135	0	0	23	145	0	0
1100	14	115	0	0	21	140	0	0	0	0	0	0	0	0	0	0	43	170	0	0	47	153	0	0	35	129	0	0
1115	33	109	0	0	23	115	0	0	1	1	0	0	2	2	0	0	25	143	0	0	28	148	0	0	20	115	0	0
1130	31	103	0	0	24	100	0	0	3	4	0	0	0	2	0	0	30	136	0	0	29	134	0	0	26	104	0	0
1145	15	93	0	0	34	102	0	0	0	4	0	0	0	2	0	0	34	132	0	0	24	128	0	0	32	113	0	0

BAYMETRICS TRAFFIC RESOURCES

Location 16: Northbound Right-Turn On Vasco South of Westgate

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	NBR				NBR				NBR				NBR				NBR				NBR				NBR			
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
315	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
330	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
345	1	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
400	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
415	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
430	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
545	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0
600	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0
615	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	0	1	2	0	0	1	1	0	0
630	6	10	0	0	5	5	0	0	0	0	0	0	0	0	0	0	6	9	0	0	6	8	0	0	5	6	0	0
645	25	34	0	0	23	28	0	0	0	0	0	0	0	0	0	0	22	31	0	0	22	29	0	0	25	31	0	0
700	48	82	0	0	50	78	0	0	1	1	0	0	0	0	0	0	37	67	0	0	43	72	0	0	47	78	0	0
715	49	128	0	0	39	117	0	0	0	1	0	0	0	0	0	0	48	113	0	0	64	135	0	0	48	125	0	0
730	65	187	0	0	48	160	0	0	0	1	0	0	0	0	0	0	43	150	0	0	56	185	0	0	50	170	0	0
745	64	226	0	0	60	197	0	0	0	1	0	0	0	0	0	0	58	186	0	0	59	222	0	0	64	209	0	0
800	82	260	0	0	76	223	0	0	0	0	0	0	0	0	0	0	84	233	0	0	92	271	0	0	81	243	0	0
815	72	283	0	0	87	271	0	0	0	0	0	0	0	0	0	0	77	262	0	0	80	287	0	0	71	266	0	0
830	63	281	0	0	54	277	0	0	1	1	0	0	0	0	0	0	62	281	0	0	76	307	0	0	69	285	0	0
845	71	288	0	0	67	284	0	0	1	2	0	0	0	0	0	0	79	302	0	0	80	328	0	0	63	284	0	0
900	49	255	0	0	41	249	0	0	0	2	0	0	0	0	0	0	50	268	0	0	53	289	0	0	52	255	0	0
915	36	219	0	0	44	206	0	0	0	2	0	0	0	0	0	0	38	229	0	0	26	235	0	0	41	225	0	0
930	38	194	0	0	32	184	0	0	0	1	0	0	0	0	0	0	21	188	0	0	30	189	0	0	28	184	0	0
945	20	143	0	0	16	133	0	0	0	0	0	0	0	0	0	0	27	136	0	0	25	134	0	0	26	147	0	0
1000	8	102	0	0	15	107	0	0	0	0	0	0	0	0	0	0	19	105	0	0	13	94	0	0	20	115	0	0
1015	15	81	0	0	14	77	0	0	0	0	0	0	0	0	0	0	16	83	0	0	20	88	0	0	24	98	0	0
1030	15	58	0	0	17	62	0	0	0	0	0	0	0	0	0	0	9	71	0	0	18	76	0	0	5	75	0	0
1045	8	46	0	0	8	54	0	0	0	0	0	0	0	0	0	0	10	54	0	0	18	69	0	0	11	60	0	0
1100	8	46	0	0	14	53	0	0	0	0	0	0	0	0	0	0	15	50	0	0	12	68	0	0	17	57	0	0
1115	9	40	0	0	8	47	0	0	0	0	0	0	0	0	0	0	9	43	0	0	14	62	0	0	12	45	0	0
1130	12	37	0	0	12	42	0	0	0	0	0	0	0	0	0	0	19	53	0	0	9	53	0	0	12	52	0	0
1145	10	39	0	0	14	48	0	0	0	0	0	0	0	0	0	0	20	63	0	0	12	47	0	0	13	54	0	0

BAYMETRICS TRAFFIC RESOURCES

Location 16: Northbound Right-Turn On Vasco South of Westgate

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	NBR				NBR				NBR				NBR				NBR				NBR				NBR			
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	11	42	0	0	23	57	0	0	0	0	0	0	0	0	0	0	17	65	0	0	17	52	0	0	16	53	0	0
1215	16	49	0	0	12	61	0	0	0	0	0	0	0	0	0	0	24	80	0	0	16	54	0	0	22	63	0	0
1230	24	61	0	0	21	70	0	0	0	0	0	0	0	0	0	0	25	86	0	0	26	71	0	0	24	75	0	0
1245	34	85	0	0	49	105	0	0	1	1	0	0	0	0	0	0	40	106	0	0	37	96	0	0	45	107	0	0
1300	62	136	0	0	78	160	0	0	0	1	0	0	0	0	0	0	65	154	0	0	53	132	0	0	66	157	0	0
1315	63	183	0	0	51	199	0	0	0	1	0	0	0	0	0	0	50	180	0	0	70	186	0	0	65	200	0	0
1330	47	206	0	0	38	216	0	0	0	1	0	0	0	0	0	0	37	192	0	0	32	192	0	0	36	212	0	0
1345	31	203	0	0	34	201	0	0	0	0	0	0	0	0	0	0	22	174	0	0	20	175	0	0	31	198	0	0
1400	19	160	0	0	26	149	0	0	0	0	0	0	0	0	0	0	20	129	0	0	17	139	0	0	50	182	0	0
1415	14	111	0	0	13	111	0	0	0	0	0	0	0	0	0	0	12	91	0	0	15	84	0	0	14	131	0	0
1430	16	80	0	0	20	93	0	0	0	0	0	0	0	0	0	0	10	64	0	0	12	64	0	0	18	113	0	0
1445	12	61	0	0	8	67	0	0	0	0	0	0	0	0	0	0	8	50	0	0	4	48	0	0	15	97	0	0
1500	10	52	0	0	20	61	0	0	0	0	0	0	0	0	0	0	10	40	0	0	4	35	0	0	11	58	0	0
1515	12	50	0	0	15	63	0	0	0	0	0	0	0	0	0	0	5	33	0	0	9	29	0	0	13	57	0	0
1530	11	45	0	0	12	55	0	0	0	0	0	0	0	0	0	0	16	39	0	0	11	28	0	0	7	46	0	0
1545	7	40	0	0	12	59	0	0	1	1	0	0	0	0	0	0	9	40	0	0	11	35	0	0	7	38	0	0
1600	12	42	0	0	7	46	0	0	0	1	0	0	0	0	0	0	9	39	0	0	5	36	0	0	9	36	0	0
1615	11	41	0	0	9	40	0	0	0	1	0	0	0	0	0	0	7	41	0	0	13	40	0	0	9	32	0	0
1630	11	41	0	0	3	31	0	0	0	1	0	0	0	0	0	0	8	33	0	0	6	35	0	0	7	32	0	0
1645	4	38	0	0	8	27	0	0	0	0	0	0	0	0	0	0	4	28	0	0	5	29	0	0	11	36	0	0
1700	5	31	0	0	8	28	0	0	0	0	0	0	0	0	0	0	5	24	0	0	8	32	0	0	13	40	0	0
1715	5	25	0	0	5	24	0	0	0	0	0	0	1	1	0	0	6	23	0	0	3	22	0	0	8	39	0	0
1730	4	18	0	0	6	27	0	0	0	0	0	0	0	1	0	0	2	17	0	0	6	22	0	0	4	36	0	0
1745	3	17	0	0	4	23	0	0	0	0	0	0	0	1	0	0	3	16	0	0	1	18	0	0	6	31	0	0
1800	2	14	0	0	2	17	0	0	0	0	0	0	0	1	0	0	4	15	0	0	4	14	0	0	4	22	0	0
1815	3	12	0	0	2	14	0	0	0	0	0	0	0	0	0	0	7	16	0	0	3	14	0	0	0	14	0	0
1830	1	9	0	0	3	11	0	0	0	0	0	0	0	0	0	0	4	18	0	0	2	10	0	0	4	14	0	0
1845	1	7	0	0	2	9	0	0	0	0	0	0	0	0	0	0	0	15	0	0	0	9	0	0	2	10	0	0
1900	0	5	0	0	4	11	0	0	0	0	0	0	0	0	0	0	1	12	0	0	1	6	0	0	0	6	0	0
1915	0	2	0	0	0	9	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	0	6	0	0
1930	0	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0
1945	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2	3	0	0	0	0	0	0
2000	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
2015	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
2030	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0
2045	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2215	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2245	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
2300	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	1,229	N/A	0	N/A	1,241	N/A	0	N/A	7	N/A	0	N/A	1	N/A	0	N/A	1,204	N/A	0	N/A	1,243	N/A	0	N/A	1,302	N/A	0	N/A
AM	288		0		284		0		2		0		0		0		302		0		328		0		285		0	
NOON	206		0		216		0		1		0		0		0		192		0		192		0		212		0	
PM	52		0		63		0		1		0		1		0		41		0		40		0		58		0	
EVEN	0		0		1		0		1		0		0		0		1		0		2		0		0		0	

BAYMETRICS TRAFFIC RESOURCES

Location 17: Westgate Drive East of Vasco Road

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	EB (IN)		WB (OUT)		EB (IN)		WB (OUT)		EB (IN)		WB (OUT)		EB (IN)		WB (OUT)		EB (IN)		WB (OUT)		EB (IN)		WB (OUT)		EB (IN)		WB (OUT)	
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0
115	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
130	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	2	0	0	0	0
145	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0
200	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
315	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
330	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
345	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
400	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1
500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1
515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1
530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	1
545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	1	1	0	0
615	0	0	2	2	2	2	0	0	0	0	0	0	0	0	0	0	2	3	3	4	7	7	3	3	4	5	0	0
630	8	8	3	5	3	5	2	2	0	0	0	0	2	2	1	1	17	20	6	10	15	22	9	12	17	22	3	3
645	65	73	4	9	48	53	6	8	0	0	0	0	0	2	1	2	89	109	8	18	95	117	9	21	78	100	7	10
700	144	217	9	18	143	196	13	21	1	1	0	0	1	3	0	2	150	258	10	27	149	266	10	31	170	269	13	23
715	174	391	4	20	145	339	8	29	2	3	0	0	0	3	0	2	158	414	4	28	188	447	11	39	142	407	5	28
730	177	560	7	24	170	506	14	41	0	3	0	0	0	1	1	2	156	553	5	27	168	600	5	35	171	561	5	30
745	210	705	5	25	178	636	15	50	0	3	0	0	1	2	0	1	192	656	11	30	194	699	10	36	233	716	10	33
800	250	811	7	23	226	719	23	60	2	4	0	0	0	1	0	1	283	789	13	33	294	844	13	39	287	833	16	36
815	286	923	10	29	280	854	11	63	0	2	0	0	0	1	0	1	250	881	15	44	302	958	14	42	272	963	17	48
830	256	1002	20	42	211	895	13	62	2	4	0	0	0	1	0	0	223	948	18	57	263	1053	16	53	247	1039	22	65
845	223	1015	14	51	220	937	18	65	1	5	1	1	0	0	0	0	209	965	18	64	220	1079	17	60	214	1020	19	74
900	200	965	10	54	160	871	22	64	0	3	1	2	0	0	0	0	168	850	15	66	179	964	18	65	193	926	22	80
915	133	812	16	60	145	736	23	76	0	3	0	2	0	0	0	0	145	745	22	73	126	788	18	69	143	797	19	82
930	140	696	25	65	137	662	17	80	1	2	0	2	0	0	0	0	100	622	27	82	115	640	19	72	106	656	22	82
945	73	546	13	64	97	539	35	97	2	3	0	1	0	0	0	0	88	501	15	79	95	515	21	76	82	524	20	83
1000	75	421	15	69	75	454	29	104	0	3	0	0	0	0	0	0	67	400	22	86	42	378	35	93	70	401	21	82
1015	48	336	34	87	61	370	18	99	0	3	2	2	0	0	0	0	70	325	14	78	52	304	22	97	59	317	33	96
1030	48	244	22	84	51	284	25	107	0	2	1	3	0	0	0	0	48	273	20	71	59	248	19	97	42	253	27	101
1045	30	201	21	92	38	225	27	99	0	0	0	3	0	0	0	0	46	231	42	98	50	203	29	105	34	205	31	112
1100	22	148	38	115	36	186	35	105	0	0	0	3	0	0	0	0	58	222	29	105	60	221	40	110	50	185	36	127
1115	40	140	53	134	30	155	53	140	0	0	0	1	0	0	0	0	34	186	39	130	42	211	61	149	32	158	73	167
1130	41	133	64	176	33	137	97	212	1	1	1	1	0	0	0	0	46	184	83	193	41	193	92	222	38	154	107	247
1145	21	124	150	305	45	144	188	373	0	1	1	2	0	0	0	0	54	192	157	308	36	179	159	352	43	163	174	390

BAYMETRICS TRAFFIC RESOURCES

Location 17: Westgate Drive East of Vasco Road

	12/6/2001 Thursday				12/7/2001 Friday				12/8/2001 Saturday				12/9/2001 Sunday				12/10/2001 Monday				12/11/2001 Tuesday				12/12/2001 Wednesday			
	EB (IN)		WB (OUT)		EB (IN)		WB (OUT)		EB (IN)		WB (OUT)		EB (IN)		WB (OUT)		EB (IN)		WB (OUT)		EB (IN)		WB (OUT)		EB (IN)		WB (OUT)	
TIME	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN	15 MIN	60 MIN
1200	49	151	206	473	55	163	219	557	0	1	0	2	0	0	0	0	49	183	202	481	74	193	206	518	59	172	231	585
1215	51	162	209	629	48	181	207	711	0	1	0	2	0	0	0	0	70	219	182	624	55	206	201	658	65	205	189	701
1230	84	205	82	647	77	225	106	720	0	0	0	1	0	0	0	0	113	286	80	621	98	263	83	649	101	268	122	716
1245	115	299	68	565	136	316	55	587	2	2	1	1	0	0	0	0	150	382	54	518	158	385	68	558	136	361	45	587
1300	201	451	51	410	190	451	51	419	1	3	1	2	0	0	0	0	202	535	33	349	195	506	53	405	202	504	38	394
1315	182	582	44	245	175	578	46	258	0	3	0	2	0	0	0	0	135	600	34	201	183	634	35	239	176	615	38	243
1330	135	633	48	211	133	634	47	199	1	4	2	4	0	0	1	1	90	577	33	154	95	631	54	210	112	626	48	169
1345	101	619	38	181	90	588	45	189	1	3	2	5	2	2	0	1	54	481	42	142	63	536	35	177	95	585	37	161
1400	57	475	40	170	71	469	45	183	0	2	0	4	0	2	0	1	56	335	35	144	51	392	26	150	88	471	33	156
1415	43	336	32	158	53	347	38	175	0	2	0	4	0	2	0	1	25	225	37	147	34	243	46	161	40	335	43	161
1430	45	246	47	157	38	252	51	179	0	1	0	2	0	2	0	0	18	153	33	147	31	179	49	156	45	268	66	179
1445	33	178	70	189	27	189	55	189	0	0	0	0	0	0	0	0	26	125	55	160	22	138	54	175	29	202	85	227
1500	35	156	67	216	43	161	66	210	0	0	0	0	0	0	0	0	20	89	49	174	20	107	45	194	28	142	71	265
1515	35	148	59	243	43	151	82	254	0	0	0	0	0	0	0	0	18	82	57	194	26	99	69	217	30	132	60	282
1530	21	124	86	282	24	137	102	305	0	0	0	0	0	0	0	0	26	90	91	252	37	105	98	266	28	115	95	311
1545	26	117	133	345	22	132	139	389	0	0	0	0	0	0	0	0	19	83	127	324	20	103	163	375	19	105	152	378
1600	24	106	114	392	20	109	117	440	0	0	0	0	0	0	0	0	17	80	106	381	18	101	116	446	25	102	119	426
1615	15	86	149	482	18	84	125	483	0	0	0	0	0	0	0	0	14	76	141	465	28	103	148	525	18	90	138	504
1630	16	81	158	554	9	69	151	532	0	0	0	0	0	0	0	0	12	62	122	496	12	78	161	588	14	76	146	555
1645	13	68	176	597	13	60	185	578	0	0	0	0	0	0	0	0	12	55	194	563	16	74	204	629	18	75	187	590
1700	11	55	251	734	18	58	223	684	0	0	0	0	0	0	0	0	11	49	264	721	24	80	249	762	18	68	249	720
1715	14	54	266	851	11	51	240	799	0	0	0	0	0	0	0	0	13	48	232	812	11	63	261	875	14	64	247	829
1730	13	51	250	943	13	55	205	853	0	0	0	0	0	0	0	0	6	42	239	929	15	66	248	962	16	66	229	912
1745	11	49	197	964	9	51	139	807	0	0	0	0	0	0	0	0	10	40	209	944	7	57	199	957	16	64	208	933
1800	7	45	160	873	14	47	123	707	0	0	0	0	1	1	1	1	8	37	141	821	9	42	147	855	8	54	154	838
1815	9	40	144	751	8	44	115	582	0	0	0	0	0	1	0	1	7	31	138	727	6	37	145	739	4	44	130	721
1830	7	34	111	612	10	41	89	466	0	0	0	0	0	1	0	1	3	28	132	620	5	27	105	596	6	34	114	606
1845	6	29	103	518	4	36	70	397	0	0	0	0	0	1	0	1	2	20	88	499	4	24	96	493	8	26	89	487
1900	2	24	80	438	3	25	63	337	0	0	0	0	0	0	0	0	2	14	76	434	2	17	79	425	3	21	75	408
1915	2	17	8	302	2	19	5	227	0	0	0	0	0	0	0	0	0	7	3	299	2	13	2	282	0	17	2	280
1930	2	12	0	191	0	9	0	138	0	0	0	0	0	0	0	0	3	7	3	170	1	9	1	178	0	11	0	166
1945	0	6	0	88	0	5	0	68	0	0	0	0	0	0	0	0	0	5	0	82	1	6	0	82	1	4	0	77
2000	0	4	0	8	0	2	0	5	0	0	0	0	0	0	0	0	0	3	0	6	0	4	0	3	0	1	0	2
2015	0	2	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	3	0	3	0	2	0	1	0	1	0	0
2030	0	0	0	0	1	2	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
2045	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2100	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0
2115	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
2130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1	1	0	1	0	1	0	0	0	0
2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	0	0	0	0
2200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1	1	1	0	0	0	0
2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
2245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0
2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
2345	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	4,030	N/A	3,993	N/A	3,914	N/A	3,898	N/A	18	N/A	13	N/A	7	N/A	6	N/A	3,846	N/A	3,831	N/A	4,119	N/A	4,100	N/A	4,151	N/A	4,143	N/A
AM	1,015		65		937		97		5		2		3		2		965		82		1,079		76		1,039		83	
NOON	633		647		634		720		4		5		2		1		600		624		634		658		626		716	
PM	156		964		161		853		0		0		1		1		90		944		107		962		142		933	
EVEN	4		8		2		5		0		0		0		1		3		6		4		3		1		2	

B. INTERSECTION TRAFFIC COUNTS

- East Avenue and Vasco Road
- East Avenue and Greenville Road

December 6, 2001

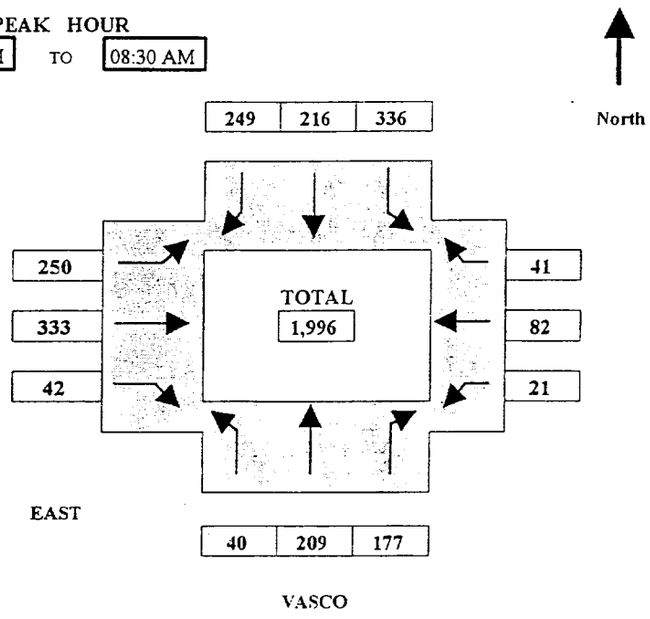
BAYMETRICS TRAFFIC RESOURCES

INTERSECTION TURNING MOVEMENT SUMMARY

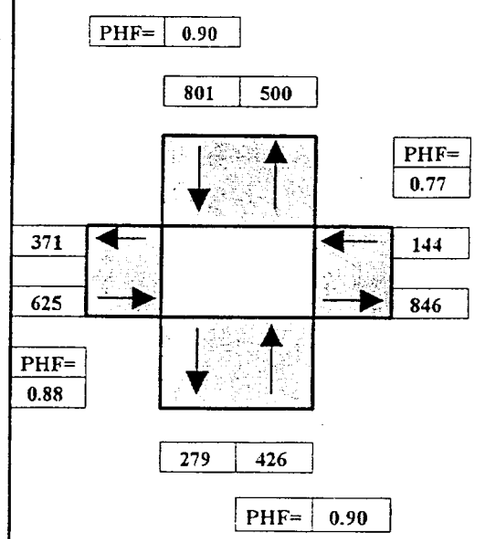
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE: 12/6/2001		DAY:	THURSDAY
N-S Approach:	VASCO	SURVEY TIME:	7:00 AM	TO	9:00 AM
E-W Approach:	EAST	CITY: LIVERMORE		FILE:	VCEALVAM

PEAK HOUR

07:30 AM TO 08:30 AM



ARRIVAL / DEPARTURE VOLUMES



TIME PERIOD From		To	NORTHBOUND Left	Thru	Right	SOUTHBOUND Left	Thru	Right	EASTBOUND Left	Thru	Right	WESTBOUND Left	Thru	Right	TOTAL
SURVEY DATA															
07:00 AM	---	07:15 AM	3	43	28	54	42	34	52	63	7	4	15	7	*352*
07:15 AM	---	07:30 AM	8	94	64	123	95	75	109	133	13	9	28	15	*766*
07:30 AM	---	07:45 AM	18	157	109	208	155	131	169	218	23	13	49	25	*1,275*
07:45 AM	---	08:00 AM	27	211	159	302	210	204	239	311	37	20	71	34	*1,825*
08:00 AM	---	08:15 AM	41	261	201	384	257	266	301	396	49	25	87	48	*2,316*
08:15 AM	---	08:30 AM	48	303	241	459	311	324	359	466	55	30	110	56	*2,762*
08:30 AM	---	08:45 AM	53	334	278	539	359	375	416	548	60	34	130	70	*3,196*
08:45 AM	---.	09:00 AM	56	360	312	612	399	429	470	615	64	40	154	87	*3,598*
TOTAL BY PERIOD															
07:00 AM	---	07:15 AM	3	43	28	54	42	34	52	63	7	4	15	7	*352*
07:15 AM	---	07:30 AM	5	51	36	69	53	41	57	70	6	5	13	8	*414*
07:30 AM	---	07:45 AM	10	63	45	85	60	56	60	85	10	4	21	10	*509*
07:45 AM	---	08:00 AM	9	54	50	94	55	73	70	93	14	7	22	9	*550*
08:00 AM	---	08:15 AM	14	50	42	82	47	62	62	85	12	5	16	14	*491*
08:15 AM	---	08:30 AM	7	42	40	75	54	58	58	70	6	5	23	8	*446*
08:30 AM	---	08:45 AM	5	31	37	80	48	51	57	82	5	4	20	14	*434*
08:45 AM	---	09:00 AM	3	26	34	73	40	54	54	67	4	6	24	17	*402*
HOURLY TOTALS															
07:00 AM	---	08:00 AM	27	211	159	302	210	204	239	311	37	20	71	34	*1,825*
07:15 AM	---	08:15 AM	38	218	173	330	215	232	249	333	42	21	72	41	*1,964*
07:30 AM	---	08:30 AM	40	209	177	336	216	249	250	333	42	21	82	41	*1,996*
07:45 AM	---	08:45 AM	35	177	169	331	204	244	247	330	37	21	81	45	*1,921*
08:00 AM	---	09:00 AM	29	149	153	310	189	225	231	304	27	20	83	53	*1,773*

Contra Costa County: (510) 232-1271 SF/Peninsula: (415) 750-1317 Alameda County: (510) 233-2292

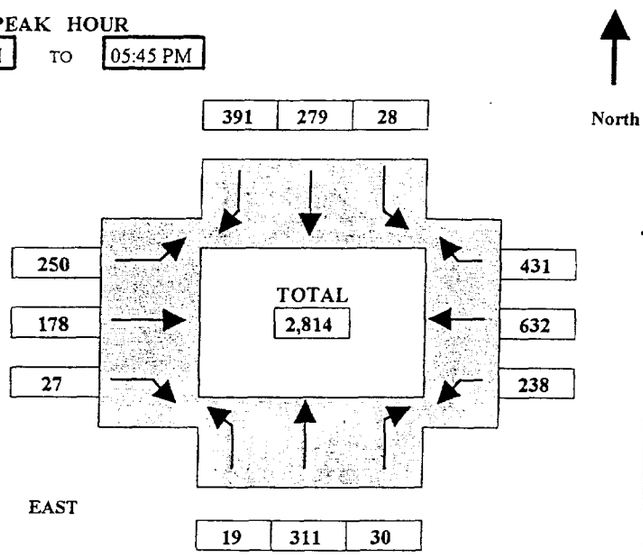
BAYMETRICS TRAFFIC RESOURCES

INTERSECTION TURNING MOVEMENT SUMMARY

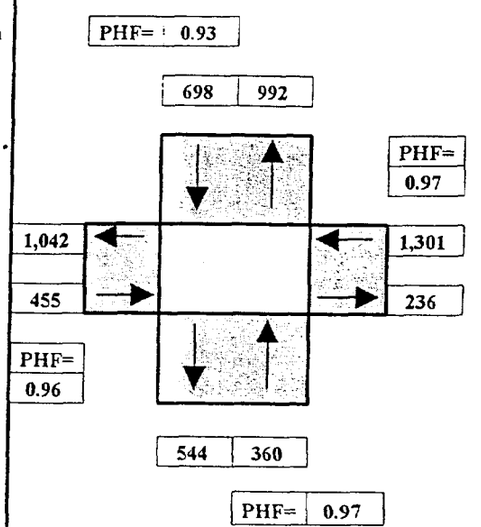
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE: 12/6/2001		DAY:	THURSDAY
N-S Approach:	VASCO	SURVEY TIME:	4:00 PM	TO	6:00 PM
E-W Approach:	EAST	CITY: LIVERMORE		FILE:	VCEALVPM

PEAK HOUR

04:45 PM TO 05:45 PM



ARRIVAL / DEPARTURE VOLUMES



TIME PERIOD From		To	NORTHBOUND Left	Thru	Right	SOUTHBOUND Left	Thru	Right	EASTBOUND Left	Thru	Right	WESTBOUND Left	Thru	Right	TOTAL
SURVEY DATA															
04:00 PM	---	04:15 PM	4	56	8	10	45	63	50	33	8	40	129	90	*536*
04:15 PM	---	04:30 PM	7	107	18	18	86	133	111	73	18	73	260	191	*1,095*
04:30 PM	---	04:45 PM	11	170	25	32	139	216	166	118	27	124	415	303	*1,746*
04:45 PM	---	05:00 PM	16	245	35	40	207	328	236	154	33	188	590	399	*2,471*
05:00 PM	---	05:15 PM	20	327	42	47	284	431	294	204	40	242	750	519	*3,200*
05:15 PM	---	05:30 PM	25	401	50	53	354	523	361	247	48	304	894	632	*3,892*
05:30 PM	---	05:45 PM	30	481	55	60	418	607	416	296	54	362	1,047	734	*4,560*
05:45 PM	---	06:00 PM	33	556	63	68	488	697	476	338	60	415	1,188	825	*5,207*
TOTAL BY PERIOD															
04:00 PM	---	04:15 PM	4	56	8	10	45	63	50	33	8	40	129	90	*536*
04:15 PM	---	04:30 PM	3	51	10	8	41	70	61	40	10	33	131	101	*559*
04:30 PM	---	04:45 PM	4	63	7	14	53	83	55	45	9	51	155	112	*651*
04:45 PM	---	05:00 PM	5	75	10	8	68	112	70	36	6	64	175	96	*725*
05:00 PM	---	05:15 PM	4	82	7	7	77	103	58	50	7	54	160	120	*729*
05:15 PM	---	05:30 PM	5	74	8	6	70	92	67	43	8	62	144	113	*692*
05:30 PM	---	05:45 PM	5	80	5	7	64	84	55	49	6	58	153	102	*668*
05:45 PM	---	06:00 PM	3	75	8	8	70	90	60	42	6	53	141	91	*647*
HOURLY TOTALS															
04:00 PM	---	05:00 PM	16	245	35	40	207	328	236	154	33	188	590	399	*2,471*
04:15 PM	---	05:15 PM	16	271	34	37	239	368	244	171	32	202	621	429	*2,664*
04:30 PM	---	05:30 PM	18	294	32	35	268	390	250	174	30	231	634	441	*2,797*
04:45 PM	---	05:45 PM	19	311	30	28	279	391	250	178	27	238	632	431	*2,814*
05:00 PM	---	06:00 PM	17	311	28	28	281	369	240	184	27	227	598	426	*2,736*

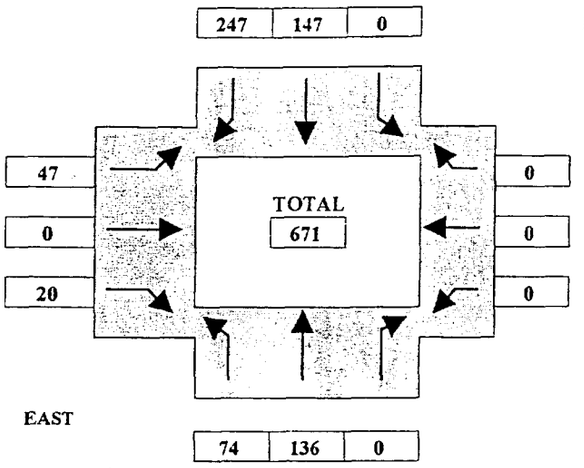
BAYMETRICS TRAFFIC RESOURCES

INTERSECTION TURNING MOVEMENT SUMMARY

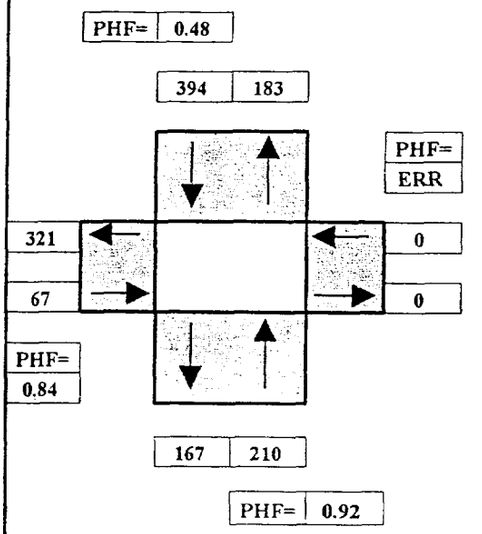
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE: 12/6/2001		DAY:	THURSDAY
N-S Approach:	GREENVILLE	SURVEY TIME:	7:00 AM	TO	9:00 AM
E-W Approach:	EAST	CITY: LIVERMORE		FILE:	GVEALVAM

PEAK HOUR

07:15 AM TO 08:15 AM



ARRIVAL / DEPARTURE VOLUMES



TIME PERIOD From		To	NORTHBOUND Left	Thru	Right	SOUTHBOUND Left	Thru	Right	EASTBOUND Left	Thru	Right	WESTBOUND Left	Thru	Right	TOTAL
SURVEY DATA															
07:00 AM	---	07:15 AM	11	26	0	0	35	50	8	0	2	0	0	0	*132*
07:15 AM	---	07:30 AM	26	56	0	0	75	112	18	0	5	0	0	0	*292*
07:30 AM	---	07:45 AM	46	90	0	0	109	171	33	0	10	0	0	0	*459*
07:45 AM	---	08:00 AM	68	122	0	0	150	227	42	0	18	0	0	0	*627*
08:00 AM	---	08:15 AM	85	162	0	0	182	297	55	0	22	0	0	0	*803*
08:15 AM	---	08:30 AM	94	195	0	0	210	350	65	0	26	0	0	0	*940*
08:30 AM	---	08:45 AM	100	224	0	0	243	402	73	0	30	0	0	0	*1,072*
08:45 AM	---	09:00 AM	105	258	0	0	271	450	84	0	35	0	0	0	*1,203*
TOTAL BY PERIOD															
07:00 AM	---	07:15 AM	11	26	0	0	35	50	8	0	2	0	0	0	*132*
07:15 AM	---	07:30 AM	15	30	0	0	40	62	10	0	3	0	0	0	*160*
07:30 AM	---	07:45 AM	20	34	0	0	34	59	15	0	5	0	0	0	*167*
07:45 AM	---	08:00 AM	22	32	0	0	41	56	9	0	8	0	0	0	*168*
08:00 AM	---	08:15 AM	17	40	0	0	32	70	13	0	4	0	0	0	*176*
08:15 AM	---	08:30 AM	9	33	0	0	28	53	10	0	4	0	0	0	*137*
08:30 AM	---	08:45 AM	6	29	0	0	33	52	8	0	4	0	0	0	*132*
08:45 AM	---	09:00 AM	5	34	0	0	28	48	11	0	5	0	0	0	*131*
HOURLY TOTALS															
07:00 AM	---	08:00 AM	68	122	0	0	150	227	42	0	18	0	0	0	*627*
07:15 AM	---	08:15 AM	74	136	0	0	147	247	47	0	20	0	0	0	*671*
07:30 AM	---	08:30 AM	68	139	0	0	135	238	47	0	21	0	0	0	*648*
07:45 AM	---	08:45 AM	54	134	0	0	134	231	40	0	20	0	0	0	*613*
08:00 AM	---	09:00 AM	37	136	0	0	121	223	42	0	17	0	0	0	*576*

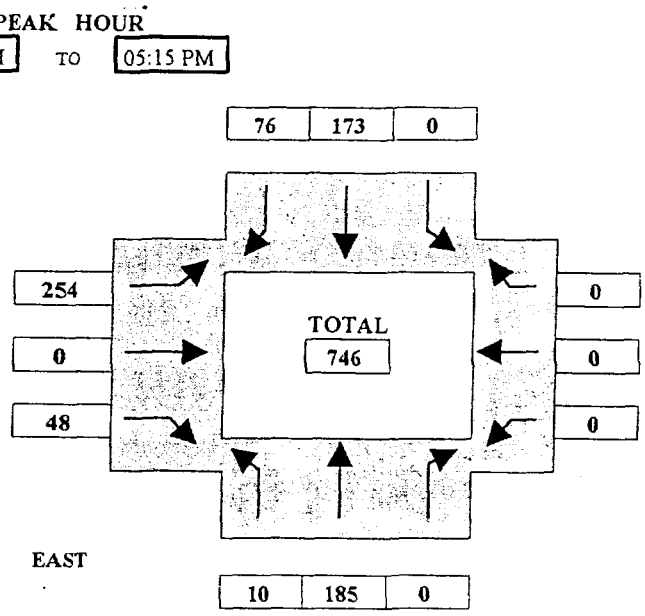
BAYMETRICS TRAFFIC RESOURCES

INTERSECTION TURNING MOVEMENT SUMMARY

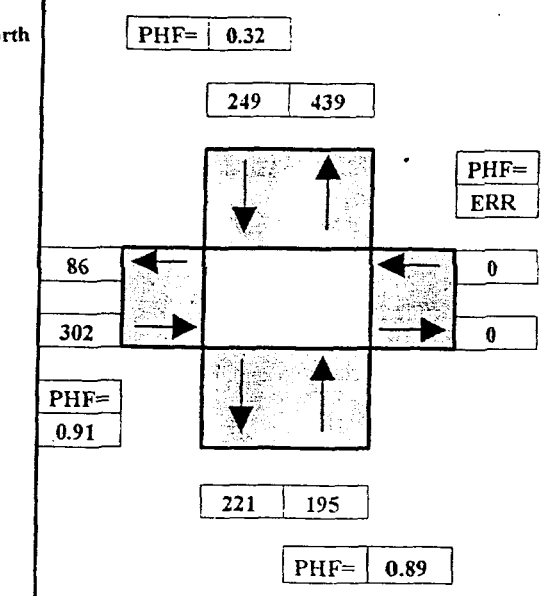
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE: 12/6/2001	DAY: THURSDAY
N-S Approach:	GREENVILLE	SURVEY TIME: 4:00 PM	TO 6:00 PM
E-W Approach:	EAST	CITY: LIVERMORE	FILE: GVEALVPM

PEAK HOUR

04:15 PM TO 05:15 PM



ARRIVAL / DEPARTURE VOLUMES



TIME PERIOD From	To	NORTHBOUND Left	Thru	Right	SOUTHBOUND Left	Thru	Right	EASTBOUND Left	Thru	Right	WESTBOUND Left	Thru	Right	TOTAL
SURVEY DATA														
04:00 PM ---	04:15 PM	1	34	0	0	32	17	61	0	7	0	0	0	*152*
04:15 PM ---	04:30 PM	4	79	0	0	77	37	133	0	18	0	0	0	*348*
04:30 PM ---	04:45 PM	7	131	0	0	127	52	192	0	32	0	0	0	*541*
04:45 PM ---	05:00 PM	9	179	0	0	170	74	258	0	46	0	0	0	*736*
05:00 PM ---	05:15 PM	11	219	0	0	205	93	315	0	55	0	0	0	*898*
05:15 PM ---	05:30 PM	14	265	0	0	243	109	363	0	65	0	0	0	*1,059*
05:30 PM ---	05:45 PM	16	303	0	0	273	127	404	0	72	0	0	0	*1,195*
05:45 PM ---	06:00 PM	20	345	0	0	310	141	446	0	76	0	0	0	*1,338*
TOTAL BY PERIOD														
04:00 PM ---	04:15 PM	1	34	0	0	32	17	61	0	7	0	0	0	*152*
04:15 PM ---	04:30 PM	3	45	0	0	45	20	72	0	11	0	0	0	*196*
04:30 PM ---	04:45 PM	3	52	0	0	50	15	59	0	14	0	0	0	*193*
04:45 PM ---	05:00 PM	2	48	0	0	43	22	66	0	14	0	0	0	*195*
05:00 PM ---	05:15 PM	2	40	0	0	35	19	57	0	9	0	0	0	*162*
05:15 PM ---	05:30 PM	3	46	0	0	38	16	48	0	10	0	0	0	*161*
05:30 PM ---	05:45 PM	2	38	0	0	30	18	41	0	7	0	0	0	*136*
05:45 PM ---	06:00 PM	4	42	0	0	37	14	42	0	4	0	0	0	*143*
HOURLY TOTALS														
04:00 PM ---	05:00 PM	9	179	0	0	170	74	258	0	46	0	0	0	*736*
04:15 PM ---	05:15 PM	10	185	0	0	173	76	254	0	48	0	0	0	*746*
04:30 PM ---	05:30 PM	10	186	0	0	166	72	230	0	47	0	0	0	*711*
04:45 PM ---	05:45 PM	9	172	0	0	146	75	212	0	40	0	0	0	*654*
05:00 PM ---	06:00 PM	11	166	0	0	140	67	188	0	30	0	0	0	*602*

Contra Costa County: (510) 232-1271 SF/Peninsula: (415) 750-1317 Alameda County: (510) 233-2292

C. TRUCK COUNTS

Truck Counts

Locations 7 and 8

Thursday, December 6, 2001

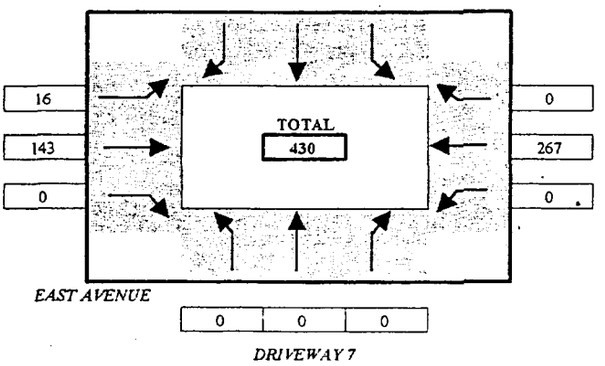
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

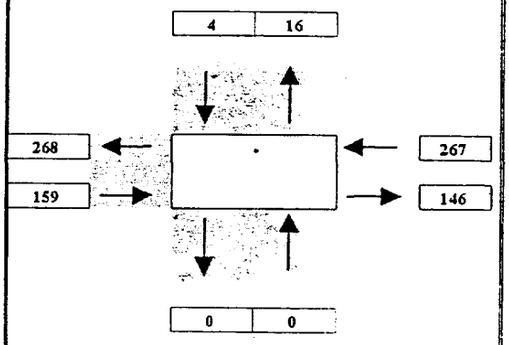
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE:	DECEMBER 6 , 2002	DAY:	THURSDAY
N-S Approach:	DRIVEWAY 7	SURVEY TIME:	7:00 AM TO 5:00 PM	WEATHER:	SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION:	LIVERMORE	FILENAME:	EA07LVT

PEAK HOUR: 07:00 AM TO 08:00 AM

TOTAL VEHICLES: 1 | 0 | 3



ARRIVAL / DEPARTURE VOLUMES



		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
						SURVEY	*DATA*							
07:00 AM	07:15 AM	0	0	0	2	0	0	3	39	0	0	76	0	*120*
07:15 AM	07:30 AM	0	0	0	2	0	0	7	82	0	0	143	0	*234*
07:30 AM	07:45 AM	0	0	0	2	0	1	15	120	0	0	214	0	*352*
07:45 AM	08:00 AM	0	0	0	3	0	1	16	143	0	0	267	0	*430*
08:00 AM	08:15 AM	0	0	0	4	0	9	17	175	0	0	323	1	*529*
08:15 AM	08:30 AM	0	0	0	4	0	11	25	206	0	0	375	1	*622*
08:30 AM	08:45 AM	0	0	0	6	0	12	34	221	0	0	419	1	*693*
08:45 AM	09:00 AM	0	0	0	7	0	13	34	241	0	0	445	2	*742*
09:00 AM	09:15 AM	0	0	0	7	0	16	35	273	0	0	463	3	*797*
09:15 AM	09:30 AM	0	0	0	7	0	17	41	292	0	0	474	4	*835*
09:30 AM	09:45 AM	0	0	0	9	0	19	41	315	0	0	489	6	*879*
09:45 AM	10:00 AM	0	0	0	10	0	20	43	338	0	0	509	6	*926*
10:00 AM	10:15 AM	0	0	0	11	0	21	47	365	0	0	528	8	*980*
10:15 AM	10:30 AM	0	0	0	11	0	27	48	386	0	0	541	9	*1,022*
10:30 AM	10:45 AM	0	0	0	11	0	30	50	399	0	0	548	10	*1,048*
10:45 AM	11:00 AM	0	0	0	12	0	31	50	415	0	0	556	13	*1,077*
11:00 AM	11:15 AM	0	0	0	14	0	37	52	428	0	0	574	13	*1,118*
11:15 AM	11:30 AM	0	0	0	16	0	39	54	444	0	0	603	15	*1,171*
11:30 AM	11:45 AM	0	0	0	16	0	42	57	466	0	0	650	16	*1,247*
11:45 AM	12:00 PM	0	0	0	16	0	48	57	479	0	0	699	19	*1,318*
12:00 PM	12:15 PM	0	0	0	18	0	50	60	493	0	0	729	19	*1,369*
12:15 PM	12:30 PM	0	0	0	19	0	53	62	513	0	0	754	22	*1,423*
12:30 PM	12:45 PM	0	0	0	19	0	54	63	529	0	0	772	23	*1,460*
12:45 PM	01:00 PM	0	0	0	21	0	59	68	553	0	0	787	25	*1,513*
01:00 PM	01:15 PM	0	0	0	24	0	61	79	580	0	0	802	25	*1,571*
01:15 PM	01:30 PM	0	0	0	25	0	64	80	603	0	0	819	29	*1,622*
01:30 PM	01:45 PM	0	0	0	27	0	69	83	625	0	0	834	30	*1,668*
01:45 PM	02:00 PM	0	0	0	28	0	74	90	640	0	0	847	30	*1,709*
02:00 PM	02:15 PM	0	0	0	29	0	77	96	659	0	0	867	31	*1,759*
02:15 PM	02:30 PM	0	0	0	30	0	83	100	692	0	0	880	32	*1,817*
02:30 PM	02:45 PM	0	0	0	32	0	90	105	720	0	0	896	32	*1,875*
02:45 PM	03:00 PM	0	0	0	32	0	94	110	739	0	0	911	32	*1,918*
03:00 PM	03:15 PM	0	0	0	34	0	96	110	757	0	0	938	33	*1,968*
03:15 PM	03:30 PM	0	0	0	34	0	98	111	790	0	0	959	34	*2,026*
03:30 PM	03:45 PM	0	0	0	35	0	101	112	818	0	0	975	35	*2,076*
03:45 PM	04:00 PM	0	0	0	36	0	103	114	865	0	0	989	35	*2,142*
04:00 PM	04:15 PM	0	0	0	36	0	107	114	927	0	0	1,000	36	*2,220*
04:15 PM	04:30 PM	0	0	0	36	0	110	114	995	0	0	1,022	36	*2,313*
04:30 PM	04:45 PM	0	0	0	37	0	113	114	1,060	0	0	1,047	36	*2,407*
04:45 PM	05:00 PM	0	0	0	37	0	113	114	1,116	0	0	1,070	36	*2,486*

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 6 , 2002 — DAY: THURSDAY

N-S Approach: DRIVEWAY 7 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA07LVT

		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD														
07:00 AM	07:15 AM	0	0	0	2	0	0	3	39	0	0	76	0	120
07:15 AM	07:30 AM	0	0	0	0	0	0	4	43	0	0	67	0	114
07:30 AM	07:45 AM	0	0	0	0	0	1	8	38	0	0	71	0	118
07:45 AM	08:00 AM	0	0	0	1	0	0	1	23	0	0	53	0	78
08:00 AM	08:15 AM	0	0	0	1	0	0	1	32	0	0	56	1	99
08:15 AM	08:30 AM	0	0	0	0	0	2	8	31	0	0	52	0	93
08:30 AM	08:45 AM	0	0	0	2	0	1	9	15	0	0	44	0	71
08:45 AM	09:00 AM	0	0	0	1	0	1	0	20	0	0	26	1	49
09:00 AM	09:15 AM	0	0	0	0	0	3	1	32	0	0	18	1	55
09:15 AM	09:30 AM	0	0	0	0	0	1	6	19	0	0	11	1	38
09:30 AM	09:45 AM	0	0	0	2	0	2	0	23	0	0	15	2	44
09:45 AM	10:00 AM	0	0	0	1	0	1	2	23	0	0	20	0	47
10:00 AM	10:15 AM	0	0	0	1	0	1	4	27	0	0	19	2	54
10:15 AM	10:30 AM	0	0	0	0	0	6	1	21	0	0	13	1	42
10:30 AM	10:45 AM	0	0	0	0	0	3	2	13	0	0	7	1	26
10:45 AM	11:00 AM	0	0	0	1	0	1	0	16	0	0	8	3	29
11:00 AM	11:15 AM	0	0	0	2	0	6	2	15	0	0	18	0	41
11:15 AM	11:30 AM	0	0	0	2	0	2	2	16	0	0	29	2	53
11:30 AM	11:45 AM	0	0	0	0	0	3	3	22	0	0	47	1	76
11:45 AM	12:00 PM	0	0	0	0	0	6	0	13	0	0	49	3	71
12:00 PM	12:15 PM	0	0	0	2	0	2	3	14	0	0	30	0	51
12:15 PM	12:30 PM	0	0	0	1	0	3	2	20	0	0	25	3	54
12:30 PM	12:45 PM	0	0	0	0	0	1	1	16	0	0	18	1	37
12:45 PM	01:00 PM	0	0	0	2	0	5	5	24	0	0	15	2	53
01:00 PM	01:15 PM	0	0	0	3	0	2	11	27	0	0	15	0	58
01:15 PM	01:30 PM	0	0	0	1	0	3	1	23	0	0	17	4	49
01:30 PM	01:45 PM	0	0	0	2	0	5	3	22	0	0	15	1	48
01:45 PM	02:00 PM	0	0	0	1	0	5	7	15	0	0	13	0	41
02:00 PM	02:15 PM	0	0	0	1	0	3	6	19	0	0	20	1	50
02:15 PM	02:30 PM	0	0	0	1	0	6	4	33	0	0	13	1	58
02:30 PM	02:45 PM	0	0	0	2	0	7	5	28	0	0	16	0	58
02:45 PM	03:00 PM	0	0	0	0	0	4	5	19	0	0	15	0	43
03:00 PM	03:15 PM	0	0	0	2	0	2	0	18	0	0	27	1	50
03:15 PM	03:30 PM	0	0	0	0	0	2	1	33	0	0	21	1	58
03:30 PM	03:45 PM	0	0	0	1	0	3	1	28	0	0	16	1	50
03:45 PM	04:00 PM	0	0	0	1	0	2	2	47	0	0	14	0	66
04:00 PM	04:15 PM	0	0	0	0	0	4	0	62	0	0	11	1	78
04:15 PM	04:30 PM	0	0	0	0	0	3	0	68	0	0	22	0	93
04:30 PM	04:45 PM	0	0	0	1	0	3	0	65	0	0	25	0	94
04:45 PM	05:00 PM	0	0	0	0	0	0	0	56	0	0	23	0	79
HOURLY TOTALS														
07:00 AM	08:00 AM	0	0	0	3	0	1	16	140	0	0	267	0	430
07:15 AM	08:15 AM	0	0	0	2	0	9	14	136	0	0	247	1	409
07:30 AM	08:30 AM	0	0	0	2	0	11	18	124	0	0	232	1	388
07:45 AM	08:45 AM	0	0	0	4	0	11	19	101	0	0	205	1	341
08:00 AM	09:00 AM	0	0	0	4	0	12	18	98	0	0	178	2	312
08:15 AM	09:15 AM	0	0	0	3	0	7	18	98	0	0	140	2	268
08:30 AM	09:30 AM	0	0	0	3	0	6	16	86	0	0	99	3	213
08:45 AM	09:45 AM	0	0	0	3	0	7	7	94	0	0	70	5	186
09:00 AM	10:00 AM	0	0	0	3	0	7	9	97	0	0	64	4	184
09:15 AM	10:15 AM	0	0	0	4	0	5	12	92	0	0	63	5	183
09:30 AM	10:30 AM	0	0	0	4	0	10	7	94	0	0	67	5	187
09:45 AM	10:45 AM	0	0	0	2	0	11	9	84	0	0	59	4	169
10:00 AM	11:00 AM	0	0	0	2	0	11	7	77	0	0	67	7	151
10:15 AM	11:15 AM	0	0	0	3	0	16	5	63	0	0	46	5	138
10:30 AM	11:30 AM	0	0	0	5	0	12	6	58	0	0	62	6	149
10:45 AM	11:45 AM	0	0	0	5	0	12	7	69	0	0	102	6	199
11:00 AM	12:00 PM	0	0	0	4	0	17	7	64	0	0	143	6	241
11:15 AM	12:15 PM	0	0	0	4	0	13	8	65	0	0	155	6	251
11:30 AM	12:30 PM	0	0	0	3	0	14	8	69	0	0	151	7	252
11:45 AM	12:45 PM	0	0	0	3	0	12	6	63	0	0	122	7	213
12:00 PM	01:00 PM	0	0	0	5	0	11	11	74	0	0	88	6	195
12:15 PM	01:15 PM	0	0	0	6	0	11	19	87	0	0	73	6	202
12:30 PM	01:30 PM	0	0	0	6	0	11	18	90	0	0	65	7	197
12:45 PM	01:45 PM	0	0	0	8	0	15	20	96	0	0	62	7	208
01:00 PM	02:00 PM	0	0	0	7	0	15	22	87	0	0	60	5	196
01:15 PM	02:15 PM	0	0	0	5	0	16	17	79	0	0	65	6	188
01:30 PM	02:30 PM	0	0	0	5	0	19	20	89	0	0	61	3	197
01:45 PM	02:45 PM	0	0	0	5	0	21	22	95	0	0	62	2	207
02:00 PM	03:00 PM	0	0	0	4	0	20	20	99	0	0	64	2	209
02:15 PM	03:15 PM	0	0	0	5	0	19	14	98	0	0	71	2	209
02:30 PM	03:30 PM	0	0	0	4	0	15	11	98	0	0	79	2	209
02:45 PM	03:45 PM	0	0	0	3	0	11	7	98	0	0	79	3	201
03:00 PM	04:00 PM	0	0	0	4	0	9	4	126	0	0	78	3	224
03:15 PM	04:15 PM	0	0	0	2	0	11	4	170	0	0	62	3	252
03:30 PM	04:30 PM	0	0	0	2	0	12	3	205	0	0	63	2	287
03:45 PM	04:45 PM	0	0	0	2	0	12	2	242	0	0	72	1	331
04:00 PM	05:00 PM	0	0	0	1	0	10	0	251	0	0	81	1	344

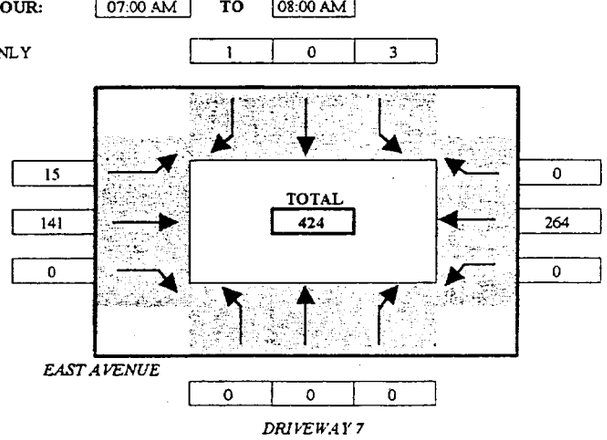
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

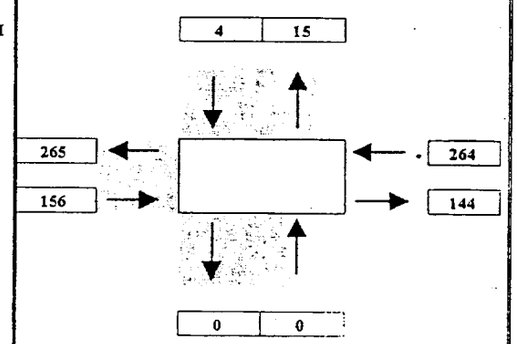
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE:	DECEMBER 6 , 2002	DAY:	THURSDAY
N-S Approach:	DRIVEWAY 7	SURVEY TIME:	7:00 AM TO 5:00 PM	WEATHER:	SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION:	LIVERMORE	FILENAME:	EA07LV_A

PEAK HOUR: 07:00 AM TO 08:00 AM

AUTO ONLY



ARRIVAL / DEPARTURE VOLUMES



		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
						SURVEY	*DATA*							
07:00 AM	07:15 AM	0	0	0	2	0	0	2	39	0	0	76	0	*119*
07:15 AM	07:30 AM	0	0	0	2	0	0	6	82	0	0	142	0	*232*
07:30 AM	07:45 AM	0	0	0	2	0	1	14	120	0	0	213	0	*350*
07:45 AM	08:00 AM	0	0	0	3	0	1	15	141	0	0	264	0	*424*
08:00 AM	08:15 AM	0	0	0	4	0	7	16	173	0	0	319	1	*520*
08:15 AM	08:30 AM	0	0	0	4	0	9	24	201	0	0	371	1	*610*
08:30 AM	08:45 AM	0	0	0	5	0	10	32	215	0	0	413	1	*676*
08:45 AM	09:00 AM	0	0	0	6	0	10	32	235	0	0	439	1	*723*
09:00 AM	09:15 AM	0	0	0	6	0	13	32	262	0	0	455	2	*770*
09:15 AM	09:30 AM	0	0	0	6	0	14	38	279	0	0	462	3	*802*
09:30 AM	09:45 AM	0	0	0	8	0	15	38	296	0	0	475	5	*837*
09:45 AM	10:00 AM	0	0	0	8	0	15	38	318	0	0	493	5	*877*
10:00 AM	10:15 AM	0	0	0	9	0	16	42	343	0	0	511	6	*927*
10:15 AM	10:30 AM	0	0	0	9	0	22	43	360	0	0	521	6	*961*
10:30 AM	10:45 AM	0	0	0	9	0	23	43	366	0	0	526	7	*974*
10:45 AM	11:00 AM	0	0	0	10	0	24	43	380	0	0	532	10	*999*
11:00 AM	11:15 AM	0	0	0	12	0	28	44	387	0	0	550	10	*1,031*
11:15 AM	11:30 AM	0	0	0	13	0	28	44	398	0	0	578	11	*1,072*
11:30 AM	11:45 AM	0	0	0	13	0	30	44	410	0	0	621	12	*1,130*
11:45 AM	12:00 PM	0	0	0	13	0	35	44	420	0	0	665	15	*1,192*
12:00 PM	12:15 PM	0	0	0	15	0	35	45	425	0	0	691	15	*1,226*
12:15 PM	12:30 PM	0	0	0	15	0	36	45	440	0	0	715	17	*1,268*
12:30 PM	12:45 PM	0	0	0	15	0	36	45	454	0	0	728	18	*1,296*
12:45 PM	01:00 PM	0	0	0	17	0	39	48	478	0	0	743	19	*1,344*
01:00 PM	01:15 PM	0	0	0	19	0	39	57	503	0	0	752	19	*1,389*
01:15 PM	01:30 PM	0	0	0	20	0	39	57	523	0	0	765	23	*1,427*
01:30 PM	01:45 PM	0	0	0	21	0	43	60	540	0	0	778	23	*1,465*
01:45 PM	02:00 PM	0	0	0	22	0	47	66	552	0	0	787	23	*1,497*
02:00 PM	02:15 PM	0	0	0	23	0	49	71	569	0	0	804	24	*1,540*
02:15 PM	02:30 PM	0	0	0	23	0	55	75	601	0	0	815	24	*1,593*
02:30 PM	02:45 PM	0	0	0	25	0	61	79	625	0	0	828	24	*1,642*
02:45 PM	03:00 PM	0	0	0	25	0	65	84	642	0	0	842	24	*1,682*
03:00 PM	03:15 PM	0	0	0	27	0	67	84	655	0	0	868	25	*1,726*
03:15 PM	03:30 PM	0	0	0	27	0	68	85	687	0	0	887	25	*1,779*
03:30 PM	03:45 PM	0	0	0	28	0	71	86	714	0	0	901	26	*1,826*
03:45 PM	04:00 PM	0	0	0	29	0	73	88	759	0	0	913	26	*1,888*
04:00 PM	04:15 PM	0	0	0	29	0	77	88	820	0	0	922	27	*1,963*
04:15 PM	04:30 PM	0	0	0	29	0	80	88	886	0	0	944	27	*2,054*
04:30 PM	04:45 PM	0	0	0	30	0	83	88	948	0	0	967	27	*2,143*
04:45 PM	05:00 PM	0	0	0	30	0	83	88	1,003	0	0	990	27	*2,221*

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — **SURVEY DATE:** DECEMBER 6 , 2002 — **DAY:** THURSDAY

N-S Approach: DRIVEWAY 7 — **SURVEY TIME:** 7:00 AM TO 5:00 PM — **WEATHER:** SUNNY

E-W Approach: EAST AVENUE — **JURISDICTION:** LIVERMORE — **FILENAME:** EA07LV_A

			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD															
07:00 AM	-----	07:15 AM	0	0	0	2	0	0	2	39	0	0	76	0	*119*
07:15 AM	-----	07:30 AM	0	0	0	0	0	0	4	43	0	0	66	0	*113*
07:30 AM	-----	07:45 AM	0	0	0	0	0	1	8	38	0	0	71	0	*118*
07:45 AM	-----	08:00 AM	0	0	0	1	0	0	1	21	0	0	51	0	*74*
08:00 AM	-----	08:15 AM	0	0	0	1	0	6	1	32	0	0	55	1	*96*
08:15 AM	-----	08:30 AM	0	0	0	0	0	2	8	28	0	0	52	0	*90*
08:30 AM	-----	08:45 AM	0	0	0	1	0	1	8	14	0	0	42	0	*66*
08:45 AM	-----	09:00 AM	0	0	0	1	0	0	0	20	0	0	26	0	*47*
09:00 AM	-----	09:15 AM	0	0	0	0	0	3	0	27	0	0	16	1	*47*
09:15 AM	-----	09:30 AM	0	0	0	0	0	1	6	17	0	0	7	1	*32*
09:30 AM	-----	09:45 AM	0	0	0	2	0	1	0	17	0	0	13	2	*35*
09:45 AM	-----	10:00 AM	0	0	0	0	0	0	0	22	0	0	18	0	*40*
10:00 AM	-----	10:15 AM	0	0	0	1	0	1	4	25	0	0	18	1	*50*
10:15 AM	-----	10:30 AM	0	0	0	0	0	6	1	17	0	0	10	0	*34*
10:30 AM	-----	10:45 AM	0	0	0	0	0	1	0	6	0	0	5	1	*13*
10:45 AM	-----	11:00 AM	0	0	0	1	0	1	0	14	0	0	6	3	*25*
11:00 AM	-----	11:15 AM	0	0	0	2	0	4	1	7	0	0	18	0	*32*
11:15 AM	-----	11:30 AM	0	0	0	1	0	0	0	11	0	0	28	1	*41*
11:30 AM	-----	11:45 AM	0	0	0	0	0	2	0	12	0	0	43	1	*58*
11:45 AM	-----	12:00 PM	0	0	0	0	0	5	0	10	0	0	44	3	*62*
12:00 PM	-----	12:15 PM	0	0	0	2	0	0	1	5	0	0	26	0	*34*
12:15 PM	-----	12:30 PM	0	0	0	0	0	1	0	15	0	0	24	2	*42*
12:30 PM	-----	12:45 PM	0	0	0	0	0	0	0	14	0	0	13	1	*28*
12:45 PM	-----	01:00 PM	0	0	0	2	0	3	3	24	0	0	15	1	*48*
01:00 PM	-----	01:15 PM	0	0	0	2	0	0	9	25	0	0	9	0	*45*
01:15 PM	-----	01:30 PM	0	0	0	1	0	0	0	20	0	0	13	1	*38*
01:30 PM	-----	01:45 PM	0	0	0	1	0	4	3	17	0	0	13	0	*38*
01:45 PM	-----	02:00 PM	0	0	0	1	0	4	6	12	0	0	9	0	*32*
02:00 PM	-----	02:15 PM	0	0	0	1	0	2	5	17	0	0	17	1	*43*
02:15 PM	-----	02:30 PM	0	0	0	0	0	6	4	32	0	0	11	0	*53*
02:30 PM	-----	02:45 PM	0	0	0	2	0	6	4	24	0	0	13	0	*49*
02:45 PM	-----	03:00 PM	0	0	0	0	0	4	5	17	0	0	14	0	*40*
03:00 PM	-----	03:15 PM	0	0	0	2	0	2	0	13	0	0	26	1	*44*
03:15 PM	-----	03:30 PM	0	0	0	0	0	1	1	32	0	0	19	0	*53*
03:30 PM	-----	03:45 PM	0	0	0	1	0	3	1	27	0	0	14	1	*47*
03:45 PM	-----	04:00 PM	0	0	0	1	0	2	2	45	0	0	12	0	*62*
04:00 PM	-----	04:15 PM	0	0	0	0	0	4	0	61	0	0	9	1	*75*
04:15 PM	-----	04:30 PM	0	0	0	0	0	3	0	66	0	0	22	0	*91*
04:30 PM	-----	04:45 PM	0	0	0	1	0	3	0	62	0	0	23	0	*89*
04:45 PM	-----	05:00 PM	0	0	0	0	0	0	0	55	0	0	23	0	*78*
HOURLY TOTALS															
07:00 AM	-----	08:00 AM	0	0	0	3	0	1	15	141	0	0	264	3	*424*
07:15 AM	-----	08:15 AM	0	0	0	2	0	7	14	134	0	0	243	1	*401*
07:30 AM	-----	08:30 AM	0	0	0	2	0	9	18	119	0	0	229	1	*378*
07:45 AM	-----	08:45 AM	0	0	0	3	0	9	18	95	0	0	200	1	*326*
08:00 AM	-----	09:00 AM	0	0	0	3	0	9	17	94	0	0	175	1	*299*
08:15 AM	-----	09:15 AM	0	0	0	2	0	6	16	89	0	0	136	1	*250*
08:30 AM	-----	09:30 AM	0	0	0	2	0	5	14	78	0	0	91	1	*192*
08:45 AM	-----	09:45 AM	0	0	0	3	0	5	6	81	0	0	62	1	*161*
09:00 AM	-----	10:00 AM	0	0	0	2	0	5	6	83	0	0	54	1	*154*
09:15 AM	-----	10:15 AM	0	0	0	3	0	3	10	81	0	0	56	1	*157*
09:30 AM	-----	10:30 AM	0	0	0	3	0	8	5	81	0	0	59	3	*159*
09:45 AM	-----	10:45 AM	0	0	0	1	0	8	5	70	0	0	51	2	*137*
10:00 AM	-----	11:00 AM	0	0	0	2	0	9	5	62	0	0	39	5	*122*
10:15 AM	-----	11:15 AM	0	0	0	3	0	12	2	44	0	0	39	1	*104*
10:30 AM	-----	11:30 AM	0	0	0	4	0	6	1	38	0	0	57	5	*111*
10:45 AM	-----	11:45 AM	0	0	0	4	0	7	1	44	0	0	95	5	*156*
11:00 AM	-----	12:00 PM	0	0	0	3	0	11	1	40	0	0	133	5	*193*
11:15 AM	-----	12:15 PM	0	0	0	3	0	7	1	38	0	0	141	5	*195*
11:30 AM	-----	12:30 PM	0	0	0	2	0	8	1	42	0	0	137	6	*196*
11:45 AM	-----	12:45 PM	0	0	0	2	0	6	1	44	0	0	107	6	*166*
12:00 PM	-----	01:00 PM	0	0	0	4	0	4	4	58	0	0	78	4	*152*
12:15 PM	-----	01:15 PM	0	0	0	4	0	4	12	78	0	0	61	4	*163*
12:30 PM	-----	01:30 PM	0	0	0	5	0	3	12	83	0	0	50	6	*159*
12:45 PM	-----	01:45 PM	0	0	0	6	0	7	15	86	0	0	50	5	*169*
01:00 PM	-----	02:00 PM	0	0	0	5	0	8	18	74	0	0	44	4	*153*
01:15 PM	-----	02:15 PM	0	0	0	4	0	10	14	66	0	0	52	5	*151*
01:30 PM	-----	02:30 PM	0	0	0	3	0	16	18	78	0	0	50	1	*166*
01:45 PM	-----	02:45 PM	0	0	0	4	0	18	19	85	0	0	50	1	*177*
02:00 PM	-----	03:00 PM	0	0	0	3	0	18	18	90	0	0	55	1	*185*
02:15 PM	-----	03:15 PM	0	0	0	4	0	18	13	86	0	0	64	1	*186*
02:30 PM	-----	03:30 PM	0	0	0	4	0	13	10	86	0	0	72	1	*186*
02:45 PM	-----	03:45 PM	0	0	0	3	0	10	7	89	0	0	73	2	*184*
03:00 PM	-----	04:00 PM	0	0	0	4	0	8	4	117	0	0	71	2	*206*
03:15 PM	-----	04:15 PM	0	0	0	2	0	10	4	165	0	0	54	2	*237*
03:30 PM	-----	04:30 PM	0	0	0	2	0	12	3	199	0	0	57	2	*275*
03:45 PM	-----	04:45 PM	0	0	0	2	0	12	2	234	0	0	66	1	*317*
04:00 PM	-----	05:00 PM	0	0	0	1	0	10	0	244	0	0	77	1	*333*

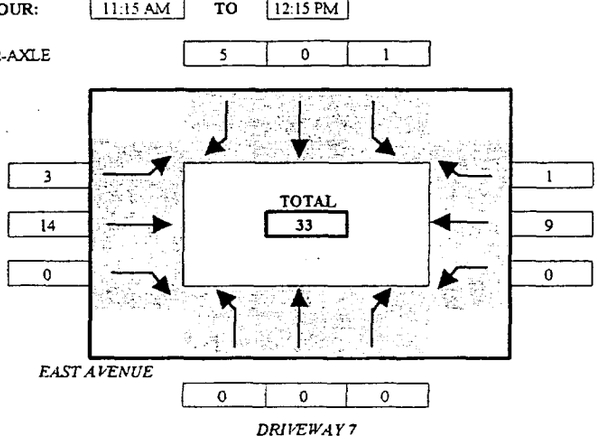
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

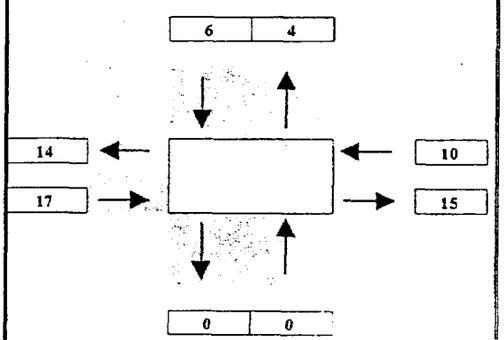
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE: DECEMBER 6 , 2002	DAY: THURSDAY
N-S Approach:	DRIVEWAY 7	SURVEY TIME: 7:00 AM TO 5:00 PM	WEATHER: SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION: LIVERMORE	FILENAME: EA07LV_2

PEAK HOUR: 11:15 AM TO 12:15 PM

HEAVY 2-AXLE: 5 | 0 | 1



ARRIVAL / DEPARTURE VOLUMES



		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
						SURVEY DATA								
07:00 AM	07:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
07:15 AM	07:30 AM	0	0	0	0	0	0	1	0	0	0	1	0	2
07:30 AM	07:45 AM	0	0	0	0	0	0	1	0	0	0	1	0	2
07:45 AM	08:00 AM	0	0	0	0	0	0	1	2	0	0	2	0	5
08:00 AM	08:15 AM	0	0	0	0	0	2	1	2	0	0	3	0	8
08:15 AM	08:30 AM	0	0	0	0	0	2	1	4	0	0	3	0	10
08:30 AM	08:45 AM	0	0	0	1	0	2	2	5	0	0	3	0	13
08:45 AM	09:00 AM	0	0	0	1	0	3	2	5	0	0	3	1	15
09:00 AM	09:15 AM	0	0	0	1	0	3	2	7	0	0	5	1	19
09:15 AM	09:30 AM	0	0	0	1	0	3	2	9	0	0	8	1	24
09:30 AM	09:45 AM	0	0	0	1	0	3	2	13	0	0	10	1	30
09:45 AM	10:00 AM	0	0	0	2	0	4	2	14	0	0	12	1	35
10:00 AM	10:15 AM	0	0	0	2	0	4	2	16	0	0	13	2	39
10:15 AM	10:30 AM	0	0	0	2	0	4	2	19	0	0	15	2	44
10:30 AM	10:45 AM	0	0	0	2	0	5	2	26	0	0	16	2	53
10:45 AM	11:00 AM	0	0	0	2	0	5	2	26	0	0	18	2	55
11:00 AM	11:15 AM	0	0	0	2	0	5	2	31	0	0	18	2	60
11:15 AM	11:30 AM	0	0	0	3	0	6	3	35	0	0	19	3	69
11:30 AM	11:45 AM	0	0	0	3	0	7	3	41	0	0	19	3	76
11:45 AM	12:00 PM	0	0	0	3	0	9	3	44	0	0	23	3	85
12:00 PM	12:15 PM	0	0	0	3	0	10	5	45	0	0	27	3	93
12:15 PM	12:30 PM	0	0	0	3	0	11	5	47	0	0	28	3	98
12:30 PM	12:45 PM	0	0	0	3	0	11	5	48	0	0	33	3	104
12:45 PM	01:00 PM	0	0	0	3	0	11	6	48	0	0	33	3	106
01:00 PM	01:15 PM	0	0	0	3	0	11	7	49	0	0	37	5	112
01:15 PM	01:30 PM	0	0	0	3	0	12	8	52	0	0	40	5	120
01:30 PM	01:45 PM	0	0	0	4	0	12	8	57	0	0	42	6	129
01:45 PM	02:00 PM	0	0	0	4	0	13	9	57	0	0	44	6	133
02:00 PM	02:15 PM	0	0	0	4	0	13	9	59	0	0	46	6	137
02:15 PM	02:30 PM	0	0	0	5	0	13	9	59	0	0	46	7	139
02:30 PM	02:45 PM	0	0	0	5	0	14	10	63	0	0	49	7	148
02:45 PM	03:00 PM	0	0	0	5	0	14	10	64	0	0	50	7	150
03:00 PM	03:15 PM	0	0	0	5	0	14	10	68	0	0	51	7	155
03:15 PM	03:30 PM	0	0	0	5	0	15	10	69	0	0	52	8	159
03:30 PM	03:45 PM	0	0	0	5	0	15	10	70	0	0	53	8	161
03:45 PM	04:00 PM	0	0	0	5	0	15	10	72	0	0	55	8	165
04:00 PM	04:15 PM	0	0	0	5	0	15	10	72	0	0	56	8	166
04:15 PM	04:30 PM	0	0	0	5	0	15	10	74	0	0	56	8	168
04:30 PM	04:45 PM	0	0	0	5	0	15	10	76	0	0	57	8	171
04:45 PM	05:00 PM	0	0	0	5	0	15	10	77	0	0	57	8	172

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 6, 2002 — DAY: THURSDAY

N-S Approach: DRIVEWAY 7 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA07LV 2

			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD															
07:00 AM	-----	07:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
07:15 AM	-----	07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
07:30 AM	-----	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	-----	08:00 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
08:00 AM	-----	08:15 AM	0	0	0	0	0	2	0	0	0	0	1	0	3
08:15 AM	-----	08:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
08:30 AM	-----	08:45 AM	0	0	0	1	0	0	1	1	0	0	0	0	3
08:45 AM	-----	09:00 AM	0	0	0	0	0	1	0	0	0	0	0	1	2
09:00 AM	-----	09:15 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
09:15 AM	-----	09:30 AM	0	0	0	0	0	0	0	2	0	0	3	0	5
09:30 AM	-----	09:45 AM	0	0	0	0	0	0	0	4	0	0	2	0	6
09:45 AM	-----	10:00 AM	0	0	0	1	0	1	0	1	0	0	2	0	5
10:00 AM	-----	10:15 AM	0	0	0	0	0	0	0	2	0	0	1	1	4
10:15 AM	-----	10:30 AM	0	0	0	0	0	0	0	3	0	0	2	0	5
10:30 AM	-----	10:45 AM	0	0	0	0	0	1	0	7	0	0	1	0	9
10:45 AM	-----	11:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
11:00 AM	-----	11:15 AM	0	0	0	0	0	0	0	5	0	0	0	0	5
11:15 AM	-----	11:30 AM	0	0	0	1	0	1	1	4	0	0	1	1	9
11:30 AM	-----	11:45 AM	0	0	0	0	0	1	0	6	0	0	0	0	7
11:45 AM	-----	12:00 PM	0	0	0	0	0	2	0	3	0	0	4	0	9
12:00 PM	-----	12:15 PM	0	0	0	0	0	1	2	1	0	0	4	0	8
12:15 PM	-----	12:30 PM	0	0	0	0	0	1	0	2	0	0	1	1	5
12:30 PM	-----	12:45 PM	0	0	0	0	0	0	0	1	0	0	5	0	6
12:45 PM	-----	01:00 PM	0	0	0	0	0	0	1	0	0	0	0	1	2
01:00 PM	-----	01:15 PM	0	0	0	0	0	0	1	1	0	0	4	0	6
01:15 PM	-----	01:30 PM	0	0	0	0	0	1	1	3	0	0	3	0	8
01:30 PM	-----	01:45 PM	0	0	0	1	0	0	0	5	0	0	2	1	9
01:45 PM	-----	02:00 PM	0	0	0	0	0	1	1	0	0	0	2	0	4
02:00 PM	-----	02:15 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
02:15 PM	-----	02:30 PM	0	0	0	1	0	0	0	0	0	0	0	1	2
02:30 PM	-----	02:45 PM	0	0	0	0	0	1	1	4	0	0	3	0	9
02:45 PM	-----	03:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
03:00 PM	-----	03:15 PM	0	0	0	0	0	0	0	4	0	0	1	0	5
03:15 PM	-----	03:30 PM	0	0	0	0	0	1	0	1	0	0	1	1	4
03:30 PM	-----	03:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
03:45 PM	-----	04:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
04:00 PM	-----	04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:15 PM	-----	04:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
04:30 PM	-----	04:45 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
04:45 PM	-----	05:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
HOURLY TOTALS															
07:00 AM	-----	08:00 AM	0	0	0	0	0	0	1	2	0	0	2	0	5
07:15 AM	-----	08:15 AM	0	0	0	0	0	2	0	2	0	0	3	0	7
07:30 AM	-----	08:30 AM	0	0	0	0	0	2	0	4	0	0	2	0	8
07:45 AM	-----	08:45 AM	0	0	0	1	0	2	1	5	0	0	2	0	11
08:00 AM	-----	09:00 AM	0	0	0	1	0	3	1	3	0	0	1	1	10
08:15 AM	-----	09:15 AM	0	0	0	1	0	1	1	5	0	0	2	1	11
08:30 AM	-----	09:30 AM	0	0	0	1	0	1	1	5	0	0	5	1	14
08:45 AM	-----	09:45 AM	0	0	0	0	0	1	0	8	0	0	7	1	17
09:00 AM	-----	10:00 AM	0	0	0	1	0	1	0	9	0	0	9	0	20
09:15 AM	-----	10:15 AM	0	0	0	1	0	1	0	9	0	0	8	1	20
09:30 AM	-----	10:30 AM	0	0	0	1	0	1	0	10	0	0	7	1	20
09:45 AM	-----	10:45 AM	0	0	0	1	0	2	0	13	0	0	6	1	23
10:00 AM	-----	11:00 AM	0	0	0	0	0	1	0	12	0	0	6	1	20
10:15 AM	-----	11:15 AM	0	0	0	0	0	1	0	15	0	0	5	0	21
10:30 AM	-----	11:30 AM	0	0	0	1	0	2	1	16	0	0	4	1	25
10:45 AM	-----	11:45 AM	0	0	0	1	0	2	1	15	0	0	3	1	23
11:00 AM	-----	12:00 PM	0	0	0	1	0	4	1	18	0	0	5	1	30
11:15 AM	-----	12:15 PM	0	0	0	1	0	5	3	14	0	0	9	1	33
11:30 AM	-----	12:30 PM	0	0	0	0	0	5	2	12	0	0	9	1	29
11:45 AM	-----	12:45 PM	0	0	0	0	0	4	2	7	0	0	14	1	28
12:00 PM	-----	01:00 PM	0	0	0	0	0	2	3	4	0	0	10	2	21
12:15 PM	-----	01:15 PM	0	0	0	0	0	1	2	4	0	0	10	2	19
12:30 PM	-----	01:30 PM	0	0	0	0	0	1	3	5	0	0	12	1	22
12:45 PM	-----	01:45 PM	0	0	0	1	0	1	3	9	0	0	9	2	25
01:00 PM	-----	02:00 PM	0	0	0	1	0	2	3	9	0	0	11	1	27
01:15 PM	-----	02:15 PM	0	0	0	1	0	2	2	10	0	0	9	1	25
01:30 PM	-----	02:30 PM	0	0	0	2	0	1	1	7	0	0	6	2	19
01:45 PM	-----	02:45 PM	0	0	0	1	0	2	2	6	0	0	7	1	19
02:00 PM	-----	03:00 PM	0	0	0	1	0	1	1	7	0	0	6	1	17
02:15 PM	-----	03:15 PM	0	0	0	1	0	1	1	9	0	0	5	1	18
02:30 PM	-----	03:30 PM	0	0	0	0	0	2	1	10	0	0	6	1	20
02:45 PM	-----	03:45 PM	0	0	0	0	0	1	0	7	0	0	4	1	13
03:00 PM	-----	04:00 PM	0	0	0	0	0	1	0	8	0	0	5	1	15
03:15 PM	-----	04:15 PM	0	0	0	0	0	1	0	4	0	0	5	1	11
03:30 PM	-----	04:30 PM	0	0	0	0	0	0	0	5	0	0	4	0	9
03:45 PM	-----	04:45 PM	0	0	0	0	0	0	0	6	0	0	4	0	10
04:00 PM	-----	05:00 PM	0	0	0	0	0	0	0	5	0	0	2	0	7

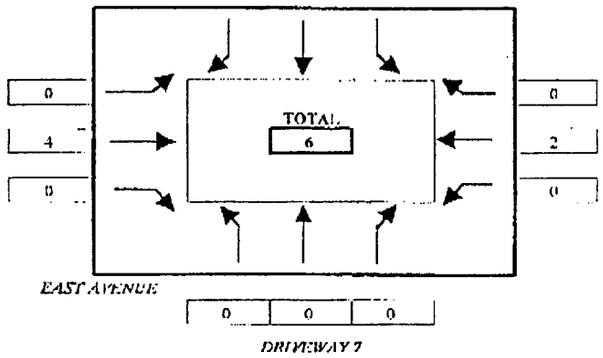
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

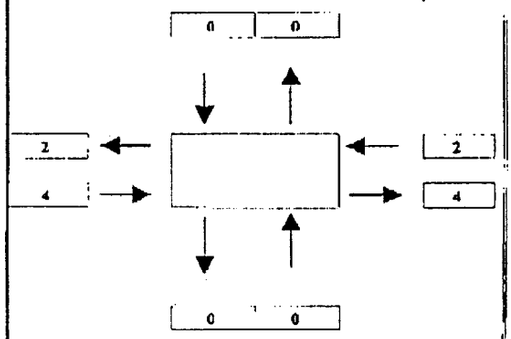
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE:	DECEMBER 6 , 2002	DAY:	THURSDAY
N-S Approach:	DRIVEWAY 7	SURVEY TIME:	7:00 AM TO 5:00 PM	WEATHER:	SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION:	LIVERMORE	FILENAME:	EA07LV 3

PEAK HOUR: 11:15 AM TO 12:15 PM

HEAVY 3-AXLE: 0 0 0



ARRIVAL/DEPARTURE VOLUMES



From	To	NORTHBOUND Left	NORTHBOUND Thru	NORTHBOUND Right	SOUTHBOUND Left	SOUTHBOUND Thru	SOUTHBOUND Right	EASTBOUND Left	EASTBOUND Thru	EASTBOUND Right	WESTBOUND Left	WESTBOUND Thru	WESTBOUND Right	TOTAL VOLUMES
SURVEY DATA														
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:00 AM	09:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
09:15 AM	09:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
09:30 AM	09:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
09:45 AM	10:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
10:00 AM	10:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
10:15 AM	10:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
10:30 AM	10:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
10:45 AM	11:00 AM	0	0	0	0	0	0	0	3	0	0	1	0	4
11:00 AM	11:15 AM	0	0	0	0	0	0	0	3	0	0	1	0	4
11:15 AM	11:30 AM	0	0	0	0	0	0	0	3	0	0	1	0	4
11:30 AM	11:45 AM	0	0	0	0	0	0	0	5	0	0	3	0	8
11:45 AM	12:00 PM	0	0	0	0	0	0	0	5	0	0	3	0	8
12:00 PM	12:15 PM	0	0	0	0	0	0	0	5	0	0	3	0	8
12:15 PM	12:30 PM	0	0	0	0	0	0	0	6	0	0	3	0	9
12:30 PM	12:45 PM	0	0	0	0	0	0	0	6	0	0	3	0	9
12:45 PM	01:00 PM	0	0	0	0	0	0	0	6	0	0	3	0	9
01:00 PM	01:15 PM	0	0	0	0	0	0	0	6	0	0	3	0	9
01:15 PM	01:30 PM	0	0	0	0	0	0	0	6	0	0	3	0	9
01:30 PM	01:45 PM	0	0	0	0	0	0	0	6	0	0	3	0	9
01:45 PM	02:00 PM	0	0	0	0	0	0	0	6	0	0	3	0	9
02:00 PM	02:15 PM	0	0	0	0	0	0	0	6	0	0	3	0	9
02:15 PM	02:30 PM	0	0	0	0	0	0	0	6	0	0	5	0	11
02:30 PM	02:45 PM	0	0	0	0	0	0	0	6	0	0	5	0	11
02:45 PM	03:00 PM	0	0	0	0	0	0	0	7	0	0	5	0	12
03:00 PM	03:15 PM	0	0	0	0	0	0	0	7	0	0	5	0	12
03:15 PM	03:30 PM	0	0	0	0	0	0	0	7	0	0	5	0	12
03:30 PM	03:45 PM	0	0	0	0	0	0	0	7	0	0	5	0	12
03:45 PM	04:00 PM	0	0	0	0	0	0	0	7	0	0	5	0	12
04:00 PM	04:15 PM	0	0	0	0	0	0	0	7	0	0	5	0	12
04:15 PM	04:30 PM	0	0	0	0	0	0	0	7	0	0	5	0	12
04:30 PM	04:45 PM	0	0	0	0	0	0	0	7	0	0	5	0	12
04:45 PM	05:00 PM	0	0	0	0	0	0	0	7	0	0	5	0	12

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — **SURVEY DATE:** DECEMBER 6 , 2002 — **DAY:** THURSDAY

N-S Approach: DRIVEWAY 7 — **SURVEY TIME:** 7:00 AM TO 5:00 PM — **WEATHER:** SUNNY

E-W Approach: EAST AVENUE — **JURISDICTION:** LIVERMORE — **FILENAME:** EA07LV_3

			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD															
07:00 AM	------	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	------	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	------	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	------	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	------	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	------	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	------	08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:45 AM	------	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	------	09:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
09:15 AM	------	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	------	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	------	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	------	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	------	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	------	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	------	11:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
11:00 AM	------	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	------	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	------	11:45 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
11:45 AM	------	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	------	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	------	12:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:30 PM	------	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	------	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	------	01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	------	01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	------	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	------	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	------	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	------	02:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	3
02:30 PM	------	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	------	03:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:00 PM	------	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	------	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	------	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	------	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	------	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	------	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	------	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	------	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTALS															
07:00 AM	------	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	------	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	------	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	------	08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:00 AM	------	09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:15 AM	------	09:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
08:30 AM	------	09:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
08:45 AM	------	09:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
09:00 AM	------	10:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
09:15 AM	------	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	------	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	------	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	------	11:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
10:15 AM	------	11:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
10:30 AM	------	11:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
10:45 AM	------	11:45 AM	0	0	0	0	0	0	0	4	0	0	2	0	6
11:00 AM	------	12:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
11:15 AM	------	12:15 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
11:30 AM	------	12:30 PM	0	0	0	0	0	0	0	3	0	0	2	0	5
11:45 AM	------	12:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:00 PM	------	01:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:15 PM	------	01:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:30 PM	------	01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	------	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	------	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	------	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	------	02:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
01:45 PM	------	02:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
02:00 PM	------	03:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
02:15 PM	------	03:15 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
02:30 PM	------	03:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
02:45 PM	------	03:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:00 PM	------	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	------	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	------	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	------	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	------	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

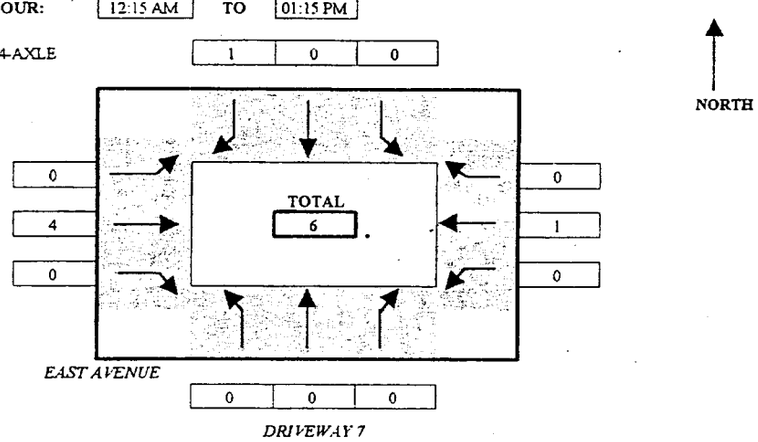
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

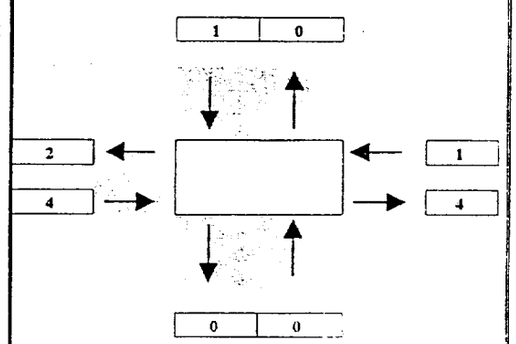
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE: DECEMBER 6 , 2002	DAY: THURSDAY
N-S Approach:	DRIVEWAY 7	SURVEY TIME: 7:00 AM TO 5:00 PM	WEATHER: SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION: LIVERMORE	FILENAME: EA07LV_4

PEAK HOUR: 12:15 AM TO 01:15 PM

HEAVY 4-AXLE



ARRIVAL / DEPARTURE VOLUMES



		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
						SURVEY	*DATA*							
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	*1*
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	*1*
08:15 AM	08:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	*2*
08:30 AM	08:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	*2*
08:45 AM	09:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	*2*
09:00 AM	09:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	*2*
09:15 AM	09:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	*2*
09:30 AM	09:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	*2*
09:45 AM	10:00 AM	0	0	0	0	0	0	1	1	0	0	1	0	*3*
10:00 AM	10:15 AM	0	0	0	0	0	0	1	1	0	0	1	0	*3*
10:15 AM	10:30 AM	0	0	0	0	0	0	1	1	0	0	1	0	*3*
10:30 AM	10:45 AM	0	0	0	0	0	0	1	1	0	0	1	0	*3*
10:45 AM	11:00 AM	0	0	0	0	0	0	1	1	0	0	1	0	*3*
11:00 AM	11:15 AM	0	0	0	0	0	0	2	1	0	0	1	0	*4*
11:15 AM	11:30 AM	0	0	0	0	0	0	2	1	0	0	1	0	*4*
11:30 AM	11:45 AM	0	0	0	0	0	0	2	1	0	0	2	0	*5*
11:45 AM	12:00 PM	0	0	0	0	0	0	2	1	0	0	2	0	*5*
12:00 PM	12:15 PM	0	0	0	0	0	1	2	2	0	0	2	0	*7*
12:15 PM	12:30 PM	0	0	0	0	0	1	2	4	0	0	2	0	*9*
12:30 PM	12:45 PM	0	0	0	0	0	1	2	5	0	0	2	0	*10*
12:45 PM	01:00 PM	0	0	0	0	0	1	2	5	0	0	2	0	*10*
01:00 PM	01:15 PM	0	0	0	0	0	2	2	6	0	0	3	0	*13*
01:15 PM	01:30 PM	0	0	0	0	0	2	2	6	0	0	3	0	*13*
01:30 PM	01:45 PM	0	0	0	0	0	2	2	6	0	0	3	0	*13*
01:45 PM	02:00 PM	0	0	0	0	0	2	2	8	0	0	3	0	*15*
02:00 PM	02:15 PM	0	0	0	0	0	2	2	8	0	0	3	0	*15*
02:15 PM	02:30 PM	0	0	0	0	0	2	2	8	0	0	3	0	*15*
02:30 PM	02:45 PM	0	0	0	0	0	2	2	8	0	0	3	0	*15*
02:45 PM	03:00 PM	0	0	0	0	0	2	2	8	0	0	3	0	*15*
03:00 PM	03:15 PM	0	0	0	0	0	2	2	8	0	0	3	0	*15*
03:15 PM	03:30 PM	0	0	0	0	0	2	2	8	0	0	4	0	*16*
03:30 PM	03:45 PM	0	0	0	0	0	2	2	8	0	0	5	0	*17*
03:45 PM	04:00 PM	0	0	0	0	0	2	2	8	0	0	5	0	*17*
04:00 PM	04:15 PM	0	0	0	0	0	2	2	9	0	0	5	0	*18*
04:15 PM	04:30 PM	0	0	0	0	0	2	2	9	0	0	5	0	*18*
04:30 PM	04:45 PM	0	0	0	0	0	2	2	9	0	0	5	0	*18*
04:45 PM	05:00 PM	0	0	0	0	0	2	2	9	0	0	5	0	*18*

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 6 , 2002 — DAY: THURSDAY

N-S Approach: DRIVEWAY 7 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA07LV_4

			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD															
07:00 AM	-----	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	-----	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	-----	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	-----	08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:00 AM	-----	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	-----	08:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:30 AM	-----	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	-----	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	-----	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	-----	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	-----	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	-----	10:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
10:00 AM	-----	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	-----	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	-----	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	-----	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	-----	11:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
11:15 AM	-----	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	-----	11:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
11:45 AM	-----	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	-----	12:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	2
12:15 PM	-----	12:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
12:30 PM	-----	12:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:45 PM	-----	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	-----	01:15 PM	0	0	0	0	0	1	0	1	0	0	1	0	3
01:15 PM	-----	01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	-----	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	-----	02:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
02:00 PM	-----	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	-----	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	-----	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	-----	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	-----	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	-----	03:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:30 PM	-----	03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:45 PM	-----	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	-----	04:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:15 PM	-----	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	-----	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	-----	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTALS															
07:00 AM	-----	08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
07:15 AM	-----	08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
07:30 AM	-----	08:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
07:45 AM	-----	08:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
08:00 AM	-----	09:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:15 AM	-----	09:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:30 AM	-----	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	-----	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	-----	10:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
09:15 AM	-----	10:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
09:30 AM	-----	10:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
09:45 AM	-----	10:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
10:00 AM	-----	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	-----	11:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
10:30 AM	-----	11:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
10:45 AM	-----	11:45 AM	0	0	0	0	0	0	1	0	0	0	1	0	2
11:00 AM	-----	12:00 PM	0	0	0	0	0	0	1	0	0	0	1	0	2
11:15 AM	-----	12:15 PM	0	0	0	0	0	1	0	1	0	0	1	0	3
11:30 AM	-----	12:30 PM	0	0	0	0	0	1	0	3	0	0	1	0	5
11:45 AM	-----	12:45 PM	0	0	0	0	0	1	0	4	0	0	0	0	5
12:00 PM	-----	01:00 PM	0	0	0	0	0	1	0	4	0	0	0	0	5
12:15 PM	-----	01:15 PM	0	0	0	0	0	1	0	4	0	0	1	0	6
12:30 PM	-----	01:30 PM	0	0	0	0	0	1	0	2	0	0	1	0	4
12:45 PM	-----	01:45 PM	0	0	0	0	0	1	0	1	0	0	1	0	3
01:00 PM	-----	02:00 PM	0	0	0	0	0	1	0	3	0	0	1	0	5
01:15 PM	-----	02:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
01:30 PM	-----	02:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
01:45 PM	-----	02:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
02:00 PM	-----	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	-----	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	-----	03:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
02:45 PM	-----	03:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
03:00 PM	-----	04:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
03:15 PM	-----	04:15 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
03:30 PM	-----	04:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
03:45 PM	-----	04:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:00 PM	-----	05:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1

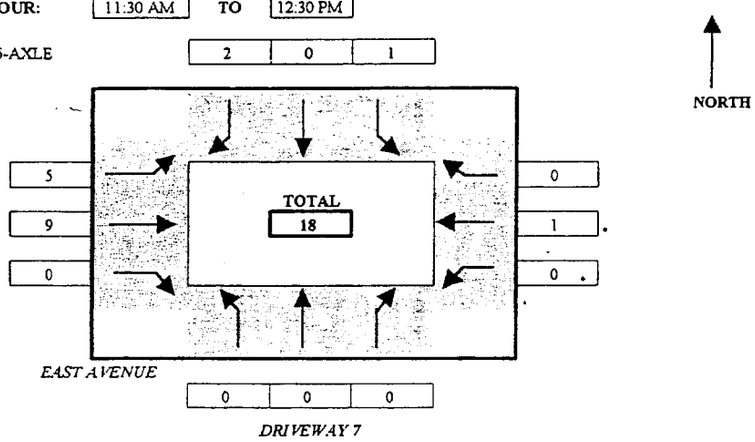
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

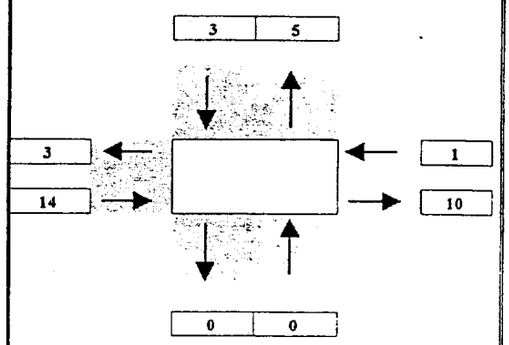
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE: DECEMBER 6 , 2002	DAY: THURSDAY
N-S Approach:	DRIVEWAY 7	SURVEY TIME: 7:00 AM TO 5:00 PM	WEATHER: SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION: LIVERMORE	FILENAME: EA07LV 5

PEAK HOUR: 11:30 AM TO 12:30 PM

HEAVY 5-AXLE: 2 | 0 | 1



ARRIVAL / DEPARTURE VOLUMES



		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
SURVEY DATA														
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:00 AM	09:15 AM	0	0	0	0	0	0	1	2	0	0	1	0	4
09:15 AM	09:30 AM	0	0	0	0	0	0	1	2	0	0	2	0	5
09:30 AM	09:45 AM	0	0	0	0	0	1	1	2	0	0	2	0	6
09:45 AM	10:00 AM	0	0	0	0	0	1	2	4	0	0	2	0	9
10:00 AM	10:15 AM	0	0	0	0	0	1	2	4	0	0	2	0	9
10:15 AM	10:30 AM	0	0	0	0	0	1	2	5	0	0	3	1	12
10:30 AM	10:45 AM	0	0	0	0	0	2	4	5	0	0	4	1	16
10:45 AM	11:00 AM	0	0	0	0	0	2	4	5	0	0	4	1	16
11:00 AM	11:15 AM	0	0	0	0	0	2	4	5	0	0	4	1	16
11:15 AM	11:30 AM	0	0	0	0	0	3	5	5	0	0	4	1	18
11:30 AM	11:45 AM	0	0	0	0	0	3	8	7	0	0	5	1	24
11:45 AM	12:00 PM	0	0	0	0	0	4	8	7	0	0	5	1	25
12:00 PM	12:15 PM	0	0	0	0	0	4	8	14	0	0	5	1	32
12:15 PM	12:30 PM	0	0	0	1	0	5	10	14	0	0	5	1	36
12:30 PM	12:45 PM	0	0	0	1	0	6	11	14	0	0	5	1	38
12:45 PM	01:00 PM	0	0	0	1	0	8	12	14	0	0	5	1	41
01:00 PM	01:15 PM	0	0	0	2	0	10	13	14	0	0	6	1	46
01:15 PM	01:30 PM	0	0	0	2	0	12	13	14	0	0	7	1	49
01:30 PM	01:45 PM	0	0	0	2	0	13	13	14	0	0	7	1	50
01:45 PM	02:00 PM	0	0	0	2	0	13	13	15	0	0	8	1	52
02:00 PM	02:15 PM	0	0	0	2	0	13	14	15	0	0	9	1	54
02:15 PM	02:30 PM	0	0	0	2	0	13	14	16	0	0	9	1	55
02:30 PM	02:45 PM	0	0	0	2	0	13	14	16	0	0	9	1	55
02:45 PM	03:00 PM	0	0	0	2	0	13	14	16	0	0	9	1	55
03:00 PM	03:15 PM	0	0	0	2	0	13	14	17	0	0	9	1	56
03:15 PM	03:30 PM	0	0	0	2	0	13	14	17	0	0	9	1	56
03:30 PM	03:45 PM	0	0	0	2	0	13	14	17	0	0	9	1	56
03:45 PM	04:00 PM	0	0	0	2	0	13	14	17	0	0	9	1	56
04:00 PM	04:15 PM	0	0	0	2	0	13	14	17	0	0	10	1	57
04:15 PM	04:30 PM	0	0	0	2	0	13	14	17	0	0	10	1	57
04:30 PM	04:45 PM	0	0	0	2	0	13	14	18	0	0	10	1	58
04:45 PM	05:00 PM	0	0	0	2	0	13	14	18	0	0	10	1	58

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 6 , 2002 — DAY: THURSDAY

N-S Approach: DRIVEWAY 7 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA07LV_5

		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD														
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	09:15 AM	0	0	0	0	0	0	1	2	0	0	0	0	3
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:30 AM	09:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
09:45 AM	10:00 AM	0	0	0	0	0	0	1	2	0	0	0	0	3
10:00 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	10:30 AM	0	0	0	0	0	0	0	1	0	0	1	1	3
10:30 AM	10:45 AM	0	0	0	0	0	1	2	0	0	0	1	0	4
10:45 AM	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	11:30 AM	0	0	0	0	0	1	1	0	0	0	0	0	2
11:30 AM	11:45 AM	0	0	0	0	0	0	3	2	0	0	1	0	6
11:45 AM	12:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
12:00 PM	12:15 PM	0	0	0	0	0	0	0	7	0	0	0	0	7
12:15 PM	12:30 PM	0	0	0	1	0	1	2	0	0	0	0	0	4
12:30 PM	12:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	2
12:45 PM	01:00 PM	0	0	0	0	0	2	1	0	0	0	0	0	3
01:00 PM	01:15 PM	0	0	0	1	0	2	1	0	0	0	1	0	5
01:15 PM	01:30 PM	0	0	0	0	0	2	0	0	0	0	1	0	3
01:30 PM	01:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
01:45 PM	02:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
02:00 PM	02:15 PM	0	0	0	0	0	0	1	0	0	0	1	0	2
02:15 PM	02:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
02:30 PM	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	03:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:15 PM	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:15 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	04:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:45 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTALS														
07:00 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:00 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:15 AM	09:15 AM	0	0	0	0	0	0	1	2	0	0	1	0	4
08:30 AM	09:30 AM	0	0	0	0	0	0	1	2	0	0	2	0	5
08:45 AM	09:45 AM	0	0	0	0	0	1	1	2	0	0	1	0	5
09:00 AM	10:00 AM	0	0	0	0	0	1	2	4	0	0	1	0	8
09:15 AM	10:15 AM	0	0	0	0	0	1	1	2	0	0	1	0	5
09:30 AM	10:30 AM	0	0	0	0	0	1	1	3	0	0	1	1	7
09:45 AM	10:45 AM	0	0	0	0	0	1	3	3	0	0	2	1	10
10:00 AM	11:00 AM	0	0	0	0	0	1	2	1	0	0	2	1	7
10:15 AM	11:15 AM	0	0	0	0	0	1	2	1	0	0	2	1	7
10:30 AM	11:30 AM	0	0	0	0	0	2	3	0	0	0	1	0	6
10:45 AM	11:45 AM	0	0	0	0	0	1	4	2	0	0	1	0	8
11:00 AM	12:00 PM	0	0	0	0	0	2	4	2	0	0	1	0	9
11:15 AM	12:15 PM	0	0	0	0	0	2	4	9	0	0	1	0	16
11:30 AM	12:30 PM	0	0	0	1	0	2	3	9	0	0	1	0	16
11:45 AM	12:45 PM	0	0	0	1	0	3	3	7	0	0	0	0	14
12:00 PM	01:00 PM	0	0	0	1	0	4	4	7	0	0	0	0	16
12:15 PM	01:15 PM	0	0	0	2	0	6	5	0	0	0	1	0	14
12:30 PM	01:30 PM	0	0	0	1	0	7	3	0	0	0	2	0	13
12:45 PM	01:45 PM	0	0	0	1	0	7	2	0	0	0	2	0	12
01:00 PM	02:00 PM	0	0	0	1	0	5	4	1	0	0	3	0	14
01:15 PM	02:15 PM	0	0	0	0	0	3	3	1	0	0	3	0	8
01:30 PM	02:30 PM	0	0	0	0	0	1	1	2	0	0	2	0	6
01:45 PM	02:45 PM	0	0	0	0	0	0	1	2	0	0	2	0	5
02:00 PM	03:00 PM	0	0	0	0	0	0	1	1	0	0	1	0	3
02:15 PM	03:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	3
02:30 PM	03:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
02:45 PM	03:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:00 PM	04:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:15 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:30 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:45 PM	04:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	1
04:00 PM	05:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2

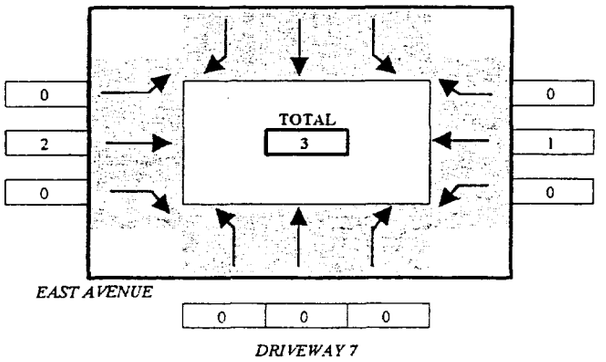
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

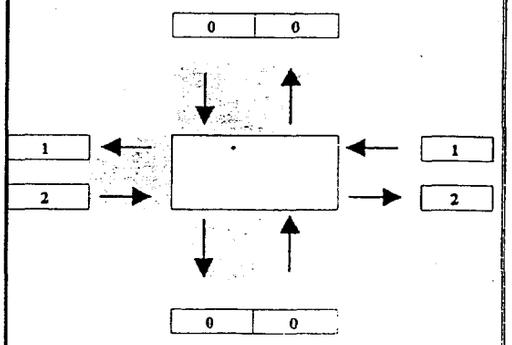
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE:	DECEMBER 6 , 2002	DAY:	THURSDAY
N-S Approach:	DRIVEWAY 7	SURVEY TIME:	7:00 AM TO 5:00 PM	WEATHER:	SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION:	LIVERMORE	FILENAME:	EA07LV_6

PEAK HOUR: 11:00 AM TO 12:00 PM

HEAVY >5-AXLE: 0 0 0



ARRIVAL / DEPARTURE VOLUMES



			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
							SURVEY DATA								
07:00 AM	-----	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	-----	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	-----	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	-----	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	-----	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	-----	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	-----	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	-----	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	-----	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	-----	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	-----	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	-----	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	-----	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	-----	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	-----	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	-----	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	-----	11:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
11:15 AM	-----	11:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
11:30 AM	-----	11:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
11:45 AM	-----	12:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
12:00 PM	-----	12:15 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
12:15 PM	-----	12:30 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
12:30 PM	-----	12:45 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
12:45 PM	-----	01:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
01:00 PM	-----	01:15 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
01:15 PM	-----	01:30 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
01:30 PM	-----	01:45 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
01:45 PM	-----	02:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
02:00 PM	-----	02:15 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
02:15 PM	-----	02:30 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
02:30 PM	-----	02:45 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
02:45 PM	-----	03:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
03:00 PM	-----	03:15 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
03:15 PM	-----	03:30 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
03:30 PM	-----	03:45 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
03:45 PM	-----	04:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
04:00 PM	-----	04:15 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
04:15 PM	-----	04:30 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
04:30 PM	-----	04:45 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
04:45 PM	-----	05:00 PM	0	0	0	0	0	0	0	2	0	0	3	0	5

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — **SURVEY DATE:** DECEMBER 6 , 2002 — **DAY:** THURSDAY

N-S Approach: DRIVEWAY 7 — **SURVEY TIME:** 7:00 AM TO 5:00 PM — **WEATHER:** SUNNY

E-W Approach: EAST AVENUE — **JURISDICTION:** LIVERMORE — **FILENAME:** EA07LV 6

			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD															
07:00 AM	-----	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	-----	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	-----	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	-----	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	-----	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	-----	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	-----	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	-----	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	-----	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	-----	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	-----	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	-----	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	-----	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	-----	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	-----	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	-----	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	-----	11:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
11:15 AM	-----	11:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
11:30 AM	-----	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	-----	12:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:00 PM	-----	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	-----	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	-----	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	-----	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	-----	01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	-----	01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	-----	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	-----	02:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
02:00 PM	-----	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	-----	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	-----	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	-----	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	-----	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	-----	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	-----	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	-----	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	-----	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	-----	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	-----	04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:45 PM	-----	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTALS															
07:00 AM	-----	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	-----	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	-----	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	-----	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	-----	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	-----	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	-----	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	-----	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	-----	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	-----	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	-----	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	-----	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	-----	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	-----	11:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
10:30 AM	-----	11:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
10:45 AM	-----	11:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
11:00 AM	-----	12:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
11:15 AM	-----	12:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
11:30 AM	-----	12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
11:45 AM	-----	12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:00 PM	-----	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	-----	01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	-----	01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	-----	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	-----	02:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:15 PM	-----	02:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:30 PM	-----	02:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:45 PM	-----	02:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
02:00 PM	-----	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	-----	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	-----	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	-----	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	-----	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	-----	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	-----	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	-----	04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:00 PM	-----	05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1

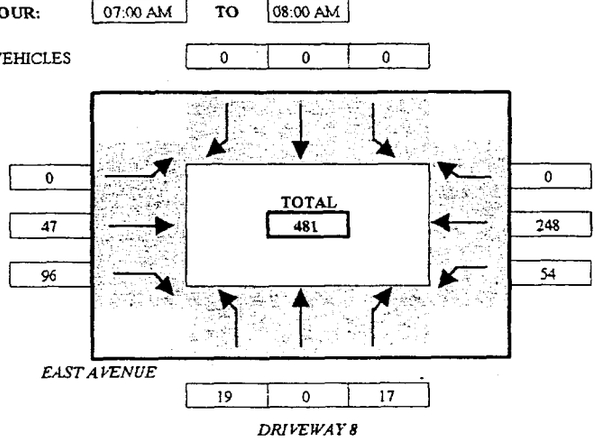
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

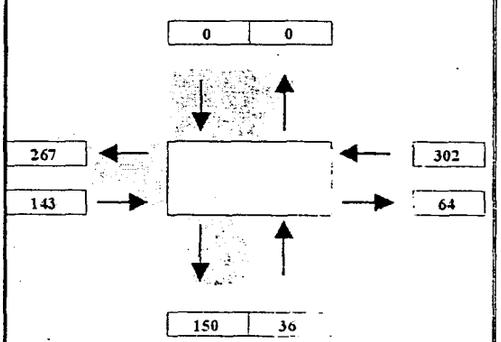
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE:	DECEMBER 6 , 2002	DAY:	THURSDAY
N-S Approach:	DRIVEWAY 8	SURVEY TIME:	7:00 AM TO 5:00 PM	WEATHER:	SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION:	LIVERMORE	FILENAME:	EA08LVT

PEAK HOUR: 07:00 AM TO 08:00 AM

TOTAL VEHICLES: 0 | 0 | 0



ARRIVAL / DEPARTURE VOLUMES



			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
							SURVEY DATA								
07:00 AM	-----	07:15 AM	4	0	0	0	0	0	0	12	27	10	72	[illegible]	125
07:15 AM	-----	07:30 AM	11	0	5	0	0	0	0	24	58	25	132	[illegible]	255
07:30 AM	-----	07:45 AM	17	0	9	0	0	0	0	39	81	37	197	[illegible]	380
07:45 AM	-----	08:00 AM	19	0	17	0	0	0	0	47	96	54	248	[illegible]	481
08:00 AM	-----	08:15 AM	26	0	19	0	0	0	0	60	115	67	297	[illegible]	584
08:15 AM	-----	08:30 AM	36	0	19	0	0	0	0	74	132	74	339	[illegible]	674
08:30 AM	-----	08:45 AM	42	0	24	0	0	0	0	81	140	81	377	[illegible]	745
08:45 AM	-----	09:00 AM	45	0	31	0	0	0	0	91	150	89	400	[illegible]	806
09:00 AM	-----	09:15 AM	48	0	34	0	0	0	0	107	166	97	415	[illegible]	867
09:15 AM	-----	09:30 AM	49	0	34	0	0	0	0	118	174	100	425	[illegible]	900
09:30 AM	-----	09:45 AM	58	0	37	0	0	0	0	128	187	109	431	[illegible]	950
09:45 AM	-----	10:00 AM	63	0	44	0	0	0	0	137	201	112	446	[illegible]	1,003
10:00 AM	-----	10:15 AM	69	0	44	0	0	0	0	154	211	118	459	[illegible]	1,055
10:15 AM	-----	10:30 AM	72	0	53	0	0	0	0	161	225	121	469	[illegible]	1,101
10:30 AM	-----	10:45 AM	74	0	55	0	0	0	0	172	227	129	474	[illegible]	1,131
10:45 AM	-----	11:00 AM	77	0	62	0	0	0	0	177	238	133	479	[illegible]	1,166
11:00 AM	-----	11:15 AM	81	0	69	0	0	0	0	184	244	140	493	[illegible]	1,211
11:15 AM	-----	11:30 AM	95	0	75	0	0	0	0	196	248	145	508	[illegible]	1,267
11:30 AM	-----	11:45 AM	121	0	76	0	0	0	0	211	255	151	529	[illegible]	1,343
11:45 AM	-----	12:00 PM	150	0	87	0	0	0	0	216	263	153	549	[illegible]	1,418
12:00 PM	-----	12:15 PM	162	0	98	0	0	0	0	229	264	154	567	[illegible]	1,474
12:15 PM	-----	12:30 PM	173	0	100	0	0	0	0	247	266	160	581	[illegible]	1,527
12:30 PM	-----	12:45 PM	181	0	102	0	0	0	0	260	269	170	591	[illegible]	1,573
12:45 PM	-----	01:00 PM	187	0	102	0	0	0	0	279	274	178	600	[illegible]	1,620
01:00 PM	-----	01:15 PM	192	0	108	0	0	0	0	297	283	188	610	[illegible]	1,678
01:15 PM	-----	01:30 PM	199	0	111	0	0	0	0	312	291	194	620	[illegible]	1,727
01:30 PM	-----	01:45 PM	203	0	120	0	0	0	0	326	299	197	631	[illegible]	1,776
01:45 PM	-----	02:00 PM	203	0	127	0	0	0	0	340	300	203	644	[illegible]	1,817
02:00 PM	-----	02:15 PM	211	0	130	0	0	0	0	355	304	209	656	[illegible]	1,865
02:15 PM	-----	02:30 PM	214	0	132	0	0	0	0	381	311	214	666	[illegible]	1,918
02:30 PM	-----	02:45 PM	220	0	135	0	0	0	0	403	317	222	676	[illegible]	1,973
02:45 PM	-----	03:00 PM	224	0	146	0	0	0	0	421	318	226	687	[illegible]	2,022
03:00 PM	-----	03:15 PM	232	0	152	0	0	0	0	438	319	226	706	[illegible]	2,073
03:15 PM	-----	03:30 PM	239	0	161	0	0	0	0	470	320	228	720	[illegible]	2,138
03:30 PM	-----	03:45 PM	242	0	179	0	0	0	0	496	322	233	733	[illegible]	2,205
03:45 PM	-----	04:00 PM	242	0	186	0	0	0	0	541	324	233	747	[illegible]	2,273
04:00 PM	-----	04:15 PM	245	0	196	0	0	0	0	601	326	237	755	[illegible]	2,360
04:15 PM	-----	04:30 PM	253	0	214	0	0	0	0	667	328	241	769	[illegible]	2,472
04:30 PM	-----	04:45 PM	264	0	233	0	0	0	0	723	337	243	783	[illegible]	2,583
04:45 PM	-----	05:00 PM	267	0	263	0	0	0	0	776	340	245	803	[illegible]	2,694

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — **SURVEY DATE:** DECEMBER 6, 2002 — **DAY:** THURSDAY

N-S Approach: DRIVEWAY 8 — **SURVEY TIME:** 7:00 AM TO 5:00 PM — **WEATHER:** SUNNY

E-W Approach: EAST AVENUE — **JURISDICTION:** LIVERMORE — **FILENAME:** EA08LVT

			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD															
07:00 AM	-----	07:15 AM	4	0	0	0	0	0	0	12	27	10	72	0	*125*
07:15 AM	-----	07:30 AM	7	0	5	0	0	0	0	12	31	15	60	0	*130*
07:30 AM	-----	07:45 AM	6	0	4	0	0	0	0	15	23	12	65	0	*125*
07:45 AM	-----	08:00 AM	2	0	8	0	0	0	0	8	15	17	51	0	*101*
08:00 AM	-----	08:15 AM	7	0	2	0	0	0	0	13	19	13	49	0	*103*
08:15 AM	-----	08:30 AM	10	0	0	0	0	0	0	14	17	7	42	0	*90*
08:30 AM	-----	08:45 AM	6	0	5	0	0	0	0	7	8	7	38	0	*71*
08:45 AM	-----	09:00 AM	3	0	7	0	0	0	0	10	10	8	23	0	*61*
09:00 AM	-----	09:15 AM	3	0	3	0	0	0	0	16	16	8	15	0	*61*
09:15 AM	-----	09:30 AM	1	0	0	0	0	0	0	11	8	3	10	0	*33*
09:30 AM	-----	09:45 AM	9	0	3	0	0	0	0	10	13	9	6	0	*50*
09:45 AM	-----	10:00 AM	5	0	7	0	0	0	0	9	14	3	15	0	*53*
10:00 AM	-----	10:15 AM	6	0	0	0	0	0	0	17	10	6	13	0	*52*
10:15 AM	-----	10:30 AM	3	0	9	0	0	0	0	7	14	3	10	0	*46*
10:30 AM	-----	10:45 AM	2	0	2	0	0	0	0	11	2	8	5	0	*30*
10:45 AM	-----	11:00 AM	3	0	7	0	0	0	0	5	11	4	5	0	*35*
11:00 AM	-----	11:15 AM	4	0	7	0	0	0	0	7	6	7	14	0	*45*
11:15 AM	-----	11:30 AM	14	0	6	0	0	0	0	12	4	5	15	0	*56*
11:30 AM	-----	11:45 AM	26	0	1	0	0	0	0	15	7	6	21	0	*76*
11:45 AM	-----	12:00 PM	29	0	11	0	0	0	0	5	8	2	20	0	*75*
12:00 PM	-----	12:15 PM	12	0	11	0	0	0	0	13	1	1	18	0	*56*
12:15 PM	-----	12:30 PM	11	0	2	0	0	0	0	18	2	6	14	0	*53*
12:30 PM	-----	12:45 PM	8	0	2	0	0	0	0	13	3	10	10	0	*46*
12:45 PM	-----	01:00 PM	6	0	0	0	0	0	0	19	5	8	9	0	*47*
01:00 PM	-----	01:15 PM	5	0	6	0	0	0	0	18	9	10	10	0	*58*
01:15 PM	-----	01:30 PM	7	0	3	0	0	0	0	15	8	6	10	0	*49*
01:30 PM	-----	01:45 PM	4	0	9	0	0	0	0	14	8	3	11	0	*49*
01:45 PM	-----	02:00 PM	0	0	7	0	0	0	0	14	1	6	13	0	*41*
02:00 PM	-----	02:15 PM	8	0	3	0	0	0	0	15	4	6	12	0	*48*
02:15 PM	-----	02:30 PM	3	0	2	0	0	0	0	26	7	5	10	0	*53*
02:30 PM	-----	02:45 PM	6	0	3	0	0	0	0	22	6	8	10	0	*55*
02:45 PM	-----	03:00 PM	4	0	11	0	0	0	0	18	1	4	11	0	*49*
03:00 PM	-----	03:15 PM	8	0	6	0	0	0	0	17	1	0	19	0	*51*
03:15 PM	-----	03:30 PM	7	0	9	0	0	0	0	32	1	2	14	0	*65*
03:30 PM	-----	03:45 PM	3	0	18	0	0	0	0	26	2	5	13	0	*67*
03:45 PM	-----	04:00 PM	0	0	7	0	0	0	0	45	2	0	14	0	*68*
04:00 PM	-----	04:15 PM	3	0	10	0	0	0	0	60	2	4	8	0	*87*
04:15 PM	-----	04:30 PM	8	0	18	0	0	0	0	66	2	4	14	0	*112*
04:30 PM	-----	04:45 PM	11	0	19	0	0	0	0	56	9	2	14	0	*111*
04:45 PM	-----	05:00 PM	3	0	30	0	0	0	0	53	3	2	20	0	*111*
HOURLY TOTALS															
07:00 AM	-----	08:00 AM	19	0	17	0	0	0	0	47	96	54	248	0	*481*
07:15 AM	-----	08:15 AM	22	0	19	0	0	0	0	48	88	57	225	0	*459*
07:30 AM	-----	08:30 AM	25	0	14	0	0	0	0	50	74	49	207	0	*419*
07:45 AM	-----	08:45 AM	25	0	15	0	0	0	0	42	59	44	180	0	*365*
08:00 AM	-----	09:00 AM	26	0	14	0	0	0	0	44	54	35	152	0	*325*
08:15 AM	-----	09:15 AM	22	0	15	0	0	0	0	47	51	30	118	0	*283*
08:30 AM	-----	09:30 AM	13	0	15	0	0	0	0	44	42	26	86	0	*226*
08:45 AM	-----	09:45 AM	16	0	13	0	0	0	0	47	47	28	54	0	*205*
09:00 AM	-----	10:00 AM	18	0	13	0	0	0	0	46	51	23	46	0	*197*
09:15 AM	-----	10:15 AM	21	0	10	0	0	0	0	47	45	21	44	0	*188*
09:30 AM	-----	10:30 AM	23	0	19	0	0	0	0	43	51	21	44	0	*201*
09:45 AM	-----	10:45 AM	16	0	18	0	0	0	0	44	40	20	43	0	*181*
10:00 AM	-----	11:00 AM	14	0	18	0	0	0	0	40	37	21	33	0	*163*
10:15 AM	-----	11:15 AM	12	0	25	0	0	0	0	30	33	22	34	0	*156*
10:30 AM	-----	11:30 AM	23	0	22	0	0	0	0	35	23	24	39	0	*166*
10:45 AM	-----	11:45 AM	47	0	21	0	0	0	0	39	28	22	55	0	*212*
11:00 AM	-----	12:00 PM	73	0	25	0	0	0	0	39	25	20	70	0	*252*
11:15 AM	-----	12:15 PM	81	0	29	0	0	0	0	45	20	14	74	0	*263*
11:30 AM	-----	12:30 PM	78	0	25	0	0	0	0	51	18	15	73	0	*260*
11:45 AM	-----	12:45 PM	60	0	26	0	0	0	0	49	14	19	62	0	*230*
12:00 PM	-----	01:00 PM	37	0	15	0	0	0	0	63	11	25	51	0	*202*
12:15 PM	-----	01:15 PM	30	0	10	0	0	0	0	68	19	34	43	0	*204*
12:30 PM	-----	01:30 PM	26	0	11	0	0	0	0	65	25	34	39	0	*200*
12:45 PM	-----	01:45 PM	22	0	18	0	0	0	0	66	30	27	40	0	*203*
01:00 PM	-----	02:00 PM	16	0	25	0	0	0	0	61	26	25	44	0	*197*
01:15 PM	-----	02:15 PM	19	0	22	0	0	0	0	58	21	21	46	0	*187*
01:30 PM	-----	02:30 PM	15	0	21	0	0	0	0	69	20	20	46	0	*191*
01:45 PM	-----	02:45 PM	17	0	15	0	0	0	0	77	18	25	45	0	*197*
02:00 PM	-----	03:00 PM	21	0	19	0	0	0	0	81	18	23	43	0	*205*
02:15 PM	-----	03:15 PM	21	0	22	0	0	0	0	83	15	17	50	0	*208*
02:30 PM	-----	03:30 PM	25	0	29	0	0	0	0	89	9	14	54	0	*220*
02:45 PM	-----	03:45 PM	22	0	44	0	0	0	0	93	5	11	57	0	*232*
03:00 PM	-----	04:00 PM	18	0	40	0	0	0	0	120	6	7	60	0	*251*
03:15 PM	-----	04:15 PM	13	0	44	0	0	0	0	163	7	11	49	0	*287*
03:30 PM	-----	04:30 PM	14	0	53	0	0	0	0	197	8	13	49	0	*334*
03:45 PM	-----	04:45 PM	22	0	54	0	0	0	0	227	15	10	50	0	*378*
04:00 PM	-----	05:00 PM	25	0	77	0	0	0	0	235	16	12	56	0	*421*

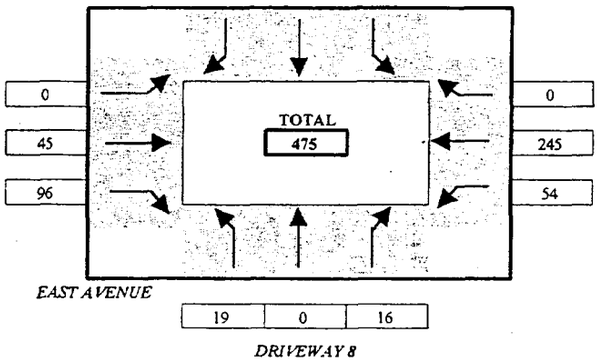
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

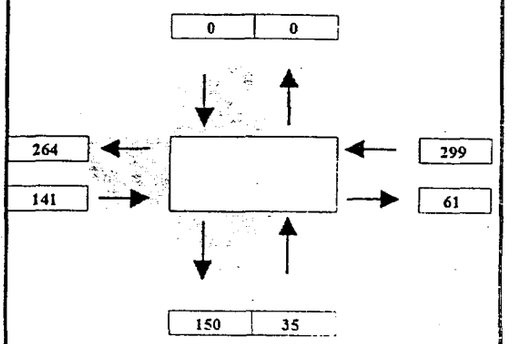
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE:	DECEMBER 6 , 2002	DAY:	THURSDAY
N-S Approach:	DRIVEWAY 8	SURVEY TIME:	7:00 AM TO 5:00 PM	WEATHER:	SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION:	LIVERMORE	FILENAME:	EA08LV_A

PEAK HOUR: 07:00 AM TO 08:00 AM

AUTO ONLY: 0 | 0 | 0



ARRIVAL / DEPARTURE VOLUMES



		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
						SURVEY	*DATA*							
07:00 AM	07:15 AM	4	0	0	0	0	0	0	12	27	10	72	0	*125*
07:15 AM	07:30 AM	11	0	5	0	0	0	0	24	58	25	131	0	*254*
07:30 AM	07:45 AM	17	0	9	0	0	0	0	39	81	37	196	0	*379*
07:45 AM	08:00 AM	19	0	16	0	0	0	0	45	96	54	245	0	*475*
08:00 AM	08:15 AM	25	0	18	0	0	0	0	58	115	67	294	0	*577*
08:15 AM	08:30 AM	35	0	18	0	0	0	0	70	131	74	336	0	*664*
08:30 AM	08:45 AM	41	0	23	0	0	0	0	76	138	81	372	0	*731*
08:45 AM	09:00 AM	43	0	29	0	0	0	0	86	148	89	395	0	*790*
09:00 AM	09:15 AM	46	0	32	0	0	0	0	99	162	97	408	0	*844*
09:15 AM	09:30 AM	47	0	32	0	0	0	0	109	169	99	414	0	*870*
09:30 AM	09:45 AM	54	0	35	0	0	0	0	116	179	108	420	0	*912*
09:45 AM	10:00 AM	58	0	42	0	0	0	0	123	193	111	434	0	*961*
10:00 AM	10:15 AM	64	0	42	0	0	0	0	139	202	117	445	0	*1,009*
10:15 AM	10:30 AM	67	0	51	0	0	0	0	144	214	119	451	0	*1,046*
10:30 AM	10:45 AM	69	0	53	0	0	0	0	149	214	127	454	0	*1,066*
10:45 AM	11:00 AM	70	0	59	0	0	0	0	153	224	129	459	0	*1,094*
11:00 AM	11:15 AM	74	0	65	0	0	0	0	156	228	135	473	0	*1,131*
11:15 AM	11:30 AM	87	0	71	0	0	0	0	168	228	140	487	0	*1,181*
11:30 AM	11:45 AM	113	0	72	0	0	0	0	174	234	143	504	0	*1,240*
11:45 AM	12:00 PM	139	0	82	0	0	0	0	178	240	145	522	0	*1,306*
12:00 PM	12:15 PM	147	0	93	0	0	0	0	182	241	146	540	0	*1,349*
12:15 PM	12:30 PM	156	0	95	0	0	0	0	194	243	151	554	0	*1,393*
12:30 PM	12:45 PM	163	0	96	0	0	0	0	205	246	161	560	0	*1,431*
12:45 PM	01:00 PM	168	0	96	0	0	0	0	224	250	169	569	0	*1,476*
01:00 PM	01:15 PM	170	0	102	0	0	0	0	238	259	179	576	0	*1,524*
01:15 PM	01:30 PM	174	0	105	0	0	0	0	250	267	184	585	0	*1,565*
01:30 PM	01:45 PM	177	0	113	0	0	0	0	260	274	187	594	0	*1,605*
01:45 PM	02:00 PM	177	0	119	0	0	0	0	271	275	192	604	0	*1,638*
02:00 PM	02:15 PM	184	0	122	0	0	0	0	285	278	198	613	0	*1,680*
02:15 PM	02:30 PM	186	0	124	0	0	0	0	309	285	203	621	0	*1,728*
02:30 PM	02:45 PM	192	0	125	0	0	0	0	327	288	211	628	0	*1,771*
02:45 PM	03:00 PM	196	0	136	0	0	0	0	343	288	214	638	0	*1,815*
03:00 PM	03:15 PM	203	0	141	0	0	0	0	359	289	214	657	0	*1,863*
03:15 PM	03:30 PM	209	0	150	0	0	0	0	390	290	215	669	0	*1,923*
03:30 PM	03:45 PM	212	0	168	0	0	0	0	415	292	220	680	0	*1,987*
03:45 PM	04:00 PM	212	0	175	0	0	0	0	458	294	220	692	0	*2,051*
04:00 PM	04:15 PM	215	0	185	0	0	0	0	517	296	224	698	0	*2,135*
04:15 PM	04:30 PM	223	0	203	0	0	0	0	581	298	228	712	0	*2,245*
04:30 PM	04:45 PM	234	0	222	0	0	0	0	634	307	230	724	0	*2,351*
04:45 PM	05:00 PM	237	0	252	0	0	0	0	686	310	232	744	0	*2,461*

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 6 , 2002 — DAY: THURSDAY

N-S Approach: DRIVEWAY 8 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA08LV_A

			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD															
07:00 AM	-----	07:15 AM	4	0	0	0	0	0	0	12	27	10	72	0	*125*
07:15 AM	-----	07:30 AM	7	0	5	0	0	0	0	12	31	15	59	0	*129*
07:30 AM	-----	07:45 AM	6	0	4	0	0	0	0	15	23	12	65	0	*125*
07:45 AM	-----	08:00 AM	2	0	7	0	0	0	0	6	15	17	49	0	*96*
08:00 AM	-----	08:15 AM	6	0	2	0	0	0	0	13	19	13	49	0	*102*
08:15 AM	-----	08:30 AM	10	0	0	0	0	0	0	12	16	7	42	0	*87*
08:30 AM	-----	08:45 AM	6	0	5	0	0	0	0	6	7	7	36	0	*67*
08:45 AM	-----	09:00 AM	2	0	6	0	0	0	0	10	10	8	23	0	*59*
09:00 AM	-----	09:15 AM	3	0	3	0	0	0	0	13	14	8	13	0	*54*
09:15 AM	-----	09:30 AM	1	0	0	0	0	0	0	10	7	2	6	0	*26*
09:30 AM	-----	09:45 AM	7	0	3	0	0	0	0	7	10	9	6	0	*42*
09:45 AM	-----	10:00 AM	4	0	7	0	0	0	0	7	14	3	14	0	*49*
10:00 AM	-----	10:15 AM	6	0	0	0	0	0	0	16	9	6	11	0	*48*
10:15 AM	-----	10:30 AM	3	0	9	0	0	0	0	5	12	2	6	0	*37*
10:30 AM	-----	10:45 AM	2	0	2	0	0	0	0	5	0	8	3	0	*20*
10:45 AM	-----	11:00 AM	1	0	6	0	0	0	0	4	10	2	5	0	*28*
11:00 AM	-----	11:15 AM	4	0	6	0	0	0	0	3	4	6	14	0	*37*
11:15 AM	-----	11:30 AM	13	0	6	0	0	0	0	12	0	5	14	0	*50*
11:30 AM	-----	11:45 AM	26	0	1	0	0	0	0	6	6	3	17	0	*59*
11:45 AM	-----	12:00 PM	26	0	10	0	0	0	0	4	6	2	18	0	*66*
12:00 PM	-----	12:15 PM	8	0	11	0	0	0	0	4	1	1	18	0	*43*
12:15 PM	-----	12:30 PM	9	0	2	0	0	0	0	12	2	5	14	0	*44*
12:30 PM	-----	12:45 PM	7	0	1	0	0	0	0	11	3	10	6	0	*38*
12:45 PM	-----	01:00 PM	5	0	0	0	0	0	0	19	4	8	9	0	*45*
01:00 PM	-----	01:15 PM	2	0	6	0	0	0	0	14	9	10	7	0	*48*
01:15 PM	-----	01:30 PM	4	0	3	0	0	0	0	12	8	5	9	0	*41*
01:30 PM	-----	01:45 PM	3	0	8	0	0	0	0	10	7	3	9	0	*40*
01:45 PM	-----	02:00 PM	0	0	6	0	0	0	0	11	1	5	10	0	*33*
02:00 PM	-----	02:15 PM	7	0	3	0	0	0	0	14	3	6	9	0	*42*
02:15 PM	-----	02:30 PM	2	0	2	0	0	0	0	24	7	5	8	0	*48*
02:30 PM	-----	02:45 PM	6	0	1	0	0	0	0	18	3	8	7	0	*43*
02:45 PM	-----	03:00 PM	4	0	11	0	0	0	0	16	0	3	10	0	*44*
03:00 PM	-----	03:15 PM	7	0	5	0	0	0	0	16	1	0	19	0	*48*
03:15 PM	-----	03:30 PM	6	0	9	0	0	0	0	31	1	1	12	0	*60*
03:30 PM	-----	03:45 PM	3	0	18	0	0	0	0	25	2	5	11	0	*64*
03:45 PM	-----	04:00 PM	0	0	7	0	0	0	0	43	2	0	12	0	*64*
04:00 PM	-----	04:15 PM	3	0	10	0	0	0	0	59	2	4	6	0	*84*
04:15 PM	-----	04:30 PM	8	0	18	0	0	0	0	64	2	4	14	0	*110*
04:30 PM	-----	04:45 PM	11	0	19	0	0	0	0	53	9	2	12	0	*106*
04:45 PM	-----	05:00 PM	3	0	30	0	0	0	0	52	3	2	20	0	*110*
HOURLY TOTALS															
07:00 AM	-----	08:00 AM	19	0	16	0	0	0	0	45	96	54	245	0	*475*
07:15 AM	-----	08:15 AM	21	0	18	0	0	0	0	46	88	57	222	0	*452*
07:30 AM	-----	08:30 AM	24	0	13	0	0	0	0	46	73	49	205	0	*410*
07:45 AM	-----	08:45 AM	24	0	14	0	0	0	0	37	57	44	176	0	*352*
08:00 AM	-----	09:00 AM	24	0	13	0	0	0	0	41	52	35	150	0	*315*
08:15 AM	-----	09:15 AM	21	0	14	0	0	0	0	41	47	30	114	0	*267*
08:30 AM	-----	09:30 AM	12	0	14	0	0	0	0	39	38	25	78	0	*206*
08:45 AM	-----	09:45 AM	13	0	12	0	0	0	0	40	41	27	48	0	*181*
09:00 AM	-----	10:00 AM	15	0	13	0	0	0	0	37	45	22	39	0	*171*
09:15 AM	-----	10:15 AM	18	0	10	0	0	0	0	40	40	20	37	0	*165*
09:30 AM	-----	10:30 AM	20	0	19	0	0	0	0	35	45	20	37	0	*176*
09:45 AM	-----	10:45 AM	15	0	18	0	0	0	0	33	35	19	34	0	*154*
10:00 AM	-----	11:00 AM	12	0	17	0	0	0	0	30	31	18	25	0	*133*
10:15 AM	-----	11:15 AM	10	0	23	0	0	0	0	17	26	18	28	0	*122*
10:30 AM	-----	11:30 AM	20	0	20	0	0	0	0	24	14	21	36	0	*135*
10:45 AM	-----	11:45 AM	44	0	19	0	0	0	0	25	20	16	50	0	*174*
11:00 AM	-----	12:00 PM	69	0	23	0	0	0	0	25	16	16	63	0	*212*
11:15 AM	-----	12:15 PM	73	0	28	0	0	0	0	26	13	11	67	0	*218*
11:30 AM	-----	12:30 PM	69	0	24	0	0	0	0	26	15	11	67	0	*212*
11:45 AM	-----	12:45 PM	50	0	24	0	0	0	0	31	12	18	56	0	*191*
12:00 PM	-----	01:00 PM	29	0	14	0	0	0	0	46	10	24	47	0	*170*
12:15 PM	-----	01:15 PM	23	0	9	0	0	0	0	56	18	33	36	0	*175*
12:30 PM	-----	01:30 PM	18	0	10	0	0	0	0	56	24	33	31	0	*172*
12:45 PM	-----	01:45 PM	14	0	17	0	0	0	0	55	28	26	34	0	*174*
01:00 PM	-----	02:00 PM	9	0	23	0	0	0	0	47	25	23	35	0	*162*
01:15 PM	-----	02:15 PM	14	0	20	0	0	0	0	47	19	19	37	0	*156*
01:30 PM	-----	02:30 PM	12	0	19	0	0	0	0	59	18	19	36	0	*163*
01:45 PM	-----	02:45 PM	15	0	12	0	0	0	0	67	14	24	34	0	*166*
02:00 PM	-----	03:00 PM	19	0	17	0	0	0	0	72	13	22	34	0	*177*
02:15 PM	-----	03:15 PM	19	0	19	0	0	0	0	74	11	16	44	0	*183*
02:30 PM	-----	03:30 PM	23	0	26	0	0	0	0	81	5	12	48	0	*195*
02:45 PM	-----	03:45 PM	20	0	43	0	0	0	0	88	4	9	52	0	*216*
03:00 PM	-----	04:00 PM	16	0	39	0	0	0	0	115	6	6	54	0	*236*
03:15 PM	-----	04:15 PM	12	0	44	0	0	0	0	158	7	10	41	0	*272*
03:30 PM	-----	04:30 PM	14	0	53	0	0	0	0	191	8	13	43	0	*322*
03:45 PM	-----	04:45 PM	22	0	54	0	0	0	0	219	15	10	44	0	*364*
04:00 PM	-----	05:00 PM	25	0	77	0	0	0	0	228	16	12	52	0	*410*

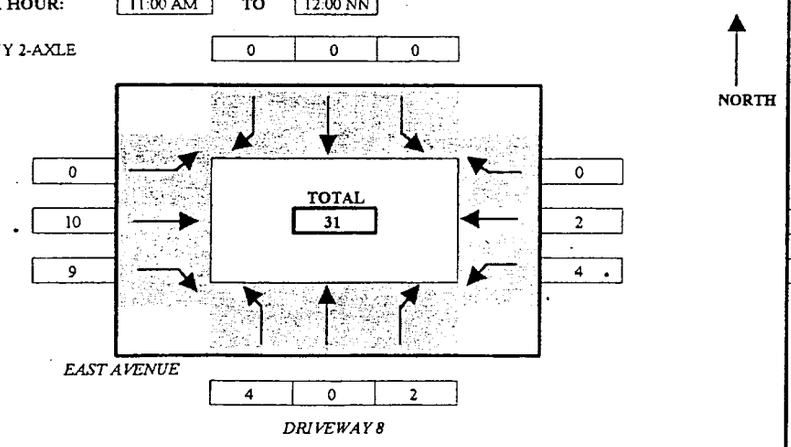
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

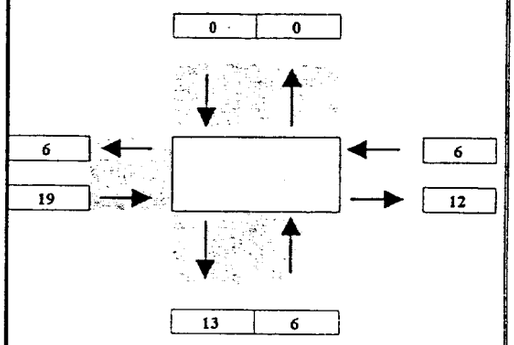
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE: DECEMBER 6 , 2002	DAY: THURSDAY
N-S Approach:	DRIVEWAY 8	SURVEY TIME: 7:00 AM TO 5:00 PM	WEATHER: SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION: LIVERMORE	FILENAME: EA08LV 2

PEAK HOUR: 11:00 AM TO 12:00 NN

HEAVY 2-AXLE: 0 | 0 | 0



ARRIVAL / DEPARTURE VOLUMES



		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
						SURVEY DATA								
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
07:45 AM	08:00 AM	0	0	1	0	0	0	0	2	0	0	2	0	5
08:00 AM	08:15 AM	1	0	1	0	0	0	0	2	0	0	2	0	6
08:15 AM	08:30 AM	1	0	1	0	0	0	0	3	1	0	2	0	8
08:30 AM	08:45 AM	1	0	1	0	0	0	0	4	2	0	2	0	10
08:45 AM	09:00 AM	2	0	2	0	0	0	0	4	2	0	2	0	12
09:00 AM	09:15 AM	2	0	2	0	0	0	0	4	4	0	4	0	16
09:15 AM	09:30 AM	2	0	2	0	0	0	0	5	5	1	7	0	22
09:30 AM	09:45 AM	4	0	2	0	0	0	0	8	8	1	7	0	30
09:45 AM	10:00 AM	5	0	2	0	0	0	0	8	8	1	8	0	32
10:00 AM	10:15 AM	5	0	2	0	0	0	0	9	9	1	10	0	36
10:15 AM	10:30 AM	5	0	2	0	0	0	0	10	11	2	12	0	42
10:30 AM	10:45 AM	5	0	2	0	0	0	0	15	13	2	13	0	50
10:45 AM	11:00 AM	7	0	3	0	0	0	0	15	13	4	13	0	55
11:00 AM	11:15 AM	7	0	4	0	0	0	0	19	14	5	13	0	62
11:15 AM	11:30 AM	8	0	4	0	0	0	0	19	19	5	14	0	69
11:30 AM	11:45 AM	8	0	4	0	0	0	0	24	20	8	14	0	78
11:45 AM	12:00 PM	11	0	5	0	0	0	0	25	22	8	15	0	86
12:00 PM	12:15 PM	15	0	5	0	0	0	0	26	22	8	15	0	91
12:15 PM	12:30 PM	17	0	5	0	0	0	0	28	22	9	15	0	96
12:30 PM	12:45 PM	18	0	5	0	0	0	0	29	22	9	19	0	102
12:45 PM	01:00 PM	19	0	6	0	0	0	0	29	23	9	19	0	105
01:00 PM	01:15 PM	22	0	6	0	0	0	0	30	23	9	20	0	110
01:15 PM	01:30 PM	25	0	6	0	0	0	0	33	23	10	20	0	117
01:30 PM	01:45 PM	26	0	7	0	0	0	0	37	24	10	22	0	126
01:45 PM	02:00 PM	26	0	8	0	0	0	0	37	24	11	24	0	130
02:00 PM	02:15 PM	27	0	8	0	0	0	0	38	25	11	25	0	134
02:15 PM	02:30 PM	28	0	8	0	0	0	0	39	25	11	25	0	136
02:30 PM	02:45 PM	28	0	9	0	0	0	0	43	25	11	28	0	144
02:45 PM	03:00 PM	28	0	9	0	0	0	0	44	25	11	29	0	146
03:00 PM	03:15 PM	29	0	10	0	0	0	0	44	29	12	29	0	153
03:15 PM	03:30 PM	30	0	10	0	0	0	0	45	29	13	30	0	157
03:30 PM	03:45 PM	30	0	10	0	0	0	0	46	29	13	31	0	159
03:45 PM	04:00 PM	30	0	10	0	0	0	0	48	29	13	33	0	163
04:00 PM	04:15 PM	30	0	10	0	0	0	0	48	29	13	34	0	164
04:15 PM	04:30 PM	30	0	10	0	0	0	0	50	29	13	34	0	166
04:30 PM	04:45 PM	30	0	10	0	0	0	0	52	29	13	35	0	169
04:45 PM	05:00 PM	30	0	10	0	0	0	0	53	29	13	35	0	170

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

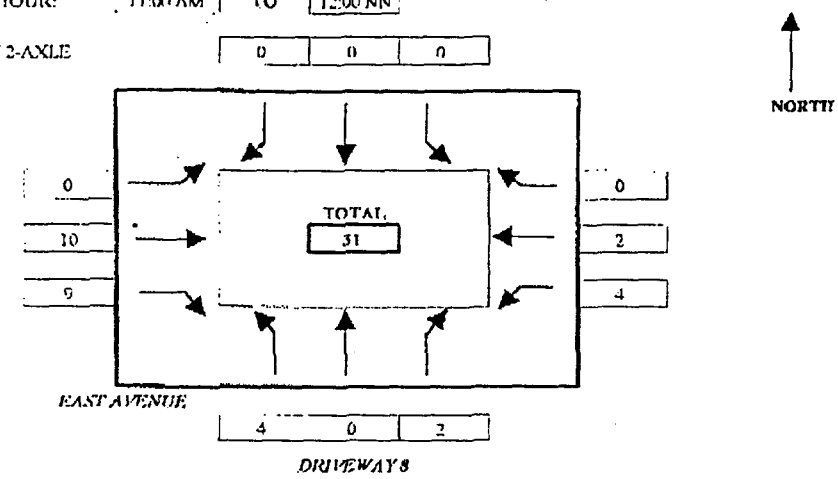
PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 6 , 2002 — DAY: THURSDAY

N-S Approach: DRIVEWAY 8 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

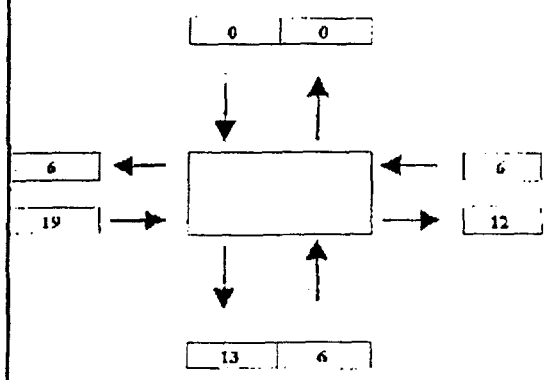
E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA08LV 2

PEAK HOUR: 11:00 AM TO 12:00 NN

HEAVY 2-AXLE: 0 | 0 | 0



ARRIVAL / DEPARTURE VOLUMES



			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
SURVEY DATA															
07:00 AM	-----	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	-----	07:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
07:30 AM	-----	07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
07:45 AM	-----	08:00 AM	0	0	1	0	0	0	0	2	0	0	2	0	5
08:00 AM	-----	08:15 AM	1	0	1	0	0	0	0	2	0	0	2	0	6
08:15 AM	-----	08:30 AM	1	0	1	0	0	0	0	3	1	0	2	0	8
08:30 AM	-----	08:45 AM	1	0	1	0	0	0	0	4	2	0	2	0	10
08:45 AM	-----	09:00 AM	2	0	2	0	0	0	0	4	2	0	2	0	12
09:00 AM	-----	09:15 AM	2	0	2	0	0	0	0	4	4	0	4	0	16
09:15 AM	-----	09:30 AM	2	0	2	0	0	0	0	5	5	1	7	0	22
09:30 AM	-----	09:45 AM	4	0	2	0	0	0	0	8	8	1	7	0	30
09:45 AM	-----	10:00 AM	5	0	2	0	0	0	0	8	8	1	8	0	32
10:00 AM	-----	10:15 AM	5	0	2	0	0	0	0	9	9	1	10	0	36
10:15 AM	-----	10:30 AM	5	0	2	0	0	0	0	10	11	2	12	0	42
10:30 AM	-----	10:45 AM	5	0	2	0	0	0	0	15	13	2	13	0	50
10:45 AM	-----	11:00 AM	7	0	3	0	0	0	0	15	13	4	13	0	55
11:00 AM	-----	11:15 AM	7	0	4	0	0	0	0	19	14	5	13	0	62
11:15 AM	-----	11:30 AM	8	0	4	0	0	0	0	19	19	5	14	0	69
11:30 AM	-----	11:45 AM	8	0	4	0	0	0	0	24	20	8	14	0	78
11:45 AM	-----	12:00 PM	11	0	5	0	0	0	0	25	22	8	15	0	86
12:00 PM	-----	12:15 PM	15	0	5	0	0	0	0	26	22	8	15	0	91
12:15 PM	-----	12:30 PM	17	0	5	0	0	0	0	28	22	9	15	0	96
12:30 PM	-----	12:45 PM	18	0	5	0	0	0	0	29	22	9	19	0	102
12:45 PM	-----	01:00 PM	19	0	6	0	0	0	0	29	23	9	19	0	105
01:00 PM	-----	01:15 PM	22	0	6	0	0	0	0	30	23	9	20	0	110
01:15 PM	-----	01:30 PM	25	0	6	0	0	0	0	33	23	10	20	0	117
01:30 PM	-----	01:45 PM	26	0	7	0	0	0	0	37	24	10	22	0	126
01:45 PM	-----	02:00 PM	26	0	8	0	0	0	0	37	24	11	24	0	130
02:00 PM	-----	02:15 PM	27	0	8	0	0	0	0	38	25	11	25	0	134
02:15 PM	-----	02:30 PM	28	0	8	0	0	0	0	39	25	11	25	0	136
02:30 PM	-----	02:45 PM	28	0	9	0	0	0	0	43	25	11	28	0	144
02:45 PM	-----	03:00 PM	28	0	9	0	0	0	0	44	25	11	29	0	146
03:00 PM	-----	03:15 PM	29	0	10	0	0	0	0	44	29	12	29	0	153
03:15 PM	-----	03:30 PM	30	0	10	0	0	0	0	45	29	13	30	0	157
03:30 PM	-----	03:45 PM	30	0	10	0	0	0	0	46	29	13	31	0	159
03:45 PM	-----	04:00 PM	30	0	10	0	0	0	0	48	29	13	33	0	163
04:00 PM	-----	04:15 PM	30	0	10	0	0	0	0	48	29	13	34	0	164
04:15 PM	-----	04:30 PM	30	0	10	0	0	0	0	50	29	13	34	0	166
04:30 PM	-----	04:45 PM	30	0	10	0	0	0	0	52	29	13	35	0	169
04:45 PM	-----	05:00 PM	30	0	10	0	0	0	0	53	29	13	35	0	170

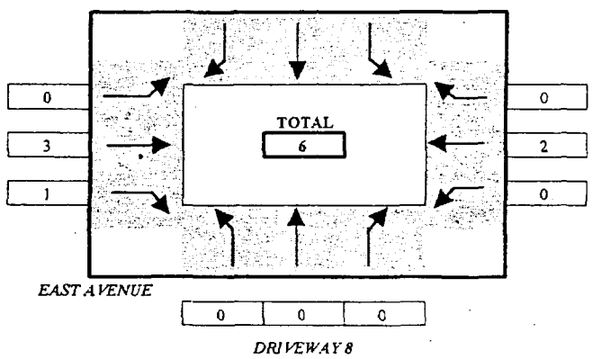
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

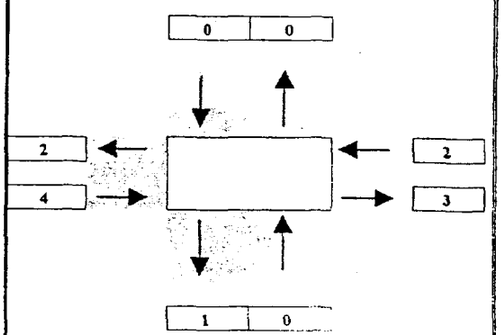
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE: DECEMBER 6 , 2002	DAY: THURSDAY
N-S Approach:	DRIVEWAY 8	SURVEY TIME: 7:00 AM TO 5:00 PM	WEATHER: SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION: LIVERMORE	FILENAME: EA08LV 3

PEAK HOUR: 10:45 AM TO 11:45 AM

HEAVY 3-AXLE: 0 | 0 | 0



ARRIVAL / DEPARTURE VOLUMES



			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
							SURVEY	*DATA*							
07:00 AM	------	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:15 AM	------	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:30 AM	------	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:45 AM	------	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:00 AM	------	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:15 AM	------	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:30 AM	------	08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	*1*
08:45 AM	------	09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	*1*
09:00 AM	------	09:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	*2*
09:15 AM	------	09:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	*2*
09:30 AM	------	09:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	*2*
09:45 AM	------	10:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	*2*
10:00 AM	------	10:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	*2*
10:15 AM	------	10:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	*2*
10:30 AM	------	10:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	*2*
10:45 AM	------	11:00 AM	0	0	0	0	0	0	0	2	1	0	1	0	*4*
11:00 AM	------	11:15 AM	0	0	0	0	0	0	0	2	1	0	1	0	*4*
11:15 AM	------	11:30 AM	0	0	0	0	0	0	0	2	1	0	1	0	*4*
11:30 AM	------	11:45 AM	0	0	0	0	0	0	0	4	1	0	3	0	*8*
11:45 AM	------	12:00 PM	0	0	0	0	0	0	0	4	1	0	3	0	*8*
12:00 PM	------	12:15 PM	0	0	0	0	0	0	0	4	1	0	3	0	*8*
12:15 PM	------	12:30 PM	0	0	0	0	0	0	0	5	1	0	3	0	*9*
12:30 PM	------	12:45 PM	0	0	0	0	0	0	0	5	1	0	3	0	*9*
12:45 PM	------	01:00 PM	0	0	0	0	0	0	0	5	1	0	3	0	*9*
01:00 PM	------	01:15 PM	0	0	0	0	0	0	0	5	1	0	3	0	*9*
01:15 PM	------	01:30 PM	0	0	0	0	0	0	0	5	1	0	3	0	*9*
01:30 PM	------	01:45 PM	0	0	0	0	0	0	0	5	1	0	3	0	*9*
01:45 PM	------	02:00 PM	0	0	0	0	0	0	0	5	1	0	3	0	*9*
02:00 PM	------	02:15 PM	0	0	0	0	0	0	0	5	1	0	3	0	*9*
02:15 PM	------	02:30 PM	0	0	0	0	0	0	0	5	1	0	5	0	*11*
02:30 PM	------	02:45 PM	0	0	1	0	0	0	0	5	1	0	5	0	*12*
02:45 PM	------	03:00 PM	0	0	1	0	0	0	0	6	1	0	5	0	*13*
03:00 PM	------	03:15 PM	0	0	1	0	0	0	0	6	1	0	5	0	*13*
03:15 PM	------	03:30 PM	0	0	1	0	0	0	0	6	1	0	5	0	*13*
03:30 PM	------	03:45 PM	0	0	1	0	0	0	0	6	1	0	5	0	*13*
03:45 PM	------	04:00 PM	0	0	1	0	0	0	0	6	1	0	5	0	*13*
04:00 PM	------	04:15 PM	0	0	1	0	0	0	0	6	1	0	5	0	*13*
04:15 PM	------	04:30 PM	0	0	1	0	0	0	0	6	1	0	5	0	*13*
04:30 PM	------	04:45 PM	0	0	1	0	0	0	0	6	1	0	5	0	*13*
04:45 PM	------	05:00 PM	0	0	1	0	0	0	0	6	1	0	5	0	*13*

SF/PENINSULA: (415) 750-1317 *ALAMEDA: (510) 233-2292* *CONTRA COSTA: (510) 232-1271*

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 6 , 2002 — DAY: THURSDAY

N-S Approach: DRIVEWAY 8 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA08LV_3

		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD														
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	09:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	11:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	2
11:00 AM	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	11:45 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
11:45 AM	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	12:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:30 PM	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	02:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
02:30 PM	02:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
02:45 PM	03:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:00 PM	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTALS														
07:00 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:00 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:15 AM	09:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
08:30 AM	09:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
08:45 AM	09:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
09:00 AM	10:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
09:15 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	11:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	2
10:15 AM	11:15 AM	0	0	0	0	0	0	0	1	1	0	0	0	2
10:30 AM	11:30 AM	0	0	0	0	0	0	0	1	1	0	0	0	2
10:45 AM	11:45 AM	0	0	0	0	0	0	0	3	1	0	2	0	6
11:00 AM	12:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
11:15 AM	12:15 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
11:30 AM	12:30 PM	0	0	0	0	0	0	0	3	0	0	2	0	5
11:45 AM	12:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:00 PM	01:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:15 PM	01:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:30 PM	01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	02:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
01:45 PM	02:45 PM	0	0	1	0	0	0	0	0	0	0	2	0	3
02:00 PM	03:00 PM	0	0	1	0	0	0	0	1	0	0	2	0	4
02:15 PM	03:15 PM	0	0	1	0	0	0	0	1	0	0	2	0	4
02:30 PM	03:30 PM	0	0	1	0	0	0	0	1	0	0	0	0	2
02:45 PM	03:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:00 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

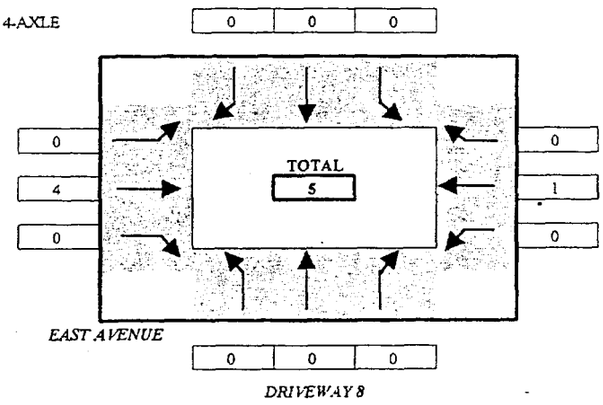
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

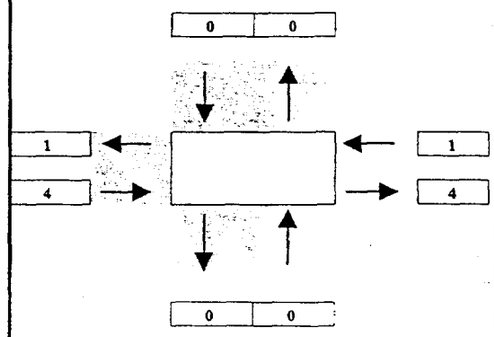
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE: DECEMBER 6 , 2002	DAY: THURSDAY
N-S Approach:	DRIVEWAY 8	SURVEY TIME: 7:00 AM TO 5:00 PM	WEATHER: SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION: LIVERMORE	FILENAME: EA08LV_4

PEAK HOUR: 12:15 PM TO 1:15 PM

HEAVY 4-AXLE



ARRIVAL / DEPARTURE VOLUMES



		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
						SURVEY	*DATA*							
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	*1*
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	*1*
08:15 AM	08:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	*2*
08:30 AM	08:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	*2*
08:45 AM	09:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	*2*
09:00 AM	09:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	*2*
09:15 AM	09:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	*2*
09:30 AM	09:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	*2*
09:45 AM	10:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	*2*
10:00 AM	10:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	*2*
10:15 AM	10:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	*2*
10:30 AM	10:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	*2*
10:45 AM	11:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	*2*
11:00 AM	11:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	*2*
11:15 AM	11:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	*2*
11:30 AM	11:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	*3*
11:45 AM	12:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	*3*
12:00 PM	12:15 PM	0	0	0	0	0	0	0	2	0	0	2	0	*4*
12:15 PM	12:30 PM	0	0	0	0	0	0	0	4	0	0	2	0	*6*
12:30 PM	12:45 PM	0	0	0	0	0	0	0	5	0	0	2	0	*7*
12:45 PM	01:00 PM	0	0	0	0	0	0	0	5	0	0	2	0	*7*
01:00 PM	01:15 PM	0	0	0	0	0	0	0	6	0	0	3	0	*9*
01:15 PM	01:30 PM	0	0	0	0	0	0	0	6	0	0	3	0	*9*
01:30 PM	01:45 PM	0	0	0	0	0	0	0	6	0	0	3	0	*9*
01:45 PM	02:00 PM	0	0	0	0	0	0	0	8	0	0	3	0	*11*
02:00 PM	02:15 PM	0	0	0	0	0	0	0	8	0	0	3	0	*11*
02:15 PM	02:30 PM	0	0	0	0	0	0	0	8	0	0	3	0	*11*
02:30 PM	02:45 PM	0	0	0	0	0	0	0	8	0	0	3	0	*11*
02:45 PM	03:00 PM	0	0	0	0	0	0	0	8	0	0	3	0	*11*
03:00 PM	03:15 PM	0	0	0	0	0	0	0	8	0	0	3	0	*11*
03:15 PM	03:30 PM	0	0	0	0	0	0	0	8	0	0	4	0	*12*
03:30 PM	03:45 PM	0	0	0	0	0	0	0	8	0	0	5	0	*13*
03:45 PM	04:00 PM	0	0	0	0	0	0	0	8	0	0	5	0	*13*
04:00 PM	04:15 PM	0	0	0	0	0	0	0	9	0	0	5	0	*14*
04:15 PM	04:30 PM	0	0	0	0	0	0	0	9	0	0	5	0	*14*
04:30 PM	04:45 PM	0	0	0	0	0	0	0	9	0	0	5	0	*14*
04:45 PM	05:00 PM	0	0	0	0	0	0	0	9	0	0	5	0	*14*

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 6 , 2002 — DAY: THURSDAY

N-S Approach: DRIVEWAY 8 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA08LV_4

			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD															
07:00 AM	------	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	------	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	------	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	------	08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:00 AM	------	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	------	08:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:30 AM	------	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	------	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	------	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	------	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	------	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	------	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	------	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	------	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	------	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	------	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	------	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	------	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	------	11:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
11:45 AM	------	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	------	12:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:15 PM	------	12:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
12:30 PM	------	12:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:45 PM	------	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	------	01:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
01:15 PM	------	01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	------	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	------	02:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
02:00 PM	------	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	------	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	------	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	------	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	------	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	------	03:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:30 PM	------	03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:45 PM	------	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	------	04:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:15 PM	------	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	------	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	------	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTALS															
07:00 AM	------	08:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
07:15 AM	------	08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
07:30 AM	------	08:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
07:45 AM	------	08:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
08:00 AM	------	09:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:15 AM	------	09:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:30 AM	------	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	------	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	------	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	------	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	------	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	------	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	------	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	------	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	------	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	------	11:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
11:00 AM	------	12:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
11:15 AM	------	12:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
11:30 AM	------	12:30 PM	0	0	0	0	0	0	0	3	0	0	1	0	4
11:45 AM	------	12:45 PM	0	0	0	0	0	0	0	4	0	0	0	0	4
12:00 PM	------	01:00 PM	0	0	0	0	0	0	0	4	0	0	0	0	4
12:15 PM	------	01:15 PM	0	0	0	0	0	0	0	4	0	0	1	0	5
12:30 PM	------	01:30 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
12:45 PM	------	01:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
01:00 PM	------	02:00 PM	0	0	0	0	0	0	0	3	0	0	1	0	4
01:15 PM	------	02:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
01:30 PM	------	02:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
01:45 PM	------	02:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
02:00 PM	------	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	------	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	------	03:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
02:45 PM	------	03:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
03:00 PM	------	04:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
03:15 PM	------	04:15 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
03:30 PM	------	04:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
03:45 PM	------	04:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:00 PM	------	05:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1

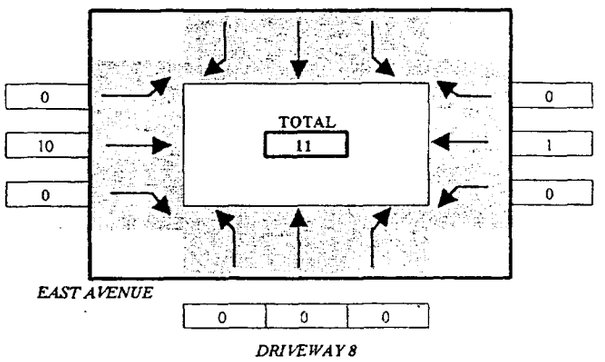
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

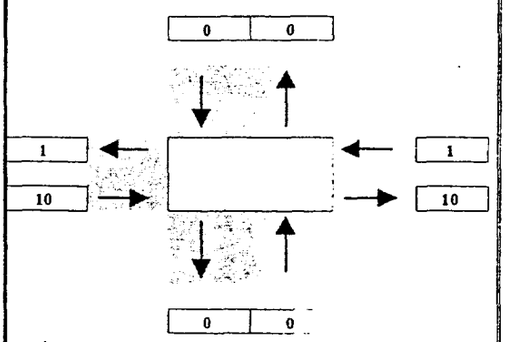
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE: DECEMBER 6 , 2002	DAY: THURSDAY
N-S Approach:	DRIVEWAY 8	SURVEY TIME: 7:00 AM TO 5:00 PM	WEATHER: SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION: LIVERMORE	FILENAME: EA08LV_5

PEAK HOUR: 11:30 AM TO 12:30 PM

HEAVY 5-AXLE: 0 | 0 | 0



ARRIVAL / DEPARTURE VOLUMES



		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
						SURVEY	*DATA*							
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:15 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	*1*
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	*1*
09:00 AM	09:15 AM	0	0	0	0	0	0	0	2	0	0	1	0	*3*
09:15 AM	09:30 AM	0	0	0	0	0	0	0	2	0	0	2	0	*4*
09:30 AM	09:45 AM	0	0	0	0	0	0	0	2	0	0	2	0	*4*
09:45 AM	10:00 AM	0	0	0	0	0	0	0	4	0	0	2	0	*6*
10:00 AM	10:15 AM	0	0	0	0	0	0	0	4	0	0	2	0	*6*
10:15 AM	10:30 AM	0	0	0	0	0	0	0	5	0	0	4	0	*9*
10:30 AM	10:45 AM	0	0	0	0	0	0	0	5	0	0	5	0	*10*
10:45 AM	11:00 AM	0	0	0	0	0	0	0	5	0	0	5	0	*10*
11:00 AM	11:15 AM	0	0	0	0	0	0	0	5	0	0	5	0	*10*
11:15 AM	11:30 AM	0	0	0	0	0	0	0	5	0	0	5	0	*10*
11:30 AM	11:45 AM	0	0	0	0	0	0	0	7	0	0	6	0	*13*
11:45 AM	12:00 PM	0	0	0	0	0	0	0	7	0	0	6	0	*13*
12:00 PM	12:15 PM	0	0	0	0	0	0	0	14	0	0	6	0	*20*
12:15 PM	12:30 PM	0	0	0	0	0	0	0	15	0	0	6	0	*21*
12:30 PM	12:45 PM	0	0	0	0	0	0	0	15	0	0	6	0	*21*
12:45 PM	01:00 PM	0	0	0	0	0	0	0	15	0	0	6	0	*21*
01:00 PM	01:15 PM	0	0	0	0	0	0	0	16	0	0	7	0	*23*
01:15 PM	01:30 PM	0	0	0	0	0	0	0	16	0	0	8	0	*24*
01:30 PM	01:45 PM	0	0	0	0	0	0	0	16	0	0	8	0	*24*
01:45 PM	02:00 PM	0	0	0	0	0	0	0	17	0	0	9	0	*26*
02:00 PM	02:15 PM	0	0	0	0	0	0	0	17	0	0	10	0	*27*
02:15 PM	02:30 PM	0	0	0	0	0	0	0	18	0	0	10	0	*28*
02:30 PM	02:45 PM	0	0	0	0	0	0	0	18	0	0	10	0	*28*
02:45 PM	03:00 PM	0	0	0	0	0	0	0	18	0	0	10	0	*28*
03:00 PM	03:15 PM	0	0	0	0	0	0	0	19	0	0	10	0	*29*
03:15 PM	03:30 PM	0	0	0	0	0	0	0	19	0	0	10	0	*29*
03:30 PM	03:45 PM	0	0	0	0	0	0	0	19	0	0	10	0	*29*
03:45 PM	04:00 PM	0	0	0	0	0	0	0	19	0	0	10	0	*29*
04:00 PM	04:15 PM	0	0	0	0	0	0	0	19	0	0	11	0	*30*
04:15 PM	04:30 PM	0	0	0	0	0	0	0	19	0	0	11	0	*30*
04:30 PM	04:45 PM	0	0	0	0	0	0	0	20	0	0	11	0	*31*
04:45 PM	05:00 PM	0	0	0	0	0	0	0	20	0	0	11	0	*31*

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 6 , 2002 — DAY: THURSDAY

N-S Approach: DRIVEWAY 8 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA08LV_5

		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD														
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	09:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	10:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
10:00 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	10:30 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
10:30 AM	10:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
10:45 AM	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	11:45 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
11:45 AM	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	12:15 PM	0	0	0	0	0	0	0	7	0	0	0	0	7
12:15 PM	12:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:30 PM	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	01:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
01:15 PM	01:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:30 PM	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	02:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
02:00 PM	02:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
02:15 PM	02:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
02:30 PM	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	03:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:15 PM	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:15 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	04:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:45 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTALS														
07:00 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:00 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:15 AM	09:15 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
08:30 AM	09:30 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
08:45 AM	09:45 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
09:00 AM	10:00 AM	0	0	0	0	0	0	0	4	0	0	1	0	5
09:15 AM	10:15 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
09:30 AM	10:30 AM	0	0	0	0	0	0	0	3	0	0	2	0	5
09:45 AM	10:45 AM	0	0	0	0	0	0	0	3	0	0	3	0	6
10:00 AM	11:00 AM	0	0	0	0	0	0	0	1	0	0	3	0	4
10:15 AM	11:15 AM	0	0	0	0	0	0	0	1	0	0	3	0	4
10:30 AM	11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
10:45 AM	11:45 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
11:00 AM	12:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
11:15 AM	12:15 PM	0	0	0	0	0	0	0	9	0	0	1	0	10
11:30 AM	12:30 PM	0	0	0	0	0	0	0	10	0	0	1	0	11
11:45 AM	12:45 PM	0	0	0	0	0	0	0	8	0	0	0	0	8
12:00 PM	01:00 PM	0	0	0	0	0	0	0	8	0	0	0	0	8
12:15 PM	01:15 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
12:30 PM	01:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
12:45 PM	01:45 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
01:00 PM	02:00 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
01:15 PM	02:15 PM	0	0	0	0	0	0	0	1	0	0	3	0	4
01:30 PM	02:30 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
01:45 PM	02:45 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
02:00 PM	03:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
02:15 PM	03:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
02:30 PM	03:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
02:45 PM	03:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:00 PM	04:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:15 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:30 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:45 PM	04:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
04:00 PM	05:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2

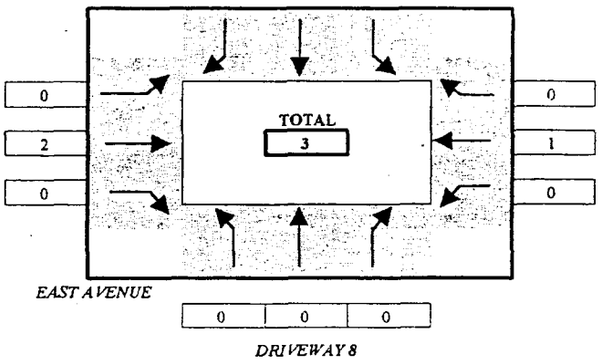
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

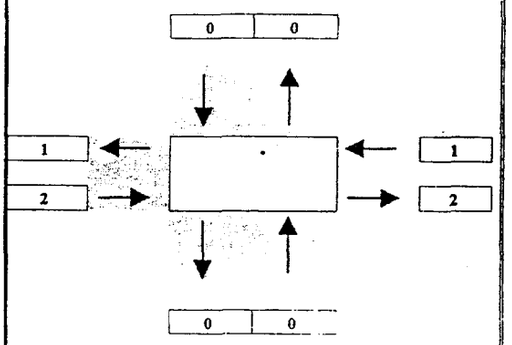
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE:	DECEMBER 6 , 2002	DAY:	THURSDAY
N-S Approach:	DRIVEWAY 8	SURVEY TIME:	7:00 AM TO 5:00 PM	WEATHER:	SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION:	LIVERMORE	FILENAME:	EA08LV_6

PEAK HOUR: 11:00 AM TO 12:00 NN

HEAVY >5-AXLE: 0 0 0



ARRIVAL / DEPARTURE VOLUMES



		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
						SURVEY	*DATA*							
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:15 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
10:00 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
10:15 AM	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
10:30 AM	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
10:45 AM	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
11:00 AM	11:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
11:15 AM	11:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	*2*
11:30 AM	11:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	*2*
11:45 AM	12:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	*3*
12:00 PM	12:15 PM	0	0	0	0	0	0	0	2	0	0	1	0	*3*
12:15 PM	12:30 PM	0	0	0	0	0	0	0	2	0	0	1	0	*3*
12:30 PM	12:45 PM	0	0	0	0	0	0	0	2	0	0	1	0	*3*
12:45 PM	01:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	*3*
01:00 PM	01:15 PM	0	0	0	0	0	0	0	2	0	0	1	0	*3*
01:15 PM	01:30 PM	0	0	0	0	0	0	0	2	0	0	1	0	*3*
01:30 PM	01:45 PM	0	0	0	0	0	0	0	2	0	0	1	0	*3*
01:45 PM	02:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	*3*
02:00 PM	02:15 PM	0	0	0	0	0	0	0	2	0	0	2	0	*4*
02:15 PM	02:30 PM	0	0	0	0	0	0	0	2	0	0	2	0	*4*
02:30 PM	02:45 PM	0	0	0	0	0	0	0	2	0	0	2	0	*4*
02:45 PM	03:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	*4*
03:00 PM	03:15 PM	0	0	0	0	0	0	0	2	0	0	2	0	*4*
03:15 PM	03:30 PM	0	0	0	0	0	0	0	2	0	0	2	0	*4*
03:30 PM	03:45 PM	0	0	0	0	0	0	0	2	0	0	2	0	*4*
03:45 PM	04:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	*4*
04:00 PM	04:15 PM	0	0	0	0	0	0	0	2	0	0	2	0	*4*
04:15 PM	04:30 PM	0	0	0	0	0	0	0	2	0	0	2	0	*4*
04:30 PM	04:45 PM	0	0	0	0	0	0	0	2	0	0	3	0	*5*
04:45 PM	05:00 PM	0	0	0	0	0	0	0	2	0	0	3	0	*5*

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 6 , 2002 — DAY: THURSDAY

N-S Approach: DRIVEWAY 8 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA08LV_6

		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD														
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	11:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
11:15 AM	11:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
11:30 AM	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	12:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:00 PM	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	02:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
02:15 PM	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:45 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTALS														
07:00 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	11:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
10:30 AM	11:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
10:45 AM	11:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
11:00 AM	12:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
11:15 AM	12:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
11:30 AM	12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
11:45 AM	12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:00 PM	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	02:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:30 PM	02:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:45 PM	02:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
02:00 PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
02:15 PM	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:00 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1

Truck Counts

Locations 7 and 8

Friday, December 7, 2001

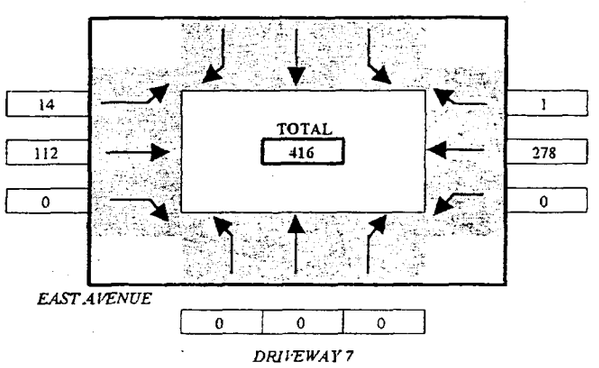
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

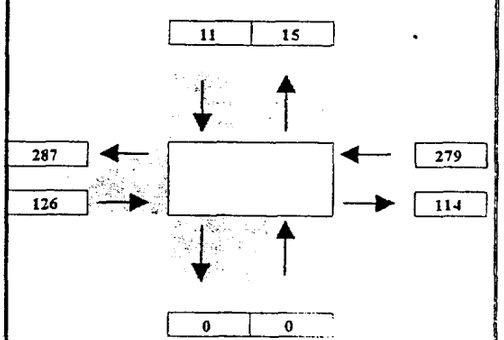
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE:	DECEMBER 7, 2002	DAY:	FRIDAY
N-S Approach:	DRIVEWAY 7	SURVEY TIME:	7:00 AM TO 5:00 PM	WEATHER:	SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION:	LIVERMORE	FILENAME:	EA07LVT5

PEAK HOUR: 07:15 AM TO 08:15 AM

TOTAL VEHICLES: 9 | 0 | 2



ARRIVAL/DEPARTURE VOLUMES



			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
							SURVEY DATA								
07:00 AM	------	07:15 AM	0	0	0	2	0	0	3	27	0	0	74	0	106
07:15 AM	------	07:30 AM	0	0	0	2	0	0	7	58	0	0	137	0	204
07:30 AM	------	07:45 AM	0	0	0	2	0	1	15	83	0	0	192	0	293
07:45 AM	------	08:00 AM	0	0	0	3	0	1	16	113	0	0	268	0	401
08:00 AM	------	08:15 AM	0	0	0	4	0	9	17	139	0	0	352	1	522
08:15 AM	------	08:30 AM	0	0	0	4	0	11	25	164	0	0	407	1	612
08:30 AM	------	08:45 AM	0	0	0	6	0	12	32	191	0	0	455	1	697
08:45 AM	------	09:00 AM	0	0	0	6	0	13	33	214	0	0	508	2	776
09:00 AM	------	09:15 AM	0	0	0	7	0	16	37	246	0	0	535	3	842
09:15 AM	------	09:30 AM	0	0	0	7	0	17	41	277	0	0	565	4	911
09:30 AM	------	09:45 AM	0	0	0	9	0	19	41	307	0	0	586	6	968
09:45 AM	------	10:00 AM	0	0	0	9	0	20	43	331	0	0	615	6	1,024
10:00 AM	------	10:15 AM	0	0	0	9	0	21	45	347	0	0	634	8	1,064
10:15 AM	------	10:30 AM	0	0	0	10	0	27	47	369	0	0	650	9	1,112
10:30 AM	------	10:45 AM	0	0	0	12	0	30	50	388	0	0	665	10	1,155
10:45 AM	------	11:00 AM	0	0	0	13	0	31	51	413	0	0	680	12	1,200
11:00 AM	------	11:15 AM	0	0	0	14	0	37	52	444	0	0	695	13	1,255
11:15 AM	------	11:30 AM	0	0	0	14	0	39	54	472	0	0	735	15	1,329
11:30 AM	------	11:45 AM	0	0	0	16	0	42	57	503	0	0	769	16	1,403
11:45 AM	------	12:00 PM	0	0	0	16	0	48	57	529	0	0	810	19	1,479
12:00 PM	------	12:15 PM	0	0	0	18	0	50	58	554	0	0	851	20	1,551
12:15 PM	------	12:30 PM	0	0	0	19	0	52	64	585	0	0	886	22	1,628
12:30 PM	------	12:45 PM	0	0	0	19	0	55	65	616	0	0	924	23	1,702
12:45 PM	------	01:00 PM	0	0	0	21	0	59	68	654	0	0	954	24	1,780
01:00 PM	------	01:15 PM	0	0	0	24	0	61	73	674	0	0	990	25	1,847
01:15 PM	------	01:30 PM	0	0	0	25	0	64	80	704	0	0	1,014	29	1,916
01:30 PM	------	01:45 PM	0	0	0	27	0	69	83	745	0	0	1,039	29	1,992
01:45 PM	------	02:00 PM	0	0	0	28	0	74	90	778	0	0	1,063	30	2,063
02:00 PM	------	02:15 PM	0	0	0	29	0	77	96	809	0	0	1,079	31	2,121
02:15 PM	------	02:30 PM	0	0	0	30	0	83	100	843	0	0	1,098	32	2,186
02:30 PM	------	02:45 PM	0	0	0	32	0	90	105	878	0	0	1,117	32	2,254
02:45 PM	------	03:00 PM	0	0	0	32	0	94	110	904	0	0	1,131	32	2,303
03:00 PM	------	03:15 PM	0	0	0	34	0	96	110	941	0	0	1,144	33	2,358
03:15 PM	------	03:30 PM	0	0	0	34	0	98	111	992	0	0	1,167	34	2,436
03:30 PM	------	03:45 PM	0	0	0	35	0	101	112	1,060	0	0	1,184	35	2,527
03:45 PM	------	04:00 PM	0	0	0	36	0	103	114	1,125	0	0	1,209	35	2,622
04:00 PM	------	04:15 PM	0	0	0	36	0	107	114	1,200	0	0	1,224	36	2,717
04:15 PM	------	04:30 PM	0	0	0	36	0	110	114	1,266	0	0	1,249	36	2,811
04:30 PM	------	04:45 PM	0	0	0	37	0	113	114	1,336	0	0	1,276	36	2,912
04:45 PM	------	05:00 PM	0	0	0	37	0	113	114	1,406	0	0	1,304	36	3,010

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 7, 2002 — DAY: FRIDAY

N-S Approach: DRIVEWAY 7 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA07LVT5

		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD														
07:00 AM	07:15 AM	0	0	0	2	0	0	3	27	0	0	74	0	*106*
07:15 AM	07:30 AM	0	0	0	0	0	0	4	31	0	0	63	0	*98*
07:30 AM	07:45 AM	0	0	0	0	0	1	8	25	0	0	55	0	*89*
07:45 AM	08:00 AM	0	0	0	1	0	0	1	30	0	0	76	0	*108*
08:00 AM	08:15 AM	0	0	0	1	0	8	1	26	0	0	84	1	*121*
08:15 AM	08:30 AM	0	0	0	0	0	2	8	25	0	0	55	0	*90*
08:30 AM	08:45 AM	0	0	0	2	0	1	7	27	0	0	48	0	*85*
08:45 AM	09:00 AM	0	0	0	0	0	1	1	23	0	0	53	1	*79*
09:00 AM	09:15 AM	0	0	0	1	0	3	4	32	0	0	25	1	*66*
09:15 AM	09:30 AM	0	0	0	0	0	1	4	31	0	0	32	1	*69*
09:30 AM	09:45 AM	0	0	0	2	0	2	0	30	0	0	21	2	*57*
09:45 AM	10:00 AM	0	0	0	0	0	1	2	24	0	0	29	0	*56*
10:00 AM	10:15 AM	0	0	0	0	0	1	2	16	0	0	19	2	*40*
10:15 AM	10:30 AM	0	0	0	1	0	6	2	22	0	0	16	1	*48*
10:30 AM	10:45 AM	0	0	0	2	0	3	3	19	0	0	15	1	*43*
10:45 AM	11:00 AM	0	0	0	1	0	1	1	25	0	0	15	2	*45*
11:00 AM	11:15 AM	0	0	0	1	0	6	1	31	0	0	15	1	*55*
11:15 AM	11:30 AM	0	0	0	0	0	2	2	28	0	0	40	2	*74*
11:30 AM	11:45 AM	0	0	0	2	0	3	3	31	0	0	34	1	*74*
11:45 AM	12:00 PM	0	0	0	0	0	6	0	26	0	0	41	3	*76*
12:00 PM	12:15 PM	0	0	0	2	0	2	1	25	0	0	41	1	*72*
12:15 PM	12:30 PM	0	0	0	1	0	2	6	31	0	0	35	2	*77*
12:30 PM	12:45 PM	0	0	0	0	0	3	1	31	0	0	38	1	*74*
12:45 PM	01:00 PM	0	0	0	2	0	4	3	38	0	0	30	1	*78*
01:00 PM	01:15 PM	0	0	0	3	0	2	5	20	0	0	36	1	*67*
01:15 PM	01:30 PM	0	0	0	1	0	3	7	30	0	0	24	4	*69*
01:30 PM	01:45 PM	0	0	0	2	0	5	3	41	0	0	25	0	*76*
01:45 PM	02:00 PM	0	0	0	1	0	5	7	33	0	0	24	1	*71*
02:00 PM	02:15 PM	0	0	0	1	0	3	6	31	0	0	16	1	*58*
02:15 PM	02:30 PM	0	0	0	1	0	6	4	34	0	0	19	1	*65*
02:30 PM	02:45 PM	0	0	0	2	0	7	5	35	0	0	19		*68*
02:45 PM	03:00 PM	0	0	0	0	0	4	5	26	0	0	14	0	*49*
03:00 PM	03:15 PM	0	0	0	2	0	2	0	37	0	0	13	1	*55*
03:15 PM	03:30 PM	0	0	0	0	0	2	1	51	0	0	23	1	*78*
03:30 PM	03:45 PM	0	0	0	1	0	3	1	68	0	0	17	1	*91*
03:45 PM	04:00 PM	0	0	0	1	0	2	2	65	0	0	25	0	*95*
04:00 PM	04:15 PM	0	0	0	0	0	4	0	75	0	0	15	1	*95*
04:15 PM	04:30 PM	0	0	0	0	0	3	0	66	0	0	25	0	*94*
04:30 PM	04:45 PM	0	0	0	1	0	3	0	70	0	0	27	0	*101*
04:45 PM	05:00 PM	0	0	0	0	0	0	0	70	0	0	28	0	*98*
HOURLY TOTALS														
07:00 AM	08:00 AM	0	0	0	3	0	1	16	113	0	0	268	0	*401*
07:15 AM	08:15 AM	0	0	0	2	0	9	14	112	0	0	278	1	*416*
07:30 AM	08:30 AM	0	0	0	2	0	11	18	106	0	0	270	1	*408*
07:45 AM	08:45 AM	0	0	0	4	0	11	17	108	0	0	263	1	*404*
08:00 AM	09:00 AM	0	0	0	3	0	12	17	101	0	0	240	2	*375*
08:15 AM	09:15 AM	0	0	0	3	0	7	20	107	0	0	181	2	*320*
08:30 AM	09:30 AM	0	0	0	3	0	6	16	113	0	0	158	3	*299*
08:45 AM	09:45 AM	0	0	0	3	0	7	9	116	0	0	131	3	*271*
09:00 AM	10:00 AM	0	0	0	3	0	7	10	117	0	0	107	4	*248*
09:15 AM	10:15 AM	0	0	0	2	0	5	8	101	0	0	101	5	*222*
09:30 AM	10:30 AM	0	0	0	3	0	10	6	92	0	0	85	5	*201*
09:45 AM	10:45 AM	0	0	0	3	0	11	9	81	0	0	79	4	*187*
10:00 AM	11:00 AM	0	0	0	4	0	11	8	82	0	0	65	6	*176*
10:15 AM	11:15 AM	0	0	0	5	0	16	7	97	0	0	61	5	*191*
10:30 AM	11:30 AM	0	0	0	4	0	12	7	103	0	0	85	6	*217*
10:45 AM	11:45 AM	0	0	0	4	0	12	7	115	0	0	104	6	*248*
11:00 AM	12:00 PM	0	0	0	3	0	17	6	116	0	0	130	7	*279*
11:15 AM	12:15 PM	0	0	0	4	0	13	6	110	0	0	156	7	*296*
11:30 AM	12:30 PM	0	0	0	5	0	13	10	113	0	0	151	7	*299*
11:45 AM	12:45 PM	0	0	0	3	0	13	8	113	0	0	155	7	*299*
12:00 PM	01:00 PM	0	0	0	5	0	11	11	125	0	0	144	5	*301*
12:15 PM	01:15 PM	0	0	0	6	0	11	15	120	0	0	139	5	*296*
12:30 PM	01:30 PM	0	0	0	6	0	12	16	119	0	0	128	7	*288*
12:45 PM	01:45 PM	0	0	0	8	0	14	18	129	0	0	115	6	*290*
01:00 PM	02:00 PM	0	0	0	7	0	15	22	124	0	0	109	6	*283*
01:15 PM	02:15 PM	0	0	0	5	0	16	23	135	0	0	89	6	*274*
01:30 PM	02:30 PM	0	0	0	5	0	19	20	139	0	0	84	3	*270*
01:45 PM	02:45 PM	0	0	0	5	0	21	22	133	0	0	78	3	*262*
02:00 PM	03:00 PM	0	0	0	4	0	20	20	126	0	0	68	2	*240*
02:15 PM	03:15 PM	0	0	0	5	0	19	14	132	0	0	65	2	*237*
02:30 PM	03:30 PM	0	0	0	4	0	15	11	149	0	0	69	2	*250*
02:45 PM	03:45 PM	0	0	0	3	0	11	7	182	0	0	67	3	*273*
03:00 PM	04:00 PM	0	0	0	4	0	9	4	221	0	0	78	3	*319*
03:15 PM	04:15 PM	0	0	0	2	0	11	4	259	0	0	80	3	*359*
03:30 PM	04:30 PM	0	0	0	2	0	12	3	274	0	0	82	2	*375*
03:45 PM	04:45 PM	0	0	0	2	0	12	2	276	0	0	92	1	*385*
04:00 PM	05:00 PM	0	0	0	1	0	10	0	281	0	0	95	1	*388*

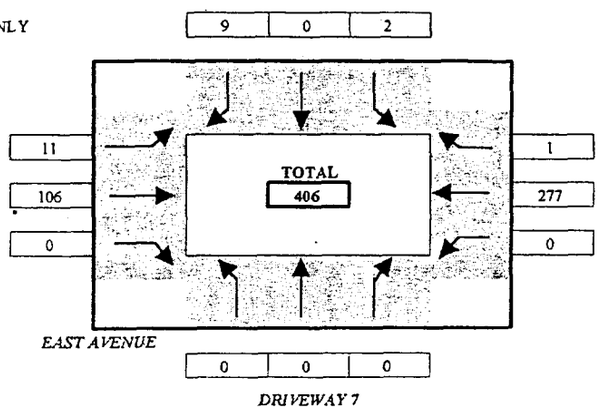
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

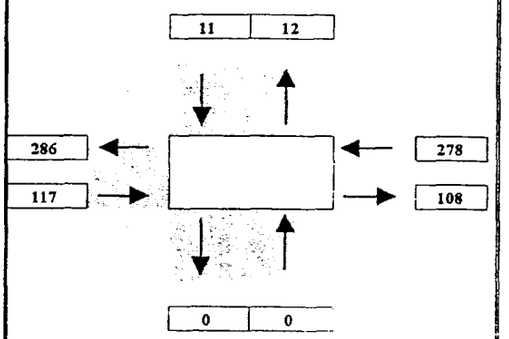
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE:	DECEMBER 7, 2002	DAY:	FRIDAY
N-S Approach:	DRIVEWAY 7	SURVEY TIME:	7:00 AM TO 5:00 PM	WEATHER:	SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION:	LIVERMORE	FILENAME:	EA07LV5A

PEAK HOUR: 07:15 AM TO 08:15 AM

AUTO ONLY



ARRIVAL/DEPARTURE VOLUMES



			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
							SURVEY	DATA							
07:00 AM	------	07:15 AM	0	0	0	2	0	0	3	26	0	0	74	0	105
07:15 AM	------	07:30 AM	0	0	0	2	0	0	7	57	0	0	137	0	203
07:30 AM	------	07:45 AM	0	0	0	2	0	1	13	78	0	0	192	0	286
07:45 AM	------	08:00 AM	0	0	0	3	0	1	14	108	0	0	268	0	394
08:00 AM	------	08:15 AM	0	0	0	4	0	9	14	132	0	0	351	1	511
08:15 AM	------	08:30 AM	0	0	0	4	0	11	19	155	0	0	404	1	594
08:30 AM	------	08:45 AM	0	0	0	6	0	11	26	182	0	0	451	1	677
08:45 AM	------	09:00 AM	0	0	0	6	0	12	26	200	0	0	503	2	749
09:00 AM	------	09:15 AM	0	0	0	6	0	15	28	230	0	0	526	3	808
09:15 AM	------	09:30 AM	0	0	0	6	0	15	30	259	0	0	556	3	869
09:30 AM	------	09:45 AM	0	0	0	8	0	16	30	287	0	0	576	4	921
09:45 AM	------	10:00 AM	0	0	0	8	0	16	30	305	0	0	602	4	965
10:00 AM	------	10:15 AM	0	0	0	8	0	16	32	317	0	0	618	5	996
10:15 AM	------	10:30 AM	0	0	0	8	0	19	33	337	0	0	634	6	1,037
10:30 AM	------	10:45 AM	0	0	0	8	0	19	33	352	0	0	646	6	1,064
10:45 AM	------	11:00 AM	0	0	0	8	0	19	33	374	0	0	661	8	1,103
11:00 AM	------	11:15 AM	0	0	0	8	0	21	34	403	0	0	675	8	1,149
11:15 AM	------	11:30 AM	0	0	0	8	0	23	34	426	0	0	714	8	1,213
11:30 AM	------	11:45 AM	0	0	0	8	0	23	36	450	0	0	745	9	1,271
11:45 AM	------	12:00 PM	0	0	0	8	0	26	36	475	0	0	786	11	1,342
12:00 PM	------	12:15 PM	0	0	0	9	0	26	36	493	0	0	825	11	1,400
12:15 PM	------	12:30 PM	0	0	0	10	0	26	36	523	0	0	856	13	1,464
12:30 PM	------	12:45 PM	0	0	0	10	0	26	36	551	0	0	893	14	1,530
12:45 PM	------	01:00 PM	0	0	0	11	0	26	36	584	0	0	921	15	1,593
01:00 PM	------	01:15 PM	0	0	0	14	0	27	39	600	0	0	955	15	1,650
01:15 PM	------	01:30 PM	0	0	0	15	0	29	41	627	0	0	978	18	1,708
01:30 PM	------	01:45 PM	0	0	0	17	0	30	42	662	0	0	1,002	18	1,771
01:45 PM	------	02:00 PM	0	0	0	18	0	35	49	692	0	0	1,026	18	1,838
02:00 PM	------	02:15 PM	0	0	0	19	0	36	55	715	0	0	1,040	18	1,883
02:15 PM	------	02:30 PM	0	0	0	20	0	42	58	747	0	0	1,056	19	1,942
02:30 PM	------	02:45 PM	0	0	0	22	0	46	62	779	0	0	1,075	19	2,003
02:45 PM	------	03:00 PM	0	0	0	22	0	49	67	802	0	0	1,089	19	2,048
03:00 PM	------	03:15 PM	0	0	0	24	0	51	67	837	0	0	1,100	19	2,098
03:15 PM	------	03:30 PM	0	0	0	24	0	52	68	884	0	0	1,121	20	2,169
03:30 PM	------	03:45 PM	0	0	0	25	0	55	69	950	0	0	1,135	21	2,255
03:45 PM	------	04:00 PM	0	0	0	26	0	56	71	1,014	0	0	1,159	21	2,347
04:00 PM	------	04:15 PM	0	0	0	26	0	60	71	1,088	0	0	1,173	22	2,440
04:15 PM	------	04:30 PM	0	0	0	26	0	63	71	1,153	0	0	1,198	22	2,533
04:30 PM	------	04:45 PM	0	0	0	27	0	66	71	1,223	0	0	1,222	22	2,631
04:45 PM	------	05:00 PM	0	0	0	27	0	66	71	1,293	0	0	1,250	22	2,729

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 7, 2002 — DAY: FRIDAY

N-S Approach: DRIVEWAY 7 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA07LV5A

		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD														
07:00 AM	07:15 AM	0	0	0	2	0	0	3	26	0	0	74	0	*105*
07:15 AM	07:30 AM	0	0	0	0	0	0	4	31	0	0	63	0	*98*
07:30 AM	07:45 AM	0	0	0	0	0	1	6	21	0	0	55	0	*83*
07:45 AM	08:00 AM	0	0	0	1	0	0	1	30	0	0	76	0	*108*
08:00 AM	08:15 AM	0	0	0	1	0	8	0	24	0	0	83	1	*117*
08:15 AM	08:30 AM	0	0	0	0	0	2	5	23	0	0	53	0	*83*
08:30 AM	08:45 AM	0	0	0	2	0	0	7	27	0	0	47	0	*83*
08:45 AM	09:00 AM	0	0	0	0	0	1	0	18	0	0	52	1	*72*
09:00 AM	09:15 AM	0	0	0	0	0	3	2	30	0	0	23	1	*59*
09:15 AM	09:30 AM	0	0	0	0	0	0	2	29	0	0	30	0	*61*
09:30 AM	09:45 AM	0	0	0	2	0	1	0	28	0	0	20	1	*52*
09:45 AM	10:00 AM	0	0	0	0	0	0	0	18	0	0	26	0	*44*
10:00 AM	10:15 AM	0	0	0	0	0	0	2	12	0	0	16	1	*31*
10:15 AM	10:30 AM	0	0	0	0	0	3	1	20	0	0	16	1	*41*
10:30 AM	10:45 AM	0	0	0	0	0	0	0	15	0	0	12	0	*27*
10:45 AM	11:00 AM	0	0	0	0	0	0	0	22	0	0	15	2	*39*
11:00 AM	11:15 AM	0	0	0	0	0	2	1	29	0	0	14	0	*46*
11:15 AM	11:30 AM	0	0	0	0	0	2	0	23	0	0	39	0	*64*
11:30 AM	11:45 AM	0	0	0	0	0	0	2	24	0	0	31	1	*58*
11:45 AM	12:00 PM	0	0	0	0	0	3	0	25	0	0	41	2	*71*
12:00 PM	12:15 PM	0	0	0	1	0	0	0	18	0	0	39	0	*58*
12:15 PM	12:30 PM	0	0	0	1	0	0	0	30	0	0	31	2	*64*
12:30 PM	12:45 PM	0	0	0	0	0	0	0	28	0	0	37	1	*66*
12:45 PM	01:00 PM	0	0	0	1	0	0	0	33	0	0	28	1	*63*
01:00 PM	01:15 PM	0	0	0	3	0	1	3	16	0	0	34	0	*57*
01:15 PM	01:30 PM	0	0	0	1	0	2	2	27	0	0	23	3	*58*
01:30 PM	01:45 PM	0	0	0	2	0	1	1	35	0	0	24	0	*63*
01:45 PM	02:00 PM	0	0	0	1	0	5	7	30	0	0	24	0	*67*
02:00 PM	02:15 PM	0	0	0	1	0	1	6	23	0	0	14	0	*45*
02:15 PM	02:30 PM	0	0	0	1	0	6	3	32	0	0	16	1	*59*
02:30 PM	02:45 PM	0	0	0	2	0	4	4	32	0	0	19	0	*61*
02:45 PM	03:00 PM	0	0	0	0	0	3	5	23	0	0	14	0	*45*
03:00 PM	03:15 PM	0	0	0	2	0	2	0	35	0	0	11	0	*50*
03:15 PM	03:30 PM	0	0	0	0	0	1	1	47	0	0	21	1	*71*
03:30 PM	03:45 PM	0	0	0	1	0	3	1	66	0	0	14	1	*86*
03:45 PM	04:00 PM	0	0	0	1	0	1	2	64	0	0	24	0	*92*
04:00 PM	04:15 PM	0	0	0	0	0	4	0	74	0	0	14	1	*93*
04:15 PM	04:30 PM	0	0	0	0	0	3	0	65	0	0	25	0	*93*
04:30 PM	04:45 PM	0	0	0	1	0	3	0	70	0	0	24	0	*98*
04:45 PM	05:00 PM	0	0	0	0	0	0	0	70	0	0	28	0	*98*
HOURLY TOTALS														
07:00 AM	08:00 AM	0	0	0	3	0	1	14	108	0	0	268	0	*394*
07:15 AM	08:15 AM	0	0	0	2	0	9	11	106	0	0	277	1	*406*
07:30 AM	08:30 AM	0	0	0	2	0	11	12	98	0	0	267	1	*391*
07:45 AM	08:45 AM	0	0	0	4	0	10	13	104	0	0	259	1	*391*
08:00 AM	09:00 AM	0	0	0	3	0	11	12	92	0	0	235	2	*355*
08:15 AM	09:15 AM	0	0	0	2	0	6	14	98	0	0	175	2	*297*
08:30 AM	09:30 AM	0	0	0	2	0	4	11	104	0	0	152	2	*275*
08:45 AM	09:45 AM	0	0	0	2	0	5	4	105	0	0	125	3	*244*
09:00 AM	10:00 AM	0	0	0	2	0	4	4	105	0	0	99	2	*216*
09:15 AM	10:15 AM	0	0	0	2	0	1	4	87	0	0	92	2	*188*
09:30 AM	10:30 AM	0	0	0	2	0	4	3	78	0	0	78	3	*168*
09:45 AM	10:45 AM	0	0	0	0	0	3	3	65	0	0	70	2	*143*
10:00 AM	11:00 AM	0	0	0	0	0	3	3	69	0	0	59	4	*138*
10:15 AM	11:15 AM	0	0	0	0	0	5	2	86	0	0	57	3	*153*
10:30 AM	11:30 AM	0	0	0	0	0	4	1	89	0	0	80	2	*176*
10:45 AM	11:45 AM	0	0	0	0	0	4	3	98	0	0	99	3	*207*
11:00 AM	12:00 PM	0	0	0	0	0	7	3	101	0	0	125	3	*239*
11:15 AM	12:15 PM	0	0	0	1	0	5	2	90	0	0	150	3	*251*
11:30 AM	12:30 PM	0	0	0	2	0	3	2	97	0	0	142	5	*251*
11:45 AM	12:45 PM	0	0	0	2	0	3	0	101	0	0	148	5	*259*
12:00 PM	01:00 PM	0	0	0	3	0	0	0	109	0	0	135	4	*251*
12:15 PM	01:15 PM	0	0	0	5	0	1	3	107	0	0	130	4	*250*
12:30 PM	01:30 PM	0	0	0	5	0	3	5	104	0	0	122	5	*244*
12:45 PM	01:45 PM	0	0	0	7	0	4	6	111	0	0	109	4	*241*
01:00 PM	02:00 PM	0	0	0	7	0	9	13	108	0	0	105	3	*245*
01:15 PM	02:15 PM	0	0	0	5	0	9	16	115	0	0	85	3	*233*
01:30 PM	02:30 PM	0	0	0	5	0	13	17	120	0	0	78	1	*234*
01:45 PM	02:45 PM	0	0	0	5	0	16	20	117	0	0	73	1	*232*
02:00 PM	03:00 PM	0	0	0	4	0	14	18	110	0	0	63	1	*210*
02:15 PM	03:15 PM	0	0	0	5	0	15	12	122	0	0	60	1	*215*
02:30 PM	03:30 PM	0	0	0	4	0	10	10	137	0	0	65	1	*227*
02:45 PM	03:45 PM	0	0	0	3	0	9	7	171	0	0	60	2	*252*
03:00 PM	04:00 PM	0	0	0	4	0	7	4	212	0	0	70	2	*299*
03:15 PM	04:15 PM	0	0	0	2	0	9	4	251	0	0	73	3	*342*
03:30 PM	04:30 PM	0	0	0	2	0	11	3	269	0	0	77	2	*364*
03:45 PM	04:45 PM	0	0	0	2	0	11	2	273	0	0	87	1	*376*
04:00 PM	05:00 PM	0	0	0	1	0	10	0	279	0	0	91	1	*382*

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

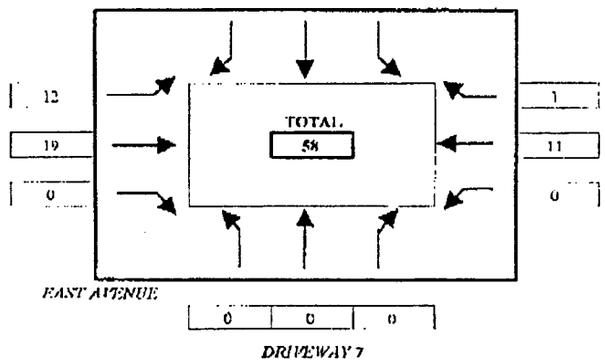
PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 7, 2002 — DAY: FRIDAY

N-S Approach: DRIVEWAY 7 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

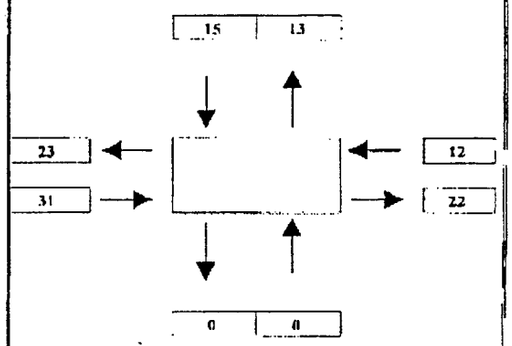
E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA071.VS2

PEAK HOUR: 07:00 AM TO 08:00 AM

HEAVY 2-AXLE: 12 | 0 | 3



ARRIVAL/DEPARTURE VOLUMES



From	To	NORTHBOUND Left	NORTHBOUND Thru	NORTHBOUND Right	SOUTHBOUND Left	SOUTHBOUND Thru	SOUTHBOUND Right	EASTBOUND Left	EASTBOUND Thru	EASTBOUND Right	WESTBOUND Left	WESTBOUND Thru	WESTBOUND Right	TOTAL VOLUMES
SURVEY DATA														
07:00 AM	07:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:15 AM	07:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:30 AM	07:45 AM	0	0	0	0	0	0	2	3	0	0	0	0	5
07:45 AM	08:00 AM	0	0	0	0	0	0	2	3	0	0	0	0	5
08:00 AM	08:15 AM	0	0	0	0	0	0	2	5	0	0	1	0	8
08:15 AM	08:30 AM	0	0	0	0	0	0	3	7	0	0	1	0	11
08:30 AM	08:45 AM	0	0	0	0	0	1	3	7	0	0	1	0	12
08:45 AM	09:00 AM	0	0	0	0	0	1	4	12	0	0	1	0	18
09:00 AM	09:15 AM	0	0	0	1	0	1	5	13	0	0	2	0	22
09:15 AM	09:30 AM	0	0	0	1	0	1	6	14	0	0	2	0	24
09:30 AM	09:45 AM	0	0	0	1	0	2	6	15	0	0	2	1	27
09:45 AM	10:00 AM	0	0	0	1	0	3	8	19	0	0	4	1	36
10:00 AM	10:15 AM	0	0	0	1	0	3	8	22	0	0	5	1	40
10:15 AM	10:30 AM	0	0	0	2	0	5	8	23	0	0	5	1	44
10:30 AM	10:45 AM	0	0	0	4	0	5	9	23	0	0	5	1	47
10:45 AM	11:00 AM	0	0	0	5	0	5	10	23	0	0	5	1	49
11:00 AM	11:15 AM	0	0	0	5	0	6	10	24	0	0	6	2	53
11:15 AM	11:30 AM	0	0	0	5	0	6	11	28	0	0	6	4	60
11:30 AM	11:45 AM	0	0	0	5	0	8	12	32	0	0	8	4	69
11:45 AM	12:00 PM	0	0	0	5	0	9	12	33	0	0	8	5	72
12:00 PM	12:15 PM	0	0	0	6	0	10	13	37	0	0	10	5	81
12:15 PM	12:30 PM	0	0	0	6	0	12	16	38	0	0	12	5	89
12:30 PM	12:45 PM	0	0	0	6	0	13	16	39	0	0	13	5	92
12:45 PM	01:00 PM	0	0	0	7	0	15	19	42	0	0	13	5	101
01:00 PM	01:15 PM	0	0	0	7	0	16	20	43	0	0	14	6	106
01:15 PM	01:30 PM	0	0	0	7	0	16	22	45	0	0	14	7	111
01:30 PM	01:45 PM	0	0	0	7	0	19	23	47	0	0	15	7	118
01:45 PM	02:00 PM	0	0	0	7	0	19	23	47	0	0	15	7	118
02:00 PM	02:15 PM	0	0	0	7	0	20	23	52	0	0	15	8	125
02:15 PM	02:30 PM	0	0	0	7	0	20	24	53	0	0	18	8	130
02:30 PM	02:45 PM	0	0	0	7	0	22	24	55	0	0	18	8	134
02:45 PM	03:00 PM	0	0	0	7	0	23	24	58	0	0	18	8	139
03:00 PM	03:15 PM	0	0	0	7	0	23	24	58	0	0	18	9	139
03:15 PM	03:30 PM	0	0	0	7	0	24	24	61	0	0	19	9	144
03:30 PM	03:45 PM	0	0	0	7	0	24	24	63	0	0	22	9	149
03:45 PM	04:00 PM	0	0	0	7	0	25	24	64	0	0	23	9	152
04:00 PM	04:15 PM	0	0	0	7	0	25	24	64	0	0	23	9	152
04:15 PM	04:30 PM	0	0	0	7	0	25	24	64	0	0	23	9	152
04:30 PM	04:45 PM	0	0	0	7	0	25	24	64	0	0	24	9	153
04:45 PM	05:00 PM	0	0	0	7	0	25	24	64	0	0	24	9	153

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 7, 2002 — DAY: FRIDAY

N-S Approach: DRIVEWAY 7 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: RA07LV52

		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD														
07:00 AM	07:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	0	0	0	0	0	0	2	2	0	0	0	0	4
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	08:15 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
08:15 AM	08:30 AM	0	0	0	0	0	0	1	2	0	0	0	0	3
08:30 AM	08:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
08:45 AM	09:00 AM	0	0	0	0	0	0	1	5	0	0	0	0	6
09:00 AM	09:15 AM	0	0	0	1	0	0	1	1	0	0	1	0	4
09:15 AM	09:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	2
09:30 AM	09:45 AM	0	0	0	0	0	1	0	1	0	0	0	1	3
09:45 AM	10:00 AM	0	0	0	0	0	1	2	4	0	0	2	0	9
10:00 AM	10:15 AM	0	0	0	0	0	0	0	3	0	0	1	0	4
10:15 AM	10:30 AM	0	0	0	1	0	2	0	1	0	0	0	0	4
10:30 AM	10:45 AM	0	0	0	2	0	0	1	0	0	0	0	0	3
10:45 AM	11:00 AM	0	0	0	1	0	0	1	0	0	0	0	0	2
11:00 AM	11:15 AM	0	0	0	0	0	1	0	1	0	0	1	1	4
11:15 AM	11:30 AM	0	0	0	0	0	0	1	4	0	0	0	2	7
11:30 AM	11:45 AM	0	0	0	0	0	2	1	4	0	0	2	0	9
11:45 AM	12:00 PM	0	0	0	0	0	1	0	1	0	0	0	1	3
12:00 PM	12:15 PM	0	0	0	1	0	1	1	4	0	0	2	0	9
12:15 PM	12:30 PM	0	0	0	0	0	2	3	1	0	0	2	0	8
12:30 PM	12:45 PM	0	0	0	0	0	1	0	1	0	0	1	0	3
12:45 PM	01:00 PM	0	0	0	1	0	2	3	3	0	0	0	0	9
01:00 PM	01:15 PM	0	0	0	0	0	1	1	1	0	0	1	1	5
01:15 PM	01:30 PM	0	0	0	0	0	0	2	2	0	0	0	1	5
01:30 PM	01:45 PM	0	0	0	0	0	3	1	2	0	0	1	0	7
01:45 PM	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	02:15 PM	0	0	0	0	0	1	0	5	0	0	0	1	7
02:15 PM	02:30 PM	0	0	0	0	0	0	1	1	0	0	3	0	5
02:30 PM	02:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	4
02:45 PM	03:00 PM	0	0	0	0	0	1	0	3	0	0	0	0	4
03:00 PM	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1
03:15 PM	03:30 PM	0	0	0	0	0	1	0	3	0	0	1	0	5
03:30 PM	03:45 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
03:45 PM	04:00 PM	0	0	0	0	0	1	0	1	0	0	1	0	3
04:00 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:45 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTALS														
07:00 AM	08:00 AM	0	0	0	0	0	0	2	3	0	0	0	0	5
07:15 AM	08:15 AM	0	0	0	0	0	0	2	4	0	0	1	0	7
07:30 AM	08:30 AM	0	0	0	0	0	0	3	6	0	0	1	0	10
07:45 AM	08:45 AM	0	0	0	0	0	1	1	4	0	0	1	0	7
08:00 AM	09:00 AM	0	0	0	0	0	1	2	9	0	0	1	0	13
08:15 AM	09:15 AM	0	0	0	1	0	1	3	8	0	0	1	0	14
08:30 AM	09:30 AM	0	0	0	1	0	1	3	7	0	0	1	0	13
08:45 AM	09:45 AM	0	0	0	1	0	1	3	8	0	0	1	1	15
09:00 AM	10:00 AM	0	0	0	1	0	2	4	7	0	0	3	1	18
09:15 AM	10:15 AM	0	0	0	0	0	2	3	9	0	0	3	1	18
09:30 AM	10:30 AM	0	0	0	1	0	4	2	9	0	0	3	1	20
09:45 AM	10:45 AM	0	0	0	3	0	3	3	8	0	0	3	0	20
10:00 AM	11:00 AM	0	0	0	4	0	2	2	4	0	0	1	0	13
10:15 AM	11:15 AM	0	0	0	4	0	3	2	2	0	0	1	1	13
10:30 AM	11:30 AM	0	0	0	3	0	1	1	5	0	0	1	3	16
10:45 AM	11:45 AM	0	0	0	1	0	3	3	9	0	0	3	3	22
11:00 AM	12:00 PM	0	0	0	0	0	4	2	10	0	0	3	4	23
11:15 AM	12:15 PM	0	0	0	1	0	4	3	13	0	0	4	3	28
11:30 AM	12:30 PM	0	0	0	1	0	6	5	10	0	0	6	1	29
11:45 AM	12:45 PM	0	0	0	1	0	5	4	7	0	0	5	1	23
12:00 PM	01:00 PM	0	0	0	2	0	6	7	9	0	0	5	0	29
12:15 PM	01:15 PM	0	0	0	1	0	6	7	6	0	0	4	1	25
12:30 PM	01:30 PM	0	0	0	1	0	4	6	7	0	0	2	2	22
12:45 PM	01:45 PM	0	0	0	1	0	6	7	8	0	0	2	2	26
01:00 PM	02:00 PM	0	0	0	0	0	4	4	5	0	0	2	2	17
01:15 PM	02:15 PM	0	0	0	0	0	4	3	9	0	0	1	2	19
01:30 PM	02:30 PM	0	0	0	0	0	4	2	8	0	0	4	1	19
01:45 PM	02:45 PM	0	0	0	0	0	3	1	8	0	0	3	1	16
02:00 PM	03:00 PM	0	0	0	0	0	4	1	11	0	0	3	1	20
02:15 PM	03:15 PM	0	0	0	0	0	3	1	6	0	0	3	1	14
02:30 PM	03:30 PM	0	0	0	0	0	4	0	8	0	0	1	1	14
02:45 PM	03:45 PM	0	0	0	0	0	2	0	8	0	0	4	1	15
03:00 PM	04:00 PM	0	0	0	0	0	2	0	6	0	0	5	1	14
03:15 PM	04:15 PM	0	0	0	0	0	2	0	6	0	0	5	0	13
03:30 PM	04:30 PM	0	0	0	0	0	1	0	3	0	0	4	0	8
03:45 PM	04:45 PM	0	0	0	0	0	1	0	1	0	0	2	0	4
04:00 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1

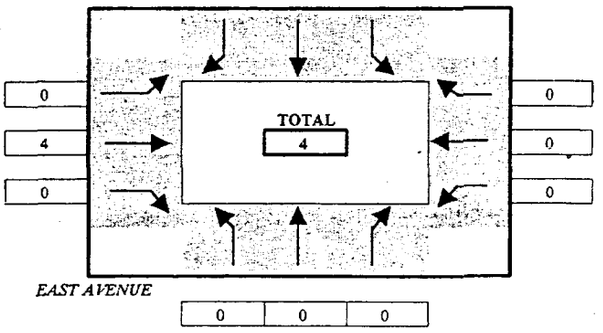
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

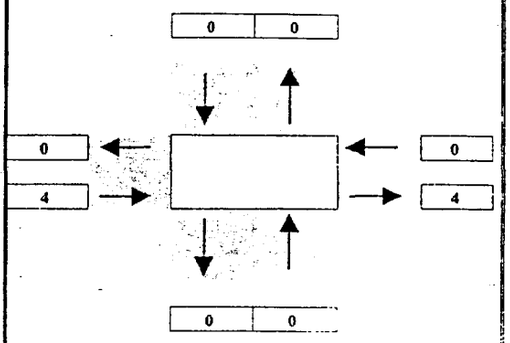
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE:	DECEMBER 7 , 2002	DAY:	FRIDAY
N-S Approach:	DRIVEWAY 7	SURVEY TIME:	7:00 AM TO 5:00 PM	WEATHER:	SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION:	LIVERMORE	FILENAME:	EA07LV53

PEAK HOUR: 10:45 AM TO 11:45 AM

HEAVY 3-AXLE: 0 | 0 | 0



ARRIVAL / DEPARTURE VOLUMES



From		To	NORTHBOUND Left	NORTHBOUND Thru	NORTHBOUND Right	SOUTHBOUND Left	SOUTHBOUND Thru	SOUTHBOUND Right	EASTBOUND Left	EASTBOUND Thru	EASTBOUND Right	WESTBOUND Left	WESTBOUND Thru	WESTBOUND Right	TOTAL VOLUMES
							SURVEY	*DATA*							
07:00 AM	-----	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:15 AM	-----	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:30 AM	-----	07:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
07:45 AM	-----	08:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
08:00 AM	-----	08:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
08:15 AM	-----	08:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
08:30 AM	-----	08:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
08:45 AM	-----	09:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
09:00 AM	-----	09:15 AM	0	0	0	0	0	0	0	2	0	0	1	0	*3*
09:15 AM	-----	09:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	*3*
09:30 AM	-----	09:45 AM	0	0	0	0	0	0	0	2	0	0	2	0	*4*
09:45 AM	-----	10:00 AM	0	0	0	0	0	0	0	2	0	0	2	0	*4*
10:00 AM	-----	10:15 AM	0	0	0	0	0	0	0	2	0	0	2	0	*4*
10:15 AM	-----	10:30 AM	0	0	0	0	0	0	0	2	0	0	2	0	*4*
10:30 AM	-----	10:45 AM	0	0	0	0	0	0	0	2	0	0	2	0	*4*
10:45 AM	-----	11:00 AM	0	0	0	0	0	0	0	4	0	0	2	0	*6*
11:00 AM	-----	11:15 AM	0	0	0	0	0	0	0	5	0	0	2	0	*7*
11:15 AM	-----	11:30 AM	0	0	0	0	0	0	0	5	0	0	2	0	*7*
11:30 AM	-----	11:45 AM	0	0	0	0	0	0	0	6	0	0	2	0	*8*
11:45 AM	-----	12:00 PM	0	0	0	0	0	0	0	6	0	0	2	0	*8*
12:00 PM	-----	12:15 PM	0	0	0	0	0	0	0	6	0	0	2	0	*8*
12:15 PM	-----	12:30 PM	0	0	0	0	0	0	0	6	0	0	2	0	*8*
12:30 PM	-----	12:45 PM	0	0	0	0	0	0	0	6	0	0	2	0	*8*
12:45 PM	-----	01:00 PM	0	0	0	0	0	0	0	6	0	0	2	0	*8*
01:00 PM	-----	01:15 PM	0	0	0	0	0	0	0	7	0	0	2	0	*9*
01:15 PM	-----	01:30 PM	0	0	0	0	0	0	0	7	0	0	2	0	*9*
01:30 PM	-----	01:45 PM	0	0	0	0	0	0	0	7	0	0	2	0	*9*
01:45 PM	-----	02:00 PM	0	0	0	0	0	0	0	7	0	0	2	0	*9*
02:00 PM	-----	02:15 PM	0	0	0	0	0	0	0	8	0	0	3	0	*11*
02:15 PM	-----	02:30 PM	0	0	0	0	0	0	0	8	0	0	3	0	*11*
02:30 PM	-----	02:45 PM	0	0	0	0	0	0	0	8	0	0	3	0	*11*
02:45 PM	-----	03:00 PM	0	0	0	0	0	0	0	8	0	0	3	0	*11*
03:00 PM	-----	03:15 PM	0	0	0	0	0	0	0	9	0	0	3	0	*12*
03:15 PM	-----	03:30 PM	0	0	0	0	0	0	0	9	0	0	3	0	*12*
03:30 PM	-----	03:45 PM	0	0	0	0	0	0	0	9	0	0	3	0	*12*
03:45 PM	-----	04:00 PM	0	0	0	0	0	0	0	9	0	0	3	0	*12*
04:00 PM	-----	04:15 PM	0	0	0	0	0	0	0	9	0	0	3	0	*12*
04:15 PM	-----	04:30 PM	0	0	0	0	0	0	0	9	0	0	3	0	*12*
04:30 PM	-----	04:45 PM	0	0	0	0	0	0	0	9	0	0	4	0	*13*
04:45 PM	-----	05:00 PM	0	0	0	0	0	0	0	9	0	0	4	0	*13*

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 7, 2002 — DAY: FRIDAY

N-S Approach: DRIVEWAY 7 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA07LV53

		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD														
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:30 AM	07:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:15 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
09:00 AM	09:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	*2*
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	*1*
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
10:00 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
10:15 AM	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
10:30 AM	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
10:45 AM	11:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	*2*
11:00 AM	11:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
11:15 AM	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
11:30 AM	11:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
11:45 AM	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
12:00 PM	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
12:15 PM	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
12:30 PM	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
12:45 PM	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
01:00 PM	01:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
01:15 PM	01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
01:30 PM	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
01:45 PM	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
02:00 PM	02:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	*2*
02:15 PM	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
02:30 PM	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
02:45 PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
03:00 PM	03:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
03:15 PM	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
03:30 PM	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
03:45 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
04:00 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
04:15 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
04:30 PM	04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	*1*
04:45 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
HOURLY TOTALS														
07:00 AM	08:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
07:15 AM	08:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
07:30 AM	08:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
07:45 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:00 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:15 AM	09:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	*2*
08:30 AM	09:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	*2*
08:45 AM	09:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	*3*
09:00 AM	10:00 AM	0	0	0	0	0	0	0	1	0	0	2	0	*3*
09:15 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	*1*
09:30 AM	10:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	*1*
09:45 AM	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
10:00 AM	11:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	*2*
10:15 AM	11:15 AM	0	0	0	0	0	0	0	3	0	0	0	0	*3*
10:30 AM	11:30 AM	0	0	0	0	0	0	0	3	0	0	0	0	*3*
10:45 AM	11:45 AM	0	0	0	0	0	0	0	4	0	0	0	0	*4*
11:00 AM	12:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	*2*
11:15 AM	12:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
11:30 AM	12:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
11:45 AM	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
12:00 PM	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
12:15 PM	01:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
12:30 PM	01:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
12:45 PM	01:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
01:00 PM	02:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
01:15 PM	02:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	*2*
01:30 PM	02:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	*2*
01:45 PM	02:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	*2*
02:00 PM	03:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	*2*
02:15 PM	03:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
02:30 PM	03:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
02:45 PM	03:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
03:00 PM	04:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
03:15 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
03:30 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
03:45 PM	04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	*1*
04:00 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	*1*

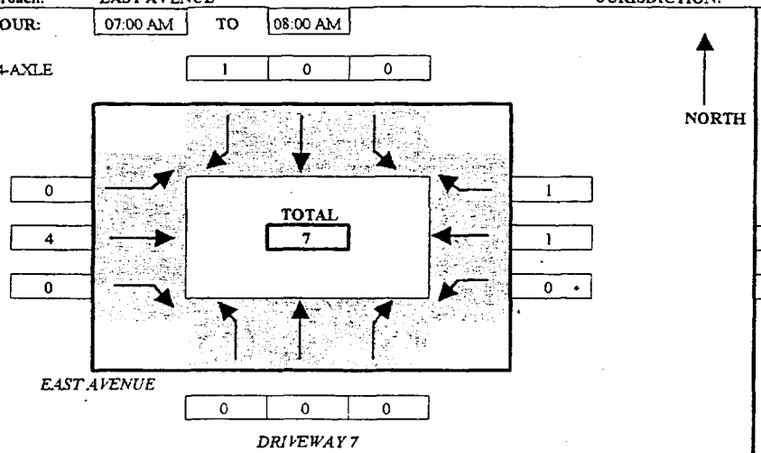
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

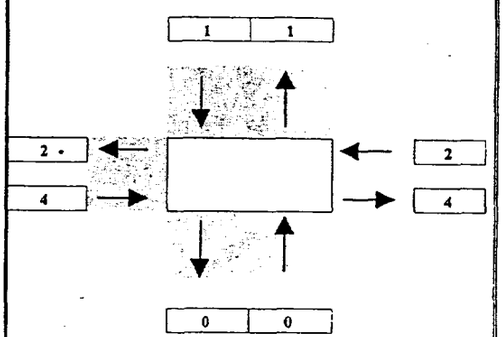
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE:	DECEMBER 7, 2002	DAY:	FRIDAY
N-S Approach:	DRIVEWAY 7	SURVEY TIME:	7:00 AM TO 5:00 PM	WEATHER:	SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION:	LIVERMORE	FILENAME:	EA07LV54

PEAK HOUR: 07:00 AM TO 08:00 AM

HEAVY 4-AXLE: 1 | 0 | 0



ARRIVAL / DEPARTURE VOLUMES



From	To	NORTHBOUND Left	NORTHBOUND Thru	NORTHBOUND Right	SOUTHBOUND Left	SOUTHBOUND Thru	SOUTHBOUND Right	EASTBOUND Left	EASTBOUND Thru	EASTBOUND Right	WESTBOUND Left	WESTBOUND Thru	WESTBOUND Right	TOTAL VOLUMES
SURVEY DATA														
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45 AM	08:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:00 AM	08:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	2
08:15 AM	08:30 AM	0	0	0	0	0	0	2	1	0	0	2	0	5
08:30 AM	08:45 AM	0	0	0	0	0	0	2	1	0	0	2	0	5
08:45 AM	09:00 AM	0	0	0	0	0	0	2	1	0	0	2	0	5
09:00 AM	09:15 AM	0	0	0	0	0	0	3	1	0	0	2	0	6
09:15 AM	09:30 AM	0	0	0	0	0	1	3	2	0	0	3	0	9
09:30 AM	09:45 AM	0	0	0	0	0	1	3	2	0	0	3	0	9
09:45 AM	10:00 AM	0	0	0	0	0	1	3	4	0	0	3	0	11
10:00 AM	10:15 AM	0	0	0	0	0	1	3	4	0	0	3	1	12
10:15 AM	10:30 AM	0	0	0	0	0	1	3	4	0	0	3	1	12
10:30 AM	10:45 AM	0	0	0	0	0	2	3	6	0	0	4	1	16
10:45 AM	11:00 AM	0	0	0	0	0	2	3	6	0	0	4	1	16
11:00 AM	11:15 AM	0	0	0	1	0	2	3	6	0	0	4	1	17
11:15 AM	11:30 AM	0	0	0	1	0	2	3	6	0	0	4	1	17
11:30 AM	11:45 AM	0	0	0	1	0	2	3	6	0	0	5	1	18
11:45 AM	12:00 PM	0	0	0	1	0	2	3	6	0	0	5	1	18
12:00 PM	12:15 PM	0	0	0	1	0	2	3	7	0	0	5	1	19
12:15 PM	12:30 PM	0	0	0	1	0	2	3	7	0	0	5	1	19
12:30 PM	12:45 PM	0	0	0	1	0	3	3	7	0	0	5	1	20
12:45 PM	01:00 PM	0	0	0	1	0	3	3	7	0	0	5	1	20
01:00 PM	01:15 PM	0	0	0	1	0	3	3	8	0	0	6	1	22
01:15 PM	01:30 PM	0	0	0	1	0	3	3	8	0	0	7	1	23
01:30 PM	01:45 PM	0	0	0	1	0	3	3	9	0	0	7	1	24
01:45 PM	02:00 PM	0	0	0	1	0	3	3	9	0	0	7	1	24
02:00 PM	02:15 PM	0	0	0	1	0	3	3	9	0	0	7	1	24
02:15 PM	02:30 PM	0	0	0	1	0	3	3	9	0	0	7	1	24
02:30 PM	02:45 PM	0	0	0	1	0	3	3	10	0	0	7	1	25
02:45 PM	03:00 PM	0	0	0	1	0	3	3	10	0	0	7	1	25
03:00 PM	03:15 PM	0	0	0	1	0	3	3	10	0	0	8	1	26
03:15 PM	03:30 PM	0	0	0	1	0	3	3	10	0	0	8	1	26
03:30 PM	03:45 PM	0	0	0	1	0	3	3	10	0	0	8	1	26
03:45 PM	04:00 PM	0	0	0	1	0	3	3	10	0	0	8	1	26
04:00 PM	04:15 PM	0	0	0	1	0	3	3	10	0	0	8	1	26
04:15 PM	04:30 PM	0	0	0	1	0	3	3	10	0	0	8	1	26
04:30 PM	04:45 PM	0	0	0	1	0	3	3	10	0	0	8	1	26
04:45 PM	05:00 PM	0	0	0	1	0	3	3	10	0	0	8	1	26

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 7, 2002 — DAY: FRIDAY

N-S Approach: DRIVEWAY 7 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: BA071VS4

From		To	NORTHBOUND Left	NORTHBOUND Thru	NORTHBOUND Right	SOUTHBOUND Left	SOUTHBOUND Thru	SOUTHBOUND Right	EASTBOUND Left	EASTBOUND Thru	EASTBOUND Right	WESTBOUND Left	WESTBOUND Thru	WESTBOUND Right	TOTAL VOLUMES
TOTAL BY PERIOD															
07:00 AM	-----	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	-----	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	-----	07:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45 AM	-----	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	-----	08:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
08:15 AM	-----	08:30 AM	0	0	0	0	0	0	1	0	0	0	2	0	3
08:30 AM	-----	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	-----	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	-----	09:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
09:15 AM	-----	09:30 AM	0	0	0	0	0	1	0	1	0	0	1	0	3
09:30 AM	-----	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	-----	10:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
10:00 AM	-----	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
10:15 AM	-----	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	-----	10:45 AM	0	0	0	0	0	1	0	2	0	0	1	0	4
10:45 AM	-----	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	-----	11:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
11:15 AM	-----	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	-----	11:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
11:45 AM	-----	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	-----	12:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:15 PM	-----	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	-----	12:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
12:45 PM	-----	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	-----	01:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
01:15 PM	-----	01:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:30 PM	-----	01:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:45 PM	-----	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	-----	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	-----	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	-----	02:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
02:45 PM	-----	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	-----	03:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:15 PM	-----	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	-----	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	-----	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	-----	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	-----	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	-----	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	-----	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTALS															
07:00 AM	-----	08:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:15 AM	-----	08:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	2
07:30 AM	-----	08:30 AM	0	0	0	0	0	0	2	1	0	0	2	0	5
07:45 AM	-----	08:45 AM	0	0	0	0	0	0	2	0	0	0	2	0	4
08:00 AM	-----	09:00 AM	0	0	0	0	0	0	2	0	0	0	2	0	4
08:15 AM	-----	09:15 AM	0	0	0	0	0	0	2	0	0	0	2	0	4
08:30 AM	-----	09:30 AM	0	0	0	0	0	1	1	1	0	0	1	0	4
08:45 AM	-----	09:45 AM	0	0	0	0	0	1	1	1	0	0	1	0	4
09:00 AM	-----	10:00 AM	0	0	0	0	0	1	1	3	0	0	1	0	6
09:15 AM	-----	10:15 AM	0	0	0	0	0	1	0	3	0	0	1	1	6
09:30 AM	-----	10:30 AM	0	0	0	0	0	0	0	2	0	0	0	1	3
09:45 AM	-----	10:45 AM	0	0	0	0	0	1	0	0	0	0	1	1	7
10:00 AM	-----	11:00 AM	0	0	0	0	0	1	0	2	0	0	1	1	5
10:15 AM	-----	11:15 AM	0	0	0	1	0	1	0	2	0	0	1	0	5
10:30 AM	-----	11:30 AM	0	0	0	1	0	1	0	2	0	0	1	0	5
10:45 AM	-----	11:45 AM	0	0	0	1	0	0	0	0	0	0	1	0	2
11:00 AM	-----	12:00 PM	0	0	0	1	0	0	0	0	0	0	1	0	2
11:15 AM	-----	12:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
11:30 AM	-----	12:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
11:45 AM	-----	12:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	2
12:00 PM	-----	01:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	2
12:15 PM	-----	01:15 PM	0	0	0	0	0	1	0	1	0	0	1	0	3
12:30 PM	-----	01:30 PM	0	0	0	0	0	1	0	1	0	0	2	0	4
12:45 PM	-----	01:45 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
01:00 PM	-----	02:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
01:15 PM	-----	02:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
01:30 PM	-----	02:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:45 PM	-----	02:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
02:00 PM	-----	03:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
02:15 PM	-----	03:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
02:30 PM	-----	03:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
02:45 PM	-----	03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:00 PM	-----	04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:15 PM	-----	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	-----	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	-----	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	-----	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

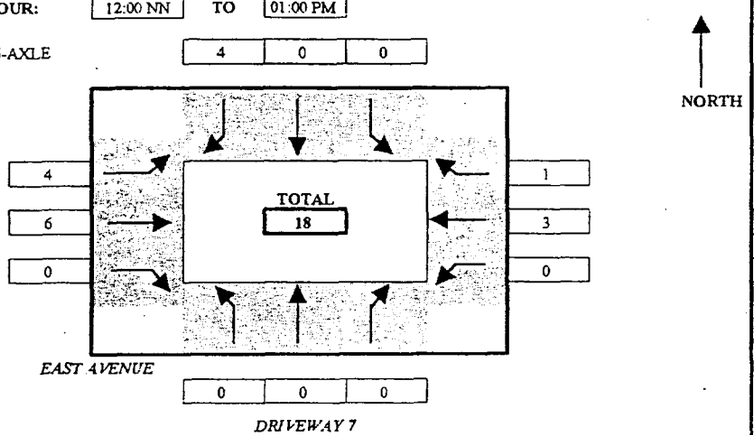
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

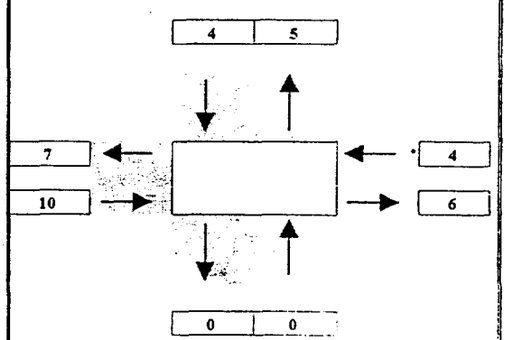
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE:	DECEMBER 7 , 2002	DAY:	FRIDAY
N-S Approach:	DRIVEWAY 7	SURVEY TIME:	7:00 AM TO 5:00 PM	WEATHER:	SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION:	LIVERMORE	FILENAME:	EA07LV55

PEAK HOUR: 12:00 NN TO 01:00 PM

HEAVY 5-AXLE: 4 | 0 | 0



ARRIVAL / DEPARTURE VOLUMES



			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
							SURVEY	DATA							
07:00 AM	-----	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	-----	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	-----	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	-----	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	-----	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	-----	08:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
08:30 AM	-----	08:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
08:45 AM	-----	09:00 AM	0	0	0	0	0	0	1	0	0	0	1	0	2
09:00 AM	-----	09:15 AM	0	0	0	0	0	0	1	0	0	0	1	0	2
09:15 AM	-----	09:30 AM	0	0	0	0	0	0	2	0	0	0	2	1	5
09:30 AM	-----	09:45 AM	0	0	0	0	0	0	2	1	0	0	2	1	6
09:45 AM	-----	10:00 AM	0	0	0	0	0	0	2	1	0	0	3	1	7
10:00 AM	-----	10:15 AM	0	0	0	0	0	1	2	1	0	0	4	1	9
10:15 AM	-----	10:30 AM	0	0	0	0	0	2	3	2	0	0	4	1	12
10:30 AM	-----	10:45 AM	0	0	0	0	0	4	5	4	0	0	6	2	21
10:45 AM	-----	11:00 AM	0	0	0	0	0	5	5	5	0	0	6	2	23
11:00 AM	-----	11:15 AM	0	0	0	0	0	8	5	5	0	0	6	2	26
11:15 AM	-----	11:30 AM	0	0	0	0	0	8	6	6	0	0	7	2	29
11:30 AM	-----	11:45 AM	0	0	0	1	0	9	6	7	0	0	7	2	32
11:45 AM	-----	12:00 PM	0	0	0	1	0	11	6	7	0	0	7	2	34
12:00 PM	-----	12:15 PM	0	0	0	1	0	12	6	9	0	0	7	3	38
12:15 PM	-----	12:30 PM	0	0	0	1	0	12	9	9	0	0	9	3	43
12:30 PM	-----	12:45 PM	0	0	0	1	0	13	10	11	0	0	9	3	47
12:45 PM	-----	01:00 PM	0	0	0	1	0	15	10	13	0	0	10	3	52
01:00 PM	-----	01:15 PM	0	0	0	1	0	15	11	14	0	0	10	3	54
01:15 PM	-----	01:30 PM	0	0	0	1	0	16	14	14	0	0	10	3	58
01:30 PM	-----	01:45 PM	0	0	0	1	0	17	15	16	0	0	10	3	62
01:45 PM	-----	02:00 PM	0	0	0	1	0	17	15	19	0	0	10	4	66
02:00 PM	-----	02:15 PM	0	0	0	1	0	18	15	21	0	0	11	4	70
02:15 PM	-----	02:30 PM	0	0	0	1	0	18	15	22	0	0	11	4	71
02:30 PM	-----	02:45 PM	0	0	0	1	0	19	16	22	0	0	11	4	73
02:45 PM	-----	03:00 PM	0	0	0	1	0	19	16	22	0	0	11	4	73
03:00 PM	-----	03:15 PM	0	0	0	1	0	19	16	23	0	0	12	4	75
03:15 PM	-----	03:30 PM	0	0	0	1	0	19	16	24	0	0	12	4	76
03:30 PM	-----	03:45 PM	0	0	0	1	0	19	16	24	0	0	12	4	76
03:45 PM	-----	04:00 PM	0	0	0	1	0	19	16	24	0	0	12	4	76
04:00 PM	-----	04:15 PM	0	0	0	1	0	19	16	25	0	0	13	4	78
04:15 PM	-----	04:30 PM	0	0	0	1	0	19	16	25	0	0	13	4	78
04:30 PM	-----	04:45 PM	0	0	0	1	0	19	16	25	0	0	14	4	79
04:45 PM	-----	05:00 PM	0	0	0	1	0	19	16	25	0	0	14	4	79

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 7 , 2002 — DAY: FRIDAY

N-S Approach: DRIVEWAY 7 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA07LV55

		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD														
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	08:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	09:30 AM	0	0	0	0	0	0	1	0	0	0	1	1	3
09:30 AM	09:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
10:00 AM	10:15 AM	0	0	0	0	0	1	0	0	0	0	1	0	2
10:15 AM	10:30 AM	0	0	0	0	0	1	1	1	0	0	0	0	3
10:30 AM	10:45 AM	0	0	0	0	0	2	2	2	0	0	2	1	9
10:45 AM	11:00 AM	0	0	0	0	0	1	0	1	0	0	0	0	2
11:00 AM	11:15 AM	0	0	0	0	0	3	0	0	0	0	0	0	3
11:15 AM	11:30 AM	0	0	0	0	0	0	1	1	0	0	1	0	3
11:30 AM	11:45 AM	0	0	0	1	0	1	0	1	0	0	0	0	3
11:45 AM	12:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	2
12:00 PM	12:15 PM	0	0	0	0	0	1	0	2	0	0	0	1	4
12:15 PM	12:30 PM	0	0	0	0	0	0	3	0	0	0	2	0	5
12:30 PM	12:45 PM	0	0	0	0	0	1	1	2	0	0	0	0	4
12:45 PM	01:00 PM	0	0	0	0	0	2	0	2	0	0	1	0	5
01:00 PM	01:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	2
01:15 PM	01:30 PM	0	0	0	0	0	1	3	0	0	0	0	0	4
01:30 PM	01:45 PM	0	0	0	0	0	1	1	2	0	0	0	0	4
01:45 PM	02:00 PM	0	0	0	0	0	0	0	3	0	0	0	1	4
02:00 PM	02:15 PM	0	0	0	0	0	1	0	2	0	0	1	0	4
02:15 PM	02:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
02:30 PM	02:45 PM	0	0	0	0	0	1	1	0	0	0	0	0	2
02:45 PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	03:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
03:15 PM	03:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:30 PM	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	04:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
04:15 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:45 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTALS														
07:00 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	08:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
07:45 AM	08:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
08:00 AM	09:00 AM	0	0	0	0	0	0	1	0	0	0	1	0	2
08:15 AM	09:15 AM	0	0	0	0	0	0	1	0	0	0	1	0	2
08:30 AM	09:30 AM	0	0	0	0	0	0	1	0	0	0	2	1	4
08:45 AM	09:45 AM	0	0	0	0	0	0	1	1	0	0	2	1	5
09:00 AM	10:00 AM	0	0	0	0	0	0	1	1	0	0	2	1	5
09:15 AM	10:15 AM	0	0	0	0	0	1	1	1	0	0	3	1	7
09:30 AM	10:30 AM	0	0	0	0	0	2	1	2	0	0	2	0	7
09:45 AM	10:45 AM	0	0	0	0	0	4	3	3	0	0	4	1	15
10:00 AM	11:00 AM	0	0	0	0	0	5	3	4	0	0	3	1	16
10:15 AM	11:15 AM	0	0	0	0	0	7	3	4	0	0	2	1	17
10:30 AM	11:30 AM	0	0	0	0	0	6	3	4	0	0	3	1	17
10:45 AM	11:45 AM	0	0	0	1	0	5	1	3	0	0	1	0	11
11:00 AM	12:00 PM	0	0	0	1	0	6	1	2	0	0	1	0	11
11:15 AM	12:15 PM	0	0	0	1	0	4	1	4	0	0	1	1	12
11:30 AM	12:30 PM	0	0	0	1	0	4	3	3	0	0	2	1	14
11:45 AM	12:45 PM	0	0	0	0	0	4	4	4	0	0	2	1	15
12:00 PM	01:00 PM	0	0	0	0	0	4	4	6	0	0	3	1	18
12:15 PM	01:15 PM	0	0	0	0	0	3	5	5	0	0	3	0	16
12:30 PM	01:30 PM	0	0	0	0	0	4	5	5	0	0	1	0	15
12:45 PM	01:45 PM	0	0	0	0	0	4	5	5	0	0	1	0	15
01:00 PM	02:00 PM	0	0	0	0	0	2	5	6	0	0	0	1	14
01:15 PM	02:15 PM	0	0	0	0	0	3	4	7	0	0	1	1	16
01:30 PM	02:30 PM	0	0	0	0	0	2	1	8	0	0	1	1	13
01:45 PM	02:45 PM	0	0	0	0	0	2	1	6	0	0	1	1	11
02:00 PM	03:00 PM	0	0	0	0	0	2	1	3	0	0	1	0	7
02:15 PM	03:15 PM	0	0	0	0	0	1	1	2	0	0	1	0	5
02:30 PM	03:30 PM	0	0	0	0	0	1	1	2	0	0	1	0	5
02:45 PM	03:45 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
03:00 PM	04:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
03:15 PM	04:15 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
03:30 PM	04:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
03:45 PM	04:45 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
04:00 PM	05:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	3

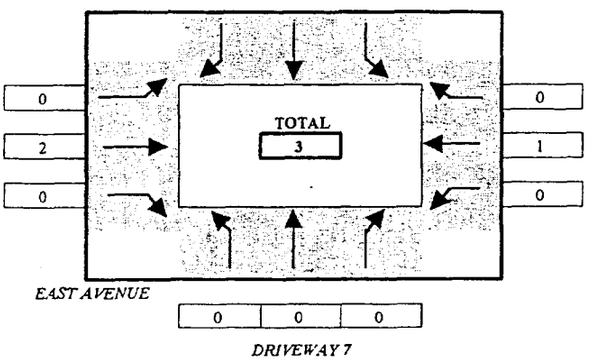
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE:	DECEMBER 7, 2002	DAY:	FRIDAY
N-S Approach:	DRIVEWAY 7	SURVEY TIME:	7:00 AM TO 5:00 PM	WEATHER:	SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION:	LIVERMORE	FILENAME:	EA07LV56

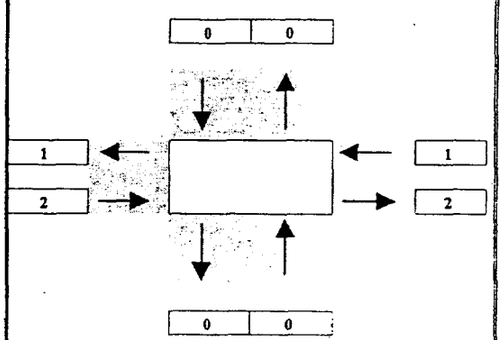
PEAK HOUR: 12:45 PM TO 01:45 PM

HEAVY 6-AXLE: 0 | 0 | 0



NORTH

ARRIVAL / DEPARTURE VOLUMES



		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
						SURVEY	DATA							
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
10:00 AM	10:15 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
10:15 AM	10:30 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
10:30 AM	10:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
10:45 AM	11:00 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
11:00 AM	11:15 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
11:15 AM	11:30 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
11:30 AM	11:45 AM	0	0	0	1	0	0	0	2	0	0	2	0	5
11:45 AM	12:00 PM	0	0	0	1	0	0	0	2	0	0	2	0	5
12:00 PM	12:15 PM	0	0	0	1	0	0	0	2	0	0	2	0	5
12:15 PM	12:30 PM	0	0	0	1	0	0	0	2	0	0	2	0	5
12:30 PM	12:45 PM	0	0	0	1	0	0	0	2	0	0	2	0	5
12:45 PM	01:00 PM	0	0	0	1	0	0	0	2	0	0	3	0	6
01:00 PM	01:15 PM	0	0	0	1	0	0	0	2	0	0	3	0	6
01:15 PM	01:30 PM	0	0	0	1	0	0	0	3	0	0	3	0	7
01:30 PM	01:45 PM	0	0	0	1	0	0	0	4	0	0	3	0	8
01:45 PM	02:00 PM	0	0	0	1	0	0	0	4	0	0	3	0	8
02:00 PM	02:15 PM	0	0	0	1	0	0	0	4	0	0	3	0	8
02:15 PM	02:30 PM	0	0	0	1	0	0	0	4	0	0	3	0	8
02:30 PM	02:45 PM	0	0	0	1	0	0	0	4	0	0	3	0	8
02:45 PM	03:00 PM	0	0	0	1	0	0	0	4	0	0	3	0	8
03:00 PM	03:15 PM	0	0	0	1	0	0	0	4	0	0	3	0	8
03:15 PM	03:30 PM	0	0	0	1	0	0	0	4	0	0	4	0	9
03:30 PM	03:45 PM	0	0	0	1	0	0	0	4	0	0	4	0	9
03:45 PM	04:00 PM	0	0	0	1	0	0	0	4	0	0	4	0	9
04:00 PM	04:15 PM	0	0	0	1	0	0	0	4	0	0	4	0	9
04:15 PM	04:30 PM	0	0	0	1	0	0	0	5	0	0	4	0	10
04:30 PM	04:45 PM	0	0	0	1	0	0	0	5	0	0	4	0	10
04:45 PM	05:00 PM	0	0	0	1	0	0	0	5	0	0	4	0	10

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 7, 2002 — DAY: FRIDAY

N-S Approach: DRIVEWAY 7 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA07LV56

		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD														
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	10:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
10:15 AM	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	11:45 AM	0	0	0	1	0	0	0	1	0	0	0	0	2
11:45 AM	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	01:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:00 PM	01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	01:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:30 PM	01:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:45 PM	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	03:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:30 PM	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	04:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:30 PM	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTALS														
07:00 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:00 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:15 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:30 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:45 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	10:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
09:30 AM	10:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
09:45 AM	10:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
10:00 AM	11:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
10:15 AM	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	11:45 AM	0	0	0	1	0	0	0	1	0	0	0	0	2
11:00 AM	12:00 PM	0	0	0	1	0	0	0	1	0	0	0	0	2
11:15 AM	12:15 PM	0	0	0	1	0	0	0	1	0	0	0	0	2
11:30 AM	12:30 PM	0	0	0	1	0	0	0	1	0	0	0	0	2
11:45 AM	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	01:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:15 PM	01:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:30 PM	01:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
12:45 PM	01:45 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
01:00 PM	02:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
01:15 PM	02:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
01:30 PM	02:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:45 PM	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	03:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
02:45 PM	03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:00 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:15 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:30 PM	04:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:45 PM	04:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:00 PM	05:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1

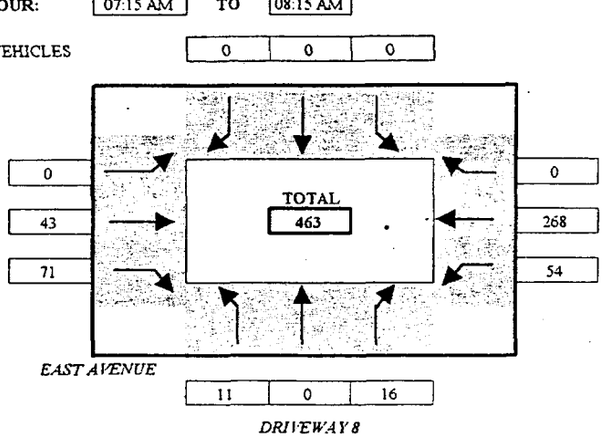
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

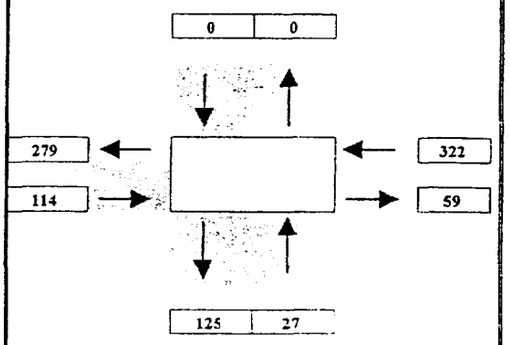
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE: DECEMBER 7 , 2002	DAY: FRIDAY
N-S Approach:	DRIVEWAY 8	SURVEY TIME: 7:00 AM TO 5:00 PM	WEATHER: SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION: LIVERMORE	FILENAME: EA08LV5T

PEAK HOUR: 07:15 AM TO 08:15 AM

TOTAL VEHICLES: 0 | 0 | 0



ARRIVAL / DEPARTURE VOLUMES



			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
							SURVEY	DATA							
07:00 AM	-----	07:15 AM	8	0	4	0	0	0	0	14	15	12	66	0	119
07:15 AM	-----	07:30 AM	9	0	9	0	0	0	0	24	36	28	128	0	234
07:30 AM	-----	07:45 AM	10	0	15	0	0	0	0	37	48	46	182	0	338
07:45 AM	-----	08:00 AM	16	0	18	0	0	0	0	48	68	57	252	0	459
08:00 AM	-----	08:15 AM	19	0	20	0	0	0	0	57	86	66	334	0	582
08:15 AM	-----	08:30 AM	21	0	22	0	0	0	0	63	105	70	387	0	668
08:30 AM	-----	08:45 AM	26	0	25	0	0	0	0	78	119	78	430	0	756
08:45 AM	-----	09:00 AM	31	0	32	0	0	0	0	88	133	81	479	0	844
09:00 AM	-----	09:15 AM	32	0	38	0	0	0	0	100	153	83	504	0	910
09:15 AM	-----	09:30 AM	39	0	39	0	0	0	0	113	171	87	530	0	979
09:30 AM	-----	09:45 AM	48	0	44	0	0	0	0	130	186	92	544	0	1,044
09:45 AM	-----	10:00 AM	55	0	48	0	0	0	0	145	196	94	566	0	1,104
10:00 AM	-----	10:15 AM	59	0	48	0	0	0	0	155	203	100	583	0	1,148
10:15 AM	-----	10:30 AM	64	0	55	0	0	0	0	172	208	103	595	0	1,197
10:30 AM	-----	10:45 AM	66	0	55	0	0	0	0	182	217	107	609	0	1,236
10:45 AM	-----	11:00 AM	68	0	60	0	0	0	0	197	228	112	625	0	1,290
11:00 AM	-----	11:15 AM	68	0	66	0	0	0	0	222	236	118	640	0	1,350
11:15 AM	-----	11:30 AM	88	0	72	0	0	0	0	244	244	122	662	0	1,432
11:30 AM	-----	11:45 AM	98	0	75	0	0	0	0	267	252	125	687	0	1,504
11:45 AM	-----	12:00 PM	118	0	77	0	0	0	0	288	257	130	711	0	1,581
12:00 PM	-----	12:15 PM	129	0	83	0	0	0	0	309	263	132	741	0	1,657
12:15 PM	-----	12:30 PM	138	0	86	0	0	0	0	332	272	133	770	0	1,731
12:30 PM	-----	12:45 PM	148	0	90	0	0	0	0	353	282	137	799	0	1,809
12:45 PM	-----	01:00 PM	153	0	94	0	0	0	0	376	298	142	826	0	1,889
01:00 PM	-----	01:15 PM	158	0	96	0	0	0	0	396	302	144	857	0	1,953
01:15 PM	-----	01:30 PM	160	0	100	0	0	0	0	422	307	150	883	0	2,022
01:30 PM	-----	01:45 PM	162	0	106	0	0	0	0	452	320	153	907	0	2,100
01:45 PM	-----	02:00 PM	173	0	108	0	0	0	0	486	320	157	920	0	2,164
02:00 PM	-----	02:15 PM	178	0	108	0	0	0	0	513	325	161	932	0	2,217
02:15 PM	-----	02:30 PM	185	0	112	0	0	0	0	541	332	163	945	0	2,278
02:30 PM	-----	02:45 PM	190	0	121	0	0	0	0	574	336	168	959	0	2,348
02:45 PM	-----	03:00 PM	190	0	133	0	0	0	0	599	337	170	973	0	2,402
03:00 PM	-----	03:15 PM	194	0	139	0	0	0	0	638	337	173	983	0	2,464
03:15 PM	-----	03:30 PM	202	0	149	0	0	0	0	687	339	177	999	0	2,553
03:30 PM	-----	03:45 PM	212	0	161	0	0	0	0	747	348	178	1,007	0	2,653
03:45 PM	-----	04:00 PM	214	0	182	0	0	0	0	808	353	178	1,030	0	2,765
04:00 PM	-----	04:15 PM	215	0	209	0	0	0	0	878	358	180	1,045	0	2,885
04:15 PM	-----	04:30 PM	224	0	227	0	0	0	0	942	360	182	1,061	0	2,996
04:30 PM	-----	04:45 PM	232	0	240	0	0	0	0	1,007	366	182	1,080	0	3,107
04:45 PM	-----	05:00 PM	240	0	248	0	0	0	0	1,075	368	182	1,100	0	3,213

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 7 , 2002 — DAY: FRIDAY

N-S Approach: DRIVEWAY 8 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA08LV5T

			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD															
07:00 AM	------	07:15 AM	8	0	4	0	0	0	0	14	15	12	66	0	*119*
07:15 AM	------	07:30 AM	1	0	5	0	0	0	0	10	21	16	62	0	*115*
07:30 AM	------	07:45 AM	1	0	6	0	0	0	0	13	12	18	54	0	*104*
07:45 AM	------	08:00 AM	6	0	3	0	0	0	0	11	20	11	70	0	*121*
08:00 AM	------	08:15 AM	3	0	2	0	0	0	0	9	18	9	82	0	*123*
08:15 AM	------	08:30 AM	2	0	2	0	0	0	0	6	19	4	53	0	*86*
08:30 AM	------	08:45 AM	5	0	3	0	0	0	0	15	14	8	43	0	*88*
08:45 AM	------	09:00 AM	5	0	7	0	0	0	0	10	14	3	49	0	*88*
09:00 AM	------	09:15 AM	1	0	6	0	0	0	0	12	20	2	25	0	*66*
09:15 AM	------	09:30 AM	7	0	1	0	0	0	0	13	18	4	26	0	*69*
09:30 AM	------	09:45 AM	9	0	5	0	0	0	0	17	15	5	14	0	*65*
09:45 AM	------	10:00 AM	7	0	4	0	0	0	0	15	10	2	22	0	*60*
10:00 AM	------	10:15 AM	4	0	0	0	0	0	0	10	7	6	17	0	*44*
10:15 AM	------	10:30 AM	5	0	7	0	0	0	0	17	5	3	12	0	*49*
10:30 AM	------	10:45 AM	2	0	0	0	0	0	0	10	9	4	14	0	*39*
10:45 AM	------	11:00 AM	2	0	5	0	0	0	0	15	11	5	16	0	*54*
11:00 AM	------	11:15 AM	0	0	6	0	0	0	0	25	8	6	15	0	*60*
11:15 AM	------	11:30 AM	20	0	6	0	0	0	0	22	8	4	22	0	*82*
11:30 AM	------	11:45 AM	10	0	3	0	0	0	0	23	8	3	25	0	*72*
11:45 AM	------	12:00 PM	20	0	2	0	0	0	0	21	5	5	24	0	*77*
12:00 PM	------	12:15 PM	11	0	6	0	0	0	0	21	6	2	30	0	*76*
12:15 PM	------	12:30 PM	9	0	3	0	0	0	0	23	9	1	29	0	*74*
12:30 PM	------	12:45 PM	10	0	4	0	0	0	0	21	10	4	29	0	*78*
12:45 PM	------	01:00 PM	5	0	4	0	0	0	0	23	16	5	27	0	*80*
01:00 PM	------	01:15 PM	5	0	2	0	0	0	0	20	4	2	31	0	*64*
01:15 PM	------	01:30 PM	2	0	4	0	0	0	0	26	5	6	26	0	*69*
01:30 PM	------	01:45 PM	2	0	6	0	0	0	0	30	13	3	24	0	*78*
01:45 PM	------	02:00 PM	11	0	2	0	0	0	0	34	0	4	13	0	*64*
02:00 PM	------	02:15 PM	5	0	0	0	0	0	0	27	5	4	12	0	*53*
02:15 PM	------	02:30 PM	7	0	4	0	0	0	0	28	7	2	13	0	*61*
02:30 PM	------	02:45 PM	5	0	9	0	0	0	0	33	4	5	14	0	*70*
02:45 PM	------	03:00 PM	0	0	12	0	0	0	0	25	1	2	14	0	*54*
03:00 PM	------	03:15 PM	4	0	6	0	0	0	0	39	0	3	10	0	*62*
03:15 PM	------	03:30 PM	8	0	10	0	0	0	0	49	2	4	16	0	*89*
03:30 PM	------	03:45 PM	10	0	12	0	0	0	0	60	9	1	8	0	*100*
03:45 PM	------	04:00 PM	2	0	21	0	0	0	0	61	5	0	23	0	*112*
04:00 PM	------	04:15 PM	1	0	27	0	0	0	0	70	5	2	15	0	*120*
04:15 PM	------	04:30 PM	9	0	18	0	0	0	0	64	2	2	16	0	*111*
04:30 PM	------	04:45 PM	8	0	13	0	0	0	0	65	6	0	19	0	*111*
04:45 PM	------	05:00 PM	8	0	8	0	0	0	0	68	2	0	20	0	*106*
HOURLY TOTALS															
07:00 AM	------	08:00 AM	16	0	18	0	0	0	0	48	68	57	252	0	*459*
07:15 AM	------	08:15 AM	11	0	16	0	0	0	0	43	71	54	268	0	*463*
07:30 AM	------	08:30 AM	12	0	13	0	0	0	0	39	69	42	259	0	*434*
07:45 AM	------	08:45 AM	16	0	10	0	0	0	0	41	71	32	248	0	*418*
08:00 AM	------	09:00 AM	15	0	14	0	0	0	0	40	65	24	227	0	*385*
08:15 AM	------	09:15 AM	13	0	18	0	0	0	0	43	67	17	170	0	*328*
08:30 AM	------	09:30 AM	18	0	17	0	0	0	0	50	66	17	143	0	*311*
08:45 AM	------	09:45 AM	22	0	19	0	0	0	0	52	67	14	114	0	*288*
09:00 AM	------	10:00 AM	24	0	16	0	0	0	0	57	63	13	87	0	*260*
09:15 AM	------	10:15 AM	27	0	10	0	0	0	0	55	50	17	79	0	*238*
09:30 AM	------	10:30 AM	25	0	16	0	0	0	0	59	37	16	65	0	*218*
09:45 AM	------	10:45 AM	18	0	11	0	0	0	0	52	31	15	65	0	*192*
10:00 AM	------	11:00 AM	13	0	12	0	0	0	0	52	32	18	59	0	*186*
10:15 AM	------	11:15 AM	9	0	18	0	0	0	0	67	33	18	57	0	*202*
10:30 AM	------	11:30 AM	24	0	17	0	0	0	0	72	36	19	67	0	*235*
10:45 AM	------	11:45 AM	32	0	20	0	0	0	0	85	35	18	78	0	*268*
11:00 AM	------	12:00 PM	50	0	17	0	0	0	0	91	29	18	86	0	*291*
11:15 AM	------	12:15 PM	61	0	17	0	0	0	0	87	27	14	101	0	*307*
11:30 AM	------	12:30 PM	50	0	14	0	0	0	0	88	28	11	108	0	*299*
11:45 AM	------	12:45 PM	50	0	15	0	0	0	0	86	30	12	112	0	*305*
12:00 PM	------	01:00 PM	35	0	17	0	0	0	0	88	41	12	115	0	*308*
12:15 PM	------	01:15 PM	29	0	13	0	0	0	0	87	39	12	116	0	*296*
12:30 PM	------	01:30 PM	22	0	14	0	0	0	0	90	35	17	113	0	*291*
12:45 PM	------	01:45 PM	14	0	16	0	0	0	0	99	38	16	108	0	*291*
01:00 PM	------	02:00 PM	20	0	14	0	0	0	0	110	22	15	94	0	*275*
01:15 PM	------	02:15 PM	20	0	12	0	0	0	0	117	23	17	75	0	*264*
01:30 PM	------	02:30 PM	25	0	12	0	0	0	0	119	25	13	62	0	*256*
01:45 PM	------	02:45 PM	28	0	15	0	0	0	0	122	16	15	52	0	*248*
02:00 PM	------	03:00 PM	17	0	25	0	0	0	0	113	17	13	53	0	*238*
02:15 PM	------	03:15 PM	16	0	31	0	0	0	0	125	12	12	51	0	*247*
02:30 PM	------	03:30 PM	17	0	37	0	0	0	0	146	7	14	54	0	*275*
02:45 PM	------	03:45 PM	22	0	40	0	0	0	0	173	12	10	48	0	*305*
03:00 PM	------	04:00 PM	24	0	49	0	0	0	0	209	16	8	57	0	*363*
03:15 PM	------	04:15 PM	21	0	70	0	0	0	0	240	21	7	62	0	*421*
03:30 PM	------	04:30 PM	22	0	78	0	0	0	0	255	21	5	62	0	*443*
03:45 PM	------	04:45 PM	20	0	79	0	0	0	0	260	18	4	73	0	*454*
04:00 PM	------	05:00 PM	26	0	66	0	0	0	0	267	15	4	70	0	*448*

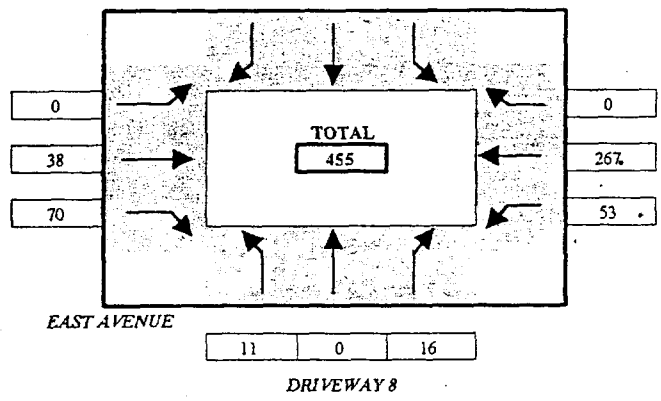
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

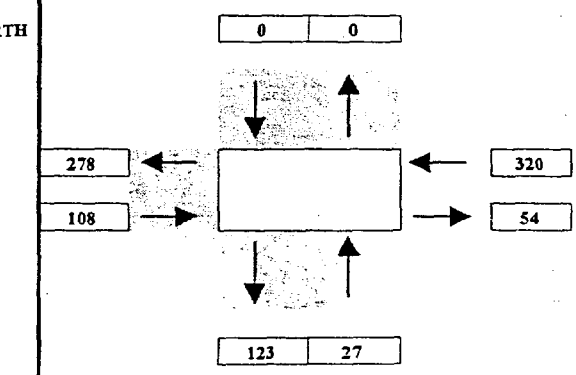
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE: DECEMBER 7 , 2002	DAY: FRIDAY
N-S Approach:	DRIVEWAY 8	SURVEY TIME: 7:00 AM TO 5:00 PM	WEATHER: SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION: LIVERMORE	FILENAME: EA08LV5A

PEAK HOUR: 07:15 AM TO 08:15 AM

AUTO ONLY: 0 | 0 | 0



ARRIVAL / DEPARTURE VOLUMES



			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
							SURVEY	*DATA*							
07:00 AM	-----	07:15 AM	8	0	4	0	0	0	0	13	15	12	66	0	*118*
07:15 AM	-----	07:30 AM	9	0	9	0	0	0	0	23	36	28	128	0	*233*
07:30 AM	-----	07:45 AM	10	0	15	0	0	0	0	33	47	46	182	0	*333*
07:45 AM	-----	08:00 AM	16	0	18	0	0	0	0	44	67	56	252	0	*453*
08:00 AM	-----	08:15 AM	19	0	20	0	0	0	0	51	85	65	333	0	*573*
08:15 AM	-----	08:30 AM	21	0	22	0	0	0	0	56	103	69	384	0	*655*
08:30 AM	-----	08:45 AM	26	0	25	0	0	0	0	71	117	77	426	0	*742*
08:45 AM	-----	09:00 AM	31	0	32	0	0	0	0	78	129	80	474	0	*824*
09:00 AM	-----	09:15 AM	32	0	38	0	0	0	0	88	148	81	497	0	*884*
09:15 AM	-----	09:30 AM	39	0	39	0	0	0	0	100	165	84	520	0	*947*
09:30 AM	-----	09:45 AM	47	0	44	0	0	0	0	116	179	89	533	0	*1,008*
09:45 AM	-----	10:00 AM	54	0	48	0	0	0	0	127	187	90	552	0	*1,058*
10:00 AM	-----	10:15 AM	58	0	48	0	0	0	0	135	192	96	565	0	*1,094*
10:15 AM	-----	10:30 AM	62	0	55	0	0	0	0	151	195	99	577	0	*1,139*
10:30 AM	-----	10:45 AM	64	0	55	0	0	0	0	157	202	103	587	0	*1,168*
10:45 AM	-----	11:00 AM	66	0	58	0	0	0	0	169	212	107	603	0	*1,215*
11:00 AM	-----	11:15 AM	68	0	64	0	0	0	0	192	220	112	617	0	*1,273*
11:15 AM	-----	11:30 AM	85	0	70	0	0	0	0	209	228	116	636	0	*1,344*
11:30 AM	-----	11:45 AM	94	0	73	0	0	0	0	225	234	119	658	0	*1,403*
11:45 AM	-----	12:00 PM	112	0	74	0	0	0	0	244	239	124	682	0	*1,475*
12:00 PM	-----	12:15 PM	123	0	79	0	0	0	0	258	244	125	709	0	*1,538*
12:15 PM	-----	12:30 PM	130	0	82	0	0	0	0	281	252	125	736	0	*1,606*
12:30 PM	-----	12:45 PM	140	0	86	0	0	0	0	300	261	129	764	0	*1,680*
12:45 PM	-----	01:00 PM	145	0	89	0	0	0	0	320	275	134	789	0	*1,752*
01:00 PM	-----	01:15 PM	149	0	91	0	0	0	0	336	278	136	818	0	*1,808*
01:15 PM	-----	01:30 PM	149	0	95	0	0	0	0	359	283	142	843	0	*1,871*
01:30 PM	-----	01:45 PM	151	0	100	0	0	0	0	384	295	143	866	0	*1,939*
01:45 PM	-----	02:00 PM	162	0	102	0	0	0	0	415	295	147	878	0	*1,999*
02:00 PM	-----	02:15 PM	167	0	102	0	0	0	0	434	300	151	887	0	*2,041*
02:15 PM	-----	02:30 PM	172	0	106	0	0	0	0	461	306	153	898	0	*2,096*
02:30 PM	-----	02:45 PM	177	0	113	0	0	0	0	491	308	157	912	0	*2,158*
02:45 PM	-----	03:00 PM	177	0	125	0	0	0	0	515	309	159	926	0	*2,211*
03:00 PM	-----	03:15 PM	180	0	131	0	0	0	0	552	309	162	933	0	*2,267*
03:15 PM	-----	03:30 PM	187	0	141	0	0	0	0	597	311	166	948	0	*2,350*
03:30 PM	-----	03:45 PM	197	0	153	0	0	0	0	655	320	167	953	0	*2,445*
03:45 PM	-----	04:00 PM	199	0	174	0	0	0	0	715	325	167	975	0	*2,555*
04:00 PM	-----	04:15 PM	200	0	201	0	0	0	0	785	330	168	989	0	*2,673*
04:15 PM	-----	04:30 PM	209	0	219	0	0	0	0	848	332	170	1,005	0	*2,783*
04:30 PM	-----	04:45 PM	217	0	232	0	0	0	0	912	338	170	1,021	0	*2,890*
04:45 PM	-----	05:00 PM	225	0	240	0	0	0	0	980	340	170	1,041	0	*2,996*

SF/PENINSULA: (415) 750-1317 *ALAMEDA: (510) 233-2292* *CONTRA COSTA: (510) 232-1271*

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 7, 2002 — DAY: FRIDAY

N-S Approach: DRIVEWAY 8 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA08LV5A

			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD															
07:00 AM	-----	07:15 AM	8	0	4	0	0	0	0	13	15	12	66	0	*118*
07:15 AM	-----	07:30 AM	1	0	5	0	0	0	0	10	21	16	62	0	*115*
07:30 AM	-----	07:45 AM	1	0	6	0	0	0	0	10	11	18	54	0	*100*
07:45 AM	-----	08:00 AM	6	0	3	0	0	0	0	11	20	10	70	0	*120*
08:00 AM	-----	08:15 AM	3	0	2	0	0	0	0	7	18	9	81	0	*120*
08:15 AM	-----	08:30 AM	2	0	2	0	0	0	0	5	18	4	51	0	*82*
08:30 AM	-----	08:45 AM	5	0	3	0	0	0	0	15	14	8	42	0	*87*
08:45 AM	-----	09:00 AM	5	0	7	0	0	0	0	2	12	3	48	0	*82*
09:00 AM	-----	09:15 AM	1	0	6	0	0	0	0	10	19	1	23	0	*60*
09:15 AM	-----	09:30 AM	7	0	1	0	0	0	0	12	17	3	23	0	*63*
09:30 AM	-----	09:45 AM	8	0	5	0	0	0	0	16	14	5	13	0	*61*
09:45 AM	-----	10:00 AM	7	0	4	0	0	0	0	11	8	1	19	0	*50*
10:00 AM	-----	10:15 AM	4	0	0	0	0	0	0	8	5	6	13	0	*36*
10:15 AM	-----	10:30 AM	4	0	7	0	0	0	0	16	3	3	12	0	*45*
10:30 AM	-----	10:45 AM	2	0	0	0	0	0	0	6	7	4	10	0	*29*
10:45 AM	-----	11:00 AM	2	0	3	0	0	0	0	12	10	4	16	0	*47*
11:00 AM	-----	11:15 AM	2	0	6	0	0	0	0	23	8	5	14	0	*58*
11:15 AM	-----	11:30 AM	17	0	6	0	0	0	0	17	8	4	19	0	*71*
11:30 AM	-----	11:45 AM	9	0	3	0	0	0	0	16	6	3	22	0	*59*
11:45 AM	-----	12:00 PM	18	0	1	0	0	0	0	19	5	5	24	0	*72*
12:00 PM	-----	12:15 PM	11	0	5	0	0	0	0	14	5	1	27	0	*63*
12:15 PM	-----	12:30 PM	7	0	3	0	0	0	0	23	8	0	27	0	*68*
12:30 PM	-----	12:45 PM	10	0	4	0	0	0	0	19	9	4	28	0	*74*
12:45 PM	-----	01:00 PM	3	0	3	0	0	0	0	20	14	5	25	0	*72*
01:00 PM	-----	01:15 PM	4	0	2	0	0	0	0	16	3	2	29	0	*56*
01:15 PM	-----	01:30 PM	0	0	4	0	0	0	0	23	5	6	25	0	*63*
01:30 PM	-----	01:45 PM	2	0	5	0	0	0	0	25	12	1	23	0	*68*
01:45 PM	-----	02:00 PM	11	0	2	0	0	0	0	31	0	4	12	0	*60*
02:00 PM	-----	02:15 PM	5	0	0	0	0	0	0	19	5	4	9	0	*42*
02:15 PM	-----	02:30 PM	5	0	4	0	0	0	0	27	6	2	11	0	*55*
02:30 PM	-----	02:45 PM	5	0	7	0	0	0	0	30	2	4	14	0	*62*
02:45 PM	-----	03:00 PM	0	0	12	0	0	0	0	24	1	2	14	0	*53*
03:00 PM	-----	03:15 PM	3	0	6	0	0	0	0	37	0	3	7	0	*56*
03:15 PM	-----	03:30 PM	7	0	10	0	0	0	0	45	2	4	15	0	*83*
03:30 PM	-----	03:45 PM	10	0	12	0	0	0	0	58	9	1	5	0	*95*
03:45 PM	-----	04:00 PM	2	0	21	0	0	0	0	60	5	0	22	0	*110*
04:00 PM	-----	04:15 PM	1	0	27	0	0	0	0	70	5	1	14	0	*118*
04:15 PM	-----	04:30 PM	9	0	18	0	0	0	0	63	2	2	16	0	*110*
04:30 PM	-----	04:45 PM	8	0	13	0	0	0	0	64	6	0	16	0	*107*
04:45 PM	-----	05:00 PM	8	0	8	0	0	0	0	68	2	0	20	0	*106*
HOURLY TOTALS															
07:00 AM	-----	08:00 AM	16	0	18	0	0	0	0	44	67	56	252	0	*453*
07:15 AM	-----	08:15 AM	11	0	16	0	0	0	0	38	70	53	267	0	*455*
07:30 AM	-----	08:30 AM	12	0	13	0	0	0	0	33	67	41	256	0	*422*
07:45 AM	-----	08:45 AM	16	0	10	0	0	0	0	38	70	31	244	0	*409*
08:00 AM	-----	09:00 AM	15	0	14	0	0	0	0	34	62	24	222	0	*371*
08:15 AM	-----	09:15 AM	13	0	18	0	0	0	0	37	63	16	164	0	*311*
08:30 AM	-----	09:30 AM	18	0	17	0	0	0	0	44	62	15	136	0	*292*
08:45 AM	-----	09:45 AM	21	0	19	0	0	0	0	45	62	12	107	0	*266*
09:00 AM	-----	10:00 AM	23	0	16	0	0	0	0	49	58	10	78	0	*234*
09:15 AM	-----	10:15 AM	26	0	10	0	0	0	0	47	44	15	68	0	*210*
09:30 AM	-----	10:30 AM	23	0	16	0	0	0	0	51	30	15	57	0	*192*
09:45 AM	-----	10:45 AM	17	0	11	0	0	0	0	41	23	14	54	0	*160*
10:00 AM	-----	11:00 AM	12	0	10	0	0	0	0	42	25	17	51	0	*157*
10:15 AM	-----	11:15 AM	10	0	16	0	0	0	0	57	28	16	52	0	*179*
10:30 AM	-----	11:30 AM	23	0	15	0	0	0	0	58	33	17	59	0	*205*
10:45 AM	-----	11:45 AM	30	0	18	0	0	0	0	68	32	16	71	0	*235*
11:00 AM	-----	12:00 PM	46	0	16	0	0	0	0	75	27	17	79	0	*260*
11:15 AM	-----	12:15 PM	55	0	15	0	0	0	0	66	24	13	92	0	*265*
11:30 AM	-----	12:30 PM	45	0	12	0	0	0	0	72	24	9	100	0	*262*
11:45 AM	-----	12:45 PM	46	0	13	0	0	0	0	75	27	10	106	0	*277*
12:00 PM	-----	01:00 PM	33	0	15	0	0	0	0	76	36	10	107	0	*277*
12:15 PM	-----	01:15 PM	26	0	12	0	0	0	0	78	34	11	109	0	*270*
12:30 PM	-----	01:30 PM	19	0	13	0	0	0	0	78	31	17	107	0	*265*
12:45 PM	-----	01:45 PM	11	0	14	0	0	0	0	84	34	14	102	0	*259*
01:00 PM	-----	02:00 PM	17	0	13	0	0	0	0	95	20	13	89	0	*247*
01:15 PM	-----	02:15 PM	18	0	11	0	0	0	0	98	22	13	69	0	*233*
01:30 PM	-----	02:30 PM	23	0	11	0	0	0	0	102	23	11	55	0	*235*
01:45 PM	-----	02:45 PM	26	0	13	0	0	0	0	107	13	14	46	0	*219*
02:00 PM	-----	03:00 PM	15	0	23	0	0	0	0	100	14	12	48	0	*212*
02:15 PM	-----	03:15 PM	13	0	29	0	0	0	0	118	9	11	46	0	*226*
02:30 PM	-----	03:30 PM	15	0	35	0	0	0	0	136	5	13	50	0	*254*
02:45 PM	-----	03:45 PM	20	0	40	0	0	0	0	164	12	10	41	0	*287*
03:00 PM	-----	04:00 PM	22	0	49	0	0	0	0	200	16	8	49	0	*344*
03:15 PM	-----	04:15 PM	20	0	70	0	0	0	0	233	21	6	56	0	*406*
03:30 PM	-----	04:30 PM	22	0	78	0	0	0	0	251	21	4	57	0	*433*
03:45 PM	-----	04:45 PM	20	0	79	0	0	0	0	257	18	3	68	0	*445*
04:00 PM	-----	05:00 PM	26	0	66	0	0	0	0	265	15	3	66	0	*441*

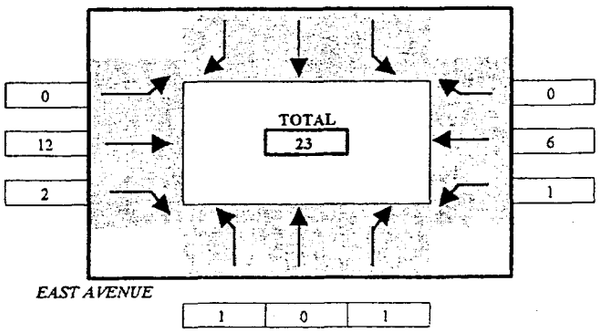
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

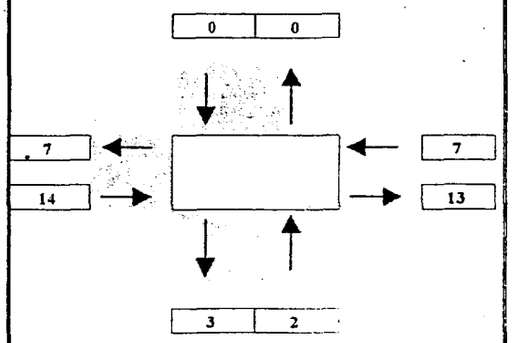
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE: DECEMBER 7 , 2002	DAY: FRIDAY
N-S Approach:	DRIVEWAY 8	SURVEY TIME: 7:00 AM TO 5:00 PM	WEATHER: SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION: LIVERMORE	FILENAME: EA08LV52

PEAK HOUR: 11:00 AM TO 12:00 NN

HEAVY 2-AXLE: 0 | 0 | 0



ARRIVAL / DEPARTURE VOLUMES



			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
							SURVEY	*DATA*							
07:00 AM	-----	07:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
07:15 AM	-----	07:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
07:30 AM	-----	07:45 AM	0	0	0	0	0	0	0	2	1	0	0	0	*3*
07:45 AM	-----	08:00 AM	0	0	0	0	0	0	0	2	1	1	0	0	*4*
08:00 AM	-----	08:15 AM	0	0	0	0	0	0	0	4	1	1	1	0	*7*
08:15 AM	-----	08:30 AM	0	0	0	0	0	0	0	5	2	1	1	0	*9*
08:30 AM	-----	08:45 AM	0	0	0	0	0	0	0	5	2	1	1	0	*9*
08:45 AM	-----	09:00 AM	0	0	0	0	0	0	0	8	4	1	1	0	*14*
09:00 AM	-----	09:15 AM	0	0	0	0	0	0	0	9	5	1	2	0	*17*
09:15 AM	-----	09:30 AM	0	0	0	0	0	0	0	10	5	1	2	0	*18*
09:30 AM	-----	09:45 AM	1	0	0	0	0	0	0	10	6	1	2	0	*20*
09:45 AM	-----	10:00 AM	1	0	0	0	0	0	0	12	8	2	4	0	*27*
10:00 AM	-----	10:15 AM	1	0	0	0	0	0	0	13	10	2	5	0	*31*
10:15 AM	-----	10:30 AM	1	0	0	0	0	0	0	13	12	2	5	0	*33*
10:30 AM	-----	10:45 AM	1	0	0	0	0	0	0	15	12	2	5	0	*35*
10:45 AM	-----	11:00 AM	1	0	1	0	0	0	0	15	13	3	5	0	*38*
11:00 AM	-----	11:15 AM	2	0	1	0	0	0	0	16	13	3	6	0	*41*
11:15 AM	-----	11:30 AM	2	0	1	0	0	0	0	20	13	3	8	0	*47*
11:30 AM	-----	11:45 AM	2	0	1	0	0	0	0	22	15	3	10	0	*53*
11:45 AM	-----	12:00 PM	3	0	2	0	0	0	0	23	15	3	10	0	*56*
12:00 PM	-----	12:15 PM	3	0	2	0	0	0	0	28	15	4	12	0	*64*
12:15 PM	-----	12:30 PM	5	0	2	0	0	0	0	28	16	5	12	0	*68*
12:30 PM	-----	12:45 PM	5	0	2	0	0	0	0	28	17	5	13	0	*70*
12:45 PM	-----	01:00 PM	5	0	3	0	0	0	0	31	18	5	13	0	*75*
01:00 PM	-----	01:15 PM	6	0	3	0	0	0	0	32	18	5	14	0	*78*
01:15 PM	-----	01:30 PM	7	0	3	0	0	0	0	34	18	5	14	0	*81*
01:30 PM	-----	01:45 PM	7	0	4	0	0	0	0	35	19	7	15	0	*87*
01:45 PM	-----	02:00 PM	7	0	4	0	0	0	0	35	19	7	15	0	*87*
02:00 PM	-----	02:15 PM	7	0	4	0	0	0	0	40	19	7	16	0	*93*
02:15 PM	-----	02:30 PM	8	0	4	0	0	0	0	40	20	7	18	0	*97*
02:30 PM	-----	02:45 PM	8	0	5	0	0	0	0	42	20	8	18	0	*101*
02:45 PM	-----	03:00 PM	8	0	5	0	0	0	0	43	22	8	18	0	*104*
03:00 PM	-----	03:15 PM	8	0	5	0	0	0	0	43	22	8	19	0	*105*
03:15 PM	-----	03:30 PM	9	0	5	0	0	0	0	46	22	8	19	0	*109*
03:30 PM	-----	03:45 PM	9	0	5	0	0	0	0	48	22	8	22	0	*114*
03:45 PM	-----	04:00 PM	9	0	5	0	0	0	0	49	22	8	23	0	*116*
04:00 PM	-----	04:15 PM	9	0	5	0	0	0	0	48	22	9	23	0	*116*
04:15 PM	-----	04:30 PM	9	0	5	0	0	0	0	48	22	9	23	0	*116*
04:30 PM	-----	04:45 PM	9	0	5	0	0	0	0	49	22	9	24	0	*118*
04:45 PM	-----	05:00 PM	9	0	5	0	0	0	0	49	22	9	24	0	*118*

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — **SURVEY DATE:** DECEMBER 7, 2002 — **DAY:** FRIDAY

N-S Approach: DRIVEWAY 8 — **SURVEY TIME:** 7:00 AM TO 5:00 PM — **WEATHER:** SUNNY

E-W Approach: EAST AVENUE — **JURISDICTION:** LIVERMORE — **FILENAME:** EA08LV52

			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD															
07:00 AM	------	07:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:15 AM	------	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	------	07:45 AM	0	0	0	0	0	0	0	1	1	0	0	0	2
07:45 AM	------	08:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
08:00 AM	------	08:15 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
08:15 AM	------	08:30 AM	0	0	0	0	0	0	0	1	1	0	0	0	2
08:30 AM	------	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	------	09:00 AM	0	0	0	0	0	0	0	3	2	0	0	0	5
09:00 AM	------	09:15 AM	0	0	0	0	0	0	0	1	1	0	1	0	3
09:15 AM	------	09:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
09:30 AM	------	09:45 AM	1	0	0	0	0	0	0	0	1	0	0	0	2
09:45 AM	------	10:00 AM	0	0	0	0	0	0	0	2	2	1	2	0	7
10:00 AM	------	10:15 AM	0	0	0	0	0	0	0	1	2	0	1	0	4
10:15 AM	------	10:30 AM	0	0	0	0	0	0	0	0	2	0	0	0	2
10:30 AM	------	10:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
10:45 AM	------	11:00 AM	0	0	1	0	0	0	0	0	1	1	0	0	3
11:00 AM	------	11:15 AM	1	0	0	0	0	0	0	1	0	0	1	0	3
11:15 AM	------	11:30 AM	0	0	0	0	0	0	0	4	0	0	2	0	6
11:30 AM	------	11:45 AM	0	0	0	0	0	0	0	2	2	0	2	0	6
11:45 AM	------	12:00 PM	1	0	1	0	0	0	0	1	0	0	0	0	3
12:00 PM	------	12:15 PM	0	0	0	0	0	0	0	5	0	1	2	0	8
12:15 PM	------	12:30 PM	2	0	0	0	0	0	0	0	1	1	0	0	4
12:30 PM	------	12:45 PM	0	0	0	0	0	0	0	0	1	0	1	0	2
12:45 PM	------	01:00 PM	0	0	1	0	0	0	0	3	1	0	0	0	5
01:00 PM	------	01:15 PM	1	0	0	0	0	0	0	1	0	0	1	0	3
01:15 PM	------	01:30 PM	1	0	0	0	0	0	0	2	0	0	0	0	3
01:30 PM	------	01:45 PM	0	0	1	0	0	0	0	1	1	2	1	0	6
01:45 PM	------	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	------	02:15 PM	0	0	0	0	0	0	0	5	0	0	1	0	6
02:15 PM	------	02:30 PM	1	0	0	0	0	0	0	0	1	0	2	0	4
02:30 PM	------	02:45 PM	0	0	1	0	0	0	0	2	0	1	0	0	4
02:45 PM	------	03:00 PM	0	0	0	0	0	0	0	1	2	0	0	0	3
03:00 PM	------	03:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:15 PM	------	03:30 PM	1	0	0	0	0	0	0	3	0	0	0	0	4
03:30 PM	------	03:45 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
03:45 PM	------	04:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
04:00 PM	------	04:15 PM	0	0	0	0	0	0	0	(1)	0	1	0	0	0
04:15 PM	------	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	------	04:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
04:45 PM	------	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTALS															
07:00 AM	------	08:00 AM	0	0	0	0	0	0	0	2	1	1	0	0	4
07:15 AM	------	08:15 AM	0	0	0	0	0	0	0	3	1	1	1	0	6
07:30 AM	------	08:30 AM	0	0	0	0	0	0	0	4	2	1	1	0	8
07:45 AM	------	08:45 AM	0	0	0	0	0	0	0	3	1	1	1	0	6
08:00 AM	------	09:00 AM	0	0	0	0	0	0	0	6	3	0	1	0	10
08:15 AM	------	09:15 AM	0	0	0	0	0	0	0	5	4	0	1	0	10
08:30 AM	------	09:30 AM	0	0	0	0	0	0	0	5	3	0	1	0	9
08:45 AM	------	09:45 AM	1	0	0	0	0	0	0	5	4	0	1	0	11
09:00 AM	------	10:00 AM	1	0	0	0	0	0	0	4	4	1	3	0	13
09:15 AM	------	10:15 AM	1	0	0	0	0	0	0	4	5	1	3	0	14
09:30 AM	------	10:30 AM	1	0	0	0	0	0	0	3	7	1	3	0	15
09:45 AM	------	10:45 AM	0	0	0	0	0	0	0	5	6	1	3	0	15
10:00 AM	------	11:00 AM	0	0	1	0	0	0	0	3	5	1	1	0	11
10:15 AM	------	11:15 AM	1	0	1	0	0	0	0	3	3	1	1	0	10
10:30 AM	------	11:30 AM	1	0	1	0	0	0	0	7	1	1	3	0	14
10:45 AM	------	11:45 AM	1	0	1	0	0	0	0	7	3	1	5	0	18
11:00 AM	------	12:00 PM	2	0	1	0	0	0	0	8	2	0	5	0	18
11:15 AM	------	12:15 PM	1	0	1	0	0	0	0	12	2	1	6	0	23
11:30 AM	------	12:30 PM	3	0	1	0	0	0	0	8	3	2	4	0	21
11:45 AM	------	12:45 PM	3	0	1	0	0	0	0	6	2	2	3	0	17
12:00 PM	------	01:00 PM	2	0	1	0	0	0	0	8	3	2	3	0	19
12:15 PM	------	01:15 PM	3	0	1	0	0	0	0	4	3	1	2	0	14
12:30 PM	------	01:30 PM	2	0	1	0	0	0	0	6	2	0	2	0	13
12:45 PM	------	01:45 PM	2	0	2	0	0	0	0	7	2	2	2	0	17
01:00 PM	------	02:00 PM	2	0	1	0	0	0	0	4	1	2	2	0	12
01:15 PM	------	02:15 PM	1	0	1	0	0	0	0	8	1	2	2	0	15
01:30 PM	------	02:30 PM	1	0	1	0	0	0	0	6	2	2	4	0	16
01:45 PM	------	02:45 PM	1	0	1	0	0	0	0	7	1	1	3	0	14
02:00 PM	------	03:00 PM	1	0	1	0	0	0	0	8	3	1	3	0	17
02:15 PM	------	03:15 PM	1	0	1	0	0	0	0	3	3	1	3	0	12
02:30 PM	------	03:30 PM	1	0	1	0	0	0	0	6	2	1	1	0	12
02:45 PM	------	03:45 PM	1	0	0	0	0	0	0	6	2	0	4	0	13
03:00 PM	------	04:00 PM	1	0	0	0	0	0	0	6	0	0	5	0	12
03:15 PM	------	04:15 PM	1	0	0	0	0	0	0	5	0	1	4	0	11
03:30 PM	------	04:30 PM	0	0	0	0	0	0	0	2	0	1	4	0	7
03:45 PM	------	04:45 PM	0	0	0	0	0	0	0	1	0	1	2	0	4
04:00 PM	------	05:00 PM	0	0	0	0	0	0	0	0	0	1	1	0	2

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

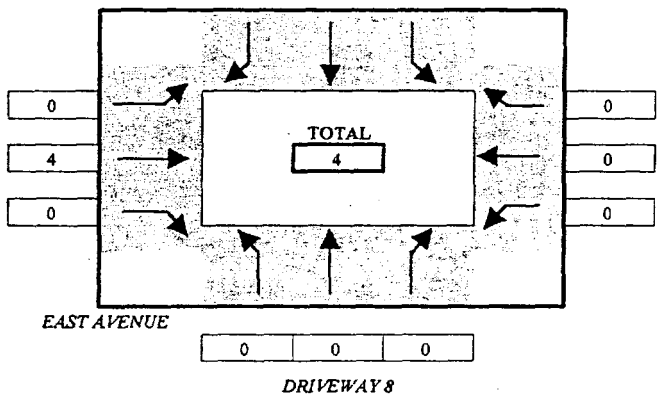
PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 7, 2002 — DAY: FRIDAY

N-S Approach: DRIVEWAY 8 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA08LV53

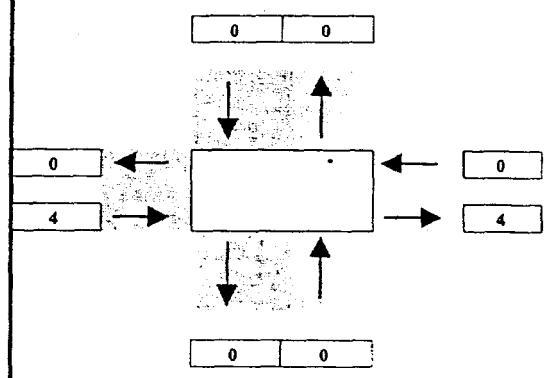
PEAK HOUR: 10:45 AM TO 11:45 AM

HEAVY 3-AXLE: 0 0 0



NORTH

ARRIVAL / DEPARTURE VOLUMES



			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
SURVEY DATA															
07:00 AM	-----	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	-----	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	-----	07:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45 AM	-----	08:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:00 AM	-----	08:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:15 AM	-----	08:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:30 AM	-----	08:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:45 AM	-----	09:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
09:00 AM	-----	09:15 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
09:15 AM	-----	09:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
09:30 AM	-----	09:45 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
09:45 AM	-----	10:00 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
10:00 AM	-----	10:15 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
10:15 AM	-----	10:30 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
10:30 AM	-----	10:45 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
10:45 AM	-----	11:00 AM	0	0	0	0	0	0	0	4	0	0	2	0	6
11:00 AM	-----	11:15 AM	0	0	0	0	0	0	0	5	0	0	2	0	7
11:15 AM	-----	11:30 AM	0	0	0	0	0	0	0	5	0	0	2	0	7
11:30 AM	-----	11:45 AM	0	0	0	0	0	0	0	6	0	0	2	0	8
11:45 AM	-----	12:00 PM	0	0	0	0	0	0	0	6	0	0	2	0	8
12:00 PM	-----	12:15 PM	0	0	0	0	0	0	0	6	0	0	2	0	8
12:15 PM	-----	12:30 PM	0	0	0	0	0	0	0	6	0	0	2	0	8
12:30 PM	-----	12:45 PM	0	0	0	0	0	0	0	6	0	0	2	0	8
12:45 PM	-----	01:00 PM	0	0	0	0	0	0	0	6	0	0	2	0	8
01:00 PM	-----	01:15 PM	0	0	0	0	0	0	0	7	0	0	2	0	9
01:15 PM	-----	01:30 PM	0	0	0	0	0	0	0	7	0	0	2	0	9
01:30 PM	-----	01:45 PM	0	0	0	0	0	0	0	7	0	0	2	0	9
01:45 PM	-----	02:00 PM	0	0	0	0	0	0	0	7	0	0	2	0	9
02:00 PM	-----	02:15 PM	0	0	0	0	0	0	0	8	0	0	3	0	11
02:15 PM	-----	02:30 PM	0	0	0	0	0	0	0	8	0	0	3	0	11
02:30 PM	-----	02:45 PM	0	0	0	0	0	0	0	8	0	0	3	0	11
02:45 PM	-----	03:00 PM	0	0	0	0	0	0	0	8	0	0	3	0	11
03:00 PM	-----	03:15 PM	0	0	0	0	0	0	0	9	0	0	3	0	12
03:15 PM	-----	03:30 PM	0	0	0	0	0	0	0	9	0	0	3	0	12
03:30 PM	-----	03:45 PM	0	0	0	0	0	0	0	9	0	0	3	0	12
03:45 PM	-----	04:00 PM	0	0	0	0	0	0	0	9	0	0	3	0	12
04:00 PM	-----	04:15 PM	0	0	0	0	0	0	0	9	0	0	3	0	12
04:15 PM	-----	04:30 PM	0	0	0	0	0	0	0	9	0	0	3	0	12
04:30 PM	-----	04:45 PM	0	0	0	0	0	0	0	9	0	0	4	0	13
04:45 PM	-----	05:00 PM	0	0	0	0	0	0	0	9	0	0	4	0	13

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — **SURVEY DATE:** DECEMBER 7 , 2002 — **DAY:** FRIDAY

N-S Approach: DRIVEWAY 8 — **SURVEY TIME:** 7:00 AM TO 5:00 PM — **WEATHER:** SUNNY

E-W Approach: EAST AVENUE — **JURISDICTION:** LIVERMORE — **FILENAME:** EA08LV53

			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD															
07:00 AM	-----	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	-----	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	-----	07:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45 AM	-----	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	-----	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	-----	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	-----	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	-----	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	-----	09:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
09:15 AM	-----	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	-----	09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:45 AM	-----	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	-----	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	-----	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	-----	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	-----	11:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
11:00 AM	-----	11:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
11:15 AM	-----	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	-----	11:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
11:45 AM	-----	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	-----	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	-----	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	-----	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	-----	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	-----	01:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:15 PM	-----	01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	-----	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	-----	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	-----	02:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
02:15 PM	-----	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	-----	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	-----	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	-----	03:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:15 PM	-----	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	-----	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	-----	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	-----	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	-----	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	-----	04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:45 PM	-----	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTALS															
07:00 AM	-----	08:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:15 AM	-----	08:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:30 AM	-----	08:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45 AM	-----	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	-----	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	-----	09:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
08:30 AM	-----	09:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
08:45 AM	-----	09:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
09:00 AM	-----	10:00 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
09:15 AM	-----	10:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:30 AM	-----	10:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:45 AM	-----	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	-----	11:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
10:15 AM	-----	11:15 AM	0	0	0	0	0	0	0	3	0	0	0	0	3
10:30 AM	-----	11:30 AM	0	0	0	0	0	0	0	3	0	0	0	0	3
10:45 AM	-----	11:45 AM	0	0	0	0	0	0	0	4	0	0	0	0	4
11:00 AM	-----	12:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
11:15 AM	-----	12:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
11:30 AM	-----	12:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
11:45 AM	-----	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	-----	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	-----	01:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:30 PM	-----	01:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:45 PM	-----	01:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:00 PM	-----	02:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:15 PM	-----	02:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
01:30 PM	-----	02:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
01:45 PM	-----	02:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
02:00 PM	-----	03:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
02:15 PM	-----	03:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
02:30 PM	-----	03:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
02:45 PM	-----	03:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:00 PM	-----	04:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:15 PM	-----	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	-----	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	-----	04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:00 PM	-----	05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1

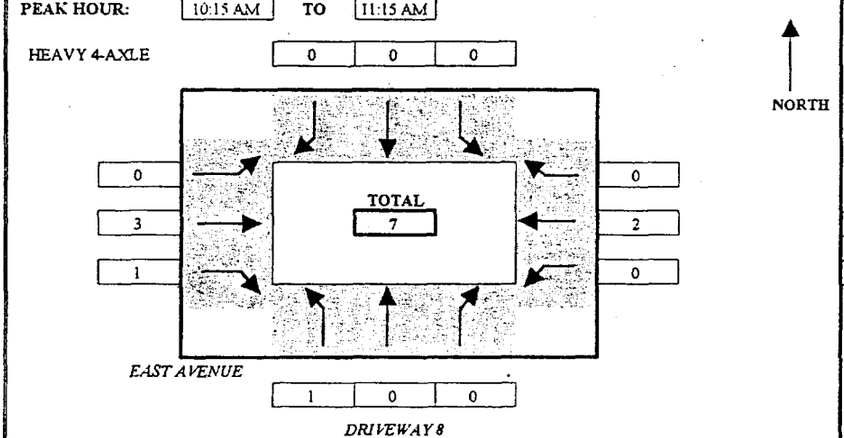
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

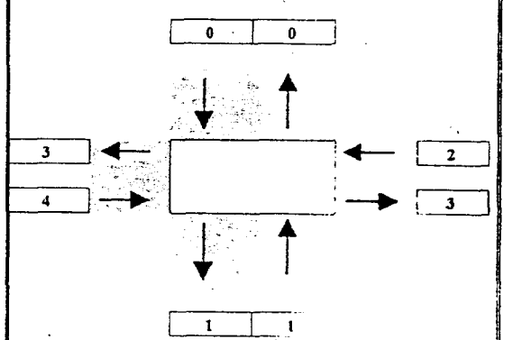
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE:	DECEMBER 7 , 2002	DAY:	FRIDAY
N-S Approach:	DRIVEWAY 8	SURVEY TIME:	7:00 AM TO 5:00 PM	WEATHER:	SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION:	LIVERMORE	FILENAME:	EA08LV54

PEAK HOUR: 10:15 AM TO 11:15 AM

HEAVY 4-AXLE



ARRIVAL / DEPARTURE VOLUMES



		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
						SURVEY	*DATA*							
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	[illegible]	*0*
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	[illegible]	*0*
07:30 AM	07:45 AM	0	0	0	0	0	0	0	1	0	0	0	[illegible]	*1*
07:45 AM	08:00 AM	0	0	0	0	0	0	0	1	0	0	0	[illegible]	*1*
08:00 AM	08:15 AM	0	0	0	0	0	0	0	1	0	0	0	[illegible]	*1*
08:15 AM	08:30 AM	0	0	0	0	0	0	0	1	0	0	2	[illegible]	*3*
08:30 AM	08:45 AM	0	0	0	0	0	0	0	1	0	0	2	[illegible]	*3*
08:45 AM	09:00 AM	0	0	0	0	0	0	0	1	0	0	2	[illegible]	*3*
09:00 AM	09:15 AM	0	0	0	0	0	0	0	1	0	1	2	[illegible]	*4*
09:15 AM	09:30 AM	0	0	0	0	0	0	0	1	1	1	3	[illegible]	*6*
09:30 AM	09:45 AM	0	0	0	0	0	0	0	1	1	1	3	[illegible]	*6*
09:45 AM	10:00 AM	0	0	0	0	0	0	0	3	1	1	3	[illegible]	*8*
10:00 AM	10:15 AM	0	0	0	0	0	0	0	3	1	1	4	[illegible]	*9*
10:15 AM	10:30 AM	1	0	0	0	0	0	0	3	1	1	4	[illegible]	*10*
10:30 AM	10:45 AM	1	0	0	0	0	0	0	4	2	1	5	[illegible]	*13*
10:45 AM	11:00 AM	1	0	0	0	0	0	0	4	2	1	5	[illegible]	*13*
11:00 AM	11:15 AM	1	0	0	0	0	0	0	4	2	1	5	[illegible]	*13*
11:15 AM	11:30 AM	1	0	0	0	0	0	0	4	2	1	5	[illegible]	*13*
11:30 AM	11:45 AM	2	0	0	0	0	0	0	4	2	1	6	[illegible]	*15*
11:45 AM	12:00 PM	2	0	0	0	0	0	0	5	2	1	6	[illegible]	*16*
12:00 PM	12:15 PM	2	0	1	0	0	0	0	6	2	1	6	[illegible]	*18*
12:15 PM	12:30 PM	2	0	1	0	0	0	0	6	2	1	6	[illegible]	*18*
12:30 PM	12:45 PM	2	0	1	0	0	0	0	6	2	1	6	[illegible]	*18*
12:45 PM	01:00 PM	2	0	1	0	0	0	0	6	2	1	6	[illegible]	*18*
01:00 PM	01:15 PM	2	0	1	0	0	0	0	7	2	1	7	[illegible]	*20*
01:15 PM	01:30 PM	2	0	1	0	0	0	0	7	2	1	8	[illegible]	*21*
01:30 PM	01:45 PM	2	0	1	0	0	0	0	8	2	1	8	[illegible]	*22*
01:45 PM	02:00 PM	2	0	1	0	0	0	0	8	2	1	8	0	*22*
02:00 PM	02:15 PM	2	0	1	0	0	0	0	8	2	1	8	0	*22*
02:15 PM	02:30 PM	2	0	1	0	0	0	0	8	2	1	8	0	*22*
02:30 PM	02:45 PM	2	0	1	0	0	0	0	9	2	1	8	0	*23*
02:45 PM	03:00 PM	2	0	1	0	0	0	0	9	2	1	8	0	*23*
03:00 PM	03:15 PM	2	0	1	0	0	0	0	9	2	1	9	0	*24*
03:15 PM	03:30 PM	2	0	1	0	0	0	0	9	2	1	9	0	*24*
03:30 PM	03:45 PM	2	0	1	0	0	0	0	9	2	1	9	0	*24*
03:45 PM	04:00 PM	2	0	1	0	0	0	0	9	2	1	9	0	*24*
04:00 PM	04:15 PM	2	0	1	0	0	0	0	9	2	1	9	0	*24*
04:15 PM	04:30 PM	2	0	1	0	0	0	0	9	2	1	9	0	*24*
04:30 PM	04:45 PM	2	0	1	0	0	0	0	9	2	1	9	0	*24*
04:45 PM	05:00 PM	2	0	1	0	0	0	0	9	2	1	9	0	*24*

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — **SURVEY DATE:** DECEMBER 7 , 2002 — **DAY:** FRIDAY

N-S Approach: DRIVEWAY 8 — **SURVEY TIME:** 7:00 AM TO 5:00 PM — **WEATHER:** SUNNY

E-W Approach: EAST AVENUE — **JURISDICTION:** LIVERMORE — **FILENAME:** EA08LV54

			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD															
07:00 AM	-----	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	-----	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	-----	07:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45 AM	-----	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	-----	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	-----	08:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
08:30 AM	-----	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	-----	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	-----	09:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
09:15 AM	-----	09:30 AM	0	0	0	0	0	0	0	0	1	0	1	0	2
09:30 AM	-----	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	-----	10:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
10:00 AM	-----	10:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
10:15 AM	-----	10:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
10:30 AM	-----	10:45 AM	0	0	0	0	0	0	0	1	1	0	1	0	3
10:45 AM	-----	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	-----	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	-----	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	-----	11:45 AM	1	0	0	0	0	0	0	0	0	0	1	0	2
11:45 AM	-----	12:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:00 PM	-----	12:15 PM	0	0	1	0	0	0	0	1	0	0	0	0	2
12:15 PM	-----	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	-----	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	-----	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	-----	01:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
01:15 PM	-----	01:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:30 PM	-----	01:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:45 PM	-----	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	-----	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	-----	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	-----	02:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
02:45 PM	-----	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	-----	03:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:15 PM	-----	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	-----	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	-----	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	-----	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	-----	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	-----	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	-----	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTALS															
07:00 AM	-----	08:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:15 AM	-----	08:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:30 AM	-----	08:30 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
07:45 AM	-----	08:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
08:00 AM	-----	09:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
08:15 AM	-----	09:15 AM	0	0	0	0	0	0	0	0	0	1	2	0	3
08:30 AM	-----	09:30 AM	0	0	0	0	0	0	0	0	1	1	1	0	3
08:45 AM	-----	09:45 AM	0	0	0	0	0	0	0	0	1	1	1	0	3
09:00 AM	-----	10:00 AM	0	0	0	0	0	0	0	2	1	1	1	0	5
09:15 AM	-----	10:15 AM	0	0	0	0	0	0	0	2	1	0	2	0	5
09:30 AM	-----	10:30 AM	1	0	0	0	0	0	0	2	0	0	1	0	4
09:45 AM	-----	10:45 AM	1	0	0	0	0	0	0	3	1	0	2	0	7
10:00 AM	-----	11:00 AM	1	0	0	0	0	0	0	1	1	0	2	0	5
10:15 AM	-----	11:15 AM	1	0	0	0	0	0	0	1	1	0	1	0	4
10:30 AM	-----	11:30 AM	0	0	0	0	0	0	0	1	1	0	1	0	3
10:45 AM	-----	11:45 AM	1	0	0	0	0	0	0	0	0	0	1	0	2
11:00 AM	-----	12:00 PM	1	0	0	0	0	0	0	1	0	0	1	0	3
11:15 AM	-----	12:15 PM	1	0	1	0	0	0	0	2	0	0	1	0	5
11:30 AM	-----	12:30 PM	1	0	1	0	0	0	0	2	0	0	1	0	5
11:45 AM	-----	12:45 PM	0	0	1	0	0	0	0	2	0	0	0	0	3
12:00 PM	-----	01:00 PM	0	0	1	0	0	0	0	1	0	0	0	0	2
12:15 PM	-----	01:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
12:30 PM	-----	01:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
12:45 PM	-----	01:45 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
01:00 PM	-----	02:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
01:15 PM	-----	02:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
01:30 PM	-----	02:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:45 PM	-----	02:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
02:00 PM	-----	03:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
02:15 PM	-----	03:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
02:30 PM	-----	03:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
02:45 PM	-----	03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:00 PM	-----	04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:15 PM	-----	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	-----	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	-----	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	-----	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

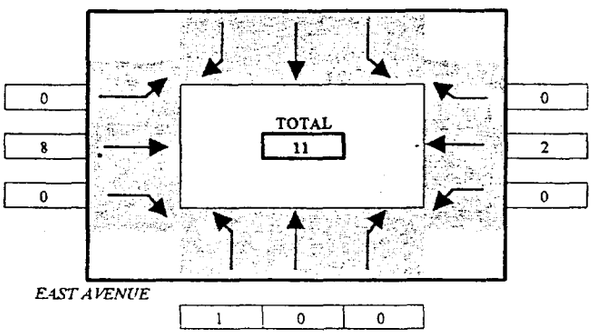
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE:	DECEMBER 7 , 2002	DAY:	FRIDAY
N-S Approach:	DRIVEWAY 8	SURVEY TIME:	7:00 AM TO 5:00 PM	WEATHER:	SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION:	LIVERMORE	FILENAME:	EA08LV55

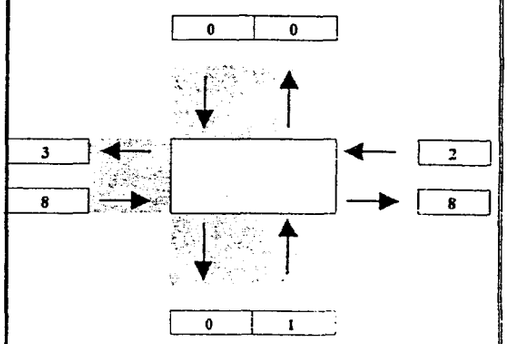
PEAK HOUR: 01:30 PM TO 02:30 PM

HEAVY 5-AXLE: 0 | 0 | 0



NORTH

ARRIVAL / DEPARTURE VOLUMES



From	To	NORTHBOUND Left	NORTHBOUND Thru	NORTHBOUND Right	SOUTHBOUND Left	SOUTHBOUND Thru	SOUTHBOUND Right	EASTBOUND Left	EASTBOUND Thru	EASTBOUND Right	WESTBOUND Left	WESTBOUND Thru	WESTBOUND Right	TOTAL VOLUMES
SURVEY DATA														
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:15 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	*1*
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	*1*
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	1	3	0	*4*
09:30 AM	09:45 AM	0	0	0	0	0	0	0	1	0	1	3	0	*5*
09:45 AM	10:00 AM	0	0	0	0	0	0	0	1	0	1	4	0	*6*
10:00 AM	10:15 AM	0	0	0	0	0	0	0	1	0	1	5	0	*7*
10:15 AM	10:30 AM	0	0	0	0	0	0	0	2	0	1	5	0	*8*
10:30 AM	10:45 AM	0	0	0	0	0	0	0	3	1	1	8	0	*13*
10:45 AM	11:00 AM	0	0	1	0	0	0	0	4	1	1	8	0	*15*
11:00 AM	11:15 AM	0	0	1	0	0	0	0	4	1	2	8	0	*16*
11:15 AM	11:30 AM	0	0	1	0	0	0	0	5	1	2	9	0	*18*
11:30 AM	11:45 AM	0	0	1	0	0	0	0	7	1	2	9	0	*20*
11:45 AM	12:00 PM	1	0	1	0	0	0	0	7	1	2	9	0	*21*
12:00 PM	12:15 PM	1	0	1	0	0	0	0	8	2	2	10	0	*24*
12:15 PM	12:30 PM	1	0	1	0	0	0	0	8	2	2	12	0	*26*
12:30 PM	12:45 PM	1	0	1	0	0	0	0	10	2	2	12	0	*28*
12:45 PM	01:00 PM	1	0	1	0	0	0	0	10	3	2	13	0	*30*
01:00 PM	01:15 PM	1	0	1	0	0	0	0	11	4	2	13	0	*32*
01:15 PM	01:30 PM	2	0	1	0	0	0	0	11	4	2	13	0	*33*
01:30 PM	01:45 PM	2	0	1	0	0	0	0	13	4	2	13	0	*35*
01:45 PM	02:00 PM	2	0	1	0	0	0	0	16	4	2	14	0	*39*
02:00 PM	02:15 PM	2	0	1	0	0	0	0	18	4	2	15	0	*42*
02:15 PM	02:30 PM	3	0	1	0	0	0	0	19	4	2	15	0	*44*
02:30 PM	02:45 PM	3	0	2	0	0	0	0	19	4	2	15	0	*45*
02:45 PM	03:00 PM	3	0	2	0	0	0	0	19	4	2	15	0	*45*
03:00 PM	03:15 PM	4	0	2	0	0	0	0	20	4	2	16	0	*48*
03:15 PM	03:30 PM	4	0	2	0	0	0	0	21	4	2	16	0	*49*
03:30 PM	03:45 PM	4	0	2	0	0	0	0	21	4	2	16	0	*49*
03:45 PM	04:00 PM	4	0	2	0	0	0	0	21	4	2	16	0	*49*
04:00 PM	04:15 PM	4	0	2	0	0	0	0	22	4	2	17	0	*51*
04:15 PM	04:30 PM	4	0	2	0	0	0	0	22	4	2	17	0	*51*
04:30 PM	04:45 PM	4	0	2	0	0	0	0	22	4	2	18	0	*52*
04:45 PM	05:00 PM	4	0	2	0	0	0	0	22	4	2	18	0	*52*

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 7, 2002 — DAY: FRIDAY

N-S Approach: DRIVEWAY 8 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA08LV55

			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD															
07:00 AM	------	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	------	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	------	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	------	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	------	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	------	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	------	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	------	09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:00 AM	------	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	------	09:30 AM	0	0	0	0	0	0	0	0	0	1	2	0	3
09:30 AM	------	09:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
09:45 AM	------	10:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
10:00 AM	------	10:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
10:15 AM	------	10:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
10:30 AM	------	10:45 AM	0	0	0	0	0	0	0	1	1	0	3	0	5
10:45 AM	------	11:00 AM	0	0	1	0	0	0	0	1	0	0	0	0	2
11:00 AM	------	11:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
11:15 AM	------	11:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
11:30 AM	------	11:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
11:45 AM	------	12:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	------	12:15 PM	0	0	0	0	0	0	0	1	1	0	1	0	3
12:15 PM	------	12:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
12:30 PM	------	12:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
12:45 PM	------	01:00 PM	0	0	0	0	0	0	0	0	1	0	1	0	2
01:00 PM	------	01:15 PM	0	0	0	0	0	0	0	1	1	0	0	0	2
01:15 PM	------	01:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
01:30 PM	------	01:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
01:45 PM	------	02:00 PM	0	0	0	0	0	0	0	3	0	0	1	0	4
02:00 PM	------	02:15 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
02:15 PM	------	02:30 PM	1	0	0	0	0	0	0	1	0	0	0	0	2
02:30 PM	------	02:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
02:45 PM	------	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	------	03:15 PM	1	0	0	0	0	0	0	1	0	0	1	0	3
03:15 PM	------	03:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:30 PM	------	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	------	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	------	04:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
04:15 PM	------	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	------	04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:45 PM	------	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTALS															
07:00 AM	------	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	------	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	------	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	------	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	------	09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:15 AM	------	09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:30 AM	------	09:30 AM	0	0	0	0	0	0	0	0	0	1	3	0	4
08:45 AM	------	09:45 AM	0	0	0	0	0	0	0	1	0	1	3	0	5
09:00 AM	------	10:00 AM	0	0	0	0	0	0	0	1	0	1	3	0	5
09:15 AM	------	10:15 AM	0	0	0	0	0	0	0	1	0	1	4	0	6
09:30 AM	------	10:30 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
09:45 AM	------	10:45 AM	0	0	0	0	0	0	0	2	1	0	5	0	8
10:00 AM	------	11:00 AM	0	0	1	0	0	0	0	3	1	0	4	0	9
10:15 AM	------	11:15 AM	0	0	1	0	0	0	0	3	1	1	3	0	9
10:30 AM	------	11:30 AM	0	0	1	0	0	0	0	3	1	1	4	0	10
10:45 AM	------	11:45 AM	0	0	1	0	0	0	0	4	0	1	1	0	7
11:00 AM	------	12:00 PM	1	0	0	0	0	0	0	3	0	1	1	0	6
11:15 AM	------	12:15 PM	1	0	0	0	0	0	0	4	1	0	2	0	8
11:30 AM	------	12:30 PM	1	0	0	0	0	0	0	3	1	0	3	0	8
11:45 AM	------	12:45 PM	1	0	0	0	0	0	0	3	1	0	3	0	8
12:00 PM	------	01:00 PM	0	0	0	0	0	0	0	3	2	0	4	0	9
12:15 PM	------	01:15 PM	0	0	0	0	0	0	0	3	2	0	3	0	8
12:30 PM	------	01:30 PM	1	0	0	0	0	0	0	3	2	0	1	0	7
12:45 PM	------	01:45 PM	1	0	0	0	0	0	0	3	2	0	1	0	7
01:00 PM	------	02:00 PM	1	0	0	0	0	0	0	6	1	0	1	0	9
01:15 PM	------	02:15 PM	1	0	0	0	0	0	0	7	0	0	2	0	10
01:30 PM	------	02:30 PM	1	0	0	0	0	0	0	8	0	0	2	0	11
01:45 PM	------	02:45 PM	1	0	1	0	0	0	0	6	0	0	2	0	10
02:00 PM	------	03:00 PM	1	0	1	0	0	0	0	3	0	0	1	0	6
02:15 PM	------	03:15 PM	2	0	1	0	0	0	0	2	0	0	1	0	6
02:30 PM	------	03:30 PM	1	0	1	0	0	0	0	2	0	0	1	0	5
02:45 PM	------	03:45 PM	1	0	0	0	0	0	0	2	0	0	1	0	4
03:00 PM	------	04:00 PM	1	0	0	0	0	0	0	2	0	0	1	0	4
03:15 PM	------	04:15 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
03:30 PM	------	04:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
03:45 PM	------	04:45 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
04:00 PM	------	05:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	3

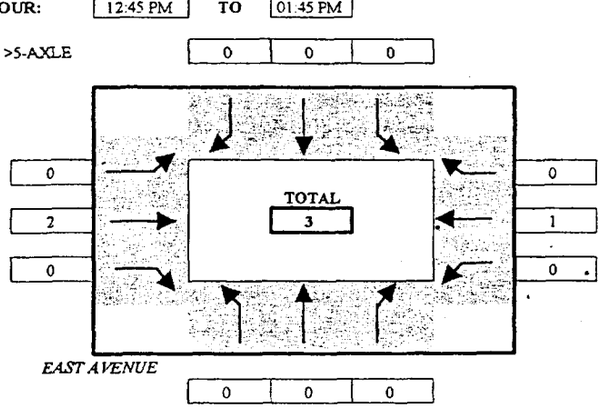
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

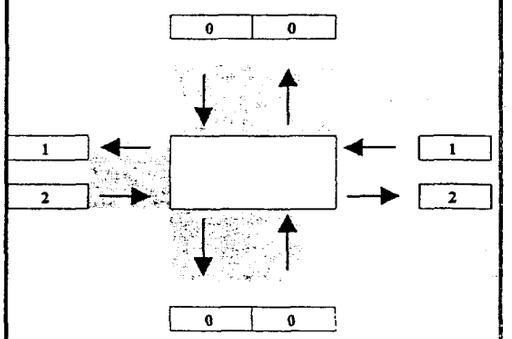
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE:	DECEMBER 7 , 2002	DAY:	FRIDAY
N-S Approach:	DRIVEWAY 8	SURVEY TIME:	7:00 AM TO 5:00 PM	WEATHER:	SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION:	LIVERMORE	FILENAME:	EA08LV56

PEAK HOUR: 12:45 PM TO 01:45 PM

HEAVY >5-AXLE: 0 0 0



ARRIVAL / DEPARTURE VOLUMES



			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
							SURVEY	*DATA*							
07:00 AM	------	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:15 AM	------	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:30 AM	------	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:45 AM	------	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:00 AM	------	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:15 AM	------	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:30 AM	------	08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	*1*
08:45 AM	------	09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	*1*
09:00 AM	------	09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	*1*
09:15 AM	------	09:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	*1*
09:30 AM	------	09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	*1*
09:45 AM	------	10:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	*1*
10:00 AM	------	10:15 AM	0	0	0	0	0	0	0	1	0	0	2	0	*3*
10:15 AM	------	10:30 AM	0	0	0	0	0	0	0	1	0	0	2	0	*3*
10:30 AM	------	10:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	*3*
10:45 AM	------	11:00 AM	0	0	0	0	0	0	0	1	0	0	2	0	*3*
11:00 AM	------	11:15 AM	0	0	0	0	0	0	0	1	0	0	2	0	*3*
11:15 AM	------	11:30 AM	0	0	0	0	0	0	0	1	0	0	2	0	*3*
11:30 AM	------	11:45 AM	0	0	0	0	0	0	0	3	0	0	2	0	*5*
11:45 AM	------	12:00 PM	0	0	0	0	0	0	0	3	0	0	2	0	*5*
12:00 PM	------	12:15 PM	0	0	0	0	0	0	0	3	0	0	2	0	*5*
12:15 PM	------	12:30 PM	0	0	0	0	0	0	0	3	0	0	2	0	*5*
12:30 PM	------	12:45 PM	0	0	0	0	0	0	0	3	0	0	2	0	*5*
12:45 PM	------	01:00 PM	0	0	0	0	0	0	0	3	0	0	3	0	*6*
01:00 PM	------	01:15 PM	0	0	0	0	0	0	0	3	0	0	3	0	*6*
01:15 PM	------	01:30 PM	0	0	0	0	0	0	0	4	0	0	3	0	*7*
01:30 PM	------	01:45 PM	0	0	0	0	0	0	0	5	0	0	3	0	*8*
01:45 PM	------	02:00 PM	0	0	0	0	0	0	0	5	0	0	3	0	*8*
02:00 PM	------	02:15 PM	0	0	0	0	0	0	0	5	0	0	3	0	*8*
02:15 PM	------	02:30 PM	0	0	0	0	0	0	0	5	0	0	3	0	*8*
02:30 PM	------	02:45 PM	0	0	0	0	0	0	0	5	0	0	3	0	*8*
02:45 PM	------	03:00 PM	0	0	0	0	0	0	0	5	0	0	3	0	*8*
03:00 PM	------	03:15 PM	0	0	0	0	0	0	0	5	0	0	3	0	*8*
03:15 PM	------	03:30 PM	0	0	0	0	0	0	0	5	0	0	4	0	*9*
03:30 PM	------	03:45 PM	0	0	0	0	0	0	0	5	0	0	4	0	*9*
03:45 PM	------	04:00 PM	0	0	0	0	0	0	0	5	0	0	4	0	*9*
04:00 PM	------	04:15 PM	0	0	0	0	0	0	0	5	0	0	4	0	*9*
04:15 PM	------	04:30 PM	0	0	0	0	0	0	0	6	0	0	4	0	*10*
04:30 PM	------	04:45 PM	0	0	0	0	0	0	0	6	0	0	4	0	*10*
04:45 PM	------	05:00 PM	0	0	0	0	0	0	0	6	0	0	4	0	*10*

SF/PENINSULA: (415) 750-1317 *ALAMEDA: (510) 233-2292* *CONTRA COSTA: (510)232-1271*

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 7, 2002 — DAY: FRIDAY

N-S Approach: DRIVEWAY 8 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA08LV56

From		To	NORTHBOUND Left	NORTHBOUND Thru	NORTHBOUND Right	SOUTHBOUND Left	SOUTHBOUND Thru	SOUTHBOUND Right	EASTBOUND Left	EASTBOUND Thru	EASTBOUND Right	WESTBOUND Left	WESTBOUND Thru	WESTBOUND Right	TOTAL VOLUMES
TOTAL BY PERIOD															
07:00 AM	-----	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	-----	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	-----	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	-----	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	-----	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	-----	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	-----	08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:45 AM	-----	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	-----	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	-----	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	-----	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	-----	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	-----	10:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
10:15 AM	-----	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	-----	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	-----	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	-----	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	-----	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	-----	11:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
11:45 AM	-----	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	-----	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	-----	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	-----	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	-----	01:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:00 PM	-----	01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	-----	01:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:30 PM	-----	01:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:45 PM	-----	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	-----	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	-----	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	-----	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	-----	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	-----	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	-----	03:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:30 PM	-----	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	-----	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	-----	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	-----	04:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:30 PM	-----	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	-----	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTALS															
07:00 AM	-----	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	-----	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	-----	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	-----	08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:00 AM	-----	09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:15 AM	-----	09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:30 AM	-----	09:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:45 AM	-----	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	-----	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	-----	10:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
09:30 AM	-----	10:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
09:45 AM	-----	10:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
10:00 AM	-----	11:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
10:15 AM	-----	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	-----	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	-----	11:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
11:00 AM	-----	12:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
11:15 AM	-----	12:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
11:30 AM	-----	12:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
11:45 AM	-----	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	-----	01:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:15 PM	-----	01:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:30 PM	-----	01:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
12:45 PM	-----	01:45 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
01:00 PM	-----	02:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
01:15 PM	-----	02:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
01:30 PM	-----	02:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:45 PM	-----	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	-----	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	-----	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	-----	03:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
02:45 PM	-----	03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:00 PM	-----	04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:15 PM	-----	04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:30 PM	-----	04:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:45 PM	-----	04:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:00 PM	-----	05:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1

Truck Counts

Locations 7 and 8

Monday, December 10, 2001

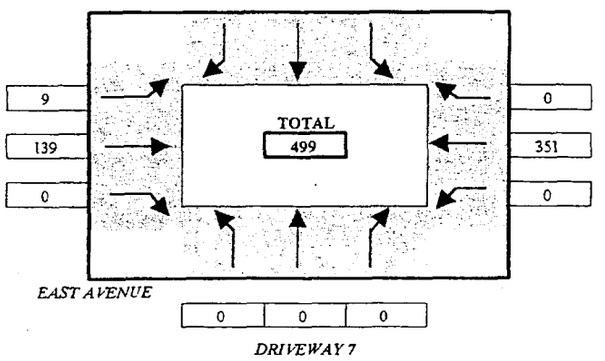
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

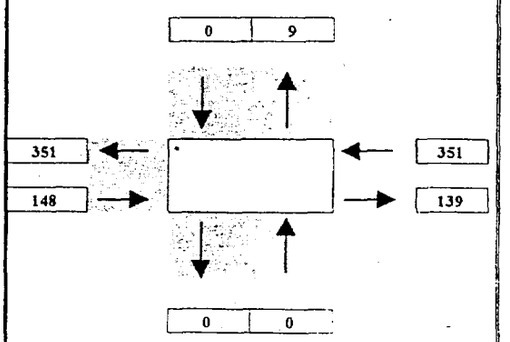
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE:	DECEMBER 10 , 2002	DAY:	MONDAY
N-S Approach:	DRIVEWAY 7	SURVEY TIME:	7:00 AM TO 5:00 PM	WEATHER:	SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION:	LIVERMORE	FILENAME:	EA07LV1T

PEAK HOUR: 07:00 AM TO 08:00 AM

TOTAL VEHICLES: 0 | 0 | 0



ARRIVAL/DEPARTURE VOLUMES



		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
						SURVEY	*DATA*							
07:00 AM	07:15 AM	0	0	0	0	0	0	3	29	0	0	97	0	*129*
07:15 AM	07:30 AM	0	0	0	0	0	0	5	66	0	0	187	0	*258*
07:30 AM	07:45 AM	0	0	0	0	0	0	8	100	0	0	260	0	*368*
07:45 AM	08:00 AM	0	0	0	0	0	0	9	139	0	0	351	0	*499*
08:00 AM	08:15 AM	0	0	0	0	0	0	10	184	0	0	430	1	*625*
08:15 AM	08:30 AM	0	0	0	0	0	0	10	221	0	0	500	2	*733*
08:30 AM	08:45 AM	0	0	0	0	0	0	10	255	0	0	554	4	*823*
08:45 AM	09:00 AM	0	0	0	0	0	0	12	292	0	0	601	5	*910*
09:00 AM	09:15 AM	0	0	0	0	0	0	25	330	0	0	646	5	*1.006*
09:15 AM	09:30 AM	0	0	0	0	0	0	30	356	0	0	689	5	*1.080*
09:30 AM	09:45 AM	0	0	0	0	0	1	32	375	0	0	710	5	*1.123*
09:45 AM	10:00 AM	0	0	0	0	0	1	34	394	0	0	744	5	*1.178*
10:00 AM	10:15 AM	0	0	0	0	0	3	36	415	0	0	767	6	*1.227*
10:15 AM	10:30 AM	0	0	0	0	0	4	39	431	0	0	785	7	*1.266*
10:30 AM	10:45 AM	0	0	0	0	0	7	40	450	0	0	803	7	*1.307*
10:45 AM	11:00 AM	0	0	0	0	0	9	40	470	0	0	825	8	*1.352*
11:00 AM	11:15 AM	0	0	0	2	0	12	43	485	0	0	838	10	*1.390*
11:15 AM	11:30 AM	0	0	0	2	0	12	47	502	0	0	871	10	*1.444*
11:30 AM	11:45 AM	0	0	0	3	0	16	50	530	0	0	908	10	*1.517*
11:45 AM	12:00 PM	0	0	0	4	0	19	54	549	0	0	954	11	*1.591*
12:00 PM	12:15 PM	0	0	0	4	0	22*	57	577	0	0	993	13	*1.666*
12:15 PM	12:30 PM	0	0	0	5	0	24	59	608	0	0	1,024	13	*1.733*
12:30 PM	12:45 PM	0	0	0	6	0	27	61	622	0	0	1,044	14	*1.774*
12:45 PM	01:00 PM	0	0	0	7	0	33	64	667	0	0	1,078	15	*1.864*
01:00 PM	01:15 PM	0	0	0	8	0	43	67	692	0	0	1,106	15	*1.931*
01:15 PM	01:30 PM	0	0	0	10	0	45	68	718	0	0	1,133	16	*1.990*
01:30 PM	01:45 PM	0	0	0	12	0	46	75	742	0	0	1,147	19	*2.041*
01:45 PM	02:00 PM	0	0	0	13	0	49	77	768	0	0	1,166	20	*2.093*
02:00 PM	02:15 PM	0	0	0	16	0	50	78	789	0	0	1,179	22	*2.134*
02:15 PM	02:30 PM	0	0	0	16	0	52	79	807	0	0	1,198	22	*2.174*
02:30 PM	02:45 PM	0	0	0	18	0	58	83	831	0	0	1,207	22	*2.219*
02:45 PM	03:00 PM	0	0	0	19	0	60	85	854	0	0	1,228	22	*2.268*
03:00 PM	03:15 PM	0	0	0	20	0	66	89	886	0	0	1,243	22	*2.326*
03:15 PM	03:30 PM	0	0	0	20	0	70	93	934	0	0	1,265	22	*2.404*
03:30 PM	03:45 PM	0	0	0	22	0	74	95	995	0	0	1,282	22	*2.490*
03:45 PM	04:00 PM	0	0	0	23	0	80	95	1,057	0	0	1,304	22	*2.581*
04:00 PM	04:15 PM	0	0	0	23	0	82	95	1,120	0	0	1,324	22	*2.666*
04:15 PM	04:30 PM	0	0	0	24	0	82	95	1,198	0	0	1,348	22	*2.769*
04:30 PM	04:45 PM	0	0	0	25	0	82	95	1,272	0	0	1,367	22	*2.863*
04:45 PM	05:00 PM	0	0	0	25	0	82	95	1,362	0	0	1,391	22	*2.977*

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 10 , 2002 — DAY: MONDAY

N-S Approach: DRIVEWAY 7 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA07LV1T

			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD															
07:00 AM	-----	07:15 AM	0	0	0	0	0	0	3	29	0	0	97	0	*129*
07:15 AM	-----	07:30 AM	0	0	0	0	0	0	2	37	0	0	90	0	*129*
07:30 AM	-----	07:45 AM	0	0	0	0	0	0	3	34	0	0	73	0	*110*
07:45 AM	-----	08:00 AM	0	0	0	0	0	0	1	39	0	0	91	0	*131*
08:00 AM	-----	08:15 AM	0	0	0	0	0	0	1	45	0	0	79	1	*126*
08:15 AM	-----	08:30 AM	0	0	0	0	0	0	0	37	0	0	70	1	*108*
08:30 AM	-----	08:45 AM	0	0	0	0	0	0	0	34	0	0	54	2	*90*
08:45 AM	-----	09:00 AM	0	0	0	0	0	0	2	37	0	0	47	1	*87*
09:00 AM	-----	09:15 AM	0	0	0	0	0	0	13	38	0	0	45	0	*96*
09:15 AM	-----	09:30 AM	0	0	0	0	0	0	5	26	0	0	43	0	*74*
09:30 AM	-----	09:45 AM	0	0	0	0	0	1	2	19	0	0	21	0	*43*
09:45 AM	-----	10:00 AM	0	0	0	0	0	0	2	19	0	0	34	0	*55*
10:00 AM	-----	10:15 AM	0	0	0	0	0	2	2	21	0	0	23	1	*49*
10:15 AM	-----	10:30 AM	0	0	0	0	0	1	3	16	0	0	18	1	*39*
10:30 AM	-----	10:45 AM	0	0	0	0	0	3	1	19	0	0	18	0	*41*
10:45 AM	-----	11:00 AM	0	0	0	0	0	2	0	20	0	0	22	1	*45*
11:00 AM	-----	11:15 AM	0	0	0	2	0	3	3	15	0	0	13	2	*38*
11:15 AM	-----	11:30 AM	0	0	0	0	0	0	4	17	0	0	33	0	*54*
11:30 AM	-----	11:45 AM	0	0	0	1	0	4	3	28	0	0	37	0	*73*
11:45 AM	-----	12:00 PM	0	0	0	1	0	3	4	19	0	0	46	1	*74*
12:00 PM	-----	12:15 PM	0	0	0	0	0	3	3	28	0	0	39	2	*75*
12:15 PM	-----	12:30 PM	0	0	0	1	0	2	2	31	0	0	31	0	*67*
12:30 PM	-----	12:45 PM	0	0	0	1	0	3	2	14	0	0	20	1	*41*
12:45 PM	-----	01:00 PM	0	0	0	1	0	6	3	45	0	0	34	1	*90*
01:00 PM	-----	01:15 PM	0	0	0	1	0	10	3	25	0	0	28	0	*67*
01:15 PM	-----	01:30 PM	0	0	0	2	0	2	1	26	0	0	27	1	*59*
01:30 PM	-----	01:45 PM	0	0	0	2	0	1	7	24	0	0	14	3	*51*
01:45 PM	-----	02:00 PM	0	0	0	1	0	3	2	26	0	0	19	1	*52*
02:00 PM	-----	02:15 PM	0	0	0	3	0	1	1	21	0	0	13	2	*41*
02:15 PM	-----	02:30 PM	0	0	0	0	0	2	1	18	0	0	19	0	*40*
02:30 PM	-----	02:45 PM	0	0	0	2	0	6	4	24	0	0	9	0	*45*
02:45 PM	-----	03:00 PM	0	0	0	1	0	2	2	23	0	0	21	0	*49*
03:00 PM	-----	03:15 PM	0	0	0	1	0	6	4	32	0	0	15	0	*58*
03:15 PM	-----	03:30 PM	0	0	0	0	0	4	4	48	0	0	22	0	*78*
03:30 PM	-----	03:45 PM	0	0	0	2	0	4	2	61	0	0	17	0	*86*
03:45 PM	-----	04:00 PM	0	0	0	1	0	6	0	62	0	0	22	0	*91*
04:00 PM	-----	04:15 PM	0	0	0	0	0	2	0	63	0	0	20	0	*85*
04:15 PM	-----	04:30 PM	0	0	0	1	0	0	0	78	0	0	24	0	*103*
04:30 PM	-----	04:45 PM	0	0	0	1	0	0	0	74	0	0	19	0	*94*
04:45 PM	-----	05:00 PM	0	0	0	0	0	0	0	90	0	0	24	0	*114*
HOURLY TOTALS															
07:00 AM	-----	08:00 AM	0	0	0	0	0	0	9	139	0	0	351	0	*499*
07:15 AM	-----	08:15 AM	0	0	0	0	0	0	7	155	0	0	333	1	*496*
07:30 AM	-----	08:30 AM	0	0	0	0	0	0	5	155	0	0	313	2	*475*
07:45 AM	-----	08:45 AM	0	0	0	0	0	0	2	155	0	0	294	4	*455*
08:00 AM	-----	09:00 AM	0	0	0	0	0	0	3	153	0	0	250	5	*411*
08:15 AM	-----	09:15 AM	0	0	0	0	0	0	15	146	0	0	216	4	*381*
08:30 AM	-----	09:30 AM	0	0	0	0	0	0	20	135	0	0	189	3	*347*
08:45 AM	-----	09:45 AM	0	0	0	0	0	1	22	120	0	0	156	1	*300*
09:00 AM	-----	10:00 AM	0	0	0	0	0	1	22	102	0	0	143	0	*268*
09:15 AM	-----	10:15 AM	0	0	0	0	0	3	11	85	0	0	121	1	*221*
09:30 AM	-----	10:30 AM	0	0	0	0	0	4	9	75	0	0	96	2	*186*
09:45 AM	-----	10:45 AM	0	0	0	0	0	6	8	75	0	0	93	2	*184*
10:00 AM	-----	11:00 AM	0	0	0	0	0	8	6	76	0	0	81	3	*174*
10:15 AM	-----	11:15 AM	0	0	0	2	0	9	7	70	0	0	71	4	*163*
10:30 AM	-----	11:30 AM	0	0	0	2	0	8	8	71	0	0	86	3	*178*
10:45 AM	-----	11:45 AM	0	0	0	3	0	9	10	80	0	0	105	3	*210*
11:00 AM	-----	12:00 PM	0	0	0	4	0	10	14	79	0	0	129	3	*239*
11:15 AM	-----	12:15 PM	0	0	0	2	0	10	14	92	0	0	155	3	*276*
11:30 AM	-----	12:30 PM	0	0	0	3	0	12	12	106	0	0	153	3	*289*
11:45 AM	-----	12:45 PM	0	0	0	3	0	11	11	92	0	0	136	4	*257*
12:00 PM	-----	01:00 PM	0	0	0	3	0	14	10	118	0	0	124	4	*273*
12:15 PM	-----	01:15 PM	0	0	0	4	0	21	10	115	0	0	113	2	*265*
12:30 PM	-----	01:30 PM	0	0	0	5	0	21	9	110	0	0	109	3	*257*
12:45 PM	-----	01:45 PM	0	0	0	6	0	19	14	120	0	0	103	5	*267*
01:00 PM	-----	02:00 PM	0	0	0	6	0	16	13	101	0	0	88	5	*229*
01:15 PM	-----	02:15 PM	0	0	0	8	0	7	11	97	0	0	73	7	*203*
01:30 PM	-----	02:30 PM	0	0	0	6	0	7	11	89	0	0	65	6	*184*
01:45 PM	-----	02:45 PM	0	0	0	6	0	12	8	89	0	0	60	3	*178*
02:00 PM	-----	03:00 PM	0	0	0	6	0	11	8	86	0	0	62	2	*175*
02:15 PM	-----	03:15 PM	0	0	0	4	0	16	11	97	0	0	64	0	*192*
02:30 PM	-----	03:30 PM	0	0	0	4	0	18	14	127	0	0	67	0	*230*
02:45 PM	-----	03:45 PM	0	0	0	4	0	16	12	164	0	0	75	0	*271*
03:00 PM	-----	04:00 PM	0	0	0	4	0	20	10	203	0	0	76	0	*313*
03:15 PM	-----	04:15 PM	0	0	0	3	0	16	6	234	0	0	81	0	*340*
03:30 PM	-----	04:30 PM	0	0	0	4	0	12	2	264	0	0	83	0	*365*
03:45 PM	-----	04:45 PM	0	0	0	3	0	8	0	277	0	0	85	0	*373*
04:00 PM	-----	05:00 PM	0	0	0	2	0	2	0	305	0	0	87	0	*396*

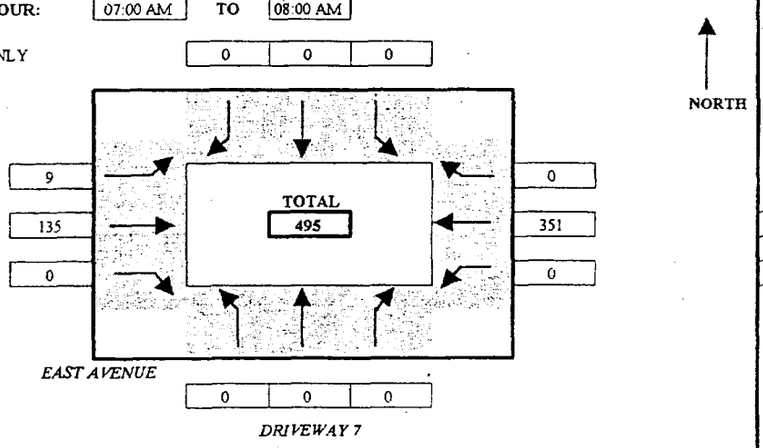
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

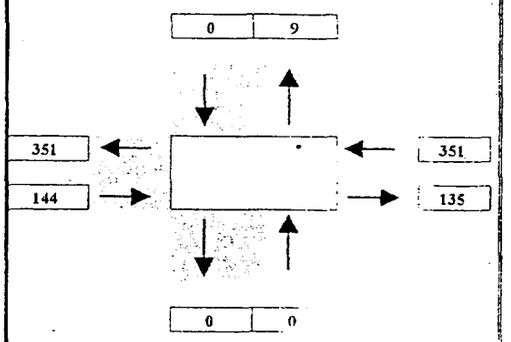
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE: DECEMBER 10 , 2002	DAY: MONDAY
N-S Approach:	DRIVEWAY 7	SURVEY TIME: 7:00 AM TO 5:00 PM	WEATHER: SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION: LIVERMORE	FILENAME: EA07LV1A

PEAK HOUR: 07:00 AM TO 08:00 AM

AUTO ONLY: 0 | 0 | 0



ARRIVAL / DEPARTURE VOLUMES



			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
							SURVEY	*DATA*							
07:00 AM	-----	07:15 AM	0	0	0	0	0	0	3	29	0	0	97	[illegible]	*129*
07:15 AM	-----	07:30 AM	0	0	0	0	0	0	5	66	0	0	187	[illegible]	*258*
07:30 AM	-----	07:45 AM	0	0	0	0	0	0	8	98	0	0	260	[illegible]	*366*
07:45 AM	-----	08:00 AM	0	0	0	0	0	0	9	135	0	0	351	[illegible]	*495*
08:00 AM	-----	08:15 AM	0	0	0	0	0	0	10	179	0	0	430	[illegible]	*620*
08:15 AM	-----	08:30 AM	0	0	0	0	0	0	9	213	0	0	499	[illegible]	*723*
08:30 AM	-----	08:45 AM	0	0	0	0	0	0	9	246	0	0	553	[illegible]	*811*
08:45 AM	-----	09:00 AM	0	0	0	0	0	0	11	280	0	0	599	[illegible]	*894*
09:00 AM	-----	09:15 AM	0	0	0	0	0	0	23	316	0	0	643	[illegible]	*986*
09:15 AM	-----	09:30 AM	0	0	0	0	0	0	28	341	0	0	685	[illegible]	*1,058*
09:30 AM	-----	09:45 AM	0	0	0	0	0	1	30	357	0	0	703	[illegible]	*1,095*
09:45 AM	-----	10:00 AM	0	0	0	0	0	1	30	372	0	0	733	[illegible]	*1,140*
10:00 AM	-----	10:15 AM	0	0	0	0	0	2	30	389	0	0	751	[illegible]	*1,177*
10:15 AM	-----	10:30 AM	0	0	0	0	0	3	33	402	0	0	765	[illegible]	*1,209*
10:30 AM	-----	10:45 AM	0	0	0	0	0	6	33	417	0	0	776	[illegible]	*1,238*
10:45 AM	-----	11:00 AM	0	0	0	0	0	6	31	430	0	0	795	[illegible]	*1,268*
11:00 AM	-----	11:15 AM	0	0	0	1	0	7	33	445	0	0	805	[illegible]	*1,299*
11:15 AM	-----	11:30 AM	0	0	0	1	0	7	33	458	0	0	834	[illegible]	*1,341*
11:30 AM	-----	11:45 AM	0	0	0	2	0	10	35	479	0	0	870	[illegible]	*1,404*
11:45 AM	-----	12:00 PM	0	0	0	2	0	13	39	493	0	0	913	[illegible]	*1,469*
12:00 PM	-----	12:15 PM	0	0	0	2	0	15	42	518	0	0	949	[illegible]	*1,537*
12:15 PM	-----	12:30 PM	0	0	0	3	0	17	43	548	0	0	978	[illegible]	*1,600*
12:30 PM	-----	12:45 PM	0	0	0	3	0	19	45	555	0	0	993	[illegible]	*1,626*
12:45 PM	-----	01:00 PM	0	0	0	4	0	23	48	596	0	0	1,026	[illegible]	*1,708*
01:00 PM	-----	01:15 PM	0	0	0	4	0	33	49	621	0	0	1,052	[illegible]	*1,770*
01:15 PM	-----	01:30 PM	0	0	0	4	0	35	50	647	0	0	1,078	[illegible]	*1,826*
01:30 PM	-----	01:45 PM	0	0	0	6	0	35	56	670	0	0	1,092	18	*1,874*
01:45 PM	-----	02:00 PM	0	0	0	7	0	36	58	695	0	0	1,108	[illegible]	*1,920*
02:00 PM	-----	02:15 PM	0	0	0	10	0	36	59	713	0	0	1,116	18	*1,952*
02:15 PM	-----	02:30 PM	0	0	0	10	0	36	59	729	0	0	1,134	18	*1,986*
02:30 PM	-----	02:45 PM	0	0	0	12	0	41	62	753	0	0	1,141	18	*2,027*
02:45 PM	-----	03:00 PM	0	0	0	13	0	42	63	776	0	0	1,161	18	*2,073*
03:00 PM	-----	03:15 PM	0	0	0	13	0	48	67	808	0	0	1,174	18	*2,128*
03:15 PM	-----	03:30 PM	0	0	0	13	0	52	71	856	0	0	1,195	18	*2,205*
03:30 PM	-----	03:45 PM	0	0	0	15	0	56	73	915	0	0	1,212	18	*2,289*
03:45 PM	-----	04:00 PM	0	0	0	15	0	61	73	975	0	0	1,232	18	*2,374*
04:00 PM	-----	04:15 PM	0	0	0	15	0	63	73	1,035	0	0	1,251	18	*2,455*
04:15 PM	-----	04:30 PM	0	0	0	16	0	63	73	1,113	0	0	1,275	18	*2,558*
04:30 PM	-----	04:45 PM	0	0	0	17	0	63	73	1,185	0	0	1,294	18	*2,650*
04:45 PM	-----	05:00 PM	0	0	0	17	0	63	73	1,274	0	0	1,316	18	*2,761*

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 10 , 2002 — DAY: MONDAY

N-S Approach: DRIVEWAY 7 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA07LV1A

			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD															
07:00 AM	------	07:15 AM	0	0	0	0	0	0	3	29	0	0	97	0	*129*
07:15 AM	------	07:30 AM	0	0	0	0	0	0	2	37	0	0	90	0	*129*
07:30 AM	------	07:45 AM	0	0	0	0	0	0	3	32	0	0	73	0	*108*
07:45 AM	------	08:00 AM	0	0	0	0	0	0	1	37	0	0	91	0	*129*
08:00 AM	------	08:15 AM	0	0	0	0	0	0	1	44	0	0	79	1	*125*
08:15 AM	------	08:30 AM	0	0	0	0	0	0	(1)	34	0	0	69	1	*103*
08:30 AM	------	08:45 AM	0	0	0	0	0	0	0	33	0	0	54	1	*88*
08:45 AM	------	09:00 AM	0	0	0	0	0	0	2	34	0	0	46	1	*83*
09:00 AM	------	09:15 AM	0	0	0	0	0	0	12	36	0	0	44	0	*92*
09:15 AM	------	09:30 AM	0	0	0	0	0	0	5	25	0	0	42	0	*72*
09:30 AM	------	09:45 AM	0	0	0	0	0	1	2	16	0	0	18	0	*37*
09:45 AM	------	10:00 AM	0	0	0	0	0	0	0	15	0	0	30	0	*45*
10:00 AM	------	10:15 AM	0	0	0	0	0	1	0	17	0	0	18	1	*37*
10:15 AM	------	10:30 AM	0	0	0	0	0	1	3	13	0	0	14	1	*32*
10:30 AM	------	10:45 AM	0	0	0	0	0	3	0	15	0	0	11	0	*29*
10:45 AM	------	11:00 AM	0	0	0	0	0	0	(2)	13	0	0	19	0	*30*
11:00 AM	------	11:15 AM	0	0	0	1	0	1	2	15	0	0	10	2	*31*
11:15 AM	------	11:30 AM	0	0	0	0	0	0	0	13	0	0	29	0	*42*
11:30 AM	------	11:45 AM	0	0	0	1	0	3	2	21	0	0	36	0	*63*
11:45 AM	------	12:00 PM	0	0	0	0	0	3	4	14	0	0	43	1	*65*
12:00 PM	------	12:15 PM	0	0	0	0	0	2	3	25	0	0	36	2	*68*
12:15 PM	------	12:30 PM	0	0	0	1	0	2	1	30	0	0	29	0	*63*
12:30 PM	------	12:45 PM	0	0	0	0	0	2	2	7	0	0	15	0	*26*
12:45 PM	------	01:00 PM	0	0	0	1	0	4	3	41	0	0	33	0	*82*
01:00 PM	------	01:15 PM	0	0	0	0	0	10	1	25	0	0	26	0	*62*
01:15 PM	------	01:30 PM	0	0	0	0	0	2	1	26	0	0	26	1	*56*
01:30 PM	------	01:45 PM	0	0	0	2	0	0	6	23	0	0	14	3	*48*
01:45 PM	------	02:00 PM	0	0	0	1	0	1	2	25	0	0	16	1	*46*
02:00 PM	------	02:15 PM	0	0	0	3	0	0	1	18	0	0	8	2	*32*
02:15 PM	------	02:30 PM	0	0	0	0	0	0	0	16	0	0	18	0	*34*
02:30 PM	------	02:45 PM	0	0	0	2	0	5	3	24	0	0	[illegible]	0	*41*
02:45 PM	------	03:00 PM	0	0	0	1	0	1	1	23	0	0	20	0	*46*
03:00 PM	------	03:15 PM	0	0	0	0	0	6	4	32	0	0	13	[illegible]	*55*
03:15 PM	------	03:30 PM	0	0	0	0	0	4	4	48	0	0	21	[illegible]	[illegible]
03:30 PM	------	03:45 PM	0	0	0	2	0	4	2	59	0	0	17	0	*84*
03:45 PM	------	04:00 PM	0	0	0	0	0	5	0	60	0	0	20	0	*85*
04:00 PM	------	04:15 PM	0	0	0	0	0	2	0	60	0	0	19	0	*81*
04:15 PM	------	04:30 PM	0	0	0	1	0	0	0	78	0	0	24	0	*103*
04:30 PM	------	04:45 PM	0	0	0	1	0	0	0	72	0	0	19	0	*92*
04:45 PM	------	05:00 PM	0	0	0	0	0	0	0	89	0	0	22	0	*111*
HOURLY TOTALS															
07:00 AM	------	08:00 AM	0	0	0	0	0	0	9	135	0	0	351	[illegible]	*495*
07:15 AM	------	08:15 AM	0	0	0	0	0	0	7	150	0	0	333	[illegible]	*491*
07:30 AM	------	08:30 AM	0	0	0	0	0	0	4	147	0	0	312	2	*465*
07:45 AM	------	08:45 AM	0	0	0	0	0	0	1	148	0	0	293	3	*445*
08:00 AM	------	09:00 AM	0	0	0	0	0	0	2	145	0	0	248	3	*399*
08:15 AM	------	09:15 AM	0	0	0	0	0	0	13	137	0	0	213	3	*366*
08:30 AM	------	09:30 AM	0	0	0	0	0	0	19	128	0	0	186	2	*335*
08:45 AM	------	09:45 AM	0	0	0	0	0	1	21	111	0	0	150	1	*284*
09:00 AM	------	10:00 AM	0	0	0	0	0	1	19	92	0	0	134	[illegible]	*246*
09:15 AM	------	10:15 AM	0	0	0	0	0	2	7	73	0	0	108	1	*191*
09:30 AM	------	10:30 AM	0	0	0	0	0	3	5	61	0	0	80	2	*151*
09:45 AM	------	10:45 AM	0	0	0	0	0	5	3	60	0	0	73	2	*143*
10:00 AM	------	11:00 AM	0	0	0	0	0	5	1	58	0	0	62	2	*128*
10:15 AM	------	11:15 AM	0	0	0	1	0	5	3	56	0	0	54	3	*122*
10:30 AM	------	11:30 AM	0	0	0	1	0	4	0	56	0	0	69	2	*132*
10:45 AM	------	11:45 AM	0	0	0	2	0	4	2	62	0	0	94	2	*166*
11:00 AM	------	12:00 PM	0	0	0	2	0	7	8	63	0	0	118	3	*201*
11:15 AM	------	12:15 PM	0	0	0	1	0	8	9	73	0	0	144	3	*238*
11:30 AM	------	12:30 PM	0	0	0	2	0	10	10	90	0	0	144	3	*259*
11:45 AM	------	12:45 PM	0	0	0	1	0	9	10	76	0	0	123	3	*222*
12:00 PM	------	01:00 PM	0	0	0	2	0	10	9	103	0	0	113	2	*239*
12:15 PM	------	01:15 PM	0	0	0	2	0	18	7	103	0	0	103	0	*233*
12:30 PM	------	01:30 PM	0	0	0	1	0	18	7	99	0	0	100	1	*226*
12:45 PM	------	01:45 PM	0	0	0	3	0	16	11	115	0	0	99	4	*248*
01:00 PM	------	02:00 PM	0	0	0	3	0	13	10	99	0	0	82	5	*212*
01:15 PM	------	02:15 PM	0	0	0	6	0	3	10	92	0	0	64	7	*182*
01:30 PM	------	02:30 PM	0	0	0	6	0	1	9	82	0	0	56	6	*160*
01:45 PM	------	02:45 PM	0	0	0	6	0	6	6	83	0	0	49	3	*153*
02:00 PM	------	03:00 PM	0	0	0	6	0	6	5	81	0	0	53	2	*153*
02:15 PM	------	03:15 PM	0	0	0	3	0	12	8	95	0	0	58	0	*176*
02:30 PM	------	03:30 PM	0	0	0	3	0	16	12	127	0	0	61	0	*219*
02:45 PM	------	03:45 PM	0	0	0	3	0	15	11	162	0	0	71	0	*262*
03:00 PM	------	04:00 PM	0	0	0	2	0	19	10	199	0	0	71	0	*301*
03:15 PM	------	04:15 PM	0	0	0	2	0	15	6	227	0	0	77	0	*327*
03:30 PM	------	04:30 PM	0	0	0	3	0	11	2	257	0	0	80	0	*353*
03:45 PM	------	04:45 PM	0	0	0	2	0	7	0	270	0	0	82	0	*361*
04:00 PM	------	05:00 PM	0	0	0	2	0	2	0	299	0	0	84	0	*387*

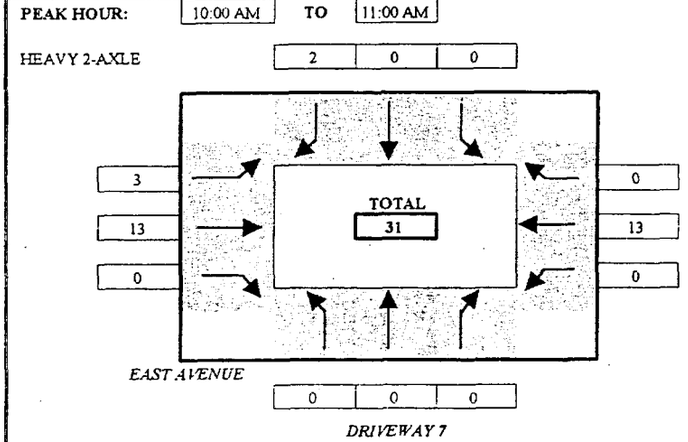
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

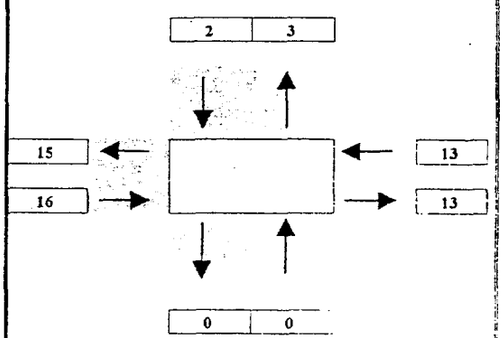
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE:	DECEMBER 10 , 2002	DAY:	MONDAY
N-S Approach:	DRIVEWAY 7	SURVEY TIME:	7:00 AM TO 5:00 PM	WEATHER:	SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION:	LIVERMORE	FILENAME:	EA07LV12

PEAK HOUR: 10:00 AM TO 11:00 AM

HEAVY 2-AXLE



ARRIVAL / DEPARTURE VOLUMES



		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	OLUMES
						SURVEY	*DATA*							
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:30 AM	07:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	*2*
07:45 AM	08:00 AM	0	0	0	0	0	0	0	4	0	0	0	0	*4*
08:00 AM	08:15 AM	0	0	0	0	0	0	0	4	0	0	0	0	*4*
08:15 AM	08:30 AM	0	0	0	0	0	0	1	5	0	0	0	0	*6*
08:30 AM	08:45 AM	0	0	0	0	0	0	1	6	0	0	0	1	*8*
08:45 AM	09:00 AM	0	0	0	0	0	0	1	8	0	0	1	1	*11*
09:00 AM	09:15 AM	0	0	0	0	0	0	1	10	0	0	3	1	*15*
09:15 AM	09:30 AM	0	0	0	0	0	0	1	10	0	0	5	1	*17*
09:30 AM	09:45 AM	0	0	0	0	0	0	1	10	0	0	5	1	*17*
09:45 AM	10:00 AM	0	0	0	0	0	0	2	12	0	0	6	1	*21*
10:00 AM	10:15 AM	0	0	0	0	0	1	4	15	0	0	11	1	*32*
10:15 AM	10:30 AM	0	0	0	0	0	1	4	18	0	0	14	1	*38*
10:30 AM	10:45 AM	0	0	0	0	0	1	4	21	0	0	18	1	*45*
10:45 AM	11:00 AM	0	0	0	0	0	2	5	25	0	0	19	1	*52*
11:00 AM	11:15 AM	0	0	0	1	0	4	5	24	0	0	22	1	*57*
11:15 AM	11:30 AM	0	0	0	1	0	4	7	28	0	0	24	1	*65*
11:30 AM	11:45 AM	0	0	0	1	0	5	8	31	0	0	24	1	*70*
11:45 AM	12:00 PM	0	0	0	1	0	5	8	34	0	0	26	1	*75*
12:00 PM	12:15 PM	0	0	0	1	0	5	8	36	0	0	28	1	*79*
12:15 PM	12:30 PM	0	0	0	1	0	5	9	37	0	0	29	1	*82*
12:30 PM	12:45 PM	0	0	0	2	0	6	9	42	0	0	29	2	*90*
12:45 PM	01:00 PM	0	0	0	2	0	6	9	45	0	0	29	3	*94*
01:00 PM	01:15 PM	0	0	0	3	0	6	11	44	0	0	30	3	*97*
01:15 PM	01:30 PM	0	0	0	5	0	6	11	42	0	0	30	3	*97*
01:30 PM	01:45 PM	0	0	0	5	0	6	12	43	0	0	30	3	*99*
01:45 PM	02:00 PM	0	0	0	5	0	7	12	43	0	0	32	3	*102*
02:00 PM	02:15 PM	0	0	0	5	0	8	12	45	0	0	35	3	*108*
02:15 PM	02:30 PM	0	0	0	5	0	10	13	46	0	0	36	3	*113*
02:30 PM	02:45 PM	0	0	0	5	0	10	14	46	0	0	37	3	*115*
02:45 PM	03:00 PM	0	0	0	5	0	11	14	46	0	0	38	3	*117*
03:00 PM	03:15 PM	0	0	0	5	0	11	14	46	0	0	38	3	*117*
03:15 PM	03:30 PM	0	0	0	5	0	11	14	46	0	0	39	3	*118*
03:30 PM	03:45 PM	0	0	0	5	0	11	14	47	0	0	39	3	*119*
03:45 PM	04:00 PM	0	0	0	6	0	12	14	47	0	0	39	3	*121*
04:00 PM	04:15 PM	0	0	0	6	0	12	14	48	0	0	39	3	*122*
04:15 PM	04:30 PM	0	0	0	6	0	12	14	48	0	0	39	3	*122*
04:30 PM	04:45 PM	0	0	0	6	0	12	14	48	0	0	39	3	*122*
04:45 PM	05:00 PM	0	0	0	6	0	12	14	49	0	0	40	3	*124*

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 10 , 2002 — DAY: MONDAY

N-S Approach: DRIVEWAY 7 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA07LV12

		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD														
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
07:45 AM	08:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	08:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	2
08:30 AM	08:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	2
08:45 AM	09:00 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
09:00 AM	09:15 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	10:00 AM	0	0	0	0	0	0	1	2	0	0	1	0	4
10:00 AM	10:15 AM	0	0	0	0	0	1	2	3	0	0	5	0	11
10:15 AM	10:30 AM	0	0	0	0	0	0	0	3	0	0	3	0	6
10:30 AM	10:45 AM	0	0	0	0	0	0	0	3	0	0	4	0	7
10:45 AM	11:00 AM	0	0	0	0	0	1	1	4	0	0	1	0	7
11:00 AM	11:15 AM	0	0	0	1	0	2	0	(1)	0	0	3	0	5
11:15 AM	11:30 AM	0	0	0	0	0	0	2	4	0	0	2	0	8
11:30 AM	11:45 AM	0	0	0	0	0	1	1	3	0	0	0	0	5
11:45 AM	12:00 PM	0	0	0	0	0	0	0	3	0	0	2	0	5
12:00 PM	12:15 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
12:15 PM	12:30 PM	0	0	0	0	0	0	1	1	0	0	1	0	3
12:30 PM	12:45 PM	0	0	0	1	0	1	0	5	0	0	0	1	8
12:45 PM	01:00 PM	0	0	0	0	0	0	0	3	0	0	0	1	4
01:00 PM	01:15 PM	0	0	0	1	0	0	2	(1)	0	0	1	0	3
01:15 PM	01:30 PM	0	0	0	2	0	0	0	(2)	0	0	0	0	0
01:30 PM	01:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	2
01:45 PM	02:00 PM	0	0	0	0	0	1	0	0	0	0	2	0	3
02:00 PM	02:15 PM	0	0	0	0	0	1	0	2	0	0	3	0	6
02:15 PM	02:30 PM	0	0	0	0	0	2	1	1	0	0	1	0	5
02:30 PM	02:45 PM	0	0	0	0	0	0	1	0	0	0	1	0	2
02:45 PM	03:00 PM	0	0	0	0	0	1	0	0	0	0	1	0	2
03:00 PM	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	03:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:30 PM	03:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:45 PM	04:00 PM	0	0	0	1	0	1	0	0	0	0	0	0	2
04:00 PM	04:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:15 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	05:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
HOURLY TOTALS														
07:00 AM	08:00 AM	0	0	0	0	0	0	0	4	0	0	0	0	4
07:15 AM	08:15 AM	0	0	0	0	0	0	0	4	0	0	0	0	4
07:30 AM	08:30 AM	0	0	0	0	0	0	1	5	0	0	0	0	6
07:45 AM	08:45 AM	0	0	0	0	0	0	1	4	0	0	0	1	6
08:00 AM	09:00 AM	0	0	0	0	0	0	1	4	0	0	1	1	7
08:15 AM	09:15 AM	0	0	0	0	0	0	1	6	0	0	3	1	11
08:30 AM	09:30 AM	0	0	0	0	0	0	0	5	0	0	5	1	11
08:45 AM	09:45 AM	0	0	0	0	0	0	0	4	0	0	5	0	9
09:00 AM	10:00 AM	0	0	0	0	0	0	1	4	0	0	5	0	10
09:15 AM	10:15 AM	0	0	0	0	0	1	3	5	0	0	8	0	17
09:30 AM	10:30 AM	0	0	0	0	0	1	3	8	0	0	9	0	21
09:45 AM	10:45 AM	0	0	0	0	0	1	3	11	0	0	13	0	28
10:00 AM	11:00 AM	0	0	0	0	0	2	3	13	0	0	13	0	31
10:15 AM	11:15 AM	0	0	0	1	0	3	1	9	0	0	11	0	25
10:30 AM	11:30 AM	0	0	0	1	0	3	3	10	0	0	10	0	27
10:45 AM	11:45 AM	0	0	0	1	0	4	4	10	0	0	6	0	25
11:00 AM	12:00 PM	0	0	0	1	0	3	3	9	0	0	7	0	23
11:15 AM	12:15 PM	0	0	0	0	0	1	3	12	0	0	6	0	22
11:30 AM	12:30 PM	0	0	0	0	0	1	2	9	0	0	5	0	17
11:45 AM	12:45 PM	0	0	0	1	0	1	1	11	0	0	5	1	20
12:00 PM	01:00 PM	0	0	0	1	0	1	1	11	0	0	3	2	19
12:15 PM	01:15 PM	0	0	0	2	0	1	3	8	0	0	2	2	18
12:30 PM	01:30 PM	0	0	0	4	0	1	2	5	0	0	1	2	15
12:45 PM	01:45 PM	0	0	0	3	0	0	3	1	0	0	1	1	9
01:00 PM	02:00 PM	0	0	0	3	0	1	3	(2)	0	0	3	0	8
01:15 PM	02:15 PM	0	0	0	2	0	2	1	1	0	0	5	0	11
01:30 PM	02:30 PM	0	0	0	0	0	4	2	4	0	0	6	0	16
01:45 PM	02:45 PM	0	0	0	0	0	4	2	3	0	0	7	0	16
02:00 PM	03:00 PM	0	0	0	0	0	4	2	3	0	0	6	0	15
02:15 PM	03:15 PM	0	0	0	0	0	3	2	1	0	0	3	0	9
02:30 PM	03:30 PM	0	0	0	0	0	1	1	0	0	0	3	0	5
02:45 PM	03:45 PM	0	0	0	0	0	1	0	1	0	0	2	0	4
03:00 PM	04:00 PM	0	0	0	1	0	1	0	1	0	0	1	0	4
03:15 PM	04:15 PM	0	0	0	1	0	1	0	2	0	0	1	0	5
03:30 PM	04:30 PM	0	0	0	1	0	1	0	2	0	0	0	0	4
03:45 PM	04:45 PM	0	0	0	1	0	1	0	1	0	0	0	0	3
04:00 PM	05:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	3

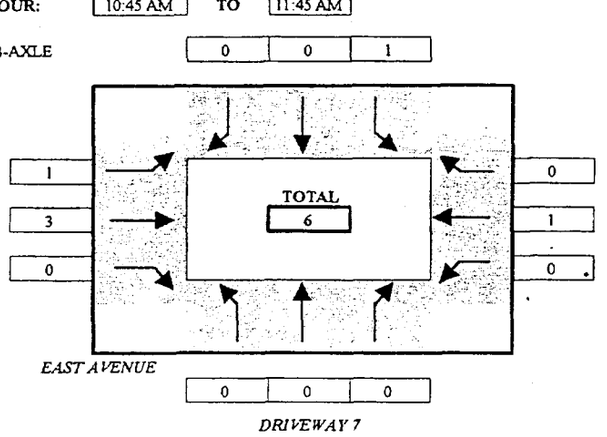
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

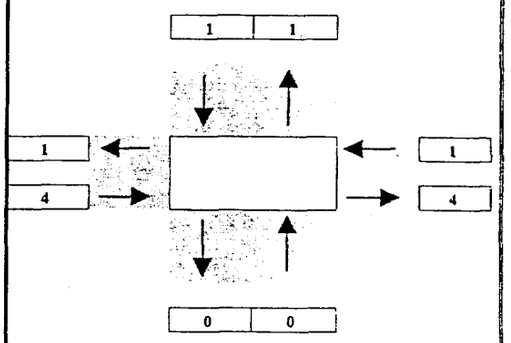
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE: DECEMBER 10 , 2002	DAY: MONDAY
N-S Approach:	DRIVEWAY 7	SURVEY TIME: 7:00 AM TO 5:00 PM	WEATHER: SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION: LIVERMORE	FILENAME: EA07LV13

PEAK HOUR: 10:45 AM TO 11:45 AM

HEAVY 3-AXLE: 0 | 0 | 1



ARRIVAL / DEPARTURE VOLUMES



		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
						SURVEY	*DATA*							
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:15 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
09:15 AM	09:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
09:30 AM	09:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	*2*
09:45 AM	10:00 AM	0	0	0	0	0	0	1	2	0	0	1	0	*4*
10:00 AM	10:15 AM	0	0	0	0	0	0	1	2	0	0	1	0	*4*
10:15 AM	10:30 AM	0	0	0	0	0	0	1	2	0	0	2	0	*5*
10:30 AM	10:45 AM	0	0	0	0	0	0	1	2	0	0	2	0	*5*
10:45 AM	11:00 AM	0	0	0	0	0	0	2	4	0	0	2	0	*8*
11:00 AM	11:15 AM	0	0	0	0	0	0	2	5	0	0	2	0	*9*
11:15 AM	11:30 AM	0	0	0	1	0	0	2	4	0	0	3	0	*10*
11:30 AM	11:45 AM	0	0	0	1	0	0	2	5	0	0	3	0	*11*
11:45 AM	12:00 PM	0	0	0	1	0	1	2	5	0	0	3	0	*12*
12:00 PM	12:15 PM	0	0	0	1	0	1	2	5	0	0	3	0	*12*
12:15 PM	12:30 PM	0	0	0	1	0	1	2	5	0	0	3	0	*12*
12:30 PM	12:45 PM	0	0	0	1	0	1	2	7	0	0	3	0	*14*
12:45 PM	01:00 PM	0	0	0	1	0	1	2	7	0	0	3	0	*14*
01:00 PM	01:15 PM	0	0	0	1	0	1	2	7	0	0	3	0	*14*
01:15 PM	01:30 PM	0	0	0	1	0	1	2	8	0	0	3	0	*15*
01:30 PM	01:45 PM	0	0	0	1	0	1	2	8	0	0	3	0	*15*
01:45 PM	02:00 PM	0	0	0	1	0	1	2	8	0	0	3	0	*15*
02:00 PM	02:15 PM	0	0	0	1	0	1	2	8	0	0	5	0	*17*
02:15 PM	02:30 PM	0	0	0	1	0	1	2	8	0	0	5	0	*17*
02:30 PM	02:45 PM	0	0	0	1	0	1	2	8	0	0	5	0	*17*
02:45 PM	03:00 PM	0	0	0	1	0	1	2	8	0	0	5	0	*17*
03:00 PM	03:15 PM	0	0	0	1	0	1	2	8	0	0	5	0	*17*
03:15 PM	03:30 PM	0	0	0	1	0	1	2	8	0	0	5	0	*17*
03:30 PM	03:45 PM	0	0	0	1	0	1	2	8	0	0	5	0	*17*
03:45 PM	04:00 PM	0	0	0	1	0	1	2	8	0	0	6	0	*18*
04:00 PM	04:15 PM	0	0	0	1	0	1	2	10	0	0	6	0	*20*
04:15 PM	04:30 PM	0	0	0	1	0	1	2	10	0	0	6	0	*20*
04:30 PM	04:45 PM	0	0	0	1	0	1	2	10	0	0	6	0	*20*
04:45 PM	05:00 PM	0	0	0	1	0	1	2	10	0	0	6	0	*20*

SF/PENINSULA: (415) 750-1317 *ALAMEDA: (510) 233-2292* *CONTRA COSTA: (510)232-1271*

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — **SURVEY DATE:** DECEMBER 10 , 2002 — **DAY:** MONDAY

N-S Approach: DRIVEWAY 7 — **SURVEY TIME:** 7:00 AM TO 5:00 PM — **WEATHER:** SUNNY

E-W Approach: EAST AVENUE — **JURISDICTION:** LIVERMORE — **FILENAME:** EA07LV13

		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD														
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	09:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:45 AM	10:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	2
10:00 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	10:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
10:30 AM	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	11:00 AM	0	0	0	0	0	0	1	2	0	0	0	0	3
11:00 AM	11:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
11:15 AM	11:30 AM	0	0	0	1	0	0	0	(1)	0	0	1	0	1
11:30 AM	11:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
11:45 AM	12:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
12:00 PM	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	12:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
12:45 PM	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	01:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:30 PM	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	02:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
02:15 PM	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:00 PM	04:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
04:15 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTALS														
07:00 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	09:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:45 AM	09:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
09:00 AM	10:00 AM	0	0	0	0	0	0	1	2	0	0	1	0	4
09:15 AM	10:15 AM	0	0	0	0	0	0	1	2	0	0	1	0	4
09:30 AM	10:30 AM	0	0	0	0	0	0	1	1	0	0	2	0	4
09:45 AM	10:45 AM	0	0	0	0	0	0	1	1	0	0	1	0	3
10:00 AM	11:00 AM	0	0	0	0	0	0	1	2	0	0	1	0	4
10:15 AM	11:15 AM	0	0	0	0	0	0	1	3	0	0	1	0	5
10:30 AM	11:30 AM	0	0	0	1	0	0	1	2	0	0	1	0	5
10:45 AM	11:45 AM	0	0	0	1	0	0	1	3	0	0	1	0	6
11:00 AM	12:00 PM	0	0	0	1	0	1	0	1	0	0	1	0	4
11:15 AM	12:15 PM	0	0	0	1	0	1	0	0	0	0	1	0	3
11:30 AM	12:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	2
11:45 AM	12:45 PM	0	0	0	0	0	1	0	2	0	0	0	0	3
12:00 PM	01:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
12:15 PM	01:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
12:30 PM	01:30 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
12:45 PM	01:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:00 PM	02:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:15 PM	02:15 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
01:30 PM	02:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
01:45 PM	02:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
02:00 PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
02:15 PM	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:15 PM	04:15 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
03:30 PM	04:30 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
03:45 PM	04:45 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
04:00 PM	05:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2

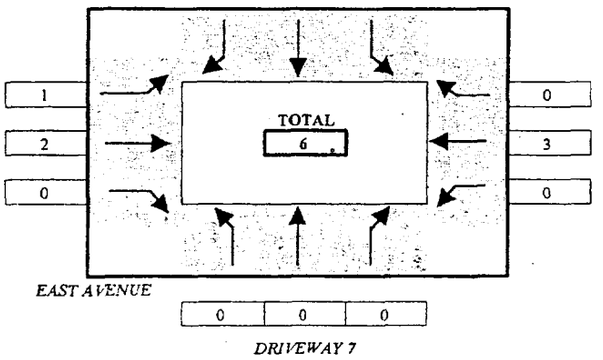
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

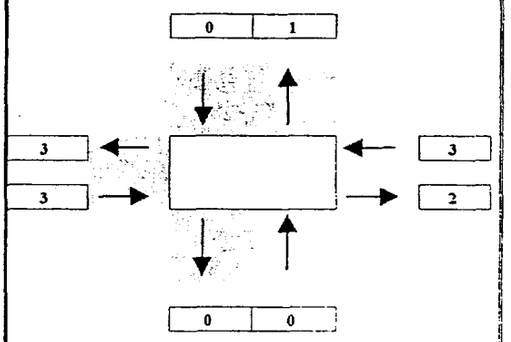
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE: DECEMBER 10 , 2002	DAY: MONDAY
N-S Approach:	DRIVEWAY 7	SURVEY TIME: 7:00 AM TO 5:00 PM	WEATHER: SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION: LIVERMORE	FILENAME: EA07LV14

PEAK HOUR: 10:30 AM TO 11:30 AM

HEAVY 4-AXLE: 0 | 0 | 0



ARRIVAL / DEPARTURE VOLUMES



			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
							SURVEY	*DATA*							
07:00 AM	------	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:15 AM	------	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:30 AM	------	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:45 AM	------	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:00 AM	------	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:15 AM	------	08:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
08:30 AM	------	08:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
08:45 AM	------	09:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	*2*
09:00 AM	------	09:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	*2*
09:15 AM	------	09:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	*2*
09:30 AM	------	09:45 AM	0	0	0	0	0	0	0	4	0	0	1	0	*5*
09:45 AM	------	10:00 AM	0	0	0	0	0	0	0	4	0	0	1	0	*5*
10:00 AM	------	10:15 AM	0	0	0	0	0	0	0	4	0	0	1	0	*5*
10:15 AM	------	10:30 AM	0	0	0	0	0	0	0	4	0	0	1	0	*5*
10:30 AM	------	10:45 AM	0	0	0	0	0	0	0	4	0	0	2	0	*6*
10:45 AM	------	11:00 AM	0	0	0	0	0	0	0	5	0	0	4	0	*9*
11:00 AM	------	11:15 AM	0	0	0	0	0	0	1	5	0	0	4	0	*10*
11:15 AM	------	11:30 AM	0	0	0	0	0	0	1	6	0	0	4	0	*11*
11:30 AM	------	11:45 AM	0	0	0	0	0	0	1	6	0	0	4	0	*11*
11:45 AM	------	12:00 PM	0	0	0	0	0	0	1	7	0	0	5	0	*13*
12:00 PM	------	12:15 PM	0	0	0	0	0	0	1	8	0	0	6	0	*15*
12:15 PM	------	12:30 PM	0	0	0	0	0	0	1	8	0	0	6	0	*15*
12:30 PM	------	12:45 PM	0	0	0	0	0	0	1	8	0	0	6	0	*15*
12:45 PM	------	01:00 PM	0	0	0	0	0	0	1	8	0	0	6	0	*15*
01:00 PM	------	01:15 PM	0	0	0	0	0	0	1	8	0	0	6	0	*15*
01:15 PM	------	01:30 PM	0	0	0	0	0	0	1	9	0	0	6	0	*16*
01:30 PM	------	01:45 PM	0	0	0	0	0	0	1	9	0	0	6	0	*16*
01:45 PM	------	02:00 PM	0	0	0	0	0	1	1	9	0	0	6	0	*17*
02:00 PM	------	02:15 PM	0	0	0	0	0	1	1	9	0	0	6	0	*17*
02:15 PM	------	02:30 PM	0	0	0	0	0	1	1	9	0	0	6	0	*17*
02:30 PM	------	02:45 PM	0	0	0	0	0	1	1	9	0	0	7	0	*18*
02:45 PM	------	03:00 PM	0	0	0	0	0	1	1	9	0	0	7	0	*18*
03:00 PM	------	03:15 PM	0	0	0	0	0	1	1	9	0	0	7	0	*18*
03:15 PM	------	03:30 PM	0	0	0	0	0	1	1	9	0	0	7	0	*18*
03:30 PM	------	03:45 PM	0	0	0	0	0	1	1	9	0	0	7	0	*18*
03:45 PM	------	04:00 PM	0	0	0	0	0	1	1	10	0	0	7	0	*19*
04:00 PM	------	04:15 PM	0	0	0	0	0	1	1	10	0	0	7	0	*19*
04:15 PM	------	04:30 PM	0	0	0	0	0	1	1	10	0	0	7	0	*19*
04:30 PM	------	04:45 PM	0	0	0	0	0	1	1	10	0	0	7	0	*19*
04:45 PM	------	05:00 PM	0	0	0	0	0	1	1	10	0	0	7	0	*19*

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 10 , 2002 — DAY: MONDAY

N-S Approach: DRIVEWAY 7 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA07LV14

		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD														
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	08:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	09:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	09:45 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	10:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
10:45 AM	11:00 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
11:00 AM	11:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
11:15 AM	11:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
11:30 AM	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	12:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
12:00 PM	12:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
12:15 PM	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	01:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:30 PM	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	02:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
02:00 PM	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	02:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
02:45 PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	04:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:00 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTALS														
07:00 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	08:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45 AM	08:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:00 AM	09:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
08:15 AM	09:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
08:30 AM	09:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:45 AM	09:45 AM	0	0	0	0	0	0	0	3	0	0	1	0	4
09:00 AM	10:00 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
09:15 AM	10:15 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
09:30 AM	10:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
09:45 AM	10:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
10:00 AM	11:00 AM	0	0	0	0	0	0	0	1	0	0	3	0	4
10:15 AM	11:15 AM	0	0	0	0	0	0	1	1	0	0	3	0	5
10:30 AM	11:30 AM	0	0	0	0	0	0	1	2	0	0	3	0	6
10:45 AM	11:45 AM	0	0	0	0	0	0	1	2	0	0	2	0	5
11:00 AM	12:00 PM	0	0	0	0	0	0	1	2	0	0	1	0	4
11:15 AM	12:15 PM	0	0	0	0	0	0	0	3	0	0	2	0	5
11:30 AM	12:30 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
11:45 AM	12:45 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
12:00 PM	01:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
12:15 PM	01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	01:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:45 PM	01:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:00 PM	02:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	2
01:15 PM	02:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	2
01:30 PM	02:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
01:45 PM	02:45 PM	0	0	0	0	0	1	0	0	0	0	1	0	2
02:00 PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
02:15 PM	03:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
02:30 PM	03:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
02:45 PM	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	04:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:15 PM	04:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:30 PM	04:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:45 PM	04:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:00 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

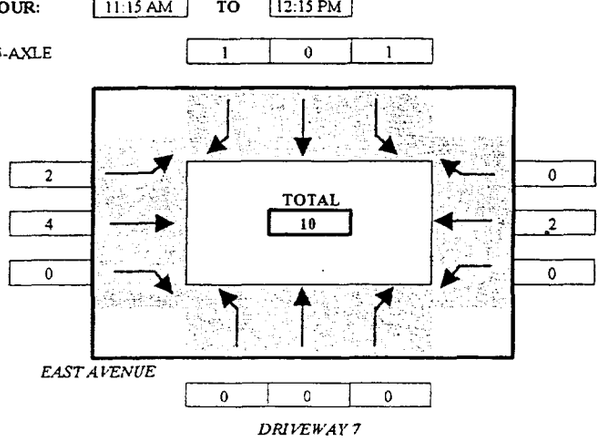
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

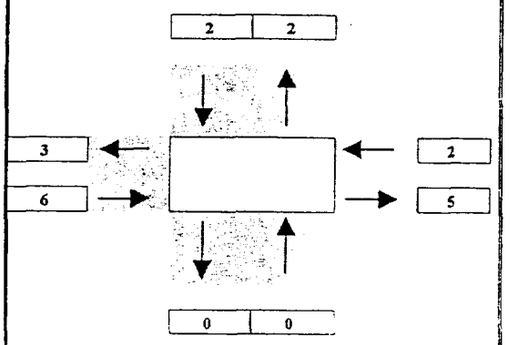
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE: DECEMBER 10 , 2002	DAY: MONDAY
N-S Approach:	DRIVEWAY 7	SURVEY TIME: 7:00 AM TO 5:00 PM	WEATHER: SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION: LIVERMORE	FILENAME: EA07LV15

PEAK HOUR: 11:15 AM TO 12:15 PM

HEAVY 5-AXLE: 1 | 0 | 1



ARRIVAL / DEPARTURE VOLUMES



			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
SURVEY DATA															
07:00 AM	------	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	------	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	------	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	------	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	------	08:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:15 AM	------	08:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
08:30 AM	------	08:45 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
08:45 AM	------	09:00 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
09:00 AM	------	09:15 AM	0	0	0	0	0	0	1	2	0	0	1	0	4
09:15 AM	------	09:30 AM	0	0	0	0	0	0	1	2	0	0	2	0	5
09:30 AM	------	09:45 AM	0	0	0	0	0	0	1	3	0	0	3	0	7
09:45 AM	------	10:00 AM	0	0	0	0	0	0	1	4	0	0	4	0	9
10:00 AM	------	10:15 AM	0	0	0	0	0	0	1	5	0	0	4	0	10
10:15 AM	------	10:30 AM	0	0	0	0	0	0	1	5	0	0	4	0	10
10:30 AM	------	10:45 AM	0	0	0	0	0	0	2	5	0	0	6	0	13
10:45 AM	------	11:00 AM	0	0	0	0	0	1	2	5	0	0	6	1	15
11:00 AM	------	11:15 AM	0	0	0	0	0	1	2	5	0	0	6	1	15
11:15 AM	------	11:30 AM	0	0	0	0	0	1	4	5	0	0	7	1	18
11:30 AM	------	11:45 AM	0	0	0	0	0	1	4	8	0	0	8	1	22
11:45 AM	------	12:00 PM	0	0	0	1	0	1	4	9	0	0	8	1	24
12:00 PM	------	12:15 PM	0	0	0	1	0	2	4	9	0	0	8	1	25
12:15 PM	------	12:30 PM	0	0	0	1	0	2	4	9	0	0	9	1	26
12:30 PM	------	12:45 PM	0	0	0	1	0	2	4	9	0	0	13	1	30
12:45 PM	------	01:00 PM	0	0	0	1	0	4	4	10	0	0	13	1	33
01:00 PM	------	01:15 PM	0	0	0	1	0	4	4	11	0	0	13	1	34
01:15 PM	------	01:30 PM	0	0	0	1	0	4	4	11	0	0	14	1	35
01:30 PM	------	01:45 PM	0	0	0	1	0	5	4	11	0	0	14	1	36
01:45 PM	------	02:00 PM	0	0	0	1	0	5	4	11	0	0	15	1	37
02:00 PM	------	02:15 PM	0	0	0	1	0	5	4	12	0	0	15	1	38
02:15 PM	------	02:30 PM	0	0	0	1	0	5	4	13	0	0	15	1	39
02:30 PM	------	02:45 PM	0	0	0	1	0	5	4	13	0	0	15	1	39
02:45 PM	------	03:00 PM	0	0	0	1	0	5	5	13	0	0	15	1	40
03:00 PM	------	03:15 PM	0	0	0	1	0	5	5	13	0	0	17	1	42
03:15 PM	------	03:30 PM	0	0	0	1	0	5	5	13	0	0	17	1	42
03:30 PM	------	03:45 PM	0	0	0	1	0	5	5	14	0	0	17	1	43
03:45 PM	------	04:00 PM	0	0	0	1	0	5	5	15	0	0	18	1	45
04:00 PM	------	04:15 PM	0	0	0	1	0	5	5	15	0	0	19	1	46
04:15 PM	------	04:30 PM	0	0	0	1	0	5	5	15	0	0	19	1	46
04:30 PM	------	04:45 PM	0	0	0	1	0	5	5	17	0	0	19	1	48
04:45 PM	------	05:00 PM	0	0	0	1	0	5	5	17	0	0	20	1	49

SF/PENINSULA: (415) 750-1317 ALAMEDA: (510) 233-2292 CONTRA COSTA: (510) 232-1271

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 10 , 2002 — DAY: MONDAY

N-S Approach: DRIVEWAY 7 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA07LV15

			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD															
07:00 AM	------	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	------	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	------	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	------	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	------	08:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:15 AM	------	08:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
08:30 AM	------	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	------	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	------	09:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
09:15 AM	------	09:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:30 AM	------	09:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
09:45 AM	------	10:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
10:00 AM	------	10:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
10:15 AM	------	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	------	10:45 AM	0	0	0	0	0	0	1	0	0	0	2	0	3
10:45 AM	------	11:00 AM	0	0	0	0	0	1	0	0	0	0	0	1	2
11:00 AM	------	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	------	11:30 AM	0	0	0	0	0	0	2	0	0	0	1	0	3
11:30 AM	------	11:45 AM	0	0	0	0	0	0	0	3	0	0	1	0	4
11:45 AM	------	12:00 PM	0	0	0	1	0	0	0	1	0	0	0	0	2
12:00 PM	------	12:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
12:15 PM	------	12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:30 PM	------	12:45 PM	0	0	0	0	0	0	0	0	0	0	4	0	4
12:45 PM	------	01:00 PM	0	0	0	0	0	2	0	1	0	0	0	0	3
01:00 PM	------	01:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:15 PM	------	01:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:30 PM	------	01:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
01:45 PM	------	02:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
02:00 PM	------	02:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
02:15 PM	------	02:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
02:30 PM	------	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	------	03:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
03:00 PM	------	03:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
03:15 PM	------	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	------	03:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:45 PM	------	04:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
04:00 PM	------	04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:15 PM	------	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	------	04:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
04:45 PM	------	05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
HOURLY TOTALS															
07:00 AM	------	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	------	08:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:30 AM	------	08:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
07:45 AM	------	08:45 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
08:00 AM	------	09:00 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
08:15 AM	------	09:15 AM	0	0	0	0	0	0	1	1	0	0	1	0	3
08:30 AM	------	09:30 AM	0	0	0	0	0	0	1	0	0	0	1	0	2
08:45 AM	------	09:45 AM	0	0	0	0	0	0	1	1	0	0	2	0	4
09:00 AM	------	10:00 AM	0	0	0	0	0	0	1	2	0	0	3	0	6
09:15 AM	------	10:15 AM	0	0	0	0	0	0	0	3	0	0	3	0	6
09:30 AM	------	10:30 AM	0	0	0	0	0	0	0	3	0	0	2	0	5
09:45 AM	------	10:45 AM	0	0	0	0	0	0	1	2	0	0	3	0	6
10:00 AM	------	11:00 AM	0	0	0	0	0	1	1	1	0	0	2	1	6
10:15 AM	------	11:15 AM	0	0	0	0	0	1	1	0	0	0	2	1	5
10:30 AM	------	11:30 AM	0	0	0	0	0	1	3	0	0	0	3	1	8
10:45 AM	------	11:45 AM	0	0	0	0	0	1	2	3	0	0	2	1	9
11:00 AM	------	12:00 PM	0	0	0	1	0	0	2	4	0	0	2	0	9
11:15 AM	------	12:15 PM	0	0	0	1	0	1	2	4	0	0	2	0	10
11:30 AM	------	12:30 PM	0	0	0	1	0	1	0	4	0	0	2	0	8
11:45 AM	------	12:45 PM	0	0	0	1	0	1	0	1	0	0	5	0	8
12:00 PM	------	01:00 PM	0	0	0	0	0	3	0	1	0	0	5	0	9
12:15 PM	------	01:15 PM	0	0	0	0	0	2	0	2	0	0	5	0	9
12:30 PM	------	01:30 PM	0	0	0	0	0	2	0	2	0	0	5	0	9
12:45 PM	------	01:45 PM	0	0	0	0	0	3	0	2	0	0	1	0	6
01:00 PM	------	02:00 PM	0	0	0	0	0	1	0	1	0	0	2	0	4
01:15 PM	------	02:15 PM	0	0	0	0	0	1	0	1	0	0	2	0	4
01:30 PM	------	02:30 PM	0	0	0	0	0	1	0	2	0	0	1	0	4
01:45 PM	------	02:45 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
02:00 PM	------	03:00 PM	0	0	0	0	0	0	1	2	0	0	0	0	3
02:15 PM	------	03:15 PM	0	0	0	0	0	0	1	1	0	0	2	0	4
02:30 PM	------	03:30 PM	0	0	0	0	0	0	1	0	0	0	2	0	3
02:45 PM	------	03:45 PM	0	0	0	0	0	0	1	1	0	0	2	0	4
03:00 PM	------	04:00 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
03:15 PM	------	04:15 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
03:30 PM	------	04:30 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
03:45 PM	------	04:45 PM	0	0	0	0	0	0	0	3	0	0	2	0	5
04:00 PM	------	05:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	4

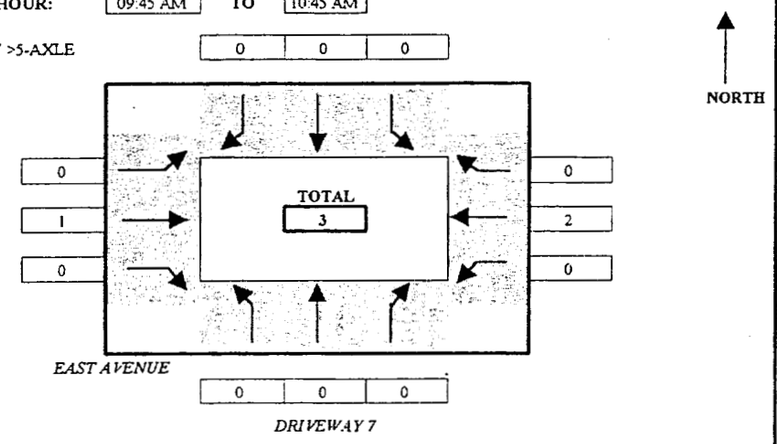
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

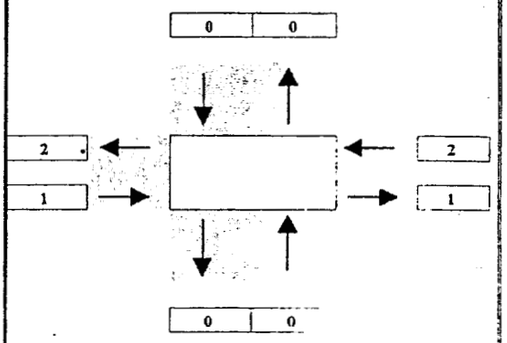
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE: DECEMBER 10 , 2002	DAY: MONDAY
N-S Approach:	DRIVEWAY 7	SURVEY TIME: 7:00 AM TO 5:00 PM	WEATHER: SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION: LIVERMORE	FILENAME: EA07LV16

PEAK HOUR: 09:45 AM TO 10:45 AM

HEAVY >5-AXLE: 0 | 0 | 0



ARRIVAL / DEPARTURE VOLUMES



			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
							SURVEY	*DATA*							
07:00 AM	------	07:15 AM	0	0	0	0	0	0	0	0	0	0	0		0
07:15 AM	------	07:30 AM	0	0	0	0	0	0	0	0	0	0	0		0
07:30 AM	------	07:45 AM	0	0	0	0	0	0	0	0	0	0	0		0
07:45 AM	------	08:00 AM	0	0	0	0	0	0	0	0	0	0	0		0
08:00 AM	------	08:15 AM	0	0	0	0	0	0	0	0	0	0	0		0
08:15 AM	------	08:30 AM	0	0	0	0	0	0	0	0	0	0	0		0
08:30 AM	------	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	------	09:00 AM	0	0	0	0	0	0	0	0	0	0	0		0
09:00 AM	------	09:15 AM	0	0	0	0	0	0	0	0	0	0	0		0
09:15 AM	------	09:30 AM	0	0	0	0	0	0	0	0	0	0	0		0
09:30 AM	------	09:45 AM	0	0	0	0	0	0	0	0	0	0	0		0
09:45 AM	------	10:00 AM	0	0	0	0	0	0	0	0	0	0	2		2
10:00 AM	------	10:15 AM	0	0	0	0	0	0	0	0	0	0	2		2
10:15 AM	------	10:30 AM	0	0	0	0	0	0	0	0	0	0	2		2
10:30 AM	------	10:45 AM	0	0	0	0	0	0	0	1	0	0	2		3
10:45 AM	------	11:00 AM	0	0	0	0	0	0	0	1	0	0	2		3
11:00 AM	------	11:15 AM	0	0	0	0	0	0	0	1	0	0	2		3
11:15 AM	------	11:30 AM	0	0	0	0	0	0	0	1	0	0	2		3
11:30 AM	------	11:45 AM	0	0	0	0	0	0	0	1	0	0	2		3
11:45 AM	------	12:00 PM	0	0	0	0	0	0	0	1	0	0	2		3
12:00 PM	------	12:15 PM	0	0	0	0	0	0	0	1	0	0	2		3
12:15 PM	------	12:30 PM	0	0	0	0	0	0	0	1	0	0	2		3
12:30 PM	------	12:45 PM	0	0	0	0	0	0	0	1	0	0	2		3
12:45 PM	------	01:00 PM	0	0	0	0	0	0	0	1	0	0	2		3
01:00 PM	------	01:15 PM	0	0	0	0	0	0	0	1	0	0	3		4
01:15 PM	------	01:30 PM	0	0	0	0	0	0	0	1	0	0	3		4
01:30 PM	------	01:45 PM	0	0	0	0	0	0	0	1	0	0	3		4
01:45 PM	------	02:00 PM	0	0	0	0	0	0	0	2	0	0	3		5
02:00 PM	------	02:15 PM	0	0	0	0	0	0	0	2	0	0	3		5
02:15 PM	------	02:30 PM	0	0	0	0	0	0	0	2	0	0	3		5
02:30 PM	------	02:45 PM	0	0	0	0	0	0	0	2	0	0	3		5
02:45 PM	------	03:00 PM	0	0	0	0	0	0	0	2	0	0	3		5
03:00 PM	------	03:15 PM	0	0	0	0	0	0	0	2	0	0	3		5
03:15 PM	------	03:30 PM	0	0	0	0	0	0	0	2	0	0	3		5
03:30 PM	------	03:45 PM	0	0	0	0	0	0	0	2	0	0	3		5
03:45 PM	------	04:00 PM	0	0	0	0	0	0	0	2	0	0	3		5
04:00 PM	------	04:15 PM	0	0	0	0	0	0	0	2	0	0	3		5
04:15 PM	------	04:30 PM	0	0	0	0	0	0	0	2	0	0	3		5
04:30 PM	------	04:45 PM	0	0	0	0	0	0	0	2	0	0	3		5
04:45 PM	------	05:00 PM	0	0	0	0	0	0	0	2	0	0	3		5

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — **SURVEY DATE:** DECEMBER 10 , 2002 — **DAY:** MONDAY

N-S Approach: DRIVEWAY 7 — **SURVEY TIME:** 7:00 AM TO 5:00 PM — **WEATHER:** SUNNY

E-W Approach: EAST AVENUE — **JURISDICTION:** LIVERMORE — **FILENAME:** EA07LV16

			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD															
07:00 AM	------	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	------	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	------	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	------	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	------	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	------	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	------	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	------	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	------	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	------	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	------	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	------	10:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
10:00 AM	------	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	------	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	------	10:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
10:45 AM	------	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	------	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	------	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	------	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	------	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	------	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	------	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	------	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	------	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	------	01:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:15 PM	------	01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	------	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	------	02:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
02:00 PM	------	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	------	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	------	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	------	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	------	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	------	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	------	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	------	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	------	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	------	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	------	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	------	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTALS															
07:00 AM	------	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	------	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	------	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	------	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	------	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	------	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	------	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	------	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	------	10:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
09:15 AM	------	10:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
09:30 AM	------	10:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
09:45 AM	------	10:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
10:00 AM	------	11:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
10:15 AM	------	11:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
10:30 AM	------	11:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
10:45 AM	------	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	------	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	------	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	------	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	------	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	------	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	------	01:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:30 PM	------	01:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:45 PM	------	01:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:00 PM	------	02:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
01:15 PM	------	02:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:30 PM	------	02:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:45 PM	------	02:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
02:00 PM	------	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	------	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	------	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	------	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	------	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	------	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	------	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	------	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	------	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

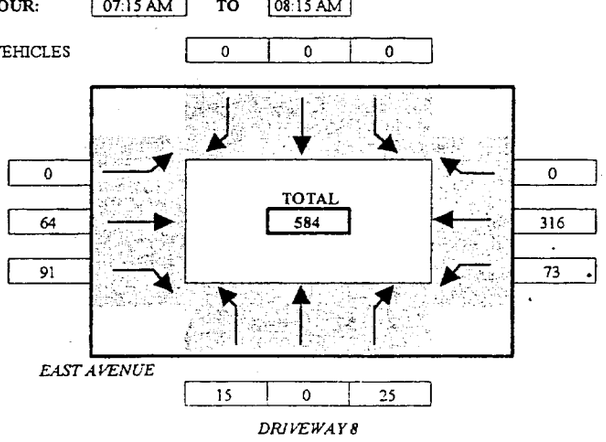
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

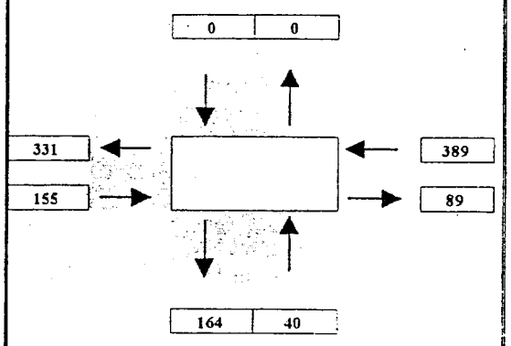
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE: DECEMBER 10 , 2002	DAY: MONDAY
N-S Approach:	DRIVEWAY 8	SURVEY TIME: 7:00 AM TO 5:00 PM	WEATHER: SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION: LIVERMORE	FILENAME: EA08LV1T

PEAK HOUR: 07:15 AM TO 08:15 AM

TOTAL VEHICLES: 0 | 0 | 0



ARRIVAL / DEPARTURE VOLUMES



			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
							SURVEY	*DATA*							
07:00 AM	------	07:15 AM	6	0	2	0	0	0	0	16	13	7	94	0	*138*
07:15 AM	------	07:30 AM	13	0	5	0	0	0	0	29	37	21	174	0	*279*
07:30 AM	------	07:45 AM	14	0	18	0	0	0	0	46	54	48	246	0	*426*
07:45 AM	------	08:00 AM	18	0	22	0	0	0	0	61	78	62	333	0	*574*
08:00 AM	------	08:15 AM	21	0	27	0	0	0	0	80	104	80	410	0	*722*
08:15 AM	------	08:30 AM	30	0	34	0	0	0	0	97	124	85	472	0	*842*
08:30 AM	------	08:45 AM	31	0	42	0	0	0	0	119	136	97	527	0	*952*
08:45 AM	------	09:00 AM	33	0	49	0	0	0	0	139	153	104	573	0	*1,051*
09:00 AM	------	09:15 AM	39	0	54	0	0	0	0	152	178	105	612	0	*1,140*
09:15 AM	------	09:30 AM	52	0	59	0	0	0	0	173	183	109	642	0	*1,218*
09:30 AM	------	09:45 AM	61	0	63	0	0	0	0	190	185	117	654	0	*1,270*
09:45 AM	------	10:00 AM	77	0	67	0	0	0	0	208	186	124	672	0	*1,334*
10:00 AM	------	10:15 AM	84	0	69	0	0	0	0	225	190	132	689	0	*1,389*
10:15 AM	------	10:30 AM	88	0	76	0	0	0	0	237	194	138	704	0	*1,437*
10:30 AM	------	10:45 AM	93	0	78	0	0	0	0	253	197	145	717	0	*1,483*
10:45 AM	------	11:00 AM	96	0	86	0	0	0	0	269	201	152	737	0	*1,541*
11:00 AM	------	11:15 AM	100	0	89	0	0	0	0	285	202	161	748	0	*1,585*
11:15 AM	------	11:30 AM	108	0	90	0	0	0	0	300	204	165	773	0	*1,640*
11:30 AM	------	11:45 AM	118	0	95	0	0	0	0	325	208	169	800	0	*1,715*
11:45 AM	------	12:00 PM	137	0	103	0	0	0	0	343	210	175	828	0	*1,796*
12:00 PM	------	12:15 PM	147	0	105	0	0	0	0	368	213	178	859	0	*1,870*
12:15 PM	------	12:30 PM	155	0	109	0	0	0	0	394	219	181	882	0	*1,940*
12:30 PM	------	12:45 PM	161	0	114	0	0	0	0	404	224	186	897	0	*1,986*
12:45 PM	------	01:00 PM	173	0	116	0	0	0	0	428	246	192	920	0	*2,075*
01:00 PM	------	01:15 PM	182	0	118	0	0	0	0	446	254	196	939	0	*2,135*
01:15 PM	------	01:30 PM	187	0	124	0	0	0	0	470	258	203	962	0	*2,204*
01:30 PM	------	01:45 PM	189	0	124	0	0	0	0	486	268	206	977	0	*2,250*
01:45 PM	------	02:00 PM	197	0	126	0	0	0	0	505	276	211	989	0	*2,304*
02:00 PM	------	02:15 PM	201	0	126	0	0	0	0	525	280	215	1,000	0	*2,347*
02:15 PM	------	02:30 PM	205	0	130	0	0	0	0	539	284	220	1,015	0	*2,393*
02:30 PM	------	02:45 PM	205	0	136	0	0	0	0	565	284	225	1,024	0	*2,439*
02:45 PM	------	03:00 PM	207	0	144	0	0	0	0	589	284	226	1,043	0	*2,493*
03:00 PM	------	03:15 PM	209	0	148	0	0	0	0	618	288	229	1,056	0	*2,548*
03:15 PM	------	03:30 PM	215	0	153	0	0	0	0	666	288	231	1,072	0	*2,625*
03:30 PM	------	03:45 PM	216	0	163	0	0	0	0	729	288	232	1,088	0	*2,716*
03:45 PM	------	04:00 PM	219	0	178	0	0	0	0	787	293	236	1,107	0	*2,820*
04:00 PM	------	04:15 PM	223	0	194	0	0	0	0	849	294	239	1,123	0	*2,922*
04:15 PM	------	04:30 PM	229	0	213	0	0	0	0	927	295	242	1,141	0	*3,047*
04:30 PM	------	04:45 PM	237	0	239	0	0	0	0	1,001	296	243	1,152	0	*3,168*
04:45 PM	------	05:00 PM	247	0	280	0	0	0	0	1,089	298	244	1,166	0	*3,324*

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

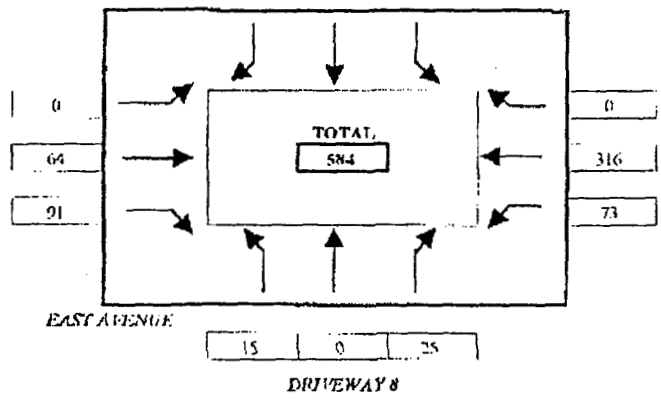
PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 10, 2002 — DAY: MONDAY

N-S Approach: DRIVEWAY 8 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

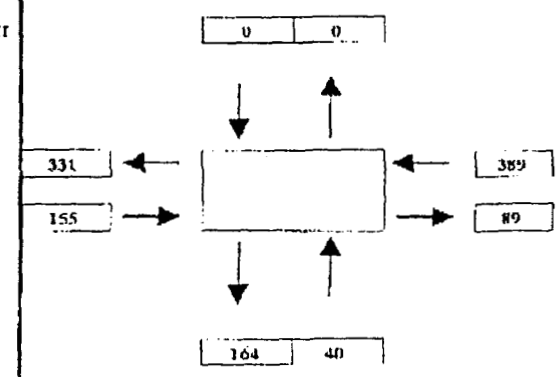
E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA08LV1T

PEAK HOUR: 07:15 AM TO 08:15 AM

TOTAL VEHICLES: 0 | 0 | 0



ARRIVAL / DEPARTURE VOLUMES



		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
SURVEY DATA														
07:00 AM	07:15 AM	6	0	2	0	0	0	0	16	13	7	94	0	138
07:15 AM	07:30 AM	13	0	5	0	0	0	0	29	37	21	174	0	279
07:30 AM	07:45 AM	14	0	18	0	0	0	0	46	54	48	246	0	426
07:45 AM	08:00 AM	18	0	22	0	0	0	0	61	78	62	333	0	574
08:00 AM	08:15 AM	21	0	27	0	0	0	0	80	104	80	410	0	722
08:15 AM	08:30 AM	30	0	34	0	0	0	0	97	124	85	472	0	842
08:30 AM	08:45 AM	31	0	42	0	0	0	0	119	136	97	527	0	952
08:45 AM	09:00 AM	33	0	49	0	0	0	0	139	153	104	573	0	1,051
09:00 AM	09:15 AM	39	0	54	0	0	0	0	152	178	105	612	0	1,140
09:15 AM	09:30 AM	52	0	59	0	0	0	0	173	183	109	642	0	1,218
09:30 AM	09:45 AM	61	0	63	0	0	0	0	190	185	117	654	0	1,270
09:45 AM	10:00 AM	77	0	67	0	0	0	0	208	186	124	672	0	1,334
10:00 AM	10:15 AM	84	0	69	0	0	0	0	225	190	132	689	0	1,389
10:15 AM	10:30 AM	88	0	76	0	0	0	0	237	194	138	704	0	1,437
10:30 AM	10:45 AM	93	0	78	0	0	0	0	253	197	145	717	0	1,483
10:45 AM	11:00 AM	96	0	86	0	0	0	0	269	201	152	737	0	1,541
11:00 AM	11:15 AM	100	0	89	0	0	0	0	285	202	161	748	0	1,585
11:15 AM	11:30 AM	108	0	90	0	0	0	0	300	204	165	773	0	1,640
11:30 AM	11:45 AM	118	0	95	0	0	0	0	325	208	169	800	0	1,715
11:45 AM	12:00 PM	137	0	103	0	0	0	0	343	210	175	828	0	1,796
12:00 PM	12:15 PM	147	0	105	0	0	0	0	368	213	178	859	0	1,870
12:15 PM	12:30 PM	155	0	109	0	0	0	0	394	219	181	882	0	1,940
12:30 PM	12:45 PM	161	0	114	0	0	0	0	404	224	186	897	0	1,986
12:45 PM	01:00 PM	173	0	116	0	0	0	0	428	246	192	920	0	2,075
01:00 PM	01:15 PM	182	0	118	0	0	0	0	446	254	196	939	0	2,135
01:15 PM	01:30 PM	187	0	124	0	0	0	0	470	258	203	962	0	2,204
01:30 PM	01:45 PM	189	0	124	0	0	0	0	486	268	206	977	0	2,250
01:45 PM	02:00 PM	197	0	126	0	0	0	0	505	276	211	989	0	2,304
02:00 PM	02:15 PM	201	0	126	0	0	0	0	525	280	215	1,000	0	2,347
02:15 PM	02:30 PM	205	0	130	0	0	0	0	539	284	220	1,015	0	2,393
02:30 PM	02:45 PM	205	0	136	0	0	0	0	565	284	225	1,024	0	2,439
02:45 PM	03:00 PM	207	0	144	0	0	0	0	589	284	226	1,043	0	2,493
03:00 PM	03:15 PM	209	0	148	0	0	0	0	618	288	229	1,056	0	2,548
03:15 PM	03:30 PM	215	0	153	0	0	0	0	666	288	231	1,072	0	2,625
03:30 PM	03:45 PM	216	0	163	0	0	0	0	729	288	232	1,088	0	2,716
03:45 PM	04:00 PM	219	0	178	0	0	0	0	787	293	236	1,107	0	2,820
04:00 PM	04:15 PM	223	0	194	0	0	0	0	849	294	239	1,123	0	2,922
04:15 PM	04:30 PM	229	0	213	0	0	0	0	927	295	242	1,141	0	3,047
04:30 PM	04:45 PM	237	0	239	0	0	0	0	1,001	296	243	1,152	0	3,168
04:45 PM	05:00 PM	247	0	280	0	0	0	0	1,089	298	244	1,166	0	3,324

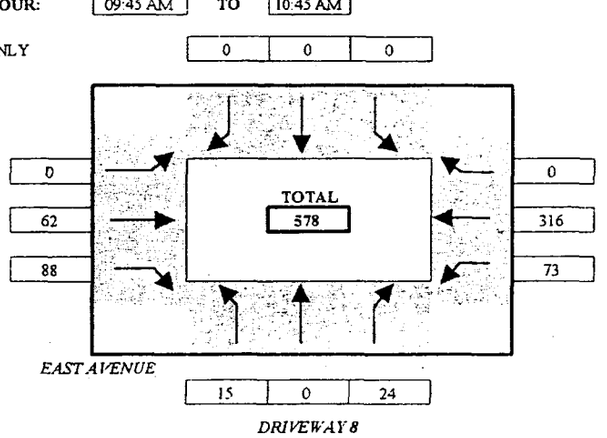
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

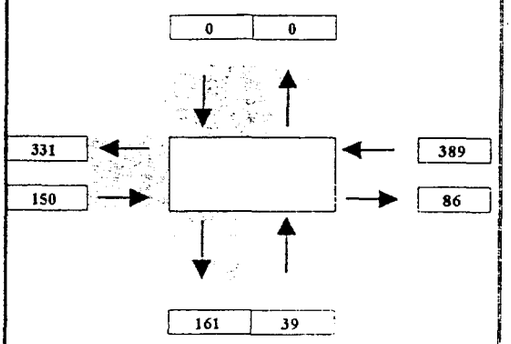
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE: DECEMBER 10 , 2002	DAY: MONDAY
N-S Approach:	DRIVEWAY 8	SURVEY TIME: 7:00 AM TO 5:00 PM	WEATHER: SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION: LIVERMORE	FILENAME: EA08LV1A

PEAK HOUR: 09:45 AM TO 10:45 AM

AUTO ONLY: 0 | 0 | 0



ARRIVAL / DEPARTURE VOLUMES



			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
							SURVEY DATA								
07:00 AM	-----	07:15 AM	6	0	2	0	0	0	0	16	13	7	94	0	138
07:15 AM	-----	07:30 AM	13	0	5	0	0	0	0	29	37	21	174	0	279
07:30 AM	-----	07:45 AM	14	0	18	0	0	0	0	46	52	48	246	0	424
07:45 AM	-----	08:00 AM	18	0	22	0	0	0	0	60	75	62	333	0	570
08:00 AM	-----	08:15 AM	21	0	26	0	0	0	0	78	101	80	410	0	716
08:15 AM	-----	08:30 AM	30	0	33	0	0	0	0	93	120	84	471	0	831
08:30 AM	-----	08:45 AM	31	0	41	0	0	0	0	114	132	95	525	0	938
08:45 AM	-----	09:00 AM	33	0	48	0	0	0	0	132	148	102	570	0	1,033
09:00 AM	-----	09:15 AM	37	0	53	0	0	0	0	144	172	103	609	0	1,118
09:15 AM	-----	09:30 AM	49	0	56	0	0	0	0	165	176	107	637	0	1,190
09:30 AM	-----	09:45 AM	58	0	60	0	0	0	0	181	176	115	645	0	1,235
09:45 AM	-----	10:00 AM	73	0	63	0	0	0	0	196	176	122	660	0	1,290
10:00 AM	-----	10:15 AM	76	0	64	0	0	0	0	213	176	128	676	0	1,333
10:15 AM	-----	10:30 AM	78	0	69	0	0	0	0	225	177	132	689	0	1,370
10:30 AM	-----	10:45 AM	79	0	71	0	0	0	0	239	178	136	699	0	1,402
10:45 AM	-----	11:00 AM	80	0	78	0	0	0	0	248	182	143	718	0	1,449
11:00 AM	-----	11:15 AM	83	0	78	0	0	0	0	263	182	151	727	0	1,484
11:15 AM	-----	11:30 AM	89	0	79	0	0	0	0	274	183	153	750	0	1,528
11:30 AM	-----	11:45 AM	99	0	84	0	0	0	0	292	185	157	776	0	1,593
11:45 AM	-----	12:00 PM	117	0	91	0	0	0	0	308	185	161	802	0	1,664
12:00 PM	-----	12:15 PM	124	0	93	0	0	0	0	332	186	164	833	0	1,732
12:15 PM	-----	12:30 PM	130	0	97	0	0	0	0	358	191	166	856	0	1,798
12:30 PM	-----	12:45 PM	133	0	101	0	0	0	0	361	195	170	869	0	1,829
12:45 PM	-----	01:00 PM	145	0	103	0	0	0	0	383	215	176	891	0	1,913
01:00 PM	-----	01:15 PM	154	0	105	0	0	0	0	400	223	180	908	0	1,970
01:15 PM	-----	01:30 PM	158	0	111	0	0	0	0	422	227	187	931	0	2,036
01:30 PM	-----	01:45 PM	160	0	111	0	0	0	0	437	237	190	946	0	2,081
01:45 PM	-----	02:00 PM	168	0	113	0	0	0	0	455	245	195	955	0	2,131
02:00 PM	-----	02:15 PM	171	0	113	0	0	0	0	473	248	197	962	0	2,164
02:15 PM	-----	02:30 PM	174	0	116	0	0	0	0	484	252	202	977	0	2,205
02:30 PM	-----	02:45 PM	174	0	120	0	0	0	0	510	252	207	984	0	2,247
02:45 PM	-----	03:00 PM	176	0	128	0	0	0	0	534	252	208	1,002	0	2,300
03:00 PM	-----	03:15 PM	178	0	132	0	0	0	0	563	256	211	1,013	0	2,353
03:15 PM	-----	03:30 PM	184	0	137	0	0	0	0	611	256	213	1,028	0	2,429
03:30 PM	-----	03:45 PM	185	0	147	0	0	0	0	672	256	214	1,044	0	2,518
03:45 PM	-----	04:00 PM	188	0	162	0	0	0	0	728	260	218	1,061	0	2,617
04:00 PM	-----	04:15 PM	192	0	177	0	0	0	0	787	261	221	1,076	0	2,714
04:15 PM	-----	04:30 PM	198	0	196	0	0	0	0	865	262	224	1,094	0	2,839
04:30 PM	-----	04:45 PM	206	0	222	0	0	0	0	937	263	225	1,105	0	2,958
04:45 PM	-----	05:00 PM	216	0	263	0	0	0	0	1,024	265	226	1,117	0	3,111

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — **SURVEY DATE:** DECEMBER 10 , 2002 — **DAY:** MONDAY

N-S Approach: DRIVEWAY 8 — **SURVEY TIME:** 7:00 AM TO 5:00 PM — **WEATHER:** SUNNY

E-W Approach: EAST AVENUE — **JURISDICTION:** LIVERMORE — **FILENAME:** EA08LV1A

			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD															
07:00 AM	------	07:15 AM	6	0	2	0	0	0	0	16	13	7	94	0	*138*
07:15 AM	------	07:30 AM	7	0	3	0	0	0	0	13	24	14	80	0	*141*
07:30 AM	------	07:45 AM	1	0	13	0	0	0	0	17	15	27	72	0	*145*
07:45 AM	------	08:00 AM	4	0	4	0	0	0	0	14	23	14	87	0	*146*
08:00 AM	------	08:15 AM	3	0	4	0	0	0	0	18	26	18	77	0	*146*
08:15 AM	------	08:30 AM	9	0	7	0	0	0	0	15	19	4	61	0	*115*
08:30 AM	------	08:45 AM	1	0	8	0	0	0	0	21	12	11	54	0	*107*
08:45 AM	------	09:00 AM	2	0	7	0	0	0	0	18	16	7	45	0	*95*
09:00 AM	------	09:15 AM	4	0	5	0	0	0	0	12	24	1	39	0	*85*
09:15 AM	------	09:30 AM	12	0	3	0	0	0	0	21	4	4	28	0	*72*
09:30 AM	------	09:45 AM	9	0	4	0	0	0	0	16	0	8	8	0	*45*
09:45 AM	------	10:00 AM	15	0	3	0	0	0	0	15	0	7	15	0	*55*
10:00 AM	------	10:15 AM	3	0	1	0	0	0	0	17	0	6	16	0	*43*
10:15 AM	------	10:30 AM	2	0	5	0	0	0	0	12	1	4	13	0	*37*
10:30 AM	------	10:45 AM	1	0	2	0	0	0	0	14	1	4	10	0	*32*
10:45 AM	------	11:00 AM	1	0	7	0	0	0	0	9	4	7	19	0	*47*
11:00 AM	------	11:15 AM	3	0	0	0	0	0	0	15	0	8	9	0	*35*
11:15 AM	------	11:30 AM	6	0	1	0	0	0	0	11	1	2	23	0	*44*
11:30 AM	------	11:45 AM	10	0	5	0	0	0	0	18	2	4	26	0	*65*
11:45 AM	------	12:00 PM	18	0	7	0	0	0	0	16	0	4	26	0	*71*
12:00 PM	------	12:15 PM	7	0	2	0	0	0	0	24	1	3	31	0	*68*
12:15 PM	------	12:30 PM	6	0	4	0	0	0	0	26	5	2	23	0	*66*
12:30 PM	------	12:45 PM	3	0	4	0	0	0	0	3	4	4	13	0	*31*
12:45 PM	------	01:00 PM	12	0	2	0	0	0	0	22	20	6	22	0	*84*
01:00 PM	------	01:15 PM	9	0	2	0	0	0	0	17	8	4	17	0	*57*
01:15 PM	------	01:30 PM	4	0	6	0	0	0	0	22	4	7	23	0	*66*
01:30 PM	------	01:45 PM	2	0	0	0	0	0	0	15	10	3	15	0	*45*
01:45 PM	------	02:00 PM	8	0	2	0	0	0	0	18	8	5	9	0	*50*
02:00 PM	------	02:15 PM	3	0	0	0	0	0	0	18	3	2	7	0	*33*
02:15 PM	------	02:30 PM	3	0	3	0	0	0	0	11	4	5	15	0	*41*
02:30 PM	------	02:45 PM	0	0	4	0	0	0	0	26	0	5	7	0	*42*
02:45 PM	------	03:00 PM	2	0	8	0	0	0	0	24	0	1	18	0	*53*
03:00 PM	------	03:15 PM	2	0	4	0	0	0	0	29	4	3	11	0	*53*
03:15 PM	------	03:30 PM	6	0	5	0	0	0	0	48	0	2	15	0	*76*
03:30 PM	------	03:45 PM	1	0	10	0	0	0	0	61	0	1	16	0	*89*
03:45 PM	------	04:00 PM	3	0	15	0	0	0	0	56	4	4	17	0	*99*
04:00 PM	------	04:15 PM	4	0	15	0	0	0	0	59	1	3	15	0	*97*
04:15 PM	------	04:30 PM	6	0	19	0	0	0	0	78	1	3	18	0	*125*
04:30 PM	------	04:45 PM	8	0	26	0	0	0	0	72	1	1	11	0	*119*
04:45 PM	------	05:00 PM	10	0	41	0	0	0	0	87	2	1	12	0	*153*
HOURLY TOTALS															
07:00 AM	------	08:00 AM	18	0	22	0	0	0	0	60	75	62	333	0	*570*
07:15 AM	------	08:15 AM	15	0	24	0	0	0	0	62	88	73	316	0	*578*
07:30 AM	------	08:30 AM	17	0	28	0	0	0	0	64	83	63	297	0	*552*
07:45 AM	------	08:45 AM	17	0	23	0	0	0	0	68	80	47	279	0	*514*
08:00 AM	------	09:00 AM	15	0	26	0	0	0	0	72	73	40	237	0	*463*
08:15 AM	------	09:15 AM	16	0	27	0	0	0	0	66	71	23	199	0	*402*
08:30 AM	------	09:30 AM	19	0	23	0	0	0	0	72	56	23	166	0	*359*
08:45 AM	------	09:45 AM	27	0	19	0	0	0	0	67	44	20	120	0	*297*
09:00 AM	------	10:00 AM	40	0	15	0	0	0	0	64	28	20	90	0	*257*
09:15 AM	------	10:15 AM	39	0	11	0	0	0	0	69	4	25	67	0	*215*
09:30 AM	------	10:30 AM	29	0	13	0	0	0	0	60	1	25	52	0	*180*
09:45 AM	------	10:45 AM	21	0	11	0	0	0	0	58	2	21	54	0	*167*
10:00 AM	------	11:00 AM	7	0	15	0	0	0	0	52	6	21	58	0	*159*
10:15 AM	------	11:15 AM	7	0	14	0	0	0	0	50	6	23	51	0	*151*
10:30 AM	------	11:30 AM	11	0	10	0	0	0	0	49	6	21	61	0	*158*
10:45 AM	------	11:45 AM	20	0	13	0	0	0	0	53	7	21	77	0	*191*
11:00 AM	------	12:00 PM	37	0	13	0	0	0	0	60	3	18	84	0	*215*
11:15 AM	------	12:15 PM	41	0	15	0	0	0	0	69	4	13	106	0	*248*
11:30 AM	------	12:30 PM	41	0	18	0	0	0	0	84	8	13	106	0	*270*
11:45 AM	------	12:45 PM	34	0	17	0	0	0	0	69	10	13	93	0	*236*
12:00 PM	------	01:00 PM	28	0	12	0	0	0	0	75	30	15	89	0	*249*
12:15 PM	------	01:15 PM	30	0	12	0	0	0	0	68	37	16	75	0	*238*
12:30 PM	------	01:30 PM	28	0	14	0	0	0	0	64	36	21	75	0	*238*
12:45 PM	------	01:45 PM	27	0	10	0	0	0	0	76	42	20	77	0	*252*
01:00 PM	------	02:00 PM	23	0	10	0	0	0	0	72	30	19	64	0	*218*
01:15 PM	------	02:15 PM	17	0	8	0	0	0	0	73	25	17	54	0	*194*
01:30 PM	------	02:30 PM	16	0	5	0	0	0	0	62	25	15	46	0	*169*
01:45 PM	------	02:45 PM	14	0	9	0	0	0	0	73	15	17	38	0	*166*
02:00 PM	------	03:00 PM	8	0	15	0	0	0	0	79	7	13	47	0	*169*
02:15 PM	------	03:15 PM	7	0	19	0	0	0	0	90	8	14	51	0	*189*
02:30 PM	------	03:30 PM	10	0	21	0	0	0	0	127	4	11	51	0	*224*
02:45 PM	------	03:45 PM	11	0	27	0	0	0	0	162	4	7	60	0	*271*
03:00 PM	------	04:00 PM	12	0	34	0	0	0	0	194	8	10	59	0	*317*
03:15 PM	------	04:15 PM	14	0	45	0	0	0	0	224	5	10	63	0	*361*
03:30 PM	------	04:30 PM	14	0	59	0	0	0	0	254	6	11	66	0	*410*
03:45 PM	------	04:45 PM	21	0	75	0	0	0	0	265	7	11	61	0	*440*
04:00 PM	------	05:00 PM	28	0	101	0	0	0	0	296	5	8	56	0	*494*

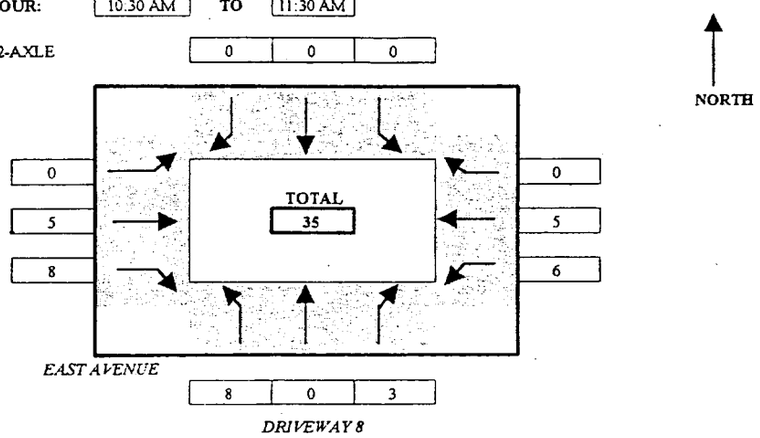
Baymetrics Traffic Resources

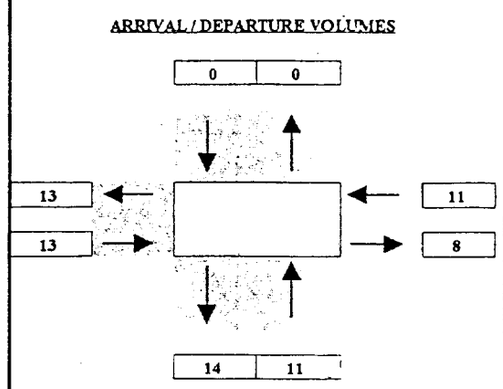
INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE: DECEMBER 10 , 2002	DAY: MONDAY
N-S Approach:	DRIVEWAY 8	SURVEY TIME: 7:00 AM TO 5:00 PM	WEATHER: SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION: LIVERMORE	FILENAME: EA08LV12

PEAK HOUR: 10:30 AM TO 11:30 AM

HEAVY 2-AXLE: 0 | 0 | 0





		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
						SURVEY	*DATA*							
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	2	0	0	0	*2*
07:45 AM	08:00 AM	0	0	0	0	0	0	0	1	3	0	0	0	*4*
08:00 AM	08:15 AM	0	0	1	0	0	0	0	1	3	0	0	0	*5*
08:15 AM	08:30 AM	0	0	1	0	0	0	0	1	4	1	0	0	*7*
08:30 AM	08:45 AM	0	0	1	0	0	0	0	2	4	2	1	0	*10*
08:45 AM	09:00 AM	0	0	1	0	0	0	0	4	4	2	2	0	*13*
09:00 AM	09:15 AM	2	0	1	0	0	0	0	5	5	2	2	0	*17*
09:15 AM	09:30 AM	3	0	3	0	0	0	0	5	5	2	3	0	*21*
09:30 AM	09:45 AM	3	0	3	0	0	0	0	5	5	2	3	0	*21*
09:45 AM	10:00 AM	4	0	4	0	0	0	0	7	5	2	3	0	*25*
10:00 AM	10:15 AM	8	0	5	0	0	0	0	7	8	4	4	0	*36*
10:15 AM	10:30 AM	9	0	6	0	0	0	0	7	11	5	6	0	*44*
10:30 AM	10:45 AM	12	0	6	0	0	0	0	8	13	8	7	0	*54*
10:45 AM	11:00 AM	12	0	7	0	0	0	0	12	13	8	8	0	*60*
11:00 AM	11:15 AM	13	0	10	0	0	0	0	12	13	9	10	0	*67*
11:15 AM	11:30 AM	15	0	10	0	0	0	0	15	14	11	10	0	*75*
11:30 AM	11:45 AM	15	0	10	0	0	0	0	16	16	11	10	0	*78*
11:45 AM	12:00 PM	16	0	11	0	0	0	0	18	17	13	11	0	*86*
12:00 PM	12:15 PM	18	0	11	0	0	0	0	19	18	13	11	0	*90*
12:15 PM	12:30 PM	19	0	11	0	0	0	0	19	19	14	11	0	*93*
12:30 PM	12:45 PM	20	0	12	0	0	0	0	24	20	15	11	0	*102*
12:45 PM	01:00 PM	20	0	12	0	0	0	0	25	22	15	12	0	*106*
01:00 PM	01:15 PM	20	0	12	0	0	0	0	25	22	15	13	0	*107*
01:15 PM	01:30 PM	20	0	12	0	0	0	0	25	22	15	13	0	*107*
01:30 PM	01:45 PM	20	0	12	0	0	0	0	26	22	15	13	0	*108*
01:45 PM	02:00 PM	20	0	12	0	0	0	0	26	22	15	15	0	*110*
02:00 PM	02:15 PM	21	0	12	0	0	0	0	27	23	17	17	0	*117*
02:15 PM	02:30 PM	22	0	13	0	0	0	0	28	23	17	17	0	*120*
02:30 PM	02:45 PM	22	0	15	0	0	0	0	28	23	17	18	0	*123*
02:45 PM	03:00 PM	22	0	15	0	0	0	0	28	23	17	19	0	*124*
03:00 PM	03:15 PM	22	0	15	0	0	0	0	28	23	17	19	0	*124*
03:15 PM	03:30 PM	22	0	15	0	0	0	0	28	23	17	20	0	*125*
03:30 PM	03:45 PM	22	0	15	0	0	0	0	29	23	17	20	0	*126*
03:45 PM	04:00 PM	22	0	15	0	0	0	0	29	24	17	20	0	*127*
04:00 PM	04:15 PM	22	0	16	0	0	0	0	30	24	17	20	0	*129*
04:15 PM	04:30 PM	22	0	16	0	0	0	0	30	24	17	20	0	*129*
04:30 PM	04:45 PM	22	0	16	0	0	0	0	30	24	17	20	0	*129*
04:45 PM	05:00 PM	22	0	16	0	0	0	0	31	24	17	21	0	*131*

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — **SURVEY DATE:** DECEMBER 10 , 2002 — **DAY:** MONDAY

N-S Approach: DRIVEWAY 8 — **SURVEY TIME:** 7:00 AM TO 5:00 PM — **WEATHER:** SUNNY

E-W Approach: EAST AVENUE — **JURISDICTION:** LIVERMORE — **FILENAME:** EA08LV12

			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD															
07:00 AM	------	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:15 AM	------	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:30 AM	------	07:45 AM	0	0	0	0	0	0	0	0	2	0	0	0	*2*
07:45 AM	------	08:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	*2*
08:00 AM	------	08:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	*1*
08:15 AM	------	08:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	*2*
08:30 AM	------	08:45 AM	0	0	0	0	0	0	0	1	0	1	1	0	*3*
08:45 AM	------	09:00 AM	0	0	0	0	0	0	0	2	0	0	1	0	*3*
09:00 AM	------	09:15 AM	2	0	0	0	0	0	0	1	1	0	0	0	*4*
09:15 AM	------	09:30 AM	1	0	2	0	0	0	0	0	0	0	1	0	*4*
09:30 AM	------	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
09:45 AM	------	10:00 AM	1	0	1	0	0	0	0	2	0	0	0	0	*4*
10:00 AM	------	10:15 AM	4	0	1	0	0	0	0	0	3	2	1	0	*11*
10:15 AM	------	10:30 AM	1	0	1	0	0	0	0	0	3	1	2	0	*8*
10:30 AM	------	10:45 AM	3	0	0	0	0	0	0	1	2	3	1	0	*10*
10:45 AM	------	11:00 AM	0	0	1	0	0	0	0	4	0	0	1	0	*6*
11:00 AM	------	11:15 AM	1	0	3	0	0	0	0	0	0	1	2	0	*7*
11:15 AM	------	11:30 AM	2	0	0	0	0	0	0	3	1	2	0	0	*8*
11:30 AM	------	11:45 AM	0	0	0	0	0	0	0	1	2	0	0	0	*3*
11:45 AM	------	12:00 PM	1	0	1	0	0	0	0	2	1	2	1	0	*8*
12:00 PM	------	12:15 PM	2	0	0	0	0	0	0	1	1	0	0	0	*4*
12:15 PM	------	12:30 PM	1	0	0	0	0	0	0	0	1	1	0	0	*3*
12:30 PM	------	12:45 PM	1	0	1	0	0	0	0	5	1	1	0	0	*9*
12:45 PM	------	01:00 PM	0	0	0	0	0	0	0	1	2	0	1	0	*4*
01:00 PM	------	01:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	*1*
01:15 PM	------	01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
01:30 PM	------	01:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
01:45 PM	------	02:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	*2*
02:00 PM	------	02:15 PM	1	0	0	0	0	0	0	1	1	2	2	0	*7*
02:15 PM	------	02:30 PM	1	0	1	0	0	0	0	1	0	0	0	0	*3*
02:30 PM	------	02:45 PM	0	0	2	0	0	0	0	0	0	0	1	0	*3*
02:45 PM	------	03:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	*1*
03:00 PM	------	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
03:15 PM	------	03:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	*1*
03:30 PM	------	03:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
03:45 PM	------	04:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	*1*
04:00 PM	------	04:15 PM	0	0	1	0	0	0	0	1	0	0	0	0	*2*
04:15 PM	------	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
04:30 PM	------	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
04:45 PM	------	05:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	*2*
HOURLY TOTALS															
07:00 AM	------	08:00 AM	0	0	0	0	0	0	0	1	3	0	0	0	*4*
07:15 AM	------	08:15 AM	0	0	1	0	0	0	0	1	3	0	0	0	*5*
07:30 AM	------	08:30 AM	0	0	1	0	0	0	0	1	4	1	0	0	*7*
07:45 AM	------	08:45 AM	0	0	1	0	0	0	0	2	2	2	1	0	*8*
08:00 AM	------	09:00 AM	0	0	1	0	0	0	0	3	1	2	2	0	*9*
08:15 AM	------	09:15 AM	2	0	0	0	0	0	0	4	2	2	2	0	*12*
08:30 AM	------	09:30 AM	3	0	2	0	0	0	0	4	1	1	3	0	*14*
08:45 AM	------	09:45 AM	3	0	2	0	0	0	0	3	1	0	2	0	*11*
09:00 AM	------	10:00 AM	4	0	3	0	0	0	0	3	1	0	1	0	*12*
09:15 AM	------	10:15 AM	6	0	4	0	0	0	0	2	3	2	2	0	*19*
09:30 AM	------	10:30 AM	6	0	3	0	0	0	0	2	6	3	3	0	*23*
09:45 AM	------	10:45 AM	9	0	3	0	0	0	0	3	8	6	4	0	*33*
10:00 AM	------	11:00 AM	8	0	3	0	0	0	0	5	8	6	5	0	*35*
10:15 AM	------	11:15 AM	5	0	5	0	0	0	0	5	5	5	6	0	*31*
10:30 AM	------	11:30 AM	6	0	4	0	0	0	0	8	3	6	4	0	*31*
10:45 AM	------	11:45 AM	3	0	4	0	0	0	0	8	3	3	3	0	*24*
11:00 AM	------	12:00 PM	4	0	4	0	0	0	0	6	4	5	3	0	*26*
11:15 AM	------	12:15 PM	5	0	1	0	0	0	0	7	5	4	1	0	*23*
11:30 AM	------	12:30 PM	4	0	1	0	0	0	0	4	5	3	1	0	*18*
11:45 AM	------	12:45 PM	5	0	2	0	0	0	0	8	4	4	1	0	*24*
12:00 PM	------	01:00 PM	4	0	1	0	0	0	0	7	5	2	1	0	*20*
12:15 PM	------	01:15 PM	2	0	1	0	0	0	0	6	4	2	2	0	*17*
12:30 PM	------	01:30 PM	1	0	1	0	0	0	0	6	3	1	2	0	*14*
12:45 PM	------	01:45 PM	0	0	0	0	0	0	0	2	2	0	2	0	*6*
01:00 PM	------	02:00 PM	0	0	0	0	0	0	0	1	0	0	3	0	*4*
01:15 PM	------	02:15 PM	1	0	0	0	0	0	0	2	1	2	4	0	*10*
01:30 PM	------	02:30 PM	2	0	1	0	0	0	0	3	1	2	4	0	*13*
01:45 PM	------	02:45 PM	2	0	3	0	0	0	0	2	1	2	5	0	*15*
02:00 PM	------	03:00 PM	2	0	3	0	0	0	0	2	1	2	4	0	*14*
02:15 PM	------	03:15 PM	1	0	3	0	0	0	0	1	0	0	2	0	*7*
02:30 PM	------	03:30 PM	0	0	2	0	0	0	0	0	0	0	3	0	*5*
02:45 PM	------	03:45 PM	0	0	0	0	0	0	0	1	0	0	2	0	*3*
03:00 PM	------	04:00 PM	0	0	0	0	0	0	0	1	1	0	1	0	*3*
03:15 PM	------	04:15 PM	0	0	1	0	0	0	0	2	1	0	1	0	*5*
03:30 PM	------	04:30 PM	0	0	1	0	0	0	0	2	1	0	0	0	*4*
03:45 PM	------	04:45 PM	0	0	1	0	0	0	0	1	1	0	0	0	*3*
04:00 PM	------	05:00 PM	0	0	1	0	0	0	0	2	0	0	1	0	*4*

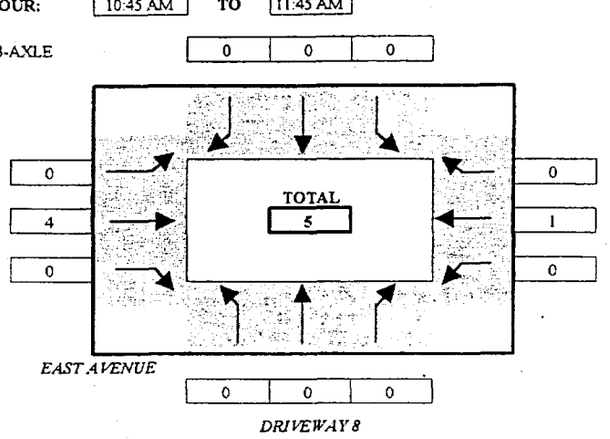
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

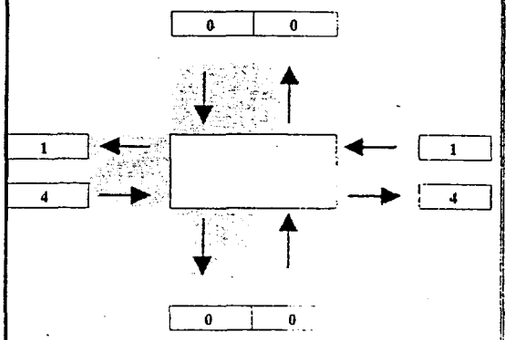
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE: DECEMBER 10 , 2002	DAY: MONDAY
N-S Approach:	DRIVEWAY 8	SURVEY TIME: 7:00 AM TO 5:00 PM	WEATHER: SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION: LIVERMORE	FILENAME: EA08LV13

PEAK HOUR: 10:45 AM TO 11:45 AM

HEAVY 3-AXLE: 0 | 0 | 0



ARRIVAL/DEPARTURE VOLUMES



			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
							SURVEY	*DATA*							
07:00 AM	------	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	[illegible]	*0*
07:15 AM	------	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	[illegible]	*0*
07:30 AM	------	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	[illegible]	*0*
07:45 AM	------	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	[illegible]	*0*
08:00 AM	------	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	[illegible]	*0*
08:15 AM	------	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	[illegible]	*0*
08:30 AM	------	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	[illegible]	*0*
08:45 AM	------	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	[illegible]	*0*
09:00 AM	------	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	[illegible]	*0*
09:15 AM	------	09:30 AM	0	0	0	0	0	0	0	0	1	0	0	[illegible]	*1*
09:30 AM	------	09:45 AM	0	0	0	0	0	0	0	0	1	0	1	[illegible]	*2*
09:45 AM	------	10:00 AM	0	0	0	0	0	0	0	1	1	0	1	[illegible]	*3*
10:00 AM	------	10:15 AM	0	0	0	0	0	0	0	1	1	0	1	[illegible]	*3*
10:15 AM	------	10:30 AM	1	0	0	0	0	0	0	1	1	0	1	[illegible]	*4*
10:30 AM	------	10:45 AM	1	0	0	0	0	0	0	1	1	0	1	[illegible]	*4*
10:45 AM	------	11:00 AM	1	0	0	0	0	0	0	3	1	0	1	[illegible]	*6*
11:00 AM	------	11:15 AM	1	0	0	0	0	0	0	4	1	0	1	[illegible]	*7*
11:15 AM	------	11:30 AM	1	0	0	0	0	0	0	4	1	0	2	[illegible]	*8*
11:30 AM	------	11:45 AM	1	0	0	0	0	0	0	5	1	0	2	[illegible]	*9*
11:45 AM	------	12:00 PM	1	0	0	0	0	0	0	5	1	0	2	[illegible]	*9*
12:00 PM	------	12:15 PM	1	0	0	0	0	0	0	5	1	0	2	[illegible]	*9*
12:15 PM	------	12:30 PM	1	0	0	0	0	0	0	5	1	0	2	[illegible]	*9*
12:30 PM	------	12:45 PM	1	0	0	0	0	0	0	7	1	0	2	[illegible]	*11*
12:45 PM	------	01:00 PM	1	0	0	0	0	0	0	7	1	0	2	[illegible]	*11*
01:00 PM	------	01:15 PM	1	0	0	0	0	0	0	7	1	0	2	[illegible]	*11*
01:15 PM	------	01:30 PM	1	0	0	0	0	0	0	8	1	0	2	[illegible]	*12*
01:30 PM	------	01:45 PM	1	0	0	0	0	0	0	8	1	0	2	[illegible]	*12*
01:45 PM	------	02:00 PM	1	0	0	0	0	0	0	8	1	0	2	[illegible]	*12*
02:00 PM	------	02:15 PM	1	0	0	0	0	0	0	8	1	0	4	[illegible]	*14*
02:15 PM	------	02:30 PM	1	0	0	0	0	0	0	8	1	0	4	[illegible]	*14*
02:30 PM	------	02:45 PM	1	0	0	0	0	0	0	8	1	0	4	[illegible]	*14*
02:45 PM	------	03:00 PM	1	0	0	0	0	0	0	8	1	0	4	[illegible]	*14*
03:00 PM	------	03:15 PM	1	0	0	0	0	0	0	8	1	0	4	[illegible]	*14*
03:15 PM	------	03:30 PM	1	0	0	0	0	0	0	8	1	0	4	[illegible]	*14*
03:30 PM	------	03:45 PM	1	0	0	0	0	0	0	8	1	0	4	[illegible]	*14*
03:45 PM	------	04:00 PM	1	0	0	0	0	0	0	8	1	0	5	[illegible]	*15*
04:00 PM	------	04:15 PM	1	0	0	0	0	0	0	10	1	0	5	[illegible]	*17*
04:15 PM	------	04:30 PM	1	0	0	0	0	0	0	10	1	0	5	[illegible]	*17*
04:30 PM	------	04:45 PM	1	0	0	0	0	0	0	10	1	0	5	[illegible]	*17*
04:45 PM	------	05:00 PM	1	0	0	0	0	0	0	10	1	0	5	[illegible]	*17*

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 10 , 2002 — DAY: MONDAY

N-S Approach: DRIVEWAY 8 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA08LV13

			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD															
07:00 AM	------	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:15 AM	------	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:30 AM	------	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:45 AM	------	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:00 AM	------	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:15 AM	------	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:30 AM	------	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:45 AM	------	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
09:00 AM	------	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
09:15 AM	------	09:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	*1*
09:30 AM	------	09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	*1*
09:45 AM	------	10:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
10:00 AM	------	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
10:15 AM	------	10:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	*1*
10:30 AM	------	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
10:45 AM	------	11:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	*2*
11:00 AM	------	11:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
11:15 AM	------	11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	*1*
11:30 AM	------	11:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
11:45 AM	------	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
12:00 PM	------	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
12:15 PM	------	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
12:30 PM	------	12:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	*2*
12:45 PM	------	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
01:00 PM	------	01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
01:15 PM	------	01:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
01:30 PM	------	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
01:45 PM	------	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
02:00 PM	------	02:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	*2*
02:15 PM	------	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
02:30 PM	------	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
02:45 PM	------	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
03:00 PM	------	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
03:15 PM	------	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
03:30 PM	------	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
03:45 PM	------	04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	*1*
04:00 PM	------	04:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	*2*
04:15 PM	------	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
04:30 PM	------	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
04:45 PM	------	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
HOURLY TOTALS															
07:00 AM	------	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:15 AM	------	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:30 AM	------	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:45 AM	------	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:00 AM	------	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:15 AM	------	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:30 AM	------	09:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	*1*
08:45 AM	------	09:45 AM	0	0	0	0	0	0	0	0	1	0	1	0	*2*
09:00 AM	------	10:00 AM	0	0	0	0	0	0	0	1	1	0	1	0	*3*
09:15 AM	------	10:15 AM	0	0	0	0	0	0	0	1	1	0	1	0	*3*
09:30 AM	------	10:30 AM	1	0	0	0	0	0	0	1	0	0	1	0	*3*
09:45 AM	------	10:45 AM	1	0	0	0	0	0	0	1	0	0	0	0	*2*
10:00 AM	------	11:00 AM	1	0	0	0	0	0	0	2	0	0	0	0	*3*
10:15 AM	------	11:15 AM	1	0	0	0	0	0	0	3	0	0	0	0	*4*
10:30 AM	------	11:30 AM	0	0	0	0	0	0	0	3	0	0	1	0	*4*
10:45 AM	------	11:45 AM	0	0	0	0	0	0	0	4	0	0	1	0	*5*
11:00 AM	------	12:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	*3*
11:15 AM	------	12:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	*2*
11:30 AM	------	12:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
11:45 AM	------	12:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	*2*
12:00 PM	------	01:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	*2*
12:15 PM	------	01:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	*2*
12:30 PM	------	01:30 PM	0	0	0	0	0	0	0	3	0	0	0	0	*3*
12:45 PM	------	01:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
01:00 PM	------	02:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
01:15 PM	------	02:15 PM	0	0	0	0	0	0	0	1	0	0	2	0	*3*
01:30 PM	------	02:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	*2*
01:45 PM	------	02:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	*2*
02:00 PM	------	03:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	*2*
02:15 PM	------	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
02:30 PM	------	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
02:45 PM	------	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
03:00 PM	------	04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	*1*
03:15 PM	------	04:15 PM	0	0	0	0	0	0	0	2	0	0	1	0	*3*
03:30 PM	------	04:30 PM	0	0	0	0	0	0	0	2	0	0	1	0	*3*
03:45 PM	------	04:45 PM	0	0	0	0	0	0	0	2	0	0	1	0	*3*
04:00 PM	------	05:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	*2*

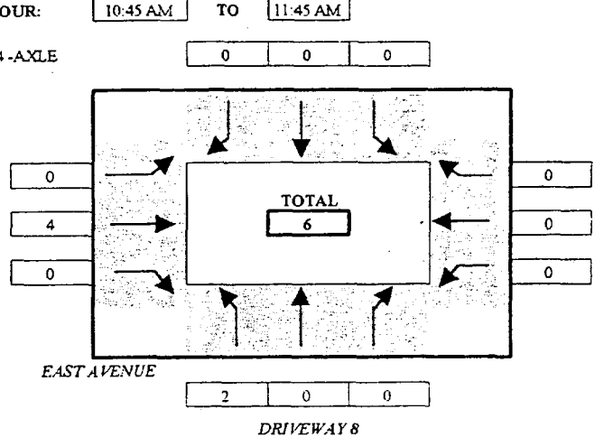
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

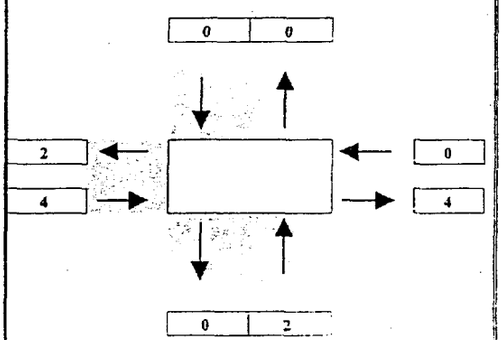
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE:	DECEMBER 10 , 2002	DAY:	MONDAY
N-S Approach:	DRIVEWAY 8	SURVEY TIME:	7:00 AM TO 5:00 PM	WEATHER:	SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION:	LIVERMORE	FILENAME:	EA08LV14

PEAK HOUR: 10:45 AM TO 11:45 AM

HEAVY 4-AXLE



ARRIVAL / DEPARTURE VOLUMES



			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
							SURVEY	*DATA*							
07:00 AM	-----	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:15 AM	-----	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:30 AM	-----	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:45 AM	-----	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:00 AM	-----	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:15 AM	-----	08:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
08:30 AM	-----	08:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
08:45 AM	-----	09:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	*2*
09:00 AM	-----	09:15 AM	0	0	0	0	0	0	0	1	1	0	0	0	*2*
09:15 AM	-----	09:30 AM	0	0	0	0	0	0	0	1	1	0	0	0	*2*
09:30 AM	-----	09:45 AM	0	0	0	0	0	0	0	1	3	0	1	0	*5*
09:45 AM	-----	10:00 AM	0	0	0	0	0	0	0	1	3	0	1	0	*5*
10:00 AM	-----	10:15 AM	0	0	0	0	0	0	0	1	3	0	1	0	*5*
10:15 AM	-----	10:30 AM	0	0	0	0	0	0	0	1	3	0	1	0	*5*
10:30 AM	-----	10:45 AM	0	0	0	0	0	0	0	1	3	0	2	0	*6*
10:45 AM	-----	11:00 AM	2	0	0	0	0	0	0	2	3	0	2	0	*9*
11:00 AM	-----	11:15 AM	2	0	0	0	0	0	0	2	3	0	2	0	*9*
11:15 AM	-----	11:30 AM	2	0	0	0	0	0	0	3	3	0	2	0	*10*
11:30 AM	-----	11:45 AM	2	0	0	0	0	0	0	5	3	0	2	0	*12*
11:45 AM	-----	12:00 PM	2	0	0	0	0	0	0	5	3	0	3	0	*13*
12:00 PM	-----	12:15 PM	3	0	0	0	0	0	0	5	3	0	3	0	*14*
12:15 PM	-----	12:30 PM	3	0	0	0	0	0	0	5	3	0	3	0	*14*
12:30 PM	-----	12:45 PM	3	0	0	0	0	0	0	5	3	0	3	0	*14*
12:45 PM	-----	01:00 PM	3	0	0	0	0	0	0	5	3	0	3	0	*14*
01:00 PM	-----	01:15 PM	3	0	0	0	0	0	0	5	3	0	3	0	*14*
01:15 PM	-----	01:30 PM	3	0	0	0	0	0	0	6	3	0	3	0	*15*
01:30 PM	-----	01:45 PM	3	0	0	0	0	0	0	6	3	0	3	0	*15*
01:45 PM	-----	02:00 PM	3	0	0	0	0	0	0	6	3	0	3	0	*15*
02:00 PM	-----	02:15 PM	3	0	0	0	0	0	0	6	3	0	3	0	*15*
02:15 PM	-----	02:30 PM	3	0	0	0	0	0	0	6	3	0	3	0	*15*
02:30 PM	-----	02:45 PM	3	0	0	0	0	0	0	6	3	0	4	0	*16*
02:45 PM	-----	03:00 PM	3	0	0	0	0	0	0	6	3	0	4	0	*16*
03:00 PM	-----	03:15 PM	3	0	0	0	0	0	0	6	3	0	4	0	*16*
03:15 PM	-----	03:30 PM	3	0	0	0	0	0	0	6	3	0	4	0	*16*
03:30 PM	-----	03:45 PM	3	0	0	0	0	0	0	6	3	0	4	0	*16*
03:45 PM	-----	04:00 PM	3	0	0	0	0	0	0	7	3	0	4	0	*17*
04:00 PM	-----	04:15 PM	3	0	0	0	0	0	0	7	3	0	4	0	*17*
04:15 PM	-----	04:30 PM	3	0	0	0	0	0	0	7	3	0	4	0	*17*
04:30 PM	-----	04:45 PM	3	0	0	0	0	0	0	7	3	0	4	0	*17*
04:45 PM	-----	05:00 PM	3	0	0	0	0	0	0	7	3	0	4	0	*17*

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 10 , 2002 — DAY: MONDAY

N-S Approach: DRIVEWAY 8 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA08LV14

		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD														
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	08:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	2	0	1	0	3
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	10:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
10:45 AM	11:00 AM	2	0	0	0	0	0	0	1	0	0	0	0	3
11:00 AM	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	11:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
11:30 AM	11:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
11:45 AM	12:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:00 PM	12:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	01:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:30 PM	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	02:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
02:45 PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	04:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:00 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTALS														
07:00 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	08:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45 AM	08:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:00 AM	09:00 AM	0	0	0	0	0	0	0	1	1	0	0	0	2
08:15 AM	09:15 AM	0	0	0	0	0	0	0	1	1	0	0	0	2
08:30 AM	09:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
08:45 AM	09:45 AM	0	0	0	0	0	0	0	0	3	0	1	0	4
09:00 AM	10:00 AM	0	0	0	0	0	0	0	0	2	0	1	0	3
09:15 AM	10:15 AM	0	0	0	0	0	0	0	0	2	0	1	0	3
09:30 AM	10:30 AM	0	0	0	0	0	0	0	0	2	0	1	0	3
09:45 AM	10:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
10:00 AM	11:00 AM	2	0	0	0	0	0	0	1	0	0	1	0	4
10:15 AM	11:15 AM	2	0	0	0	0	0	0	1	0	0	1	0	4
10:30 AM	11:30 AM	2	0	0	0	0	0	0	2	0	0	1	0	5
10:45 AM	11:45 AM	2	0	0	0	0	0	0	4	0	0	0	0	6
11:00 AM	12:00 PM	0	0	0	0	0	0	0	3	0	0	1	0	4
11:15 AM	12:15 PM	1	0	0	0	0	0	0	3	0	0	1	0	5
11:30 AM	12:30 PM	1	0	0	0	0	0	0	2	0	0	1	0	4
11:45 AM	12:45 PM	1	0	0	0	0	0	0	0	0	0	1	0	2
12:00 PM	01:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	01:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:45 PM	01:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:00 PM	02:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:15 PM	02:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:30 PM	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	02:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
02:00 PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
02:15 PM	03:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
02:30 PM	03:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
02:45 PM	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	04:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:15 PM	04:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:30 PM	04:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:45 PM	04:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:00 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

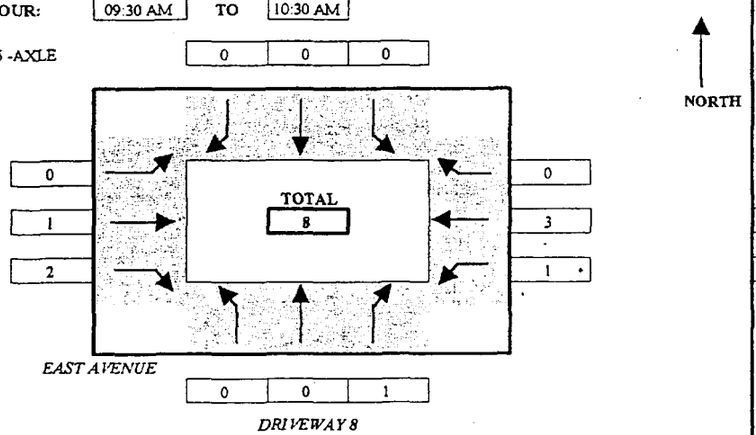
PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 10 , 2002 — DAY: MONDAY

N-S Approach: DRIVEWAY 8 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

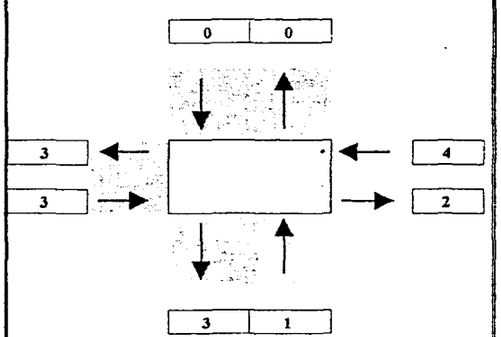
E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA08LV15

PEAK HOUR: 09:30 AM TO 10:30 AM

HEAVY 5 -AXLE: 0 | 0 | 0



ARRIVAL / DEPARTURE VOLUMES



From	To	NORTHBOUND Left	NORTHBOUND Thru	NORTHBOUND Right	SOUTHBOUND Left	SOUTHBOUND Thru	SOUTHBOUND Right	EASTBOUND Left	EASTBOUND Thru	EASTBOUND Right	WESTBOUND Left	WESTBOUND Thru	WESTBOUND Right	TOTAL VOLUMES
SURVEY DATA														
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	08:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:15 AM	08:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
08:30 AM	08:45 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
08:45 AM	09:00 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
09:00 AM	09:15 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
09:15 AM	09:30 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
09:30 AM	09:45 AM	0	0	0	0	0	0	0	3	0	0	4	0	7
09:45 AM	10:00 AM	0	0	0	0	0	0	0	3	1	0	5	0	9
10:00 AM	10:15 AM	0	0	0	0	0	0	0	3	2	0	5	0	10
10:15 AM	10:30 AM	0	0	1	0	0	0	0	3	2	1	5	0	12
10:30 AM	10:45 AM	1	0	1	0	0	0	0	3	2	1	6	0	14
10:45 AM	11:00 AM	1	0	1	0	0	0	0	3	2	1	6	0	14
11:00 AM	11:15 AM	1	0	1	0	0	0	0	3	3	1	6	0	15
11:15 AM	11:30 AM	1	0	1	0	0	0	0	3	3	1	7	0	16
11:30 AM	11:45 AM	1	0	1	0	0	0	0	6	3	1	8	0	20
11:45 AM	12:00 PM	1	0	1	0	0	0	0	6	4	1	8	0	21
12:00 PM	12:15 PM	1	0	1	0	0	0	0	6	5	1	8	0	22
12:15 PM	12:30 PM	2	0	1	0	0	0	0	6	5	1	8	0	23
12:30 PM	12:45 PM	4	0	1	0	0	0	0	6	5	1	10	0	27
12:45 PM	01:00 PM	4	0	1	0	0	0	0	7	5	1	10	0	28
01:00 PM	01:15 PM	4	0	1	0	0	0	0	8	5	1	10	0	29
01:15 PM	01:30 PM	5	0	1	0	0	0	0	8	5	1	10	0	30
01:30 PM	01:45 PM	5	0	1	0	0	0	0	8	5	1	10	0	30
01:45 PM	02:00 PM	5	0	1	0	0	0	0	8	5	1	11	0	31
02:00 PM	02:15 PM	5	0	1	0	0	0	0	9	5	1	11	0	32
02:15 PM	02:30 PM	5	0	1	0	0	0	0	11	5	1	11	0	34
02:30 PM	02:45 PM	5	0	1	0	0	0	0	11	5	1	11	0	34
02:45 PM	03:00 PM	5	0	1	0	0	0	0	11	5	1	11	0	34
03:00 PM	03:15 PM	5	0	1	0	0	0	0	11	5	1	13	0	36
03:15 PM	03:30 PM	5	0	1	0	0	0	0	11	5	1	13	0	36
03:30 PM	03:45 PM	5	0	1	0	0	0	0	12	5	1	13	0	37
03:45 PM	04:00 PM	5	0	1	0	0	0	0	13	5	1	14	0	39
04:00 PM	04:15 PM	5	0	1	0	0	0	0	13	5	1	15	0	40
04:15 PM	04:30 PM	5	0	1	0	0	0	0	13	5	1	15	0	40
04:30 PM	04:45 PM	5	0	1	0	0	0	0	15	5	1	15	0	42
04:45 PM	05:00 PM	5	0	1	0	0	0	0	15	5	1	16	0	43

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 10, 2002 — DAY: MONDAY

N-S Approach: DRIVEWAY 8 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA08LV15

			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD															
07:00 AM	-----	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	-----	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	-----	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	-----	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	-----	08:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:15 AM	-----	08:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
08:30 AM	-----	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	-----	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	-----	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	-----	09:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:30 AM	-----	09:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
09:45 AM	-----	10:00 AM	0	0	0	0	0	0	0	0	1	0	1	0	2
10:00 AM	-----	10:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
10:15 AM	-----	10:30 AM	0	0	1	0	0	0	0	0	0	1	0	0	2
10:30 AM	-----	10:45 AM	1	0	0	0	0	0	0	0	0	0	1	0	2
10:45 AM	-----	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	-----	11:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
11:15 AM	-----	11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
11:30 AM	-----	11:45 AM	0	0	0	0	0	0	0	3	0	0	1	0	4
11:45 AM	-----	12:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
12:00 PM	-----	12:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
12:15 PM	-----	12:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	-----	12:45 PM	2	0	0	0	0	0	0	0	0	0	2	0	4
12:45 PM	-----	01:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:00 PM	-----	01:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:15 PM	-----	01:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
01:30 PM	-----	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	-----	02:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
02:00 PM	-----	02:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
02:15 PM	-----	02:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
02:30 PM	-----	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	-----	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	-----	03:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
03:15 PM	-----	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	-----	03:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:45 PM	-----	04:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
04:00 PM	-----	04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:15 PM	-----	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	-----	04:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
04:45 PM	-----	05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
HOURLY TOTALS															
07:00 AM	-----	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	-----	08:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:30 AM	-----	08:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
07:45 AM	-----	08:45 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
08:00 AM	-----	09:00 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
08:15 AM	-----	09:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
08:30 AM	-----	09:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:45 AM	-----	09:45 AM	0	0	0	0	0	0	0	1	0	0	3	0	4
09:00 AM	-----	10:00 AM	0	0	0	0	0	0	0	1	1	0	4	0	6
09:15 AM	-----	10:15 AM	0	0	0	0	0	0	0	1	2	0	4	0	7
09:30 AM	-----	10:30 AM	0	0	1	0	0	0	0	1	2	1	3	0	8
09:45 AM	-----	10:45 AM	1	0	1	0	0	0	0	0	2	1	2	0	7
10:00 AM	-----	11:00 AM	1	0	1	0	0	0	0	0	1	1	1	0	5
10:15 AM	-----	11:15 AM	1	0	1	0	0	0	0	0	1	1	1	0	5
10:30 AM	-----	11:30 AM	1	0	0	0	0	0	0	0	1	0	2	0	4
10:45 AM	-----	11:45 AM	0	0	0	0	0	0	0	3	1	0	2	0	6
11:00 AM	-----	12:00 PM	0	0	0	0	0	0	0	3	2	0	2	0	7
11:15 AM	-----	12:15 PM	0	0	0	0	0	0	0	3	2	0	2	0	7
11:30 AM	-----	12:30 PM	1	0	0	0	0	0	0	3	2	0	1	0	7
11:45 AM	-----	12:45 PM	3	0	0	0	0	0	0	0	2	0	2	0	7
12:00 PM	-----	01:00 PM	3	0	0	0	0	0	0	1	1	0	2	0	7
12:15 PM	-----	01:15 PM	3	0	0	0	0	0	0	2	0	0	2	0	7
12:30 PM	-----	01:30 PM	3	0	0	0	0	0	0	2	0	0	2	0	7
12:45 PM	-----	01:45 PM	1	0	0	0	0	0	0	2	0	0	0	0	3
01:00 PM	-----	02:00 PM	1	0	0	0	0	0	0	1	0	0	1	0	3
01:15 PM	-----	02:15 PM	1	0	0	0	0	0	0	1	0	0	1	0	3
01:30 PM	-----	02:30 PM	0	0	0	0	0	0	0	3	0	0	1	0	4
01:45 PM	-----	02:45 PM	0	0	0	0	0	0	0	3	0	0	1	0	4
02:00 PM	-----	03:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
02:15 PM	-----	03:15 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
02:30 PM	-----	03:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
02:45 PM	-----	03:45 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
03:00 PM	-----	04:00 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
03:15 PM	-----	04:15 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
03:30 PM	-----	04:30 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
03:45 PM	-----	04:45 PM	0	0	0	0	0	0	0	3	0	0	2	0	5
04:00 PM	-----	05:00 PM	0	0	0	0	0	0	0	2	0	0	2	0	4

SF/PENINSULA: (415) 750-1817 — ALAMEDA: (510) 233-2292 — CONTRA COSTA: (510) 232-1271

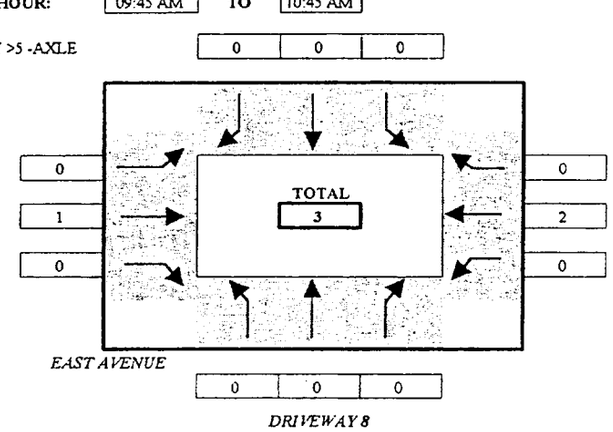
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

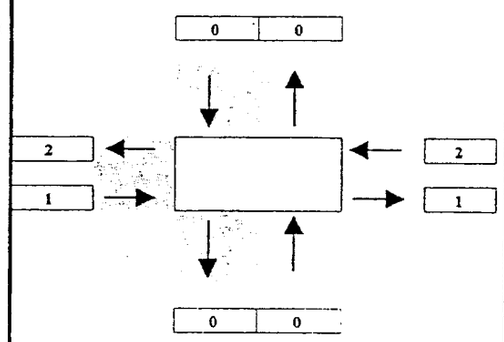
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE: DECEMBER 10 , 2002	DAY: MONDAY
N-S Approach:	DRIVEWAY 8	SURVEY TIME: 7:00 AM TO 5:00 PM	WEATHER: SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION: LIVERMORE	FILENAME: EA03LV16

PEAK HOUR: 09:45 AM TO 10:45 AM

HEAVY >5 -AXLE: 0 0 0



ARRIVAL / DEPARTURE VOLUMES



		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
SURVEY DATA														
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
10:00 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
10:15 AM	10:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
10:30 AM	10:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
10:45 AM	11:00 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
11:00 AM	11:15 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
11:15 AM	11:30 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
11:30 AM	11:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
11:45 AM	12:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
12:00 PM	12:15 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
12:15 PM	12:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
12:30 PM	12:45 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
12:45 PM	01:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
01:00 PM	01:15 PM	0	0	0	0	0	0	0	1	0	0	3	0	4
01:15 PM	01:30 PM	0	0	0	0	0	0	0	1	0	0	3	0	4
01:30 PM	01:45 PM	0	0	0	0	0	0	0	1	0	0	3	0	4
01:45 PM	02:00 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
02:00 PM	02:15 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
02:15 PM	02:30 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
02:30 PM	02:45 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
02:45 PM	03:00 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
03:00 PM	03:15 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
03:15 PM	03:30 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
03:30 PM	03:45 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
03:45 PM	04:00 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
04:00 PM	04:15 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
04:15 PM	04:30 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
04:30 PM	04:45 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
04:45 PM	05:00 PM	0	0	0	0	0	0	0	2	0	0	3	0	5

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 10 , 2002 — DAY: MONDAY

N-S Approach: DRIVEWAY 8 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA08LV16

			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD															
07:00 AM	------	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	------	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	------	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	------	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	------	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	------	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	------	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	------	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	------	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	------	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	------	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	------	10:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
10:00 AM	------	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	------	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	------	10:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
10:45 AM	------	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	------	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	------	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	------	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	------	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	------	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	------	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	------	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	------	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	------	01:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:15 PM	------	01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	------	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	------	02:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
02:00 PM	------	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	------	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	------	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	------	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	------	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	------	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	------	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	------	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	------	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	------	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	------	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	------	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTALS															
07:00 AM	------	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	------	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	------	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	------	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	------	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	------	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	------	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	------	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	------	10:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
09:15 AM	------	10:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
09:30 AM	------	10:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
09:45 AM	------	10:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
10:00 AM	------	11:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
10:15 AM	------	11:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
10:30 AM	------	11:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
10:45 AM	------	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	------	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	------	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	------	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	------	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	------	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	------	01:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:30 PM	------	01:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:45 PM	------	01:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:00 PM	------	02:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
01:15 PM	------	02:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:30 PM	------	02:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:45 PM	------	02:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
02:00 PM	------	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	------	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	------	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	------	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	------	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	------	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	------	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	------	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	------	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

Truck Counts

Locations 7 and 8

Tuesday, December 11, 2001

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

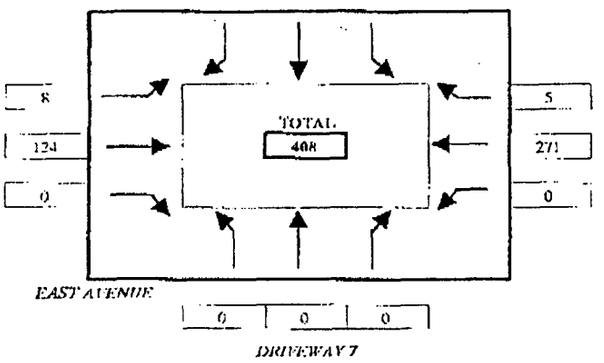
PROJECT: LAWRENCE LIVERMORE LAB TIS | SURVEY DATE: DECEMBER 11 , 2002 | DAY: TUESDAY

N-S Approach: DRIVEWAY 7 | SURVEY TIME: 7:00 AM TO 5:00 PM | WEATHER: SUNNY

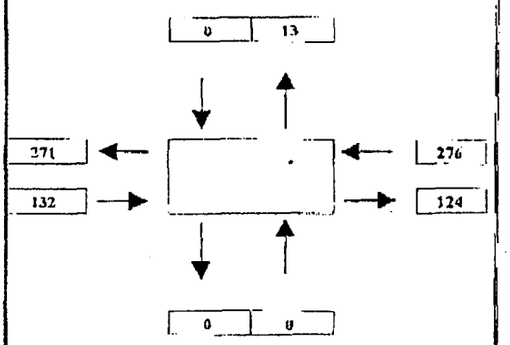
E-W Approach: EAST AVENUE | JURISDICTION: LIVERMORE | FILENAME: EA07LV2T

PEAK HOUR: 10:30 AM TO 11:30 AM

TOTAL VEHICLES: 0 | 0 | 0



ARRIVAL / DEPARTURE VOLUMES



		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
						SURVEY DATA								
07:00 AM	07:15 AM	0	0	0	0	0	0	1	38	0	0	53	0	92
07:15 AM	07:30 AM	0	0	0	0	0	0	1	72	0	0	111	1	185
07:30 AM	07:45 AM	0	0	0	0	0	0	2	101	0	0	174	2	279
07:45 AM	08:00 AM	0	0	0	0	0	0	8	125	0	0	241	4	378
08:00 AM	08:15 AM	0	0	0	0	0	0	9	162	0	0	324	5	500
08:15 AM	08:30 AM	0	0	0	0	0	0	18	180	0	0	371	5	574
08:30 AM	08:45 AM	0	0	0	0	0	0	20	198	0	0	427	5	650
08:45 AM	09:00 AM	0	0	0	1	0	0	28	222	0	0	473	5	729
09:00 AM	09:15 AM	0	0	0	1	0	0	35	243	0	0	514	6	799
09:15 AM	09:30 AM	0	0	0	1	0	0	36	263	0	0	531	9	840
09:30 AM	09:45 AM	0	0	0	1	0	0	49	279	0	0	548	9	886
09:45 AM	10:00 AM	0	0	0	1	0	3	53	296	0	0	561	10	924
10:00 AM	10:15 AM	0	0	0	1	0	3	56	310	0	0	591	11	972
10:15 AM	10:30 AM	0	0	0	1	0	4	60	319	0	0	594	12	990
10:30 AM	10:45 AM	0	0	0	1	0	7	63	331	0	0	608	13	1,023
10:45 AM	11:00 AM	0	0	0	1	0	10	65	349	0	0	626	15	1,066
11:00 AM	11:15 AM	0	0	0	1	0	13	75	369	0	0	643	16	1,115
11:15 AM	11:30 AM	0	0	0	1	0	14	73	385	0	0	662	19	1,154
11:30 AM	11:45 AM	0	0	0	1	0	15	77	415	0	0	681	19	1,208
11:45 AM	12:00 PM	0	0	0	1	0	18	80	437	0	0	731	20	1,287
12:00 PM	12:15 PM	0	0	0	3	0	24	86	474	0	0	771	21	1,379
12:15 PM	12:30 PM	0	0	0	4	0	29	88	492	0	0	802	21	1,436
12:30 PM	12:45 PM	0	0	0	6	0	31	92	513	0	0	817	22	1,481
12:45 PM	01:00 PM	0	0	0	8	0	38	92	540	0	0	843	24	1,545
01:00 PM	01:15 PM	0	0	0	10	0	43	93	581	0	0	872	25	1,624
01:15 PM	01:30 PM	0	0	0	10	0	46	95	603	0	0	886	28	1,668
01:30 PM	01:45 PM	0	0	0	10	0	49	96	620	0	0	910	28	1,713
01:45 PM	02:00 PM	0	0	0	12	0	52	98	637	0	0	933	31	1,763
02:00 PM	02:15 PM	0	0	0	13	0	54	99	662	0	0	944	32	1,804
02:15 PM	02:30 PM	0	0	0	14	0	56	101	682	0	0	969	34	1,856
02:30 PM	02:45 PM	0	0	0	15	0	63	101	707	0	0	990	35	1,911
02:45 PM	03:00 PM	0	0	0	19	0	66	102	721	0	0	1,018	37	1,965
03:00 PM	03:15 PM	0	0	0	20	0	68	103	748	0	0	1,034	40	2,013
03:15 PM	03:30 PM	0	0	0	21	0	69	106	781	0	0	1,049	40	2,066
03:30 PM	03:45 PM	0	0	0	22	0	70	109	838	0	0	1,081	40	2,160
03:45 PM	04:00 PM	0	0	0	23	0	78	109	889	0	0	1,097	41	2,237
04:00 PM	04:15 PM	0	0	0	24	0	83	109	928	0	0	1,119	41	2,304
04:15 PM	04:30 PM	0	0	0	24	0	87	109	995	0	0	1,152	42	2,409
04:30 PM	04:45 PM	0	0	0	26	0	88	109	1,063	0	0	1,169	42	2,497
04:45 PM	05:00 PM	0	0	0	27	0	95	109	1,107	0	0	1,189	43	2,570

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 11, 2002 — DAY: TUESDAY

N-S Approach: DRIVEWAY 7 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA07LV2

		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUME
TOTAL BY PERIOD														
07:00 AM	07:15 AM	0	0	0	0	0	0	1	38	0	0	53	0	92
07:15 AM	07:30 AM	0	0	0	0	0	0	0	34	0	0	58	1	93
07:30 AM	07:45 AM	0	0	0	0	0	0	1	29	0	0	63	1	94
07:45 AM	08:00 AM	0	0	0	0	0	0	6	24	0	0	67	2	99
08:00 AM	08:15 AM	0	0	0	0	0	0	1	37	0	0	83	1	122
08:15 AM	08:30 AM	0	0	0	0	0	0	9	18	0	0	47	0	74
08:30 AM	08:45 AM	0	0	0	0	0	0	2	18	0	0	56	0	76
08:45 AM	09:00 AM	0	0	0	1	0	0	8	24	0	0	46	0	79
09:00 AM	09:15 AM	0	0	0	0	0	0	7	21	0	0	41	1	70
09:15 AM	09:30 AM	0	0	0	0	0	0	1	20	0	0	17	3	41
09:30 AM	09:45 AM	0	0	0	0	0	0	13	16	0	0	17	0	46
09:45 AM	10:00 AM	0	0	0	0	0	3	4	17	0	0	13	1	38
10:00 AM	10:15 AM	0	0	0	0	0	0	3	14	0	0	30	1	48
10:15 AM	10:30 AM	0	0	0	0	0	1	4	9	0	0	3	1	18
10:30 AM	10:45 AM	0	0	0	0	0	3	3	12	0	0	14	1	33
10:45 AM	11:00 AM	0	0	0	0	0	3	2	18	0	0	18	2	43
11:00 AM	11:15 AM	0	0	0	0	0	3	8	20	0	0	17	1	49
11:15 AM	11:30 AM	0	0	0	0	0	1	0	16	0	0	19	3	39
11:30 AM	11:45 AM	0	0	0	0	0	1	4	30	0	0	19	0	54
11:45 AM	12:00 PM	0	0	0	0	0	3	3	22	0	0	50	1	79
12:00 PM	12:15 PM	0	0	0	2	0	6	6	37	0	0	40	1	92
12:15 PM	12:30 PM	0	0	0	1	0	5	2	18	0	0	31	0	57
12:30 PM	12:45 PM	0	0	0	2	0	2	4	21	0	0	15	1	45
12:45 PM	01:00 PM	0	0	0	2	0	7	0	27	0	0	26	2	64
01:00 PM	01:15 PM	0	0	0	2	0	5	1	41	0	0	29	1	79
01:15 PM	01:30 PM	0	0	0	0	0	3	2	22	0	0	14	3	44
01:30 PM	01:45 PM	0	0	0	0	0	3	1	17	0	0	24	0	45
01:45 PM	02:00 PM	0	0	0	2	0	3	2	17	0	0	23	3	50
02:00 PM	02:15 PM	0	0	0	1	0	2	1	23	0	0	11	1	41
02:15 PM	02:30 PM	0	0	0	1	0	2	2	20	0	0	25	2	52
02:30 PM	02:45 PM	0	0	0	1	0	7	0	25	0	0	21	1	55
02:45 PM	03:00 PM	0	0	0	4	0	3	1	14	0	0	28	2	52
03:00 PM	03:15 PM	0	0	0	1	0	2	1	27	0	0	16	3	50
03:15 PM	03:30 PM	0	0	0	1	0	1	3	33	0	0	15	0	53
03:30 PM	03:45 PM	0	0	0	1	0	1	3	57	0	0	32	0	94
03:45 PM	04:00 PM	0	0	0	1	0	8	0	51	0	0	16	1	77
04:00 PM	04:15 PM	0	0	0	1	0	5	0	39	0	0	22	0	67
04:15 PM	04:30 PM	0	0	0	0	0	4	0	67	0	0	33	1	105
04:30 PM	04:45 PM	0	0	0	2	0	1	0	68	0	0	17	0	88
04:45 PM	05:00 PM	0	0	0	1	0	7	0	44	0	0	20	1	73
HOURLY TOTALS														
07:00 AM	08:00 AM	0	0	0	0	0	0	8	125	0	0	241	4	378
07:15 AM	08:15 AM	0	0	0	0	0	0	8	124	0	0	271	5	408
07:30 AM	08:30 AM	0	0	0	0	0	0	17	108	0	0	260	4	389
07:45 AM	08:45 AM	0	0	0	0	0	0	18	97	0	0	253	3	371
08:00 AM	09:00 AM	0	0	0	1	0	0	20	97	0	0	232	1	351
08:15 AM	09:15 AM	0	0	0	1	0	0	26	81	0	0	190	1	299
08:30 AM	09:30 AM	0	0	0	1	0	0	18	83	0	0	160	4	266
08:45 AM	09:45 AM	0	0	0	1	0	0	29	81	0	0	121	4	236
09:00 AM	10:00 AM	0	0	0	0	0	3	25	74	0	0	88	5	195
09:15 AM	10:15 AM	0	0	0	0	0	3	21	67	0	0	77	5	173
09:30 AM	10:30 AM	0	0	0	0	0	4	24	56	0	0	63	3	150
09:45 AM	10:45 AM	0	0	0	0	0	7	14	52	0	0	60	4	137
10:00 AM	11:00 AM	0	0	0	0	0	7	12	53	0	0	65	5	142
10:15 AM	11:15 AM	0	0	0	0	0	10	17	59	0	0	52	5	143
10:30 AM	11:30 AM	0	0	0	0	0	10	13	66	0	0	68	7	164
10:45 AM	11:45 AM	0	0	0	0	0	8	14	83	0	0	73	6	185
11:00 AM	12:00 PM	0	0	0	0	0	8	15	88	0	0	105	5	221
11:15 AM	12:15 PM	0	0	0	2	0	11	13	105	0	0	128	5	264
11:30 AM	12:30 PM	0	0	0	3	0	15	15	107	0	0	140	2	282
11:45 AM	12:45 PM	0	0	0	5	0	16	15	98	0	0	136	3	273
12:00 PM	01:00 PM	0	0	0	7	0	20	12	103	0	0	112	4	258
12:15 PM	01:15 PM	0	0	0	7	0	19	7	107	0	0	101	4	245
12:30 PM	01:30 PM	0	0	0	6	0	17	5	111	0	0	84	7	232
12:45 PM	01:45 PM	0	0	0	4	0	18	4	107	0	0	93	6	232
01:00 PM	02:00 PM	0	0	0	4	0	14	6	97	0	0	90	7	218
01:15 PM	02:15 PM	0	0	0	3	0	11	6	81	0	0	72	7	180
01:30 PM	02:30 PM	0	0	0	4	0	10	6	79	0	0	83	6	188
01:45 PM	02:45 PM	0	0	0	5	0	11	5	87	0	0	80	7	195
02:00 PM	03:00 PM	0	0	0	7	0	14	4	84	0	0	85	6	200
02:15 PM	03:15 PM	0	0	0	7	0	14	4	86	0	0	90	8	209
02:30 PM	03:30 PM	0	0	0	7	0	13	5	99	0	0	80	6	210
02:45 PM	03:45 PM	0	0	0	7	0	7	8	131	0	0	91	5	249
03:00 PM	04:00 PM	0	0	0	4	0	12	7	168	0	0	79	4	274
03:15 PM	04:15 PM	0	0	0	4	0	15	6	180	0	0	85	1	291
03:30 PM	04:30 PM	0	0	0	3	0	18	3	214	0	0	103	2	343
03:45 PM	04:45 PM	0	0	0	4	0	18	0	225	0	0	88	2	337
04:00 PM	05:00 PM	0	0	0	4	0	17	0	218	0	0	92	2	333

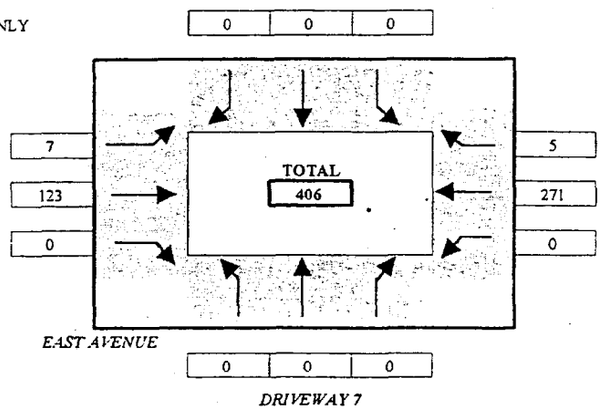
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

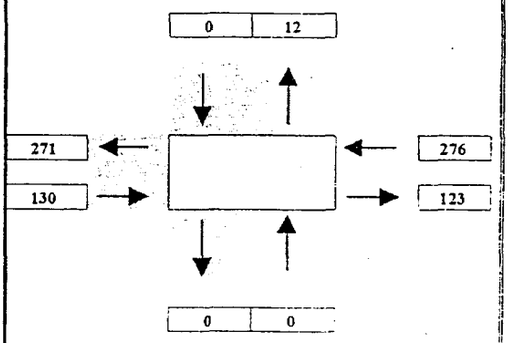
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE: DECEMBER 11 , 2002	DAY: TUESDAY
N-S Approach:	DRIVEWAY 7	SURVEY TIME: 7:00 AM TO 5:00 PM	WEATHER: SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION: LIVERMORE	FILENAME: EA07LV2A

PEAK HOUR: 10:30 AM TO 11:30 AM

AUTO ONLY



ARRIVAL / DEPARTURE VOLUMES



		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
						SURVEY	*DATA*							
07:00 AM	07:15 AM	0	0	0	0	0	0	1	38	0	0	53	0	*92*
07:15 AM	07:30 AM	0	0	0	0	0	0	1	72	0	0	111	1	*185*
07:30 AM	07:45 AM	0	0	0	0	0	0	2	100	0	0	174	2	*278*
07:45 AM	08:00 AM	0	0	0	0	0	0	8	124	0	0	241	4	*377*
08:00 AM	08:15 AM	0	0	0	0	0	0	8	161	0	0	324	5	*498*
08:15 AM	08:30 AM	0	0	0	0	0	0	16	178	0	0	370	5	*569*
08:30 AM	08:45 AM	0	0	0	0	0	0	18	196	0	0	426	5	*645*
08:45 AM	09:00 AM	0	0	0	1	0	0	25	219	0	0	472	5	*722*
09:00 AM	09:15 AM	0	0	0	1	0	0	29	234	0	0	512	6	*782*
09:15 AM	09:30 AM	0	0	0	1	0	0	29	252	0	0	526	9	*817*
09:30 AM	09:45 AM	0	0	0	1	0	0	41	266	0	0	541	9	*858*
09:45 AM	10:00 AM	0	0	0	1	0	3	45	279	0	0	552	9	*889*
10:00 AM	10:15 AM	0	0	0	1	0	3	47	292	0	0	581	9	*933*
10:15 AM	10:30 AM	0	0	0	1	0	4	50	298	0	0	583	10	*946*
10:30 AM	10:45 AM	0	0	0	1	0	7	50	305	0	0	594	10	*967*
10:45 AM	11:00 AM	0	0	0	1	0	10	51	317	0	0	610	12	*1,001*
11:00 AM	11:15 AM	0	0	0	1	0	12	58	333	0	0	624	13	*1,041*
11:15 AM	11:30 AM	0	0	0	1	0	12	58	345	0	0	641	15	*1,072*
11:30 AM	11:45 AM	0	0	0	1	0	12	60	371	0	0	658	15	*1,117*
11:45 AM	12:00 PM	0	0	0	1	0	12	61	393	0	0	704	15	*1,186*
12:00 PM	12:15 PM	0	0	0	1	0	17	66	427	0	0	739	15	*1,265*
12:15 PM	12:30 PM	0	0	0	2	0	20	68	440	0	0	767	15	*1,312*
12:30 PM	12:45 PM	0	0	0	4	0	20	70	459	0	0	778	16	*1,347*
12:45 PM	01:00 PM	0	0	0	6	0	25	70	483	0	0	798	18	*1,400*
01:00 PM	01:15 PM	0	0	0	8	0	28	70	521	0	0	826	19	*1,472*
01:15 PM	01:30 PM	0	0	0	8	0	29	71	539	0	0	839	22	*1,508*
01:30 PM	01:45 PM	0	0	0	8	0	29	72	552	0	0	862	22	*1,545*
01:45 PM	02:00 PM	0	0	0	8	0	30	73	566	0	0	882	25	*1,584*
02:00 PM	02:15 PM	0	0	0	8	0	30	73	589	0	0	890	26	*1,616*
02:15 PM	02:30 PM	0	0	0	8	0	32	73	608	0	0	912	28	*1,661*
02:30 PM	02:45 PM	0	0	0	9	0	37	73	627	0	0	932	29	*1,707*
02:45 PM	03:00 PM	0	0	0	13	0	40	74	640	0	0	957	31	*1,755*
03:00 PM	03:15 PM	0	0	0	13	0	42	75	665	0	0	972	34	*1,801*
03:15 PM	03:30 PM	0	0	0	14	0	43	77	698	0	0	985	34	*1,851*
03:30 PM	03:45 PM	0	0	0	14	0	44	80	755	0	0	1,016	34	*1,943*
03:45 PM	04:00 PM	0	0	0	15	0	52	80	804	0	0	1,032	35	*2,018*
04:00 PM	04:15 PM	0	0	0	16	0	57	80	843	0	0	1,053	35	*2,084*
04:15 PM	04:30 PM	0	0	0	16	0	61	80	909	0	0	1,086	36	*2,188*
04:30 PM	04:45 PM	0	0	0	18	0	62	80	975	0	0	1,101	36	*2,272*
04:45 PM	05:00 PM	0	0	0	19	0	69	80	1,018	0	0	1,119	37	*2,342*

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — **SURVEY DATE:** DECEMBER 11 , 2002 — **DAY:** TUESDAY

N-S Approach: DRIVEWAY 7 — **SURVEY TIME:** 7:00 AM TO 5:00 PM — **WEATHER:** SUNNY

E-W Approach: EAST AVENUE — **JURISDICTION:** LIVERMORE — **FILENAME:** EA07LV2A

			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD															
07:00 AM	------	07:15 AM	0	0	0	0	0	0	1	38	0	0	53	0	92
07:15 AM	------	07:30 AM	0	0	0	0	0	0	0	34	0	0	58	1	93
07:30 AM	------	07:45 AM	0	0	0	0	0	0	1	28	0	0	63	1	93
07:45 AM	------	08:00 AM	0	0	0	0	0	0	6	24	0	0	67	2	99
08:00 AM	------	08:15 AM	0	0	0	0	0	0	0	37	0	0	83	1	121
08:15 AM	------	08:30 AM	0	0	0	0	0	0	8	17	0	0	46	0	71
08:30 AM	------	08:45 AM	0	0	0	0	0	0	2	18	0	0	56	0	76
08:45 AM	------	09:00 AM	0	0	0	1	0	0	7	23	0	0	46	0	77
09:00 AM	------	09:15 AM	0	0	0	0	0	0	4	15	0	0	40	1	60
09:15 AM	------	09:30 AM	0	0	0	0	0	0	0	18	0	0	14	3	35
09:30 AM	------	09:45 AM	0	0	0	0	0	0	12	14	0	0	15	0	41
09:45 AM	------	10:00 AM	0	0	0	0	0	3	4	13	0	0	11	0	31
10:00 AM	------	10:15 AM	0	0	0	0	0	0	2	13	0	0	29	0	44
10:15 AM	------	10:30 AM	0	0	0	0	0	1	3	6	0	0	2	1	13
10:30 AM	------	10:45 AM	0	0	0	0	0	3	0	7	0	0	11	0	21
10:45 AM	------	11:00 AM	0	0	0	0	0	3	1	12	0	0	16	2	34
11:00 AM	------	11:15 AM	0	0	0	0	0	2	7	16	0	0	14	1	40
11:15 AM	------	11:30 AM	0	0	0	0	0	0	0	12	0	0	17	2	31
11:30 AM	------	11:45 AM	0	0	0	0	0	0	2	26	0	0	17	0	45
11:45 AM	------	12:00 PM	0	0	0	0	0	0	1	22	0	0	46	0	69
12:00 PM	------	12:15 PM	0	0	0	0	0	5	5	34	0	0	35	0	79
12:15 PM	------	12:30 PM	0	0	0	1	0	3	2	13	0	0	28	0	47
12:30 PM	------	12:45 PM	0	0	0	2	0	0	2	19	0	0	11	1	35
12:45 PM	------	01:00 PM	0	0	0	2	0	5	0	24	0	0	20	2	53
01:00 PM	------	01:15 PM	0	0	0	2	0	3	0	38	0	0	28	1	72
01:15 PM	------	01:30 PM	0	0	0	0	0	1	1	18	0	0	13	3	36
01:30 PM	------	01:45 PM	0	0	0	0	0	0	1	13	0	0	23	0	37
01:45 PM	------	02:00 PM	0	0	0	0	0	1	1	14	0	0	20	3	39
02:00 PM	------	02:15 PM	0	0	0	0	0	0	0	23	0	0	8	1	32
02:15 PM	------	02:30 PM	0	0	0	0	0	2	0	19	0	0	22	2	45
02:30 PM	------	02:45 PM	0	0	0	1	0	5	0	19	0	0	20	1	46
02:45 PM	------	03:00 PM	0	0	0	4	0	3	1	13	0	0	25	2	48
03:00 PM	------	03:15 PM	0	0	0	0	0	2	1	25	0	0	15	3	46
03:15 PM	------	03:30 PM	0	0	0	1	0	1	2	33	0	0	13	0	50
03:30 PM	------	03:45 PM	0	0	0	0	0	1	3	57	0	0	31	0	92
03:45 PM	------	04:00 PM	0	0	0	1	0	8	0	49	0	0	16	1	75
04:00 PM	------	04:15 PM	0	0	0	1	0	5	0	39	0	0	21	0	66
04:15 PM	------	04:30 PM	0	0	0	0	0	4	0	66	0	0	33	1	104
04:30 PM	------	04:45 PM	0	0	0	2	0	1	0	66	0	0	15	0	84
04:45 PM	------	05:00 PM	0	0	0	1	0	7	0	43	0	0	18	1	70
HOURLY TOTALS															
07:00 AM	------	08:00 AM	0	0	0	0	0	0	8	124	0	0	241	1	[illegible]
07:15 AM	------	08:15 AM	0	0	0	0	0	0	7	123	0	0	271	3	406
07:30 AM	------	08:30 AM	0	0	0	0	0	0	15	106	0	0	259	1	384
07:45 AM	------	08:45 AM	0	0	0	0	0	0	16	96	0	0	252	3	367
08:00 AM	------	09:00 AM	0	0	0	1	0	0	17	95	0	0	231	1	345
08:15 AM	------	09:15 AM	0	0	0	1	0	0	21	73	0	0	188	1	284
08:30 AM	------	09:30 AM	0	0	0	1	0	0	13	74	0	0	156	1	245
08:45 AM	------	09:45 AM	0	0	0	1	0	0	23	70	0	0	115	1	213
09:00 AM	------	10:00 AM	0	0	0	0	0	3	20	60	0	0	80	3	167
09:15 AM	------	10:15 AM	0	0	0	0	0	3	18	58	0	0	69	3	151
09:30 AM	------	10:30 AM	0	0	0	0	0	4	21	46	0	0	57	1	129
09:45 AM	------	10:45 AM	0	0	0	0	0	7	9	39	0	0	53	1	109
10:00 AM	------	11:00 AM	0	0	0	0	0	7	6	38	0	0	58	3	112
10:15 AM	------	11:15 AM	0	0	0	0	0	9	11	41	0	0	43	4	108
10:30 AM	------	11:30 AM	0	0	0	0	0	8	8	47	0	0	58	5	126
10:45 AM	------	11:45 AM	0	0	0	0	0	5	10	66	0	0	64	5	150
11:00 AM	------	12:00 PM	0	0	0	0	0	2	10	76	0	0	94	3	185
11:15 AM	------	12:15 PM	0	0	0	0	0	5	8	94	0	0	115	2	224
11:30 AM	------	12:30 PM	0	0	0	1	0	8	10	95	0	0	126	0	240
11:45 AM	------	12:45 PM	0	0	0	3	0	8	10	88	0	0	120	1	230
12:00 PM	------	01:00 PM	0	0	0	5	0	13	9	90	0	0	94	3	214
12:15 PM	------	01:15 PM	0	0	0	7	0	11	4	94	0	0	87	4	207
12:30 PM	------	01:30 PM	0	0	0	6	0	9	3	99	0	0	72	7	196
12:45 PM	------	01:45 PM	0	0	0	4	0	9	2	93	0	0	84	6	198
01:00 PM	------	02:00 PM	0	0	0	2	0	5	3	83	0	0	84	2	184
01:15 PM	------	02:15 PM	0	0	0	0	0	2	3	68	0	0	64	7	144
01:30 PM	------	02:30 PM	0	0	0	0	0	3	2	69	0	0	73	6	153
01:45 PM	------	02:45 PM	0	0	0	1	0	8	1	75	0	0	70	7	162
02:00 PM	------	03:00 PM	0	0	0	5	0	10	1	74	0	0	75	6	171
02:15 PM	------	03:15 PM	0	0	0	5	0	12	2	76	0	0	82	8	185
02:30 PM	------	03:30 PM	0	0	0	6	0	11	4	90	0	0	73	6	190
02:45 PM	------	03:45 PM	0	0	0	5	0	7	7	128	0	0	84	5	236
03:00 PM	------	04:00 PM	0	0	0	2	0	12	6	164	0	0	75	4	263
03:15 PM	------	04:15 PM	0	0	0	3	0	15	5	178	0	0	81	1	283
03:30 PM	------	04:30 PM	0	0	0	2	0	18	3	211	0	0	101	2	337
03:45 PM	------	04:45 PM	0	0	0	4	0	18	0	220	0	0	85	2	329
04:00 PM	------	05:00 PM	0	0	0	4	0	17	0	214	0	0	87	2	324

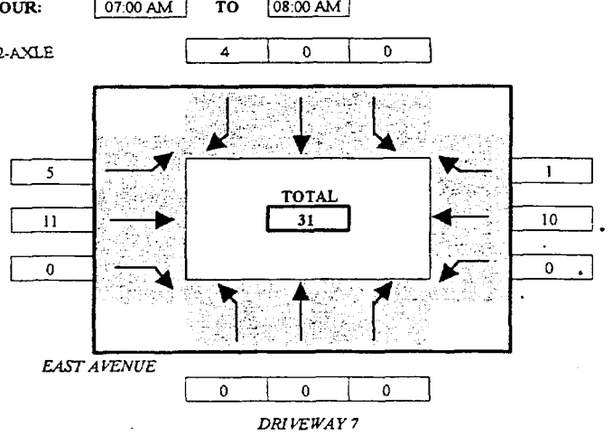
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

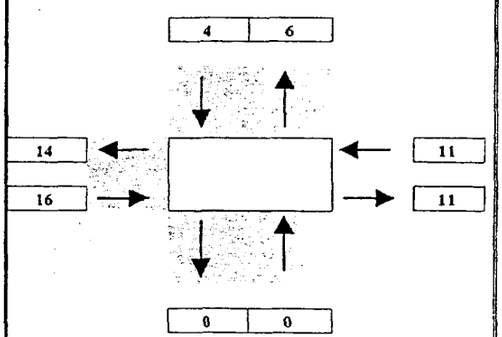
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE:	DECEMBER 11 , 2002	DAY:	TUESDAY
N-S Approach:	DRIVEWAY 7	SURVEY TIME:	7:00 AM TO 5:00 PM	WEATHER:	SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION:	LIVERMORE	FILENAME:	EA07LV22

PEAK HOUR: 07:00 AM TO 08:00 AM

HEAVY 2-AXLE: 4 | 0 | 0



ARRIVAL / DEPARTURE VOLUMES



		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
						SURVEY	*DATA*							
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:30 AM	07:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
07:45 AM	08:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
08:00 AM	08:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	*2*
08:15 AM	08:30 AM	0	0	0	0	0	0	2	1	0	0	1	0	*4*
08:30 AM	08:45 AM	0	0	0	0	0	0	2	1	0	0	1	0	*4*
08:45 AM	09:00 AM	0	0	0	0	0	0	3	2	0	0	1	0	*6*
09:00 AM	09:15 AM	0	0	0	0	0	0	4	3	0	0	2	0	*9*
09:15 AM	09:30 AM	0	0	0	0	0	0	5	3	0	0	5	0	*13*
09:30 AM	09:45 AM	0	0	0	0	0	0	5	4	0	0	7	0	*16*
09:45 AM	10:00 AM	0	0	0	0	0	0	5	6	0	0	7	0	*18*
10:00 AM	10:15 AM	0	0	0	0	0	0	5	6	0	0	7	1	*19*
10:15 AM	10:30 AM	0	0	0	0	0	0	6	8	0	0	8	1	*23*
10:30 AM	10:45 AM	0	0	0	0	0	0	7	11	0	0	9	1	*28*
10:45 AM	11:00 AM	0	0	0	0	0	0	7	15	0	0	11	1	*34*
11:00 AM	11:15 AM	0	0	0	0	0	1	8	17	0	0	12	1	*39*
11:15 AM	11:30 AM	0	0	0	0	0	1	8	18	0	0	13	1	*41*
11:30 AM	11:45 AM	0	0	0	0	0	1	10	22	0	0	15	1	*49*
11:45 AM	12:00 PM	0	0	0	0	0	3	12	23	0	0	19	1	*58*
12:00 PM	12:15 PM	0	0	0	0	0	4	13	24	0	0	21	2	*64*
12:15 PM	12:30 PM	0	0	0	0	0	5	13	29	0	0	23	2	*72*
12:30 PM	12:45 PM	0	0	0	0	0	6	15	31	0	0	25	2	*79*
12:45 PM	01:00 PM	0	0	0	0	0	7	15	34	0	0	29	2	*87*
01:00 PM	01:15 PM	0	0	0	0	0	8	16	35	0	0	29	2	*90*
01:15 PM	01:30 PM	0	0	0	0	0	10	17	36	0	0	29	2	*94*
01:30 PM	01:45 PM	0	0	0	0	0	12	17	39	0	0	29	2	*99*
01:45 PM	02:00 PM	0	0	0	1	0	13	17	41	0	0	31	2	*105*
02:00 PM	02:15 PM	0	0	0	2	0	15	18	41	0	0	32	2	*110*
02:15 PM	02:30 PM	0	0	0	3	0	15	19	41	0	0	35	2	*115*
02:30 PM	02:45 PM	0	0	0	3	0	16	19	45	0	0	35	2	*120*
02:45 PM	03:00 PM	0	0	0	3	0	16	19	45	0	0	36	2	*121*
03:00 PM	03:15 PM	0	0	0	4	0	16	19	45	0	0	36	2	*122*
03:15 PM	03:30 PM	0	0	0	4	0	16	19	45	0	0	38	2	*124*
03:30 PM	03:45 PM	0	0	0	4	0	16	19	45	0	0	38	2	*124*
03:45 PM	04:00 PM	0	0	0	4	0	16	19	46	0	0	38	2	*125*
04:00 PM	04:15 PM	0	0	0	4	0	16	19	46	0	0	39	2	*126*
04:15 PM	04:30 PM	0	0	0	4	0	16	19	47	0	0	39	2	*127*
04:30 PM	04:45 PM	0	0	0	4	0	16	19	49	0	0	40	2	*130*
04:45 PM	05:00 PM	0	0	0	4	0	16	19	49	0	0	41	2	*131*

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 11, 2002 — DAY: TUESDAY

N-S Approach: DRIVEWAY 7 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA07LV22

From		To	NORTHBOUND Left	NORTHBOUND Thru	NORTHBOUND Right	SOUTHBOUND Left	SOUTHBOUND Thru	SOUTHBOUND Right	EASTBOUND Left	EASTBOUND Thru	EASTBOUND Right	WESTBOUND Left	WESTBOUND Thru	WESTBOUND Right	TOTAL VOLUMES
TOTAL BY PERIOD															
07:00 AM	-----	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	-----	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	-----	07:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45 AM	-----	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	-----	08:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
08:15 AM	-----	08:30 AM	0	0	0	0	0	0	1	0	0	0	1	0	2
08:30 AM	-----	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	-----	09:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	2
09:00 AM	-----	09:15 AM	0	0	0	0	0	0	1	1	0	0	1	0	3
09:15 AM	-----	09:30 AM	0	0	0	0	0	0	1	0	0	0	3	0	4
09:30 AM	-----	09:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
09:45 AM	-----	10:00 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
10:00 AM	-----	10:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
10:15 AM	-----	10:30 AM	0	0	0	0	0	0	1	2	0	0	1	0	4
10:30 AM	-----	10:45 AM	0	0	0	0	0	0	1	3	0	0	1	0	5
10:45 AM	-----	11:00 AM	0	0	0	0	0	0	0	4	0	0	2	0	6
11:00 AM	-----	11:15 AM	0	0	0	0	0	1	1	2	0	0	1	0	5
11:15 AM	-----	11:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
11:30 AM	-----	11:45 AM	0	0	0	0	0	0	2	4	0	0	2	0	8
11:45 AM	-----	12:00 PM	0	0	0	0	0	2	2	1	0	0	4	0	9
12:00 PM	-----	12:15 PM	0	0	0	0	0	1	1	1	0	0	2	1	6
12:15 PM	-----	12:30 PM	0	0	0	0	0	1	0	5	0	0	2	0	8
12:30 PM	-----	12:45 PM	0	0	0	0	0	1	2	2	0	0	2	0	7
12:45 PM	-----	01:00 PM	0	0	0	0	0	1	0	3	0	0	4	0	8
01:00 PM	-----	01:15 PM	0	0	0	0	0	1	1	1	0	0	0	0	3
01:15 PM	-----	01:30 PM	0	0	0	0	0	2	1	1	0	0	0	0	4
01:30 PM	-----	01:45 PM	0	0	0	0	0	2	0	3	0	0	0	0	5
01:45 PM	-----	02:00 PM	0	0	0	1	0	1	0	2	0	0	2	0	6
02:00 PM	-----	02:15 PM	0	0	0	1	0	2	1	0	0	0	1	0	5
02:15 PM	-----	02:30 PM	0	0	0	1	0	0	1	0	0	0	3	0	5
02:30 PM	-----	02:45 PM	0	0	0	0	0	1	0	4	0	0	0	0	5
02:45 PM	-----	03:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:00 PM	-----	03:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
03:15 PM	-----	03:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
03:30 PM	-----	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	-----	04:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:00 PM	-----	04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:15 PM	-----	04:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:30 PM	-----	04:45 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
04:45 PM	-----	05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
HOURLY TOTALS															
07:00 AM	-----	08:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:15 AM	-----	08:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	2
07:30 AM	-----	08:30 AM	0	0	0	0	0	0	2	1	0	0	1	0	4
07:45 AM	-----	08:45 AM	0	0	0	0	0	0	2	0	0	0	1	0	3
08:00 AM	-----	09:00 AM	0	0	0	0	0	0	3	1	0	0	1	0	5
08:15 AM	-----	09:15 AM	0	0	0	0	0	0	3	2	0	0	2	0	7
08:30 AM	-----	09:30 AM	0	0	0	0	0	0	3	2	0	0	4	0	9
08:45 AM	-----	09:45 AM	0	0	0	0	0	0	3	3	0	0	6	0	12
09:00 AM	-----	10:00 AM	0	0	0	0	0	0	2	4	0	0	6	0	12
09:15 AM	-----	10:15 AM	0	0	0	0	0	0	1	3	0	0	5	1	10
09:30 AM	-----	10:30 AM	0	0	0	0	0	0	1	5	0	0	3	1	10
09:45 AM	-----	10:45 AM	0	0	0	0	0	0	2	7	0	0	2	1	12
10:00 AM	-----	11:00 AM	0	0	0	0	0	0	2	9	0	0	4	1	16
10:15 AM	-----	11:15 AM	0	0	0	0	0	1	3	11	0	0	5	0	20
10:30 AM	-----	11:30 AM	0	0	0	0	0	1	2	10	0	0	5	0	18
10:45 AM	-----	11:45 AM	0	0	0	0	0	1	3	11	0	0	6	0	21
11:00 AM	-----	12:00 PM	0	0	0	0	0	3	5	8	0	0	8	0	24
11:15 AM	-----	12:15 PM	0	0	0	0	0	3	5	7	0	0	9	1	25
11:30 AM	-----	12:30 PM	0	0	0	0	0	4	5	11	0	0	10	1	31
11:45 AM	-----	12:45 PM	0	0	0	0	0	5	5	9	0	0	10	1	30
12:00 PM	-----	01:00 PM	0	0	0	0	0	4	4	11	0	0	10	1	29
12:15 PM	-----	01:15 PM	0	0	0	0	0	4	3	11	0	0	8	0	26
12:30 PM	-----	01:30 PM	0	0	0	0	0	5	4	7	0	0	6	0	22
12:45 PM	-----	01:45 PM	0	0	0	0	0	6	2	8	0	0	4	0	20
01:00 PM	-----	02:00 PM	0	0	0	1	0	6	2	7	0	0	2	0	18
01:15 PM	-----	02:15 PM	0	0	0	2	0	7	2	6	0	0	3	0	20
01:30 PM	-----	02:30 PM	0	0	0	3	0	5	2	5	0	0	6	0	21
01:45 PM	-----	02:45 PM	0	0	0	3	0	4	2	6	0	0	6	0	21
02:00 PM	-----	03:00 PM	0	0	0	2	0	3	2	4	0	0	5	0	16
02:15 PM	-----	03:15 PM	0	0	0	2	0	1	1	4	0	0	4	0	13
02:30 PM	-----	03:30 PM	0	0	0	1	0	1	0	4	0	0	3	0	9
02:45 PM	-----	03:45 PM	0	0	0	1	0	0	0	0	0	0	3	0	4
03:00 PM	-----	04:00 PM	0	0	0	1	0	0	0	1	0	0	2	0	4
03:15 PM	-----	04:15 PM	0	0	0	0	0	0	0	1	0	0	3	0	4
03:30 PM	-----	04:30 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
03:45 PM	-----	04:45 PM	0	0	0	0	0	0	0	4	0	0	2	0	6
04:00 PM	-----	05:00 PM	0	0	0	0	0	0	0	3	0	0	1	0	4

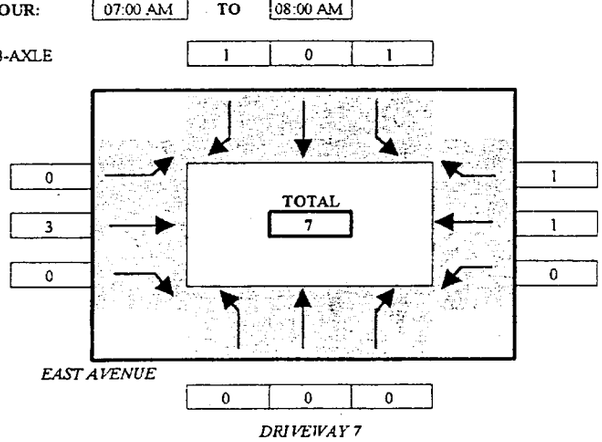
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

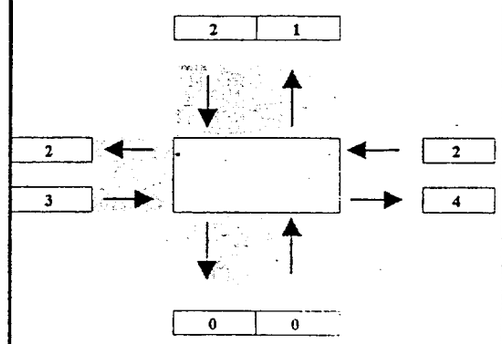
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE: DECEMBER 11 , 2002	DAY: TUESDAY
N-S Approach:	DRIVEWAY 7	SURVEY TIME: 7:00 AM TO 5:00 PM	WEATHER: SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION: LIVERMORE	FILENAME: EA07LV23

PEAK HOUR: 07:00 AM TO 08:00 AM

HEAVY 3-AXLE



ARRIVAL / DEPARTURE VOLUMES



		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
SURVEY DATA														
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	09:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
09:15 AM	09:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
09:30 AM	09:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
09:45 AM	10:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	2
10:00 AM	10:15 AM	0	0	0	0	0	0	2	1	0	0	0	0	3
10:15 AM	10:30 AM	0	0	0	0	0	0	2	1	0	0	0	0	3
10:30 AM	10:45 AM	0	0	0	0	0	0	2	1	0	0	0	0	3
10:45 AM	11:00 AM	0	0	0	0	0	0	2	1	0	0	0	0	3
11:00 AM	11:15 AM	0	0	0	0	0	0	2	2	0	0	0	0	4
11:15 AM	11:30 AM	0	0	0	0	0	0	2	4	0	0	1	0	7
11:30 AM	11:45 AM	0	0	0	0	0	0	2	4	0	0	1	0	7
11:45 AM	12:00 PM	0	0	0	0	0	1	2	3	0	0	1	1	8
12:00 PM	12:15 PM	0	0	0	1	0	1	2	5	0	0	1	1	11
12:15 PM	12:30 PM	0	0	0	1	0	1	2	5	0	0	1	1	11
12:30 PM	12:45 PM	0	0	0	1	0	1	2	5	0	0	2	1	12
12:45 PM	01:00 PM	0	0	0	1	0	1	2	5	0	0	3	1	13
01:00 PM	01:15 PM	0	0	0	1	0	1	2	5	0	0	3	1	13
01:15 PM	01:30 PM	0	0	0	1	0	1	2	5	0	0	3	1	13
01:30 PM	01:45 PM	0	0	0	1	0	2	2	5	0	0	3	1	14
01:45 PM	02:00 PM	0	0	0	1	0	2	2	5	0	0	3	1	14
02:00 PM	02:15 PM	0	0	0	1	0	2	2	5	0	0	5	1	16
02:15 PM	02:30 PM	0	0	0	1	0	2	2	5	0	0	5	1	16
02:30 PM	02:45 PM	0	0	0	1	0	2	2	6	0	0	5	1	17
02:45 PM	03:00 PM	0	0	0	1	0	2	2	6	0	0	5	1	17
03:00 PM	03:15 PM	0	0	0	1	0	2	2	6	0	0	5	1	17
03:15 PM	03:30 PM	0	0	0	1	0	2	2	6	0	0	5	1	17
03:30 PM	03:45 PM	0	0	0	1	0	2	2	6	0	0	5	1	17
03:45 PM	04:00 PM	0	0	0	1	0	2	2	6	0	0	5	1	17
04:00 PM	04:15 PM	0	0	0	1	0	2	2	6	0	0	5	1	17
04:15 PM	04:30 PM	0	0	0	1	0	2	2	6	0	0	5	1	17
04:30 PM	04:45 PM	0	0	0	1	0	2	2	6	0	0	5	1	17
04:45 PM	05:00 PM	0	0	0	1	0	2	2	6	0	0	5	1	17

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — **SURVEY DATE:** DECEMBER 11 , 2002 — **DAY:** TUESDAY

N-S Approach: DRIVEWAY 7 — **SURVEY TIME:** 7:00 AM TO 5:00 PM — **WEATHER:** SUNNY

E-W Approach: EAST AVENUE — **JURISDICTION:** LIVERMORE — **FILENAME:** EA07LV23

			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD															
07:00 AM	------	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	------	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	------	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	------	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	------	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	------	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	------	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	------	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	------	09:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
09:15 AM	------	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	------	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	------	10:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
10:00 AM	------	10:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
10:15 AM	------	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	------	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	------	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	------	11:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
11:15 AM	------	11:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
11:30 AM	------	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	------	12:00 PM	0	0	0	0	0	1	0	(1)	0	0	0	1	1
12:00 PM	------	12:15 PM	0	0	0	1	0	0	0	2	0	0	0	0	3
12:15 PM	------	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	------	12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:45 PM	------	01:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:00 PM	------	01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	------	01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	------	01:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
01:45 PM	------	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	------	02:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
02:15 PM	------	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	------	02:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
02:45 PM	------	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	------	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	------	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	------	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	------	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	------	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	------	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	------	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	------	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTALS															
07:00 AM	------	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	------	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	------	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	------	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	------	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	------	09:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
08:30 AM	------	09:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
08:45 AM	------	09:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
09:00 AM	------	10:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	2
09:15 AM	------	10:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	2
09:30 AM	------	10:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	2
09:45 AM	------	10:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	2
10:00 AM	------	11:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
10:15 AM	------	11:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
10:30 AM	------	11:30 AM	0	0	0	0	0	0	0	3	0	0	1	0	4
10:45 AM	------	11:45 AM	0	0	0	0	0	0	0	3	0	0	1	0	4
11:00 AM	------	12:00 PM	0	0	0	0	0	1	0	2	0	0	1	1	5
11:15 AM	------	12:15 PM	0	0	0	1	0	1	0	3	0	0	1	1	7
11:30 AM	------	12:30 PM	0	0	0	1	0	1	0	1	0	0	0	1	4
11:45 AM	------	12:45 PM	0	0	0	1	0	1	0	1	0	0	1	1	5
12:00 PM	------	01:00 PM	0	0	0	1	0	0	0	2	0	0	2	0	5
12:15 PM	------	01:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
12:30 PM	------	01:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
12:45 PM	------	01:45 PM	0	0	0	0	0	1	0	0	0	0	1	0	2
01:00 PM	------	02:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
01:15 PM	------	02:15 PM	0	0	0	0	0	1	0	0	0	0	2	0	3
01:30 PM	------	02:30 PM	0	0	0	0	0	1	0	0	0	0	2	0	3
01:45 PM	------	02:45 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
02:00 PM	------	03:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
02:15 PM	------	03:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
02:30 PM	------	03:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
02:45 PM	------	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	------	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	------	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	------	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	------	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	------	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

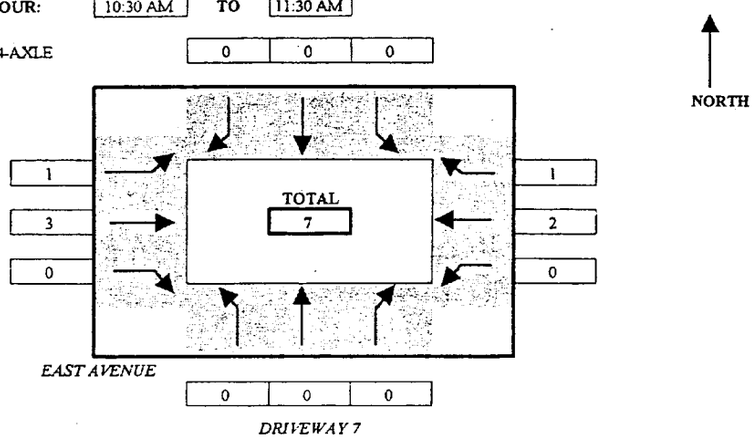
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

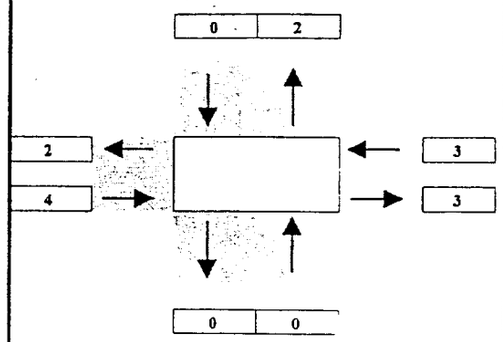
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE: DECEMBER 11 , 2002	DAY: TUESDAY
N-S Approach:	DRIVEWAY 7	SURVEY TIME: 7:00 AM TO 5:00 PM	WEATHER: SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION: LIVERMORE	FILENAME: EA07LV24

PEAK HOUR: 10:30 AM TO 11:30 AM

HEAVY 4-AXLE: 0 | 0 | 0



ARRIVAL / DEPARTURE VOLUMES



		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
SURVEY DATA														
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	09:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
09:15 AM	09:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
09:30 AM	09:45 AM	0	0	0	0	0	0	0	3	0	0	0	0	3
09:45 AM	10:00 AM	0	0	0	0	0	0	0	4	0	0	0	0	4
10:00 AM	10:15 AM	0	0	0	0	0	0	0	4	0	0	1	0	5
10:15 AM	10:30 AM	0	0	0	0	0	0	0	4	0	0	1	0	5
10:30 AM	10:45 AM	0	0	0	0	0	0	1	5	0	0	1	1	8
10:45 AM	11:00 AM	0	0	0	0	0	0	1	6	0	0	1	1	9
11:00 AM	11:15 AM	0	0	0	0	0	0	1	6	0	0	3	1	11
11:15 AM	11:30 AM	0	0	0	0	0	0	1	7	0	0	3	1	12
11:30 AM	11:45 AM	0	0	0	0	0	0	1	7	0	0	3	1	12
11:45 AM	12:00 PM	0	0	0	0	0	0	1	7	0	0	3	1	12
12:00 PM	12:15 PM	0	0	0	0	0	0	1	7	0	0	4	1	13
12:15 PM	12:30 PM	0	0	0	0	0	0	1	7	0	0	5	1	14
12:30 PM	12:45 PM	0	0	0	0	0	1	1	7	0	0	5	1	15
12:45 PM	01:00 PM	0	0	0	0	0	1	1	7	0	0	6	1	16
01:00 PM	01:15 PM	0	0	0	0	0	1	1	8	0	0	6	1	17
01:15 PM	01:30 PM	0	0	0	0	0	1	1	9	0	0	6	1	18
01:30 PM	01:45 PM	0	0	0	0	0	1	1	10	0	0	6	1	19
01:45 PM	02:00 PM	0	0	0	0	0	1	1	10	0	0	7	1	20
02:00 PM	02:15 PM	0	0	0	0	0	1	1	11	0	0	7	1	21
02:15 PM	02:30 PM	0	0	0	0	0	1	1	11	0	0	7	1	21
02:30 PM	02:45 PM	0	0	0	0	0	2	1	12	0	0	7	1	23
02:45 PM	03:00 PM	0	0	0	0	0	2	1	12	0	0	8	1	24
03:00 PM	03:15 PM	0	0	0	0	0	2	1	14	0	0	8	1	26
03:15 PM	03:30 PM	0	0	0	0	0	2	1	14	0	0	8	1	26
03:30 PM	03:45 PM	0	0	0	0	0	2	1	14	0	0	9	1	27
03:45 PM	04:00 PM	0	0	0	0	0	2	1	14	0	0	9	1	27
04:00 PM	04:15 PM	0	0	0	0	0	2	1	14	0	0	9	1	27
04:15 PM	04:30 PM	0	0	0	0	0	2	1	14	0	0	9	1	27
04:30 PM	04:45 PM	0	0	0	0	0	2	1	14	0	0	9	1	27
04:45 PM	05:00 PM	0	0	0	0	0	2	1	14	0	0	10	1	28

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 11 , 2002 — DAY: TUESDAY

N-S Approach: DRIVEWAY 7 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA07LV24

		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD														
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	09:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	09:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
09:45 AM	10:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
10:00 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
10:15 AM	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	10:45 AM	0	0	0	0	0	0	1	1	0	0	0	1	3
10:45 AM	11:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
11:00 AM	11:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
11:15 AM	11:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
11:30 AM	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:15 PM	12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:30 PM	12:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
12:45 PM	01:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:00 PM	01:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:15 PM	01:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:30 PM	01:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:45 PM	02:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
02:00 PM	02:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
02:15 PM	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	02:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	2
02:45 PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:00 PM	03:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
03:15 PM	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:45 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
HOURLY TOTALS														
07:00 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	09:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
08:30 AM	09:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
08:45 AM	09:45 AM	0	0	0	0	0	0	0	3	0	0	0	0	3
09:00 AM	10:00 AM	0	0	0	0	0	0	0	4	0	0	0	0	4
09:15 AM	10:15 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
09:30 AM	10:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
09:45 AM	10:45 AM	0	0	0	0	0	0	1	2	0	0	1	1	5
10:00 AM	11:00 AM	0	0	0	0	0	0	1	2	0	0	1	1	5
10:15 AM	11:15 AM	0	0	0	0	0	0	1	2	0	0	2	1	6
10:30 AM	11:30 AM	0	0	0	0	0	0	1	3	0	0	2	1	7
10:45 AM	11:45 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
11:00 AM	12:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
11:15 AM	12:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
11:30 AM	12:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
11:45 AM	12:45 PM	0	0	0	0	0	1	0	0	0	0	2	0	3
12:00 PM	01:00 PM	0	0	0	0	0	1	0	0	0	0	3	0	4
12:15 PM	01:15 PM	0	0	0	0	0	1	0	1	0	0	2	0	4
12:30 PM	01:30 PM	0	0	0	0	0	1	0	2	0	0	1	0	4
12:45 PM	01:45 PM	0	0	0	0	0	0	0	3	0	0	1	0	4
01:00 PM	02:00 PM	0	0	0	0	0	0	0	3	0	0	1	0	4
01:15 PM	02:15 PM	0	0	0	0	0	0	0	3	0	0	1	0	4
01:30 PM	02:30 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
01:45 PM	02:45 PM	0	0	0	0	0	1	0	2	0	0	1	0	4
02:00 PM	03:00 PM	0	0	0	0	0	1	0	2	0	0	1	0	4
02:15 PM	03:15 PM	0	0	0	0	0	1	0	3	0	0	1	0	5
02:30 PM	03:30 PM	0	0	0	0	0	1	0	3	0	0	1	0	5
02:45 PM	03:45 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
03:00 PM	04:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
03:15 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:30 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:45 PM	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

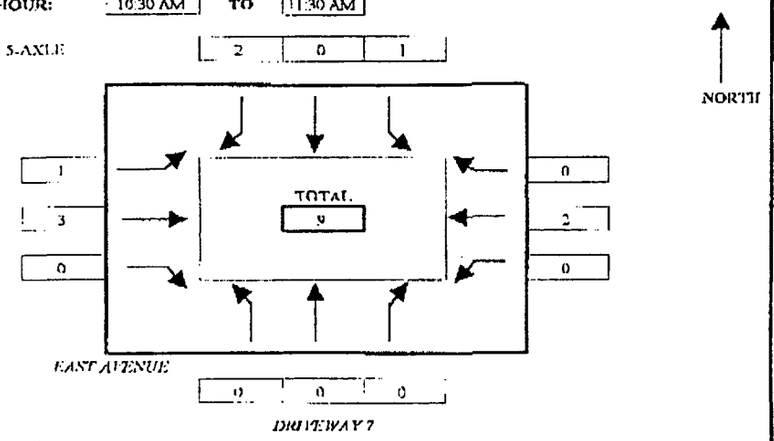
PROJECT: LAWRENCE LIVERMORE LAB TIS. SURVEY DATE: DECEMBER 11 , 2002 DAY: TUESDAY

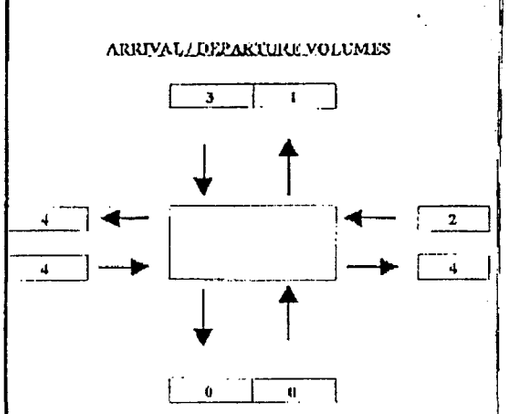
N-S Approach: DRIVEWAY 7 SURVEY TIME: 7:00 AM TO 5:00 PM WEATHER: SUNNY

E-W Approach: EAST AVENUE JURISDICTION: LIVERMORE FILENAME: EA071.V2S

PEAK HOUR: 10:30 AM TO 11:30 AM

HEAVY 5-AXLE: 2 | 0 | 1





From		To	NORTHBOUND Left	NORTHBOUND Thru	NORTHBOUND Right	SOUTHBOUND Left	SOUTHBOUND Thru	SOUTHBOUND Right	EASTBOUND Left	EASTBOUND Thru	EASTBOUND Right	WESTBOUND Left	WESTBOUND Thru	WESTBOUND Right	TOTAL VOLUMES
SURVEY DATA															
07:00 AM	----	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	----	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	----	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	----	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	----	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	----	08:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:30 AM	----	08:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:45 AM	----	09:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
09:00 AM	----	09:15 AM	0	0	0	0	0	0	1	4	0	0	0	0	5
09:15 AM	----	09:30 AM	0	0	0	0	0	0	1	6	0	0	0	0	7
09:30 AM	----	09:45 AM	0	0	0	0	0	0	2	6	0	0	0	0	8
09:45 AM	----	10:00 AM	0	0	0	0	0	0	2	6	0	0	0	1	9
10:00 AM	----	10:15 AM	0	0	0	0	0	0	2	7	0	0	0	1	10
10:15 AM	----	10:30 AM	0	0	0	0	0	0	2	8	0	0	0	1	11
10:30 AM	----	10:45 AM	0	0	0	0	0	0	3	8	0	0	2	1	14
10:45 AM	----	11:00 AM	0	0	0	0	0	0	4	9	0	0	2	1	16
11:00 AM	----	11:15 AM	0	0	0	0	0	0	4	10	0	0	2	1	17
11:15 AM	----	11:30 AM	0	0	0	0	0	1	4	10	0	0	2	2	19
11:30 AM	----	11:45 AM	0	0	0	0	0	2	4	10	0	0	2	2	20
11:45 AM	----	12:00 PM	0	0	0	0	0	2	4	10	0	0	2	2	20
12:00 PM	----	12:15 PM	0	0	0	1	0	2	4	10	0	0	4	2	23
12:15 PM	----	12:30 PM	0	0	0	1	0	3	4	10	0	0	4	2	24
12:30 PM	----	12:45 PM	0	0	0	1	0	3	4	10	0	0	5	2	25
12:45 PM	----	01:00 PM	0	0	0	1	0	4	4	10	0	0	5	2	26
01:00 PM	----	01:15 PM	0	0	0	1	0	5	4	11	0	0	5	2	28
01:15 PM	----	01:30 PM	0	0	0	1	0	5	4	13	0	0	6	2	31
01:30 PM	----	01:45 PM	0	0	0	1	0	5	4	13	0	0	7	2	32
01:45 PM	----	02:00 PM	0	0	0	2	0	6	5	13	0	0	7	2	35
02:00 PM	----	02:15 PM	0	0	0	2	0	6	5	14	0	0	7	2	36
02:15 PM	----	02:30 PM	0	0	0	2	0	6	6	15	0	0	7	2	38
02:30 PM	----	02:45 PM	0	0	0	2	0	6	6	15	0	0	8	2	39
02:45 PM	----	03:00 PM	0	0	0	2	0	6	6	16	0	0	9	2	41
03:00 PM	----	03:15 PM	0	0	0	2	0	6	6	16	0	0	10	2	42
03:15 PM	----	03:30 PM	0	0	0	2	0	6	7	16	0	0	10	2	43
03:30 PM	----	03:45 PM	0	0	0	3	0	6	7	16	0	0	10	2	44
03:45 PM	----	04:00 PM	0	0	0	3	0	6	7	17	0	0	10	2	45
04:00 PM	----	04:15 PM	0	0	0	3	0	6	7	17	0	0	10	2	45
04:15 PM	----	04:30 PM	0	0	0	3	0	6	7	17	0	0	10	2	45
04:30 PM	----	04:45 PM	0	0	0	3	0	6	7	17	0	0	11	2	46
04:45 PM	----	05:00 PM	0	0	0	3	0	6	7	18	0	0	11	2	47

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 11 , 2002 — DAY: TUESDAY

N-S Approach: DRIVEWAY 7 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA07LV25

			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD															
07:00 AM	-----	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	-----	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	-----	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	-----	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	-----	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	-----	08:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:30 AM	-----	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	-----	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	-----	09:15 AM	0	0	0	0	0	0	1	3	0	0	0	0	4
09:15 AM	-----	09:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
09:30 AM	-----	09:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
09:45 AM	-----	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
10:00 AM	-----	10:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
10:15 AM	-----	10:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
10:30 AM	-----	10:45 AM	0	0	0	0	0	0	1	0	0	0	2	0	3
10:45 AM	-----	11:00 AM	0	0	0	0	0	0	1	1	0	0	0	0	2
11:00 AM	-----	11:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
11:15 AM	-----	11:30 AM	0	0	0	0	0	1	0	0	0	0	0	1	2
11:30 AM	-----	11:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
11:45 AM	-----	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	-----	12:15 PM	0	0	0	1	0	0	0	0	0	0	2	0	3
12:15 PM	-----	12:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
12:30 PM	-----	12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:45 PM	-----	01:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
01:00 PM	-----	01:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	2
01:15 PM	-----	01:30 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
01:30 PM	-----	01:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:45 PM	-----	02:00 PM	0	0	0	1	0	1	1	0	0	0	0	0	3
02:00 PM	-----	02:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
02:15 PM	-----	02:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	2
02:30 PM	-----	02:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
02:45 PM	-----	03:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
03:00 PM	-----	03:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:15 PM	-----	03:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
03:30 PM	-----	03:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
03:45 PM	-----	04:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:00 PM	-----	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	-----	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	-----	04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:45 PM	-----	05:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
HOURLY TOTALS															
07:00 AM	-----	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	-----	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	-----	08:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45 AM	-----	08:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:00 AM	-----	09:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:15 AM	-----	09:15 AM	0	0	0	0	0	0	1	4	0	0	0	0	5
08:30 AM	-----	09:30 AM	0	0	0	0	0	0	1	5	0	0	0	0	6
08:45 AM	-----	09:45 AM	0	0	0	0	0	0	2	5	0	0	0	0	7
09:00 AM	-----	10:00 AM	0	0	0	0	0	0	2	5	0	0	0	1	8
09:15 AM	-----	10:15 AM	0	0	0	0	0	0	1	3	0	0	0	1	5
09:30 AM	-----	10:30 AM	0	0	0	0	0	0	1	2	0	0	0	1	4
09:45 AM	-----	10:45 AM	0	0	0	0	0	0	1	2	0	0	2	1	6
10:00 AM	-----	11:00 AM	0	0	0	0	0	0	2	3	0	0	2	0	7
10:15 AM	-----	11:15 AM	0	0	0	0	0	0	2	3	0	0	2	0	7
10:30 AM	-----	11:30 AM	0	0	0	0	0	1	2	2	0	0	2	1	8
10:45 AM	-----	11:45 AM	0	0	0	0	0	2	1	2	0	0	0	1	6
11:00 AM	-----	12:00 PM	0	0	0	0	0	2	0	1	0	0	0	1	4
11:15 AM	-----	12:15 PM	0	0	0	1	0	2	0	0	0	0	2	1	6
11:30 AM	-----	12:30 PM	0	0	0	1	0	2	0	0	0	0	2	0	5
11:45 AM	-----	12:45 PM	0	0	0	1	0	1	0	0	0	0	3	0	5
12:00 PM	-----	01:00 PM	0	0	0	1	0	2	0	0	0	0	3	0	6
12:15 PM	-----	01:15 PM	0	0	0	0	0	3	0	1	0	0	1	0	5
12:30 PM	-----	01:30 PM	0	0	0	0	0	2	0	3	0	0	2	0	7
12:45 PM	-----	01:45 PM	0	0	0	0	0	2	0	3	0	0	2	0	7
01:00 PM	-----	02:00 PM	0	0	0	1	0	2	1	3	0	0	2	0	9
01:15 PM	-----	02:15 PM	0	0	0	1	0	1	1	3	0	0	2	0	8
01:30 PM	-----	02:30 PM	0	0	0	1	0	1	2	2	0	0	1	0	7
01:45 PM	-----	02:45 PM	0	0	0	1	0	1	2	2	0	0	1	0	7
02:00 PM	-----	03:00 PM	0	0	0	0	0	0	1	3	0	0	2	0	6
02:15 PM	-----	03:15 PM	0	0	0	0	0	0	1	2	0	0	3	0	6
02:30 PM	-----	03:30 PM	0	0	0	0	0	0	1	1	0	0	3	0	5
02:45 PM	-----	03:45 PM	0	0	0	1	0	0	1	1	0	0	2	0	5
03:00 PM	-----	04:00 PM	0	0	0	1	0	0	1	1	0	0	1	0	4
03:15 PM	-----	04:15 PM	0	0	0	1	0	0	1	1	0	0	0	0	3
03:30 PM	-----	04:30 PM	0	0	0	1	0	0	0	1	0	0	0	0	2
03:45 PM	-----	04:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
04:00 PM	-----	05:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2

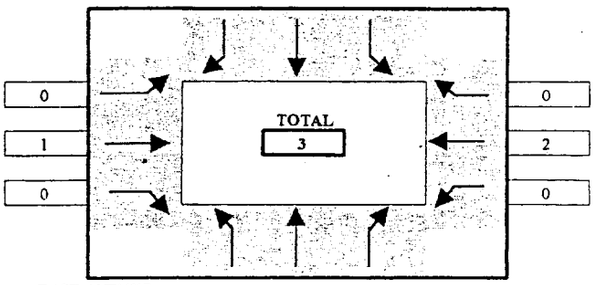
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

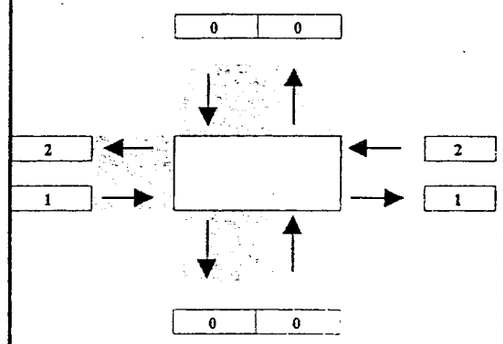
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE: DECEMBER 11 , 2002	DAY: TUESDAY
N-S Approach:	DRIVEWAY 7	SURVEY TIME: 7:00 AM TO 5:00 PM	WEATHER: SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION: LIVERMORE	FILENAME: EA07LV26

PEAK HOUR: 10:30 AM TO 11:30 AM

HEAVY >5-AXLE: 0 | 0 | 0



ARRIVAL / DEPARTURE VOLUMES



		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
						SURVEY	*DATA*							
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
10:00 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
10:15 AM	10:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
10:30 AM	10:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
10:45 AM	11:00 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
11:00 AM	11:15 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
11:15 AM	11:30 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
11:30 AM	11:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
11:45 AM	12:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
12:00 PM	12:15 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
12:15 PM	12:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
12:30 PM	12:45 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
12:45 PM	01:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
01:00 PM	01:15 PM	0	0	0	0	0	0	0	1	0	0	3	0	4
01:15 PM	01:30 PM	0	0	0	0	0	0	0	1	0	0	3	0	4
01:30 PM	01:45 PM	0	0	0	0	0	0	0	1	0	0	3	0	4
01:45 PM	02:00 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
02:00 PM	02:15 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
02:15 PM	02:30 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
02:30 PM	02:45 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
02:45 PM	03:00 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
03:00 PM	03:15 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
03:15 PM	03:30 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
03:30 PM	03:45 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
03:45 PM	04:00 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
04:00 PM	04:15 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
04:15 PM	04:30 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
04:30 PM	04:45 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
04:45 PM	05:00 PM	0	0	0	0	0	0	0	2	0	0	3	0	5

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 11 , 2002 — DAY: TUESDAY

N-S Approach: DRIVEWAY 7 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA07LV26

			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD															
07:00 AM	-----	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	-----	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	-----	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	-----	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	-----	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	-----	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	-----	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	-----	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	-----	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	-----	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	-----	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	-----	10:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
10:00 AM	-----	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	-----	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	-----	10:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
10:45 AM	-----	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	-----	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	-----	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	-----	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	-----	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	-----	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	-----	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	-----	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	-----	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	-----	01:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:15 PM	-----	01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	-----	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	-----	02:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
02:00 PM	-----	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	-----	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	-----	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	-----	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	-----	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	-----	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	-----	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	-----	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	-----	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	-----	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	-----	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	-----	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTALS															
07:00 AM	-----	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	-----	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	-----	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	-----	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	-----	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	-----	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	-----	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	-----	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	-----	10:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
09:15 AM	-----	10:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
09:30 AM	-----	10:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
09:45 AM	-----	10:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
10:00 AM	-----	11:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
10:15 AM	-----	11:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
10:30 AM	-----	11:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
10:45 AM	-----	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	-----	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	-----	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	-----	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	-----	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	-----	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	-----	01:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:30 PM	-----	01:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:45 PM	-----	01:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:00 PM	-----	02:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
01:15 PM	-----	02:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:30 PM	-----	02:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:45 PM	-----	02:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
02:00 PM	-----	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	-----	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	-----	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	-----	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	-----	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	-----	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	-----	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	-----	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	-----	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

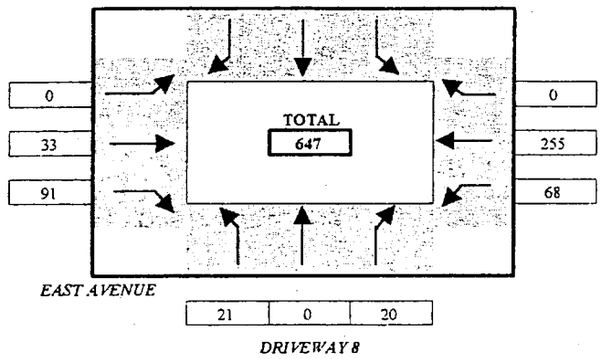
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

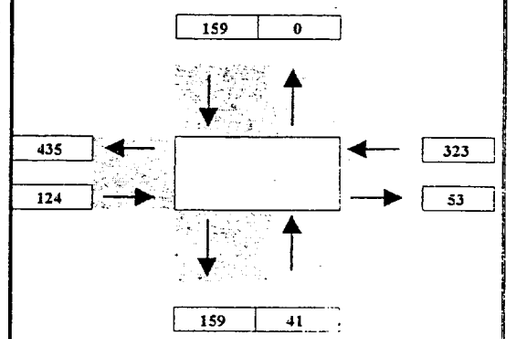
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE:	DECEMBER 11 , 2002	DAY:	TUESDAY
N-S Approach:	DRIVEWAY 8	SURVEY TIME:	7:00 AM TO 5:00 PM	WEATHER:	SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION:	LIVERMORE	FILENAME:	EA08LV2T

PEAK HOUR: 07:15 AM TO 08:15 AM

TOTAL VEHICLES: 159 | 0 | 0



ARRIVAL/DEPARTURE VOLUMES



			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
							SURVEY DATA								
07:00 AM	------	07:15 AM	2	0	4	0	0	44	0	10	28	16	51	0	155
07:15 AM	------	07:30 AM	7	0	12	0	0	90	0	16	56	34	105	0	320
07:30 AM	------	07:45 AM	12	0	15	0	0	130	0	27	74	56	164	0	478
07:45 AM	------	08:00 AM	14	0	23	0	0	165	0	31	94	71	231	0	629
08:00 AM	------	08:15 AM	23	0	24	0	0	203	0	43	119	84	306	0	802
08:15 AM	------	08:30 AM	26	0	28	0	0	237	0	44	136	101	350	0	922
08:30 AM	------	08:45 AM	31	0	30	0	0	250	0	58	140	110	401	0	1,020
08:45 AM	------	09:00 AM	34	0	37	0	0	269	0	68	154	115	444	0	1,121
09:00 AM	------	09:15 AM	36	0	41	0	0	283	0	78	165	118	484	0	1,205
09:15 AM	------	09:30 AM	43	0	43	0	0	297	0	91	172	125	497	0	1,268
09:30 AM	------	09:45 AM	48	0	48	0	0	314	0	95	184	130	509	0	1,328
09:45 AM	------	10:00 AM	50	0	54	0	0	330	0	100	196	134	520	0	1,384
10:00 AM	------	10:15 AM	59	0	56	0	0	342	0	106	204	138	543	0	1,448
10:15 AM	------	10:30 AM	60	0	61	0	0	356	0	114	205	148	546	0	1,490
10:30 AM	------	10:45 AM	61	0	65	0	0	359	0	124	207	150	560	0	1,526
10:45 AM	------	11:00 AM	65	0	68	0	0	371	0	133	216	152	576	0	1,581
11:00 AM	------	11:15 AM	72	0	70	0	0	381	0	148	221	156	587	0	1,635
11:15 AM	------	11:30 AM	86	0	71	0	0	387	0	161	224	158	595	0	1,682
11:30 AM	------	11:45 AM	93	0	73	0	0	392	0	186	229	158	607	0	1,738
11:45 AM	------	12:00 PM	116	0	81	0	0	404	0	197	240	159	635	0	1,832
12:00 PM	------	12:15 PM	135	0	84	0	0	412	0	228	246	159	656	0	1,920
12:15 PM	------	12:30 PM	142	0	87	0	0	419	0	241	251	160	680	0	1,980
12:30 PM	------	12:45 PM	146	0	89	0	0	431	0	255	258	164	693	0	2,036
12:45 PM	------	01:00 PM	156	0	89	0	0	445	0	274	266	168	711	0	2,109
01:00 PM	------	01:15 PM	164	0	90	0	0	462	0	305	276	172	733	0	2,202
01:15 PM	------	01:30 PM	166	0	90	0	0	474	0	326	277	181	748	0	2,262
01:30 PM	------	01:45 PM	167	0	95	0	0	482	0	343	277	186	771	0	2,321
01:45 PM	------	02:00 PM	178	0	104	0	0	494	0	357	280	190	786	0	2,389
02:00 PM	------	02:15 PM	184	0	109	0	0	510	0	380	282	201	792	0	2,458
02:15 PM	------	02:30 PM	195	0	112	0	0	519	0	398	284	202	808	0	2,518
02:30 PM	------	02:45 PM	205	0	114	0	0	528	0	420	287	204	820	0	2,578
02:45 PM	------	03:00 PM	211	0	116	0	0	541	0	433	288	205	844	0	2,638
03:00 PM	------	03:15 PM	216	0	120	0	0	547	0	459	289	205	858	0	2,694
03:15 PM	------	03:30 PM	224	0	122	0	0	547	0	490	291	206	865	0	2,745
03:30 PM	------	03:45 PM	230	0	130	0	0	548	0	547	291	207	891	0	2,844
03:45 PM	------	04:00 PM	235	0	145	0	0	554	0	595	294	207	903	0	2,933
04:00 PM	------	04:15 PM	242	0	158	0	0	558	0	634	294	207	918	0	3,011
04:15 PM	------	04:30 PM	259	0	168	0	0	563	0	701	294	207	935	0	3,127
04:30 PM	------	04:45 PM	264	0	190	0	0	565	0	768	295	207	947	0	3,236
04:45 PM	------	05:00 PM	267	0	227	0	0	570	0	812	295	207	965	0	3,343

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — **SURVEY DATE:** DECEMBER 11 , 2002 — **DAY:** TUESDAY

N-S Approach: DRIVEWAY 8 — **SURVEY TIME:** 7:00 AM TO 5:00 PM — **WEATHER:** SUNNY

E-W Approach: EAST AVENUE — **JURISDICTION:** LIVERMORE — **FILENAME:** EA08LV2T

			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD															
07:00 AM	------	07:15 AM	2	0	4	0	0	44	0	10	28	16	51	0	*155*
07:15 AM	------	07:30 AM	5	0	8	0	0	46	0	6	28	18	54	0	*165*
07:30 AM	------	07:45 AM	5	0	3	0	0	40	0	11	18	22	59	0	*158*
07:45 AM	------	08:00 AM	2	0	8	0	0	35	0	4	20	15	67	0	*151*
08:00 AM	------	08:15 AM	9	0	1	0	0	38	0	12	25	13	75	0	*173*
08:15 AM	------	08:30 AM	3	0	4	0	0	34	0	1	17	17	44	0	*120*
08:30 AM	------	08:45 AM	5	0	2	0	0	13	0	14	4	9	51	0	*98*
08:45 AM	------	09:00 AM	3	0	7	0	0	19	0	10	14	5	43	0	*101*
09:00 AM	------	09:15 AM	2	0	4	0	0	14	0	10	11	3	40	0	*84*
09:15 AM	------	09:30 AM	7	0	2	0	0	14	0	13	7	7	13	0	*63*
09:30 AM	------	09:45 AM	5	0	5	0	0	17	0	4	12	5	12	0	*60*
09:45 AM	------	10:00 AM	2	0	6	0	0	16	0	5	12	4	11	0	*56*
10:00 AM	------	10:15 AM	9	0	2	0	0	12	0	6	8	4	23	0	*64*
10:15 AM	------	10:30 AM	1	0	5	0	0	14	0	8	1	10	3	0	*42*
10:30 AM	------	10:45 AM	1	0	4	0	0	3	0	10	2	2	14	0	*36*
10:45 AM	------	11:00 AM	4	0	3	0	0	12	0	9	9	2	16	0	*55*
11:00 AM	------	11:15 AM	7	0	2	0	0	10	0	15	5	4	11	0	*54*
11:15 AM	------	11:30 AM	14	0	1	0	0	6	0	13	3	2	8	0	*47*
11:30 AM	------	11:45 AM	7	0	2	0	0	5	0	25	5	0	12	0	*56*
11:45 AM	------	12:00 PM	23	0	8	0	0	12	0	11	11	1	28	0	*94*
12:00 PM	------	12:15 PM	19	0	3	0	0	8	0	31	6	0	21	0	*88*
12:15 PM	------	12:30 PM	7	0	3	0	0	7	0	13	5	1	24	0	*60*
12:30 PM	------	12:45 PM	4	0	2	0	0	12	0	14	7	4	13	0	*56*
12:45 PM	------	01:00 PM	10	0	0	0	0	14	0	19	8	4	18	0	*73*
01:00 PM	------	01:15 PM	8	0	1	0	0	17	0	31	10	4	22	0	*93*
01:15 PM	------	01:30 PM	2	0	0	0	0	12	0	21	1	9	15	0	*60*
01:30 PM	------	01:45 PM	1	0	5	0	0	8	0	17	0	5	23	0	*59*
01:45 PM	------	02:00 PM	11	0	9	0	0	12	0	14	3	4	15	0	*68*
02:00 PM	------	02:15 PM	6	0	5	0	0	16	0	23	2	11	6	0	*69*
02:15 PM	------	02:30 PM	11	0	3	0	0	9	0	18	2	1	16	0	*60*
02:30 PM	------	02:45 PM	10	0	2	0	0	9	0	22	3	2	12	0	*60*
02:45 PM	------	03:00 PM	6	0	2	0	0	13	0	13	1	1	24	0	*60*
03:00 PM	------	03:15 PM	5	0	4	0	0	6	0	26	1	0	14	0	*56*
03:15 PM	------	03:30 PM	8	0	2	0	0	0	0	31	2	1	7	0	*51*
03:30 PM	------	03:45 PM	6	0	8	0	0	1	0	57	0	1	26	0	*99*
03:45 PM	------	04:00 PM	5	0	15	0	0	6	0	48	3	0	12	0	*89*
04:00 PM	------	04:15 PM	7	0	13	0	0	4	0	39	0	0	15	0	*78*
04:15 PM	------	04:30 PM	17	0	10	0	0	5	0	67	0	0	17	0	*116*
04:30 PM	------	04:45 PM	5	0	22	0	0	2	0	67	1	0	12	0	*109*
04:45 PM	------	05:00 PM	3	0	37	0	0	5	0	44	0	0	18	0	*107*
HOURLY TOTALS															
07:00 AM	------	08:00 AM	14	0	23	0	0	165	0	31	94	71	231	0	*629*
07:15 AM	------	08:15 AM	21	0	20	0	0	159	0	33	91	68	255	0	*647*
07:30 AM	------	08:30 AM	19	0	16	0	0	147	0	28	80	67	245	0	*602*
07:45 AM	------	08:45 AM	19	0	15	0	0	120	0	31	66	54	237	0	*542*
08:00 AM	------	09:00 AM	20	0	14	0	0	104	0	37	60	44	213	0	*492*
08:15 AM	------	09:15 AM	13	0	17	0	0	80	0	35	46	34	178	0	*403*
08:30 AM	------	09:30 AM	17	0	15	0	0	60	0	47	36	24	147	0	*346*
08:45 AM	------	09:45 AM	17	0	18	0	0	64	0	37	44	20	108	0	*308*
09:00 AM	------	10:00 AM	16	0	17	0	0	61	0	32	42	19	76	0	*263*
09:15 AM	------	10:15 AM	23	0	15	0	0	59	0	28	39	20	59	0	*243*
09:30 AM	------	10:30 AM	17	0	18	0	0	59	0	23	33	23	49	0	*222*
09:45 AM	------	10:45 AM	13	0	17	0	0	45	0	29	23	20	51	0	*198*
10:00 AM	------	11:00 AM	15	0	14	0	0	41	0	33	20	18	56	0	*197*
10:15 AM	------	11:15 AM	13	0	14	0	0	39	0	42	17	18	44	0	*187*
10:30 AM	------	11:30 AM	26	0	10	0	0	31	0	47	19	10	49	0	*192*
10:45 AM	------	11:45 AM	32	0	8	0	0	33	0	62	22	8	47	0	*212*
11:00 AM	------	12:00 PM	51	0	13	0	0	33	0	64	24	7	59	0	*251*
11:15 AM	------	12:15 PM	63	0	14	0	0	31	0	80	25	3	69	0	*285*
11:30 AM	------	12:30 PM	56	0	16	0	0	32	0	80	27	2	85	0	*298*
11:45 AM	------	12:45 PM	53	0	16	0	0	39	0	69	29	6	86	0	*298*
12:00 PM	------	01:00 PM	40	0	8	0	0	41	0	77	26	9	76	0	*[illegible]*
12:15 PM	------	01:15 PM	29	0	6	0	0	50	0	77	30	13	77	0	*282*
12:30 PM	------	01:30 PM	24	0	3	0	0	55	0	85	26	21	68	0	*282*
12:45 PM	------	01:45 PM	21	0	6	0	0	51	0	88	19	22	78	0	*285*
01:00 PM	------	02:00 PM	22	0	15	0	0	49	0	83	14	22	75	0	*280*
01:15 PM	------	02:15 PM	20	0	19	0	0	48	0	75	6	29	59	0	*256*
01:30 PM	------	02:30 PM	29	0	22	0	0	45	0	72	7	21	60	0	*256*
01:45 PM	------	02:45 PM	38	0	19	0	0	46	0	77	10	18	49	0	*257*
02:00 PM	------	03:00 PM	33	0	12	0	0	47	0	76	8	15	58	0	*249*
02:15 PM	------	03:15 PM	32	0	11	0	0	37	0	79	7	4	66	0	*236*
02:30 PM	------	03:30 PM	29	0	10	0	0	28	0	92	7	4	57	0	*227*
02:45 PM	------	03:45 PM	25	0	16	0	0	20	0	127	4	3	71	0	*266*
03:00 PM	------	04:00 PM	24	0	29	0	0	13	0	162	6	2	59	0	*295*
03:15 PM	------	04:15 PM	26	0	38	0	0	11	0	175	5	2	60	0	*317*
03:30 PM	------	04:30 PM	35	0	46	0	0	16	0	211	3	1	70	0	*382*
03:45 PM	------	04:45 PM	34	0	60	0	0	17	0	221	4	0	56	0	*392*
04:00 PM	------	05:00 PM	32	0	82	0	0	16	0	217	1	0	62	0	*410*

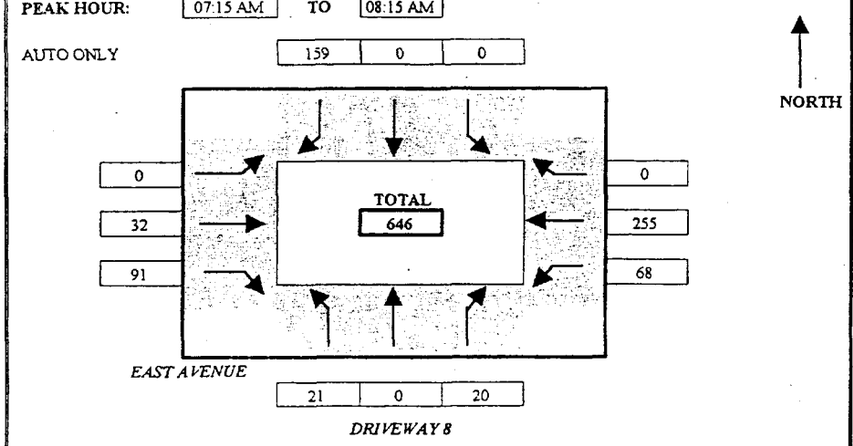
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

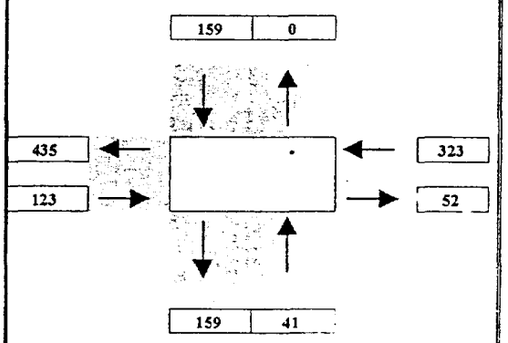
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE:	DECEMBER 11 , 2002	DAY:	TUESDAY
N-S Approach:	DRIVEWAY 8	SURVEY TIME:	7:00 AM TO 5:00 PM	WEATHER:	SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION:	LIVERMORE	FILENAME:	EA08LV2A

PEAK HOUR: 07:15 AM TO 08:15 AM

AUTO ONLY



ARRIVAL / DEPARTURE VOLUMES



			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
							SURVEY	DATA							
07:00 AM	-----	07:15 AM	2	0	4	0	0	44	0	10	28	16	51	0	155
07:15 AM	-----	07:30 AM	7	0	12	0	0	90	0	16	56	34	105	0	320
07:30 AM	-----	07:45 AM	12	0	15	0	0	130	0	26	74	56	164	0	477
07:45 AM	-----	08:00 AM	14	0	23	0	0	165	0	30	94	71	231	0	628
08:00 AM	-----	08:15 AM	23	0	24	0	0	203	0	42	119	84	306	0	801
08:15 AM	-----	08:30 AM	26	0	28	0	0	237	0	42	136	101	349	0	919
08:30 AM	-----	08:45 AM	31	0	30	0	0	250	0	56	140	110	400	0	1,017
08:45 AM	-----	09:00 AM	34	0	37	0	0	269	0	66	153	115	443	0	1,117
09:00 AM	-----	09:15 AM	36	0	41	0	0	283	0	70	164	118	482	0	1,194
09:15 AM	-----	09:30 AM	42	0	42	0	0	297	0	82	170	125	493	0	1,251
09:30 AM	-----	09:45 AM	47	0	46	0	0	314	0	86	180	130	502	0	1,305
09:45 AM	-----	10:00 AM	49	0	52	0	0	330	0	89	190	134	512	0	1,356
10:00 AM	-----	10:15 AM	57	0	54	0	0	342	0	94	197	138	534	0	1,416
10:15 AM	-----	10:30 AM	58	0	59	0	0	356	0	100	197	146	536	0	1,452
10:30 AM	-----	10:45 AM	58	0	63	0	0	359	0	108	197	148	547	0	1,480
10:45 AM	-----	11:00 AM	61	0	66	0	0	371	0	112	205	150	562	0	1,527
11:00 AM	-----	11:15 AM	67	0	67	0	0	381	0	126	207	153	571	0	1,572
11:15 AM	-----	11:30 AM	79	0	68	0	0	387	0	134	209	155	578	0	1,610
11:30 AM	-----	11:45 AM	85	0	70	0	0	392	0	158	212	155	589	0	1,661
11:45 AM	-----	12:00 PM	105	0	77	0	0	404	0	168	223	156	615	0	1,748
12:00 PM	-----	12:15 PM	121	0	80	0	0	412	0	197	228	156	633	0	1,827
12:15 PM	-----	12:30 PM	128	0	83	0	0	419	0	206	231	156	653	0	1,876
12:30 PM	-----	12:45 PM	130	0	85	0	0	431	0	220	236	158	664	0	1,924
12:45 PM	-----	01:00 PM	135	0	85	0	0	445	0	236	243	161	680	0	1,985
01:00 PM	-----	01:15 PM	143	0	85	0	0	462	0	264	253	165	702	0	2,074
01:15 PM	-----	01:30 PM	145	0	85	0	0	474	0	282	253	173	716	0	2,128
01:30 PM	-----	01:45 PM	145	0	88	0	0	482	0	296	253	178	739	0	2,181
01:45 PM	-----	02:00 PM	154	0	97	0	0	494	0	308	256	182	753	0	2,244
02:00 PM	-----	02:15 PM	160	0	102	0	0	510	0	330	257	193	756	0	2,308
02:15 PM	-----	02:30 PM	171	0	105	0	0	519	0	343	259	194	769	0	2,360
02:30 PM	-----	02:45 PM	180	0	107	0	0	528	0	360	261	196	781	0	2,413
02:45 PM	-----	03:00 PM	185	0	109	0	0	541	0	372	262	197	803	0	2,469
03:00 PM	-----	03:15 PM	190	0	113	0	0	547	0	395	263	197	815	0	2,520
03:15 PM	-----	03:30 PM	198	0	115	0	0	547	0	426	265	197	820	0	2,568
03:30 PM	-----	03:45 PM	204	0	123	0	0	548	0	483	265	198	845	0	2,666
03:45 PM	-----	04:00 PM	209	0	138	0	0	554	0	529	268	198	857	0	2,753
04:00 PM	-----	04:15 PM	216	0	151	0	0	558	0	568	268	198	871	0	2,830
04:15 PM	-----	04:30 PM	233	0	161	0	0	563	0	634	268	198	887	0	2,944
04:30 PM	-----	04:45 PM	238	0	183	0	0	565	0	699	269	198	897	0	3,049
04:45 PM	-----	05:00 PM	241	0	220	0	0	570	0	742	269	198	913	0	3,153

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 11 , 2002 — DAY: TUESDAY

N-S Approach: DRIVEWAY 8 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA08LV2A

		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD														
07:00 AM	07:15 AM	2	0	4	0	0	44	0	10	28	16	51	0	*155*
07:15 AM	07:30 AM	5	0	8	0	0	46	0	6	28	18	54	0	*165*
07:30 AM	07:45 AM	5	0	3	0	0	40	0	10	18	22	59	0	*157*
07:45 AM	08:00 AM	2	0	8	0	0	35	0	4	20	15	67	0	*151*
08:00 AM	08:15 AM	9	0	1	0	0	38	0	12	25	13	75	0	*173*
08:15 AM	08:30 AM	3	0	4	0	0	34	0	0	17	17	43	0	*118*
08:30 AM	08:45 AM	5	0	2	0	0	13	0	14	4	9	51	0	*98*
08:45 AM	09:00 AM	3	0	7	0	0	19	0	10	13	5	43	0	*100*
09:00 AM	09:15 AM	2	0	4	0	0	14	0	4	11	3	39	0	*77*
09:15 AM	09:30 AM	6	0	1	0	0	14	0	12	6	7	11	0	*57*
09:30 AM	09:45 AM	5	0	4	0	0	17	0	4	10	5	9	0	*54*
09:45 AM	10:00 AM	2	0	6	0	0	16	0	3	10	4	10	0	*51*
10:00 AM	10:15 AM	8	0	2	0	0	12	0	5	7	4	22	0	*60*
10:15 AM	10:30 AM	1	0	5	0	0	14	0	6	0	8	2	0	*36*
10:30 AM	10:45 AM	0	0	4	0	0	3	0	8	0	2	11	0	*28*
10:45 AM	11:00 AM	3	0	3	0	0	12	0	4	8	2	15	0	*47*
11:00 AM	11:15 AM	6	0	1	0	0	10	0	14	2	3	9	0	*45*
11:15 AM	11:30 AM	12	0	1	0	0	6	0	8	2	2	7	0	*38*
11:30 AM	11:45 AM	6	0	2	0	0	5	0	24	3	0	11	0	*51*
11:45 AM	12:00 PM	20	0	7	0	0	12	0	10	11	1	26	0	*87*
12:00 PM	12:15 PM	16	0	3	0	0	8	0	29	5	0	18	0	*79*
12:15 PM	12:30 PM	7	0	3	0	0	7	0	9	3	0	20	0	*49*
12:30 PM	12:45 PM	2	0	2	0	0	12	0	14	5	2	11	0	*48*
12:45 PM	01:00 PM	5	0	0	0	0	14	0	16	7	3	16	0	*61*
01:00 PM	01:15 PM	8	0	0	0	0	17	0	28	10	4	22	0	*89*
01:15 PM	01:30 PM	2	0	0	0	0	12	0	18	0	8	14	0	*54*
01:30 PM	01:45 PM	0	0	3	0	0	8	0	14	0	5	23	0	*53*
01:45 PM	02:00 PM	9	0	9	0	0	12	0	12	3	4	14	0	*63*
02:00 PM	02:15 PM	6	0	5	0	0	16	0	22	1	11	3	0	*64*
02:15 PM	02:30 PM	11	0	3	0	0	9	0	13	2	1	13	0	*52*
02:30 PM	02:45 PM	9	0	2	0	0	9	0	17	2	2	12	0	*53*
02:45 PM	03:00 PM	5	0	2	0	0	13	0	12	1	1	22	0	*56*
03:00 PM	03:15 PM	5	0	4	0	0	6	0	23	1	0	12	0	*51*
03:15 PM	03:30 PM	8	0	2	0	0	0	0	31	2	0	5	0	*48*
03:30 PM	03:45 PM	6	0	8	0	0	1	0	57	0	1	25	0	*98*
03:45 PM	04:00 PM	5	0	15	0	0	6	0	46	3	0	12	0	*87*
04:00 PM	04:15 PM	7	0	13	0	0	4	0	39	0	0	14	0	*77*
04:15 PM	04:30 PM	17	0	10	0	0	5	0	66	0	0	16	0	*114*
04:30 PM	04:45 PM	5	0	22	0	0	2	0	65	1	0	10	0	*105*
04:45 PM	05:00 PM	3	0	37	0	0	5	0	43	0	0	16	0	*104*
HOURLY TOTALS														
07:00 AM	08:00 AM	14	0	23	0	0	165	0	30	94	71	231	0	*628*
07:15 AM	08:15 AM	21	0	20	0	0	159	0	32	91	68	255	0	*646*
07:30 AM	08:30 AM	19	0	16	0	0	147	0	26	80	67	244	0	*599*
07:45 AM	08:45 AM	19	0	15	0	0	120	0	30	66	54	236	0	*540*
08:00 AM	09:00 AM	20	0	14	0	0	104	0	36	59	44	212	0	*489*
08:15 AM	09:15 AM	13	0	17	0	0	80	0	28	45	34	176	0	*393*
08:30 AM	09:30 AM	16	0	14	0	0	60	0	40	34	24	144	0	*332*
08:45 AM	09:45 AM	16	0	16	0	0	64	0	30	40	20	102	0	*288*
09:00 AM	10:00 AM	15	0	15	0	0	61	0	23	37	19	69	0	*239*
09:15 AM	10:15 AM	21	0	13	0	0	59	0	24	33	20	52	0	*222*
09:30 AM	10:30 AM	16	0	17	0	0	59	0	18	27	21	43	0	*201*
09:45 AM	10:45 AM	11	0	17	0	0	45	0	22	17	18	45	0	*175*
10:00 AM	11:00 AM	12	0	14	0	0	41	0	23	15	16	50	0	*171*
10:15 AM	11:15 AM	10	0	13	0	0	39	0	32	10	15	37	0	*156*
10:30 AM	11:30 AM	21	0	9	0	0	31	0	34	12	9	42	0	*158*
10:45 AM	11:45 AM	27	0	7	0	0	33	0	50	15	7	42	0	*181*
11:00 AM	12:00 PM	44	0	11	0	0	33	0	56	18	6	53	0	*221*
11:15 AM	12:15 PM	54	0	13	0	0	31	0	71	21	3	62	0	*255*
11:30 AM	12:30 PM	49	0	15	0	0	32	0	72	22	1	75	0	*266*
11:45 AM	12:45 PM	45	0	15	0	0	39	0	62	24	3	75	0	*263*
12:00 PM	01:00 PM	30	0	8	0	0	41	0	68	20	5	65	0	*237*
12:15 PM	01:15 PM	22	0	5	0	0	50	0	67	25	9	69	0	*247*
12:30 PM	01:30 PM	17	0	2	0	0	55	0	76	22	17	63	0	*252*
12:45 PM	01:45 PM	15	0	3	0	0	51	0	76	17	20	75	0	*257*
01:00 PM	02:00 PM	19	0	12	0	0	49	0	72	13	21	73	0	*259*
01:15 PM	02:15 PM	17	0	17	0	0	48	0	66	4	28	54	0	*234*
01:30 PM	02:30 PM	26	0	20	0	0	45	0	61	6	21	53	0	*232*
01:45 PM	02:45 PM	35	0	19	0	0	46	0	64	8	18	42	0	*232*
02:00 PM	03:00 PM	31	0	12	0	0	47	0	64	6	15	50	0	*225*
02:15 PM	03:15 PM	30	0	11	0	0	37	0	65	6	4	59	0	*212*
02:30 PM	03:30 PM	27	0	10	0	0	28	0	83	6	3	51	0	*208*
02:45 PM	03:45 PM	24	0	16	0	0	20	0	123	4	2	64	0	*253*
03:00 PM	04:00 PM	24	0	29	0	0	13	0	157	6	1	54	0	*284*
03:15 PM	04:15 PM	26	0	38	0	0	11	0	173	5	1	56	0	*310*
03:30 PM	04:30 PM	35	0	46	0	0	16	0	208	3	1	67	0	*376*
03:45 PM	04:45 PM	34	0	60	0	0	17	0	216	4	0	52	0	*383*
04:00 PM	05:00 PM	32	0	82	0	0	16	0	213	1	0	56	0	*400*

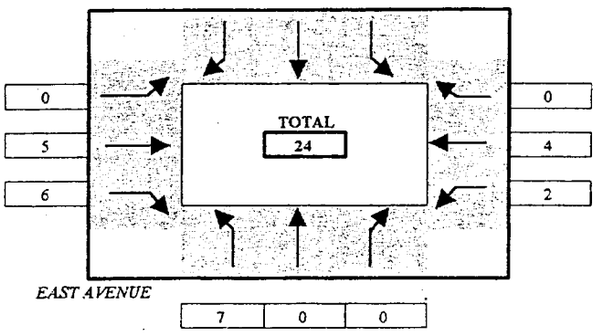
Baymetrics Traffic Resources

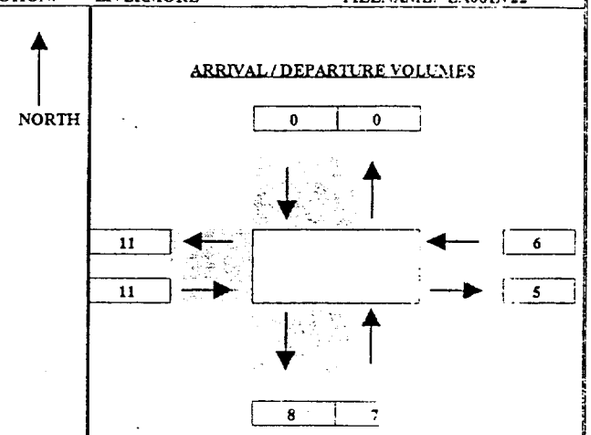
INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE:	DECEMBER 11 , 2002	DAY:	TUESDAY
N-S Approach:	DRIVEWAY 8	SURVEY TIME:	7:00 AM TO 5:00 PM	WEATHER:	SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION:	LIVERMORE	FILENAME:	EA08LV22

PEAK HOUR: 12:00 NN TO 01:00 PM

HEAVY 2-AXLE: 0 | 0 | 0





		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
						SURVEY DATA								
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0		0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0		0
07:30 AM	07:45 AM	0	0	0	0	0	0	0	1	0	0	0		1
07:45 AM	08:00 AM	0	0	0	0	0	0	0	1	0	0	0		1
08:00 AM	08:15 AM	0	0	0	0	0	0	0	1	0	0	0		1
08:15 AM	08:30 AM	0	0	0	0	0	0	0	1	0	0	1		2
08:30 AM	08:45 AM	0	0	0	0	0	0	0	1	0	0	1		2
08:45 AM	09:00 AM	0	0	0	0	0	0	0	1	1	0	1		3
09:00 AM	09:15 AM	0	0	0	0	0	0	0	2	1	0	2		5
09:15 AM	09:30 AM	1	0	1	0	0	0	0	2	1	0	4		9
09:30 AM	09:45 AM	1	0	1	0	0	0	0	2	2	0	6		12
09:45 AM	10:00 AM	1	0	1	0	0	0	0	2	4	0	6		14
10:00 AM	10:15 AM	2	0	1	0	0	0	0	2	5	0	6		16
10:15 AM	10:30 AM	2	0	1	0	0	0	0	4	5	0	7		19
10:30 AM	10:45 AM	3	0	1	0	0	0	0	5	7	0	7		23
10:45 AM	11:00 AM	4	0	1	0	0	0	0	8	8	0	8		29
11:00 AM	11:15 AM	5	0	2	0	0	0	0	8	10	1	8		34
11:15 AM	11:30 AM	6	0	2	0	0	0	0	11	10	1	8		38
11:30 AM	11:45 AM	7	0	2	0	0	0	0	12	12	1	9		43
11:45 AM	12:00 PM	9	0	2	0	0	0	0	13	12	1	11		48
12:00 PM	12:15 PM	12	0	2	0	0	0	0	13	13	1	11		52
12:15 PM	12:30 PM	12	0	2	0	0	0	0	16	15	1	13		59
12:30 PM	12:45 PM	13	0	2	0	0	0	0	16	17	2	14		64
12:45 PM	01:00 PM	16	0	2	0	0	0	0	18	18	3	15		72
01:00 PM	01:15 PM	16	0	3	0	0	0	0	19	18	3	15		74
01:15 PM	01:30 PM	16	0	3	0	0	0	0	19	19	4	15		76
01:30 PM	01:45 PM	16	0	5	0	0	0	0	22	19	4	15		81
01:45 PM	02:00 PM	18	0	5	0	0	0	0	24	19	4	15		85
02:00 PM	02:15 PM	18	0	5	0	0	0	0	24	19	4	16		86
02:15 PM	02:30 PM	18	0	5	0	0	0	0	25	19	4	19		90
02:30 PM	02:45 PM	18	0	5	0	0	0	0	28	20	4	19		94
02:45 PM	03:00 PM	18	0	5	0	0	0	0	28	20	4	20		95
03:00 PM	03:15 PM	18	0	5	0	0	0	0	29	20	4	20		96
03:15 PM	03:30 PM	18	0	5	0	0	0	0	29	20	5	22		99
03:30 PM	03:45 PM	18	0	5	0	0	0	0	29	20	5	22		99
03:45 PM	04:00 PM	18	0	5	0	0	0	0	30	20	5	22		100
04:00 PM	04:15 PM	18	0	5	0	0	0	0	30	20	5	23		101
04:15 PM	04:30 PM	18	0	5	0	0	0	0	31	20	5	23		102
04:30 PM	04:45 PM	18	0	5	0	0	0	0	33	20	5	24		105
04:45 PM	05:00 PM	18	0	5	0	0	0	0	33	20	5	25		106

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 11 , 2002 — DAY: TUESDAY

N-S Approach: DRIVEWAY 8 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA08LV22

		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD														
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
09:00 AM	09:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
09:15 AM	09:30 AM	1	0	1	0	0	0	0	0	0	0	2	0	4
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	1	0	2	0	3
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	2	0	0	0	2
10:00 AM	10:15 AM	1	0	0	0	0	0	0	0	1	0	0	0	2
10:15 AM	10:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
10:30 AM	10:45 AM	1	0	0	0	0	0	0	1	2	0	0	0	4
10:45 AM	11:00 AM	1	0	0	0	0	0	0	3	1	0	1	0	6
11:00 AM	11:15 AM	1	0	1	0	0	0	0	0	2	1	0	0	5
11:15 AM	11:30 AM	1	0	0	0	0	0	0	3	0	0	0	0	4
11:30 AM	11:45 AM	1	0	0	0	0	0	0	1	2	0	1	0	5
11:45 AM	12:00 PM	2	0	0	0	0	0	0	1	0	0	2	0	5
12:00 PM	12:15 PM	3	0	0	0	0	0	0	0	1	0	0	0	4
12:15 PM	12:30 PM	0	0	0	0	0	0	0	3	2	0	2	0	7
12:30 PM	12:45 PM	1	0	0	0	0	0	0	0	2	1	1	0	5
12:45 PM	01:00 PM	3	0	0	0	0	0	0	2	1	1	1	0	8
01:00 PM	01:15 PM	0	0	1	0	0	0	0	1	0	0	0	0	2
01:15 PM	01:30 PM	0	0	0	0	0	0	0	0	1	1	0	0	2
01:30 PM	01:45 PM	0	0	2	0	0	0	0	3	0	0	0	0	5
01:45 PM	02:00 PM	2	0	0	0	0	0	0	2	0	0	0	0	4
02:00 PM	02:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
02:15 PM	02:30 PM	0	0	0	0	0	0	0	1	0	0	3	0	4
02:30 PM	02:45 PM	0	0	0	0	0	0	0	3	1	0	0	0	4
02:45 PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:00 PM	03:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:15 PM	03:30 PM	0	0	0	0	0	0	0	0	0	1	2	0	3
03:30 PM	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	04:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:00 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:15 PM	04:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:30 PM	04:45 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
04:45 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
HOURLY TOTALS														
07:00 AM	08:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:15 AM	08:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:30 AM	08:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
07:45 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:00 AM	09:00 AM	0	0	0	0	0	0	0	0	1	0	1	0	2
08:15 AM	09:15 AM	0	0	0	0	0	0	0	1	1	0	2	0	4
08:30 AM	09:30 AM	1	0	1	0	0	0	0	1	1	0	3	0	7
08:45 AM	09:45 AM	1	0	1	0	0	0	0	1	2	0	5	0	10
09:00 AM	10:00 AM	1	0	1	0	0	0	0	1	3	0	5	0	11
09:15 AM	10:15 AM	2	0	1	0	0	0	0	0	4	0	4	0	11
09:30 AM	10:30 AM	1	0	0	0	0	0	0	2	4	0	3	0	10
09:45 AM	10:45 AM	2	0	0	0	0	0	0	3	5	0	1	0	11
10:00 AM	11:00 AM	3	0	0	0	0	0	0	6	4	0	2	0	15
10:15 AM	11:15 AM	3	0	1	0	0	0	0	6	5	1	2	0	18
10:30 AM	11:30 AM	4	0	1	0	0	0	0	7	5	1	1	0	19
10:45 AM	11:45 AM	4	0	1	0	0	0	0	7	5	1	2	0	20
11:00 AM	12:00 PM	5	0	1	0	0	0	0	5	4	1	3	0	19
11:15 AM	12:15 PM	7	0	0	0	0	0	0	5	3	0	3	0	18
11:30 AM	12:30 PM	6	0	0	0	0	0	0	5	5	0	5	0	21
11:45 AM	12:45 PM	6	0	0	0	0	0	0	4	5	1	5	0	21
12:00 PM	01:00 PM	7	0	0	0	0	0	0	5	6	2	4	0	24
12:15 PM	01:15 PM	4	0	1	0	0	0	0	6	5	2	4	0	22
12:30 PM	01:30 PM	4	0	1	0	0	0	0	3	4	3	2	0	17
12:45 PM	01:45 PM	3	0	3	0	0	0	0	6	2	2	1	0	17
01:00 PM	02:00 PM	2	0	3	0	0	0	0	6	1	1	0	0	13
01:15 PM	02:15 PM	2	0	2	0	0	0	0	5	1	1	1	0	12
01:30 PM	02:30 PM	2	0	2	0	0	0	0	6	0	0	4	0	14
01:45 PM	02:45 PM	2	0	0	0	0	0	0	6	1	0	4	0	13
02:00 PM	03:00 PM	0	0	0	0	0	0	0	4	1	0	5	0	10
02:15 PM	03:15 PM	0	0	0	0	0	0	0	5	1	0	4	0	10
02:30 PM	03:30 PM	0	0	0	0	0	0	0	4	1	1	3	0	9
02:45 PM	03:45 PM	0	0	0	0	0	0	0	1	0	1	3	0	5
03:00 PM	04:00 PM	0	0	0	0	0	0	0	2	0	1	2	0	5
03:15 PM	04:15 PM	0	0	0	0	0	0	0	1	0	1	3	0	5
03:30 PM	04:30 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
03:45 PM	04:45 PM	0	0	0	0	0	0	0	4	0	0	2	0	6
04:00 PM	05:00 PM	0	0	0	0	0	0	0	3	0	0	3	0	6

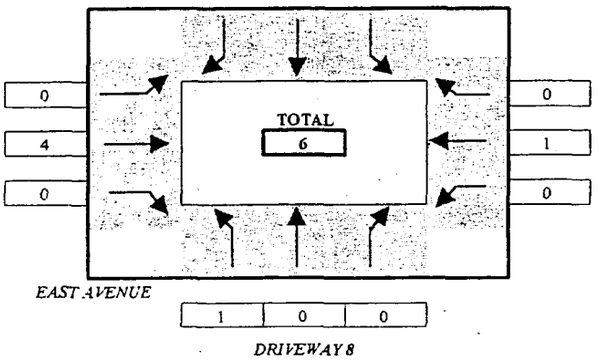
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

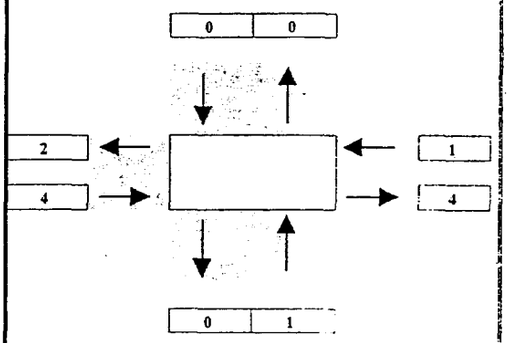
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE:	DECEMBER 11 , 2002	DAY:	TUESDAY
N-S Approach:	DRIVEWAY 8	SURVEY TIME:	7:00 AM TO 5:00 PM	WEATHER:	SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION:	LIVERMORE	FILENAME:	EA08LV23

PEAK HOUR: 11:15 AM TO 12:15 PM

HEAVY 3-AXLE: 0 | 0 | 0



ARRIVAL / DEPARTURE VOLUMES



			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
							SURVEY	*DATA*							
07:00 AM	------	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:15 AM	------	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:30 AM	------	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:45 AM	------	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:00 AM	------	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:15 AM	------	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:30 AM	------	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:45 AM	------	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
09:00 AM	------	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
09:15 AM	------	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
09:30 AM	------	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
09:45 AM	------	10:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
10:00 AM	------	10:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
10:15 AM	------	10:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	*2*
10:30 AM	------	10:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	*2*
10:45 AM	------	11:00 AM	0	0	0	0	0	0	0	1	0	1	0	0	*2*
11:00 AM	------	11:15 AM	0	0	0	0	0	0	0	2	0	1	0	0	*3*
11:15 AM	------	11:30 AM	0	0	0	0	0	0	0	4	0	1	1	0	*6*
11:30 AM	------	11:45 AM	0	0	0	0	0	0	0	4	0	1	1	0	*6*
11:45 AM	------	12:00 PM	1	0	0	0	0	0	0	4	0	1	1	0	*7*
12:00 PM	------	12:15 PM	1	0	0	0	0	0	0	6	0	1	1	0	*9*
12:15 PM	------	12:30 PM	1	0	0	0	0	0	0	6	0	2	1	0	*10*
12:30 PM	------	12:45 PM	1	0	0	0	0	0	0	6	0	2	2	0	*11*
12:45 PM	------	01:00 PM	2	0	0	0	0	0	0	6	0	2	2	0	*12*
01:00 PM	------	01:15 PM	2	0	0	0	0	0	0	6	0	2	2	0	*12*
01:15 PM	------	01:30 PM	2	0	0	0	0	0	0	6	0	2	2	0	*12*
01:30 PM	------	01:45 PM	2	0	0	0	0	0	0	6	0	2	2	0	*12*
01:45 PM	------	02:00 PM	2	0	0	0	0	0	0	6	0	2	2	0	*12*
02:00 PM	------	02:15 PM	2	0	0	0	0	0	0	6	0	2	4	0	*14*
02:15 PM	------	02:30 PM	2	0	0	0	0	0	0	6	0	2	4	0	*14*
02:30 PM	------	02:45 PM	2	0	0	0	0	0	0	7	0	2	4	0	*15*
02:45 PM	------	03:00 PM	2	0	0	0	0	0	0	7	0	2	4	0	*15*
03:00 PM	------	03:15 PM	2	0	0	0	0	0	0	7	0	2	4	0	*15*
03:15 PM	------	03:30 PM	2	0	0	0	0	0	0	7	0	2	4	0	*15*
03:30 PM	------	03:45 PM	2	0	0	0	0	0	0	7	0	2	4	0	*15*
03:45 PM	------	04:00 PM	2	0	0	0	0	0	0	7	0	2	4	0	*15*
04:00 PM	------	04:15 PM	2	0	0	0	0	0	0	7	0	2	4	0	*15*
04:15 PM	------	04:30 PM	2	0	0	0	0	0	0	7	0	2	4	0	*15*
04:30 PM	------	04:45 PM	2	0	0	0	0	0	0	7	0	2	4	0	*15*
04:45 PM	------	05:00 PM	2	0	0	0	0	0	0	7	0	2	4	0	*15*

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 11 , 2002 — DAY: TUESDAY

N-S Approach: DRIVEWAY 8 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA08LV23

		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD														
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	10:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
10:00 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	10:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
10:30 AM	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	11:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
11:15 AM	11:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
11:30 AM	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	12:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
12:00 PM	12:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
12:15 PM	12:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
12:30 PM	12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:45 PM	01:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00 PM	01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	02:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
02:15 PM	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	02:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
02:45 PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTALS														
07:00 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	10:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
09:15 AM	10:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
09:30 AM	10:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	2
09:45 AM	10:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	2
10:00 AM	11:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
10:15 AM	11:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	2
10:30 AM	11:30 AM	0	0	0	0	0	0	0	3	0	0	1	0	4
10:45 AM	11:45 AM	0	0	0	0	0	0	0	3	0	0	1	0	4
11:00 AM	12:00 PM	1	0	0	0	0	0	0	3	0	0	1	0	5
11:15 AM	12:15 PM	1	0	0	0	0	0	0	4	0	0	1	0	6
11:30 AM	12:30 PM	1	0	0	0	0	0	0	2	0	1	0	0	4
11:45 AM	12:45 PM	1	0	0	0	0	0	0	2	0	1	1	0	5
12:00 PM	01:00 PM	1	0	0	0	0	0	0	2	0	1	1	0	5
12:15 PM	01:15 PM	1	0	0	0	0	0	0	0	0	1	1	0	3
12:30 PM	01:30 PM	1	0	0	0	0	0	0	0	0	0	1	0	2
12:45 PM	01:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00 PM	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	02:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
01:30 PM	02:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
01:45 PM	02:45 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
02:00 PM	03:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
02:15 PM	03:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
02:30 PM	03:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
02:45 PM	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

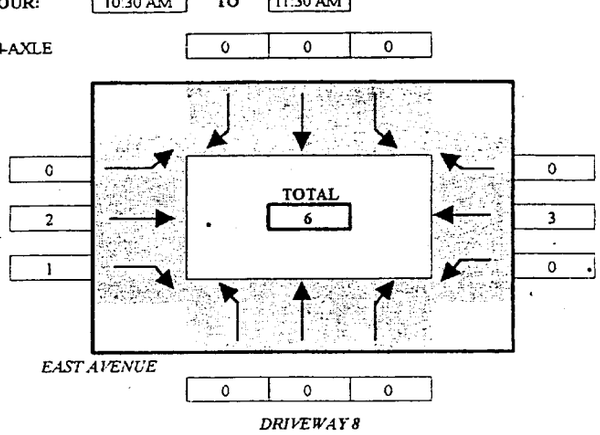
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

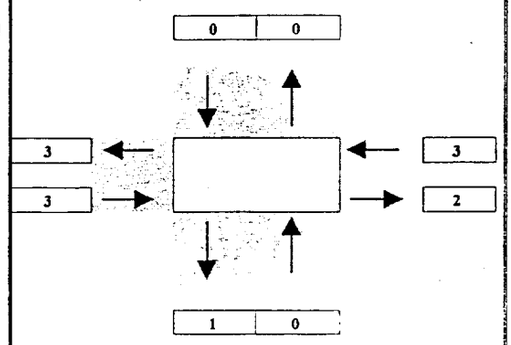
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE:	DECEMBER 11 , 2002	DAY:	TUESDAY
N-S Approach:	DRIVEWAY 8	SURVEY TIME:	7:00 AM TO 5:00 PM	WEATHER:	SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION:	LIVERMORE	FILENAME:	EA08LV24

PEAK HOUR: 10:30 AM TO 11:30 AM

HEAVY 4-AXLE: 0 | 0 | 0



ARRIVAL / DEPARTURE VOLUMES



			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
							SURVEY	*DATA*							
07:00 AM	-----	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:15 AM	-----	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:30 AM	-----	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:45 AM	-----	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:00 AM	-----	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:15 AM	-----	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:30 AM	-----	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:45 AM	-----	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
09:00 AM	-----	09:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	*2*
09:15 AM	-----	09:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	*2*
09:30 AM	-----	09:45 AM	0	0	0	0	0	0	0	2	1	0	0	0	*3*
09:45 AM	-----	10:00 AM	0	0	0	0	0	0	0	3	1	0	0	0	*4*
10:00 AM	-----	10:15 AM	0	0	0	0	0	0	0	3	1	0	1	0	*5*
10:15 AM	-----	10:30 AM	0	0	0	0	0	0	0	3	1	0	1	0	*5*
10:30 AM	-----	10:45 AM	0	0	0	0	0	0	0	4	1	0	2	0	*7*
10:45 AM	-----	11:00 AM	0	0	0	0	0	0	0	5	1	0	2	0	*8*
11:00 AM	-----	11:15 AM	0	0	0	0	0	0	0	5	1	0	4	0	*10*
11:15 AM	-----	11:30 AM	0	0	0	0	0	0	0	5	2	0	4	0	*11*
11:30 AM	-----	11:45 AM	0	0	0	0	0	0	0	5	2	0	4	0	*11*
11:45 AM	-----	12:00 PM	0	0	1	0	0	0	0	5	2	0	4	0	*12*
12:00 PM	-----	12:15 PM	0	0	1	0	0	0	0	5	2	0	5	0	*13*
12:15 PM	-----	12:30 PM	0	0	1	0	0	0	0	6	2	0	6	0	*15*
12:30 PM	-----	12:45 PM	0	0	1	0	0	0	0	6	2	0	6	0	*15*
12:45 PM	-----	01:00 PM	1	0	1	0	0	0	0	6	2	0	6	0	*16*
01:00 PM	-----	01:15 PM	1	0	1	0	0	0	0	7	2	0	6	0	*17*
01:15 PM	-----	01:30 PM	1	0	1	0	0	0	0	8	2	0	6	0	*18*
01:30 PM	-----	01:45 PM	1	0	1	0	0	0	0	8	2	0	6	0	*18*
01:45 PM	-----	02:00 PM	1	0	1	0	0	0	0	8	2	0	7	0	*19*
02:00 PM	-----	02:15 PM	1	0	1	0	0	0	0	8	3	0	7	0	*20*
02:15 PM	-----	02:30 PM	1	0	1	0	0	0	0	8	3	0	7	0	*20*
02:30 PM	-----	02:45 PM	1	0	1	0	0	0	0	9	3	0	7	0	*21*
02:45 PM	-----	03:00 PM	2	0	1	0	0	0	0	9	3	0	7	0	*22*
03:00 PM	-----	03:15 PM	2	0	1	0	0	0	0	11	3	0	7	0	*24*
03:15 PM	-----	03:30 PM	2	0	1	0	0	0	0	11	3	0	7	0	*24*
03:30 PM	-----	03:45 PM	2	0	1	0	0	0	0	11	3	0	8	0	*25*
03:45 PM	-----	04:00 PM	2	0	1	0	0	0	0	11	3	0	8	0	*25*
04:00 PM	-----	04:15 PM	2	0	1	0	0	0	0	11	3	0	8	0	*25*
04:15 PM	-----	04:30 PM	2	0	1	0	0	0	0	11	3	0	8	0	*25*
04:30 PM	-----	04:45 PM	2	0	1	0	0	0	0	11	3	0	8	0	*25*
04:45 PM	-----	05:00 PM	2	0	1	0	0	0	0	11	3	0	9	0	*26*

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 11 , 2002 — DAY: TUESDAY

N-S Approach: DRIVEWAY 8 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA08LV24

		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD														
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	09:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
09:45 AM	10:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
10:00 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
10:15 AM	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	10:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
10:45 AM	11:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
11:00 AM	11:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
11:15 AM	11:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
11:30 AM	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	12:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
12:00 PM	12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:15 PM	12:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
12:30 PM	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	01:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
01:00 PM	01:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:15 PM	01:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:30 PM	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	02:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
02:00 PM	02:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	1
02:15 PM	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	02:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
02:45 PM	03:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00 PM	03:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
03:15 PM	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:45 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
HOURLY TOTALS														
07:00 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	09:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
08:30 AM	09:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
08:45 AM	09:45 AM	0	0	0	0	0	0	0	2	1	0	0	0	3
09:00 AM	10:00 AM	0	0	0	0	0	0	0	3	1	0	0	0	4
09:15 AM	10:15 AM	0	0	0	0	0	0	0	1	1	0	1	0	3
09:30 AM	10:30 AM	0	0	0	0	0	0	0	1	1	0	1	0	3
09:45 AM	10:45 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
10:00 AM	11:00 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
10:15 AM	11:15 AM	0	0	0	0	0	0	0	2	0	0	3	0	5
10:30 AM	11:30 AM	0	0	0	0	0	0	0	2	1	0	3	0	6
10:45 AM	11:45 AM	0	0	0	0	0	0	0	1	1	0	2	0	4
11:00 AM	12:00 PM	0	0	1	0	0	0	0	0	1	0	2	0	4
11:15 AM	12:15 PM	0	0	1	0	0	0	0	0	1	0	1	0	3
11:30 AM	12:30 PM	0	0	1	0	0	0	0	1	0	0	2	0	4
11:45 AM	12:45 PM	0	0	1	0	0	0	0	1	0	0	2	0	4
12:00 PM	01:00 PM	1	0	0	0	0	0	0	1	0	0	2	0	4
12:15 PM	01:15 PM	1	0	0	0	0	0	0	2	0	0	1	0	4
12:30 PM	01:30 PM	1	0	0	0	0	0	0	2	0	0	0	0	3
12:45 PM	01:45 PM	1	0	0	0	0	0	0	2	0	0	0	0	3
01:00 PM	02:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
01:15 PM	02:15 PM	0	0	0	0	0	0	0	1	1	0	1	0	3
01:30 PM	02:30 PM	0	0	0	0	0	0	0	0	1	0	1	0	2
01:45 PM	02:45 PM	0	0	0	0	0	0	0	1	1	0	1	0	3
02:00 PM	03:00 PM	1	0	0	0	0	0	0	1	1	0	0	0	3
02:15 PM	03:15 PM	1	0	0	0	0	0	0	3	0	0	0	0	4
02:30 PM	03:30 PM	1	0	0	0	0	0	0	3	0	0	0	0	4
02:45 PM	03:45 PM	1	0	0	0	0	0	0	2	0	0	1	0	4
03:00 PM	04:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
03:15 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:30 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:45 PM	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1

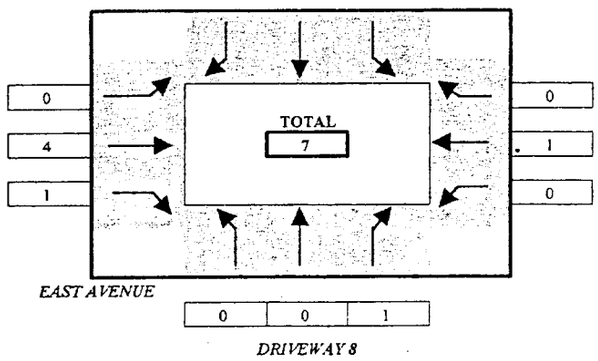
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE:	DECEMBER 11 , 2002	DAY:	TUESDAY
N-S Approach:	DRIVEWAY 8	SURVEY TIME:	7:00 AM TO 5:00 PM	WEATHER:	SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION:	LIVERMORE	FILENAME:	EA08LV25

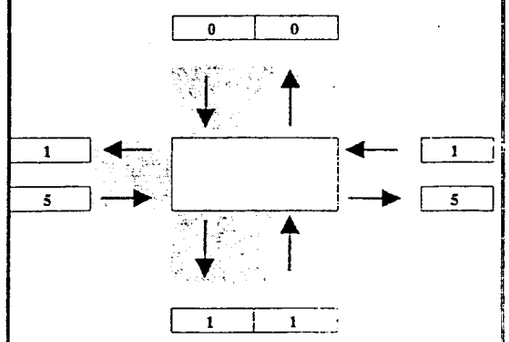
PEAK HOUR: 09:00 AM TO 10:00 AM

HEAVY 5-AXLE: 0 | 0 | 0



NORTH

ARRIVAL / DEPARTURE VOLUMES



			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
							SURVEY DATA								
07:00 AM	------	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	------	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	------	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	------	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	------	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	------	08:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:30 AM	------	08:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:45 AM	------	09:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
09:00 AM	------	09:15 AM	0	0	0	0	0	0	0	4	0	0	0	0	4
09:15 AM	------	09:30 AM	0	0	0	0	0	0	0	5	1	0	0	0	6
09:30 AM	------	09:45 AM	0	0	1	0	0	0	0	5	1	0	0	0	7
09:45 AM	------	10:00 AM	0	0	1	0	0	0	0	5	1	0	1	0	8
10:00 AM	------	10:15 AM	0	0	1	0	0	0	0	6	1	0	1	0	9
10:15 AM	------	10:30 AM	0	0	1	0	0	0	0	6	2	1	1	0	11
10:30 AM	------	10:45 AM	0	0	1	0	0	0	0	6	2	1	3	0	13
10:45 AM	------	11:00 AM	0	0	1	0	0	0	0	7	2	1	3	0	14
11:00 AM	------	11:15 AM	0	0	1	0	0	0	0	7	3	1	3	0	15
11:15 AM	------	11:30 AM	1	0	1	0	0	0	0	7	3	1	3	0	16
11:30 AM	------	11:45 AM	1	0	1	0	0	0	0	7	3	1	3	0	16
11:45 AM	------	12:00 PM	1	0	1	0	0	0	0	7	3	1	3	0	16
12:00 PM	------	12:15 PM	1	0	1	0	0	0	0	7	3	1	5	0	18
12:15 PM	------	12:30 PM	1	0	1	0	0	0	0	7	3	1	5	0	18
12:30 PM	------	12:45 PM	2	0	1	0	0	0	0	7	3	2	5	0	20
12:45 PM	------	01:00 PM	2	0	1	0	0	0	0	7	3	2	5	0	20
01:00 PM	------	01:15 PM	2	0	1	0	0	0	0	8	3	2	5	0	21
01:15 PM	------	01:30 PM	2	0	1	0	0	0	0	10	3	2	6	0	24
01:30 PM	------	01:45 PM	3	0	1	0	0	0	0	10	3	2	6	0	25
01:45 PM	------	02:00 PM	3	0	1	0	0	0	0	10	3	2	6	0	25
02:00 PM	------	02:15 PM	3	0	1	0	0	0	0	11	3	2	6	0	26
02:15 PM	------	02:30 PM	3	0	1	0	0	0	0	12	3	2	6	0	27
02:30 PM	------	02:45 PM	4	0	1	0	0	0	0	12	3	2	6	0	28
02:45 PM	------	03:00 PM	4	0	1	0	0	0	0	13	3	2	7	0	30
03:00 PM	------	03:15 PM	4	0	1	0	0	0	0	13	3	2	8	0	31
03:15 PM	------	03:30 PM	4	0	1	0	0	0	0	13	3	2	8	0	31
03:30 PM	------	03:45 PM	4	0	1	0	0	0	0	13	3	2	8	0	31
03:45 PM	------	04:00 PM	4	0	1	0	0	0	0	14	3	2	8	0	32
04:00 PM	------	04:15 PM	4	0	1	0	0	0	0	14	3	2	8	0	32
04:15 PM	------	04:30 PM	4	0	1	0	0	0	0	14	3	2	8	0	32
04:30 PM	------	04:45 PM	4	0	1	0	0	0	0	14	3	2	9	0	33
04:45 PM	------	05:00 PM	4	0	1	0	0	0	0	15	3	2	9	0	34

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 11 , 2002 — DAY: TUESDAY

N-S Approach: DRIVEWAY 8 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA08LV25

		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD														
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	08:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	09:15 AM	0	0	0	0	0	0	0	3	0	0	0	0	3
09:15 AM	09:30 AM	0	0	0	0	0	0	0	1	1	0	0	0	2
09:30 AM	09:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
10:00 AM	10:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
10:15 AM	10:30 AM	0	0	0	0	0	0	0	0	1	1	0	0	2
10:30 AM	10:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
10:45 AM	11:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
11:00 AM	11:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
11:15 AM	11:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	12:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
12:15 PM	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	12:45 PM	1	0	0	0	0	0	0	0	0	1	0	0	2
12:45 PM	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	01:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:15 PM	01:30 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
01:30 PM	01:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
01:45 PM	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	02:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
02:15 PM	02:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
02:30 PM	02:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45 PM	03:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
03:00 PM	03:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:15 PM	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	04:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:00 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:45 PM	05:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
HOURLY TOTALS														
07:00 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	08:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:45 AM	08:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:00 AM	09:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:15 AM	09:15 AM	0	0	0	0	0	0	0	4	0	0	0	0	4
08:30 AM	09:30 AM	0	0	0	0	0	0	0	4	1	0	0	0	5
08:45 AM	09:45 AM	0	0	1	0	0	0	0	4	1	0	0	0	6
09:00 AM	10:00 AM	0	0	1	0	0	0	0	4	1	0	1	0	7
09:15 AM	10:15 AM	0	0	1	0	0	0	0	2	1	0	1	0	5
09:30 AM	10:30 AM	0	0	1	0	0	0	0	1	1	1	1	0	5
09:45 AM	10:45 AM	0	0	0	0	0	0	0	1	1	1	3	0	6
10:00 AM	11:00 AM	0	0	0	0	0	0	0	2	1	1	2	0	6
10:15 AM	11:15 AM	0	0	0	0	0	0	0	1	2	1	2	0	6
10:30 AM	11:30 AM	1	0	0	0	0	0	0	1	1	0	2	0	5
10:45 AM	11:45 AM	1	0	0	0	0	0	0	1	1	0	0	0	3
11:00 AM	12:00 PM	1	0	0	0	0	0	0	0	1	0	0	0	2
11:15 AM	12:15 PM	1	0	0	0	0	0	0	0	0	0	2	0	3
11:30 AM	12:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
11:45 AM	12:45 PM	1	0	0	0	0	0	0	0	0	1	2	0	4
12:00 PM	01:00 PM	1	0	0	0	0	0	0	0	0	1	2	0	4
12:15 PM	01:15 PM	1	0	0	0	0	0	0	1	0	1	0	0	3
12:30 PM	01:30 PM	1	0	0	0	0	0	0	3	0	1	1	0	6
12:45 PM	01:45 PM	1	0	0	0	0	0	0	3	0	0	1	0	5
01:00 PM	02:00 PM	1	0	0	0	0	0	0	3	0	0	1	0	5
01:15 PM	02:15 PM	1	0	0	0	0	0	0	3	0	0	1	0	5
01:30 PM	02:30 PM	1	0	0	0	0	0	0	2	0	0	0	0	3
01:45 PM	02:45 PM	1	0	0	0	0	0	0	2	0	0	0	0	3
02:00 PM	03:00 PM	1	0	0	0	0	0	0	3	0	0	1	0	5
02:15 PM	03:15 PM	1	0	0	0	0	0	0	2	0	0	2	0	5
02:30 PM	03:30 PM	1	0	0	0	0	0	0	1	0	0	2	0	4
02:45 PM	03:45 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
03:00 PM	04:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
03:15 PM	04:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:30 PM	04:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:45 PM	04:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
04:00 PM	05:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2

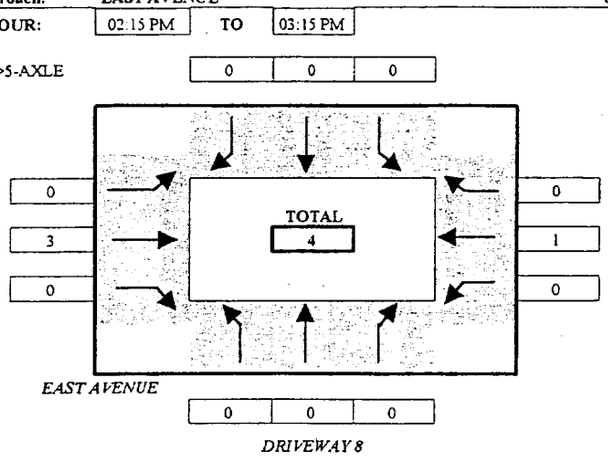
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

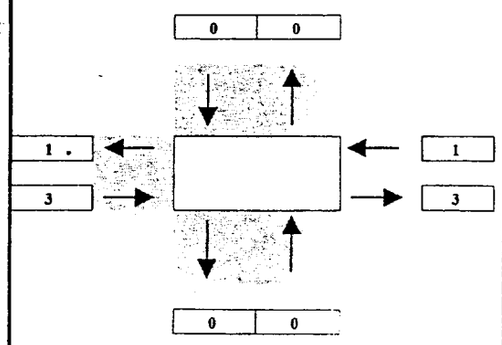
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE:	DECEMBER 11 , 2002	DAY:	TUESDAY
N-S Approach:	DRIVEWAY 8	SURVEY TIME:	7:00 AM TO 5:00 PM	WEATHER:	SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION:	LIVERMORE	FILENAME:	EA08LV26

PEAK HOUR: 02:15 PM TO 03:15 PM

HEAVY >5-AXLE: 0 | 0 | 0



ARRIVAL / DEPARTURE VOLUMES



			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
							SURVEY	*DATA*							
07:00 AM	------	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:15 AM	------	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:30 AM	------	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:45 AM	------	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:00 AM	------	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:15 AM	------	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:30 AM	------	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:45 AM	------	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
09:00 AM	------	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
09:15 AM	------	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
09:30 AM	------	09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	*1*
09:45 AM	------	10:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	*1*
10:00 AM	------	10:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	*1*
10:15 AM	------	10:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	*1*
10:30 AM	------	10:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	*1*
10:45 AM	------	11:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	*1*
11:00 AM	------	11:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	*1*
11:15 AM	------	11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	*1*
11:30 AM	------	11:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	*1*
11:45 AM	------	12:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	*1*
12:00 PM	------	12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	*1*
12:15 PM	------	12:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	*2*
12:30 PM	------	12:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	*2*
12:45 PM	------	01:00 PM	0	0	0	0	0	0	0	1	0	0	3	0	*4*
01:00 PM	------	01:15 PM	0	0	0	0	0	0	0	1	0	0	3	0	*4*
01:15 PM	------	01:30 PM	0	0	0	0	0	0	0	1	0	0	3	0	*4*
01:30 PM	------	01:45 PM	0	0	0	0	0	0	0	1	0	0	3	0	*4*
01:45 PM	------	02:00 PM	0	0	0	0	0	0	0	1	0	0	3	0	*4*
02:00 PM	------	02:15 PM	0	0	0	0	0	0	0	1	0	0	3	0	*4*
02:15 PM	------	02:30 PM	0	0	0	0	0	0	0	4	0	0	3	0	*7*
02:30 PM	------	02:45 PM	0	0	0	0	0	0	0	4	0	0	3	0	*7*
02:45 PM	------	03:00 PM	0	0	0	0	0	0	0	4	0	0	3	0	*7*
03:00 PM	------	03:15 PM	0	0	0	0	0	0	0	4	0	0	4	0	*8*
03:15 PM	------	03:30 PM	0	0	0	0	0	0	0	4	0	0	4	0	*8*
03:30 PM	------	03:45 PM	0	0	0	0	0	0	0	4	0	0	4	0	*8*
03:45 PM	------	04:00 PM	0	0	0	0	0	0	0	4	0	0	4	0	*8*
04:00 PM	------	04:15 PM	0	0	0	0	0	0	0	4	0	0	4	0	*8*
04:15 PM	------	04:30 PM	0	0	0	0	0	0	0	4	0	0	5	0	*9*
04:30 PM	------	04:45 PM	0	0	0	0	0	0	0	4	0	0	5	0	*9*
04:45 PM	------	05:00 PM	0	0	0	0	0	0	0	4	0	0	5	0	*9*

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 11 , 2002 — DAY: TUESDAY

N-S Approach: DRIVEWAY 8 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA08LV26

		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD														
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:30 PM	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	01:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
01:00 PM	01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	02:30 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
02:30 PM	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	03:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:15 PM	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:30 PM	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTALS														
07:00 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:00 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:15 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:30 AM	10:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:45 AM	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
11:45 AM	12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:00 PM	01:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
12:15 PM	01:15 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
12:30 PM	01:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
12:45 PM	01:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
01:00 PM	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	02:30 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
01:45 PM	02:45 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
02:00 PM	03:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
02:15 PM	03:15 PM	0	0	0	0	0	0	0	3	0	0	1	0	4
02:30 PM	03:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
02:45 PM	03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:00 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:15 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:45 PM	04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:00 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1

Truck Counts

Locations 7 and 8

Wednesday, December 12, 2001

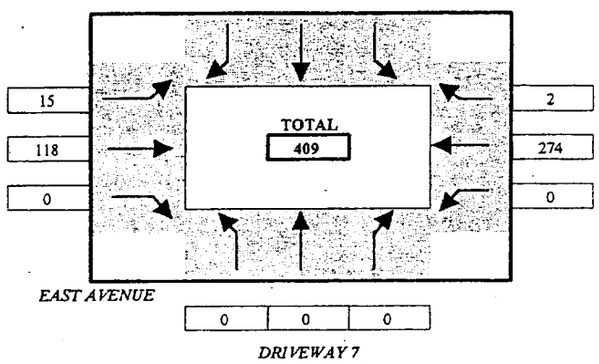
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

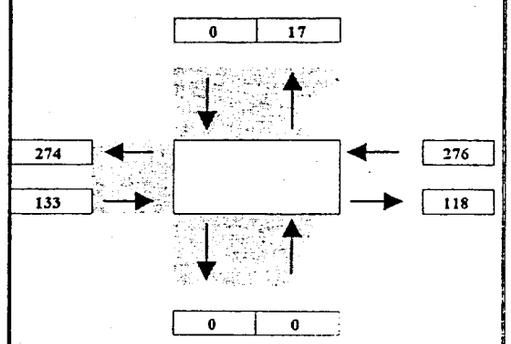
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE:	DECEMBER 12 , 2002	DAY:	WEDNESDAY
N-S Approach:	DRIVEWAY 7	SURVEY TIME:	7:00 AM TO 5:00 PM	WEATHER:	SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION:	LIVERMORE	FILENAME:	EA07LV3T

PEAK HOUR: 07:00 AM TO 08:00 AM

TOTAL VEHICLES: 0 | 0 | 0



ARRIVAL / DEPARTURE VOLUMES



From		To	NORTHBOUND Left	NORTHBOUND Thru	NORTHBOUND Right	SOUTHBOUND Left	SOUTHBOUND Thru	SOUTHBOUND Right	EASTBOUND Left	EASTBOUND Thru	EASTBOUND Right	WESTBOUND Left	WESTBOUND Thru	WESTBOUND Right	TOTAL VOLUMES
							SURVEY DATA								
07:00 AM	-----	07:15 AM	0	0	0	0	0	0	2	39	0	0	59	0	*100*
07:15 AM	-----	07:30 AM	0	0	0	0	0	0	3	60	0	0	136	0	*199*
07:30 AM	-----	07:45 AM	0	0	0	0	0	0	4	86	0	0	187	1	*278*
07:45 AM	-----	08:00 AM	0	0	0	0	0	0	7	102	0	0	261	1	*371*
08:00 AM	-----	08:15 AM	0	0	0	0	0	0	12	144	0	0	336	1	*493*
08:15 AM	-----	08:30 AM	0	0	0	0	0	0	16	176	0	0	389	2	*583*
08:30 AM	-----	08:45 AM	0	0	0	0	0	0	19	204	0	0	461	3	*687*
08:45 AM	-----	09:00 AM	0	0	0	0	0	0	26	226	0	0	519	5	*776*
09:00 AM	-----	09:15 AM	0	0	0	0	0	0	32	257	0	0	543	5	*837*
09:15 AM	-----	09:30 AM	0	0	0	0	0	0	33	275	0	0	567	7	*882*
09:30 AM	-----	09:45 AM	0	0	0	0	0	0	37	295	0	0	587	8	*927*
09:45 AM	-----	10:00 AM	0	0	0	0	0	0	43	314	0	0	599	9	*965*
10:00 AM	-----	10:15 AM	0	0	0	0	0	3	50	330	0	0	614	10	*1,007*
10:15 AM	-----	10:30 AM	0	0	0	0	0	4	58	347	0	0	621	10	*1,040*
10:30 AM	-----	10:45 AM	0	0	0	0	0	5	60	352	0	0	630	11	*1,058*
10:45 AM	-----	11:00 AM	0	0	0	1	0	8	66	365	0	0	634	12	*1,086*
11:00 AM	-----	11:15 AM	0	0	0	1	0	14	72	379	0	0	653	12	*1,131*
11:15 AM	-----	11:30 AM	0	0	0	2	0	15	75	400	0	0	674	14	*1,180*
11:30 AM	-----	11:45 AM	0	0	0	4	0	15	75	419	0	0	692	14	*1,219*
11:45 AM	-----	12:00 PM	0	0	0	5	0	17	77	438	0	0	724	16	*1,277*
12:00 PM	-----	12:15 PM	0	0	0	5	0	21	81	454	0	0	740	16	*1,317*
12:15 PM	-----	12:30 PM	0	0	0	6	0	26	81	466	0	0	772	19	*1,370*
12:30 PM	-----	12:45 PM	0	0	0	8	0	32	86	492	0	0	806	20	*1,444*
12:45 PM	-----	01:00 PM	0	0	0	9	0	35	87	517	0	0	829	21	*1,498*
01:00 PM	-----	01:15 PM	0	0	0	10	0	36	91	552	0	0	844	22	*1,555*
01:15 PM	-----	01:30 PM	0	0	0	12	0	38	93	589	0	0	864	23	*1,619*
01:30 PM	-----	01:45 PM	0	0	0	12	0	41	96	611	0	0	884	23	*1,667*
01:45 PM	-----	02:00 PM	0	0	0	14	0	45	98	639	0	0	902	24	*1,722*
02:00 PM	-----	02:15 PM	0	0	0	14	0	51	109	661	0	0	921	25	*1,781*
02:15 PM	-----	02:30 PM	0	0	0	15	0	54	112	688	0	0	933	26	*1,828*
02:30 PM	-----	02:45 PM	0	0	0	18	0	60	113	708	0	0	945	28	*1,872*
02:45 PM	-----	03:00 PM	0	0	0	22	0	66	116	734	0	0	964	29	*1,931*
03:00 PM	-----	03:15 PM	0	0	0	22	0	69	120	768	0	0	978	29	*1,986*
03:15 PM	-----	03:30 PM	0	0	0	24	0	69	121	802	0	0	997	30	*2,043*
03:30 PM	-----	03:45 PM	0	0	0	24	0	74	122	858	0	0	1,020	30	*2,128*
03:45 PM	-----	04:00 PM	0	0	0	24	0	77	123	908	0	0	1,038	30	*2,200*
04:00 PM	-----	04:15 PM	0	0	0	26	0	79	123	961	0	0	1,050	30	*2,269*
04:15 PM	-----	04:30 PM	0	0	0	26	0	83	123	1,020	0	0	1,073	30	*2,355*
04:30 PM	-----	04:45 PM	0	0	0	28	0	90	123	1,091	0	0	1,090	30	*2,452*
04:45 PM	-----	05:00 PM	0	0	0	31	0	92	123	1,161	0	0	1,107	30	*2,544*

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 12 , 2002 — DAY: WEDNESDAY

N-S Approach: DRIVEWAY 7 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA07LV3T

			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD															
07:00 AM	-----	07:15 AM	0	0	0	0	0	0	2	39	0	0	59	0	100
07:15 AM	-----	07:30 AM	0	0	0	0	0	0	1	21	0	0	77	0	99
07:30 AM	-----	07:45 AM	0	0	0	0	0	0	1	26	0	0	51	1	79
07:45 AM	-----	08:00 AM	0	0	0	0	0	0	3	16	0	0	74	0	93
08:00 AM	-----	08:15 AM	0	0	0	0	0	0	5	42	0	0	75	0	122
08:15 AM	-----	08:30 AM	0	0	0	0	0	0	4	32	0	0	53	1	90
08:30 AM	-----	08:45 AM	0	0	0	0	0	0	3	28	0	0	72	1	104
08:45 AM	-----	09:00 AM	0	0	0	0	0	0	7	22	0	0	58	2	89
09:00 AM	-----	09:15 AM	0	0	0	0	0	0	6	31	0	0	24	0	61
09:15 AM	-----	09:30 AM	0	0	0	0	0	0	1	18	0	0	24	2	45
09:30 AM	-----	09:45 AM	0	0	0	0	0	0	4	20	0	0	20	1	45
09:45 AM	-----	10:00 AM	0	0	0	0	0	0	6	19	0	0	12	1	38
10:00 AM	-----	10:15 AM	0	0	0	0	0	3	7	16	0	0	15	1	42
10:15 AM	-----	10:30 AM	0	0	0	0	0	1	8	17	0	0	7	0	33
10:30 AM	-----	10:45 AM	0	0	0	0	0	1	2	5	0	0	9	1	18
10:45 AM	-----	11:00 AM	0	0	0	1	0	3	6	13	0	0	4	1	28
11:00 AM	-----	11:15 AM	0	0	0	0	0	6	6	14	0	0	19	0	45
11:15 AM	-----	11:30 AM	0	0	0	1	0	1	3	21	0	0	21	2	49
11:30 AM	-----	11:45 AM	0	0	0	2	0	0	0	19	0	0	18	0	39
11:45 AM	-----	12:00 PM	0	0	0	1	0	2	2	19	0	0	32	2	58
12:00 PM	-----	12:15 PM	0	0	0	0	0	4	4	16	0	0	16	0	40
12:15 PM	-----	12:30 PM	0	0	0	1	0	5	0	12	0	0	32	3	53
12:30 PM	-----	12:45 PM	0	0	0	2	0	6	5	26	0	0	34	1	74
12:45 PM	-----	01:00 PM	0	0	0	1	0	3	1	25	0	0	23	1	54
01:00 PM	-----	01:15 PM	0	0	0	1	0	1	4	35	0	0	15	1	57
01:15 PM	-----	01:30 PM	0	0	0	2	0	2	2	37	0	0	20	1	64
01:30 PM	-----	01:45 PM	0	0	0	0	0	3	3	22	0	0	20	0	48
01:45 PM	-----	02:00 PM	0	0	0	2	0	4	2	28	0	0	18	1	55
02:00 PM	-----	02:15 PM	0	0	0	0	0	6	11	22	0	0	19	1	59
02:15 PM	-----	02:30 PM	0	0	0	1	0	3	3	27	0	0	12	1	47
02:30 PM	-----	02:45 PM	0	0	0	3	0	6	1	20	0	0	12	2	44
02:45 PM	-----	03:00 PM	0	0	0	4	0	6	3	26	0	0	19	1	59
03:00 PM	-----	03:15 PM	0	0	0	0	0	3	4	34	0	0	14	0	55
03:15 PM	-----	03:30 PM	0	0	0	2	0	0	1	34	0	0	19	1	57
03:30 PM	-----	03:45 PM	0	0	0	0	0	5	1	56	0	0	23	0	85
03:45 PM	-----	04:00 PM	0	0	0	0	0	3	1	50	0	0	18	0	72
04:00 PM	-----	04:15 PM	0	0	0	2	0	2	0	53	0	0	12	0	69
04:15 PM	-----	04:30 PM	0	0	0	0	0	4	0	59	0	0	23	0	86
04:30 PM	-----	04:45 PM	0	0	0	2	0	7	0	71	0	0	17	0	97
04:45 PM	-----	05:00 PM	0	0	0	3	0	2	0	70	0	0	17	0	92
HOURLY TOTALS															
07:00 AM	-----	08:00 AM	0	0	0	0	0	0	7	102	0	0	261	1	371
07:15 AM	-----	08:15 AM	0	0	0	0	0	0	10	105	0	0	277	1	393
07:30 AM	-----	08:30 AM	0	0	0	0	0	0	13	116	0	0	253	2	384
07:45 AM	-----	08:45 AM	0	0	0	0	0	0	15	118	0	0	274	2	409
08:00 AM	-----	09:00 AM	0	0	0	0	0	0	19	124	0	0	258	4	405
08:15 AM	-----	09:15 AM	0	0	0	0	0	0	20	113	0	0	207	4	344
08:30 AM	-----	09:30 AM	0	0	0	0	0	0	17	99	0	0	178	5	299
08:45 AM	-----	09:45 AM	0	0	0	0	0	0	18	91	0	0	126	5	240
09:00 AM	-----	10:00 AM	0	0	0	0	0	0	17	88	0	0	80	4	189
09:15 AM	-----	10:15 AM	0	0	0	0	0	3	18	73	0	0	71	5	170
09:30 AM	-----	10:30 AM	0	0	0	0	0	4	25	72	0	0	54	3	158
09:45 AM	-----	10:45 AM	0	0	0	0	0	5	23	57	0	0	43	3	131
10:00 AM	-----	11:00 AM	0	0	0	1	0	8	23	51	0	0	35	3	121
10:15 AM	-----	11:15 AM	0	0	0	1	0	11	22	49	0	0	39	2	124
10:30 AM	-----	11:30 AM	0	0	0	2	0	11	17	53	0	0	53	4	140
10:45 AM	-----	11:45 AM	0	0	0	4	0	10	15	67	0	0	62	3	161
11:00 AM	-----	12:00 PM	0	0	0	4	0	9	11	73	0	0	90	4	191
11:15 AM	-----	12:15 PM	0	0	0	4	0	7	9	75	0	0	87	4	186
11:30 AM	-----	12:30 PM	0	0	0	4	0	11	6	66	0	0	98	5	190
11:45 AM	-----	12:45 PM	0	0	0	4	0	17	11	73	0	0	114	6	225
12:00 PM	-----	01:00 PM	0	0	0	4	0	18	10	79	0	0	105	5	221
12:15 PM	-----	01:15 PM	0	0	0	5	0	15	10	98	0	0	104	6	238
12:30 PM	-----	01:30 PM	0	0	0	6	0	12	12	123	0	0	92	4	249
12:45 PM	-----	01:45 PM	0	0	0	4	0	9	10	119	0	0	78	3	233
01:00 PM	-----	02:00 PM	0	0	0	5	0	10	11	122	0	0	73	3	224
01:15 PM	-----	02:15 PM	0	0	0	4	0	15	18	109	0	0	77	3	226
01:30 PM	-----	02:30 PM	0	0	0	3	0	16	19	99	0	0	69	3	209
01:45 PM	-----	02:45 PM	0	0	0	6	0	19	17	97	0	0	61	5	205
02:00 PM	-----	03:00 PM	0	0	0	8	0	21	18	95	0	0	62	5	209
02:15 PM	-----	03:15 PM	0	0	0	8	0	18	11	107	0	0	57	4	205
02:30 PM	-----	03:30 PM	0	0	0	9	0	15	9	114	0	0	64	4	215
02:45 PM	-----	03:45 PM	0	0	0	6	0	14	9	150	0	0	75	2	256
03:00 PM	-----	04:00 PM	0	0	0	2	0	11	7	174	0	0	74	1	269
03:15 PM	-----	04:15 PM	0	0	0	4	0	10	3	193	0	0	72	1	283
03:30 PM	-----	04:30 PM	0	0	0	2	0	14	2	218	0	0	76	0	312
03:45 PM	-----	04:45 PM	0	0	0	4	0	16	1	233	0	0	70	0	324
04:00 PM	-----	05:00 PM	0	0	0	7	0	15	0	253	0	0	69	0	344

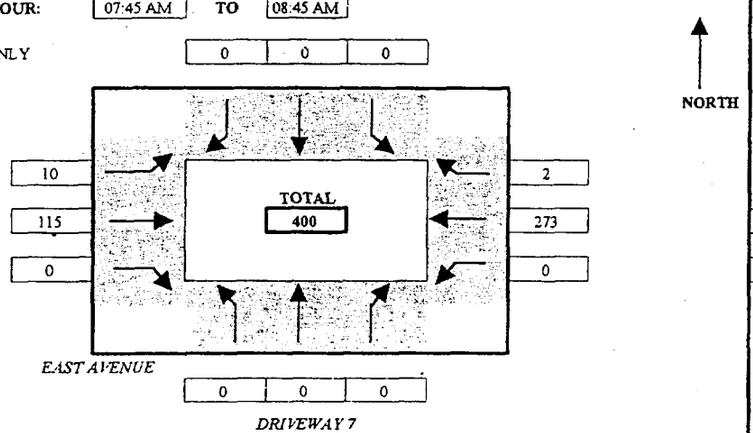
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

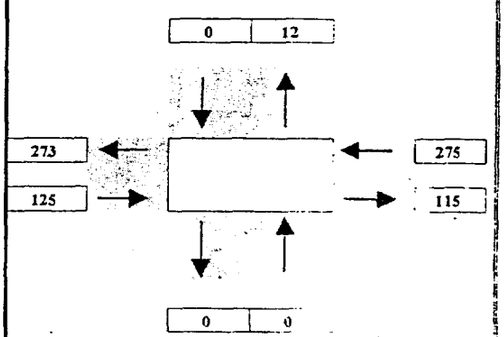
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE: DECEMBER 12 , 2002	DAY: WEDNESDAY
N-S Approach:	DRIVEWAY 7	SURVEY TIME: 7:00 AM TO 5:00 PM	WEATHER: SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION: LIVERMORE	FILENAME: EA07LV3A

PEAK HOUR: 07:45 AM TO 08:45 AM

AUTO ONLY



ARRIVAL / DEPARTURE VOLUMES



			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
							SURVEY	*DATA*							
07:00 AM	-----	07:15 AM	0	0	0	0	0	0	2	39	0	0	59	[illegible]	*100*
07:15 AM	-----	07:30 AM	0	0	0	0	0	0	3	60	0	0	136	[illegible]	*199*
07:30 AM	-----	07:45 AM	0	0	0	0	0	0	4	86	0	0	187	[illegible]	*278*
07:45 AM	-----	08:00 AM	0	0	0	0	0	0	7	101	0	0	261	[illegible]	*370*
08:00 AM	-----	08:15 AM	0	0	0	0	0	0	12	143	0	0	335	[illegible]	*491*
08:15 AM	-----	08:30 AM	0	0	0	0	0	0	12	174	0	0	388	[illegible]	*576*
08:30 AM	-----	08:45 AM	0	0	0	0	0	0	14	201	0	0	460	[illegible]	*678*
08:45 AM	-----	09:00 AM	0	0	0	0	0	0	21	223	0	0	517	[illegible]	*766*
09:00 AM	-----	09:15 AM	0	0	0	0	0	0	27	253	0	0	540	[illegible]	*825*
09:15 AM	-----	09:30 AM	0	0	0	0	0	0	27	271	0	0	562	[illegible]	*867*
09:30 AM	-----	09:45 AM	0	0	0	0	0	0	27	289	0	0	582	[illegible]	*906*
09:45 AM	-----	10:00 AM	0	0	0	0	0	0	31	306	0	0	598	[illegible]	*936*
10:00 AM	-----	10:15 AM	0	0	0	0	0	1	34	319	0	0	604	[illegible]	*967*
10:15 AM	-----	10:30 AM	0	0	0	0	0	1	40	330	0	0	608	[illegible]	*988*
10:30 AM	-----	10:45 AM	0	0	0	0	0	1	41	334	0	0	612	[illegible]	*998*
10:45 AM	-----	11:00 AM	0	0	0	1	0	3	45	347	0	0	613	[illegible]	*1,020*
11:00 AM	-----	11:15 AM	0	0	0	1	0	8	51	353	0	0	629	[illegible]	*1,052*
11:15 AM	-----	11:30 AM	0	0	0	1	0	8	52	371	0	0	646	[illegible]	*1,090*
11:30 AM	-----	11:45 AM	0	0	0	1	0	8	52	386	0	0	664	[illegible]	*1,121*
11:45 AM	-----	12:00 PM	0	0	0	1	0	8	52	398	0	0	693	[illegible]	*1,163*
12:00 PM	-----	12:15 PM	0	0	0	1	0	10	53	413	0	0	707	[illegible]	*1,195*
12:15 PM	-----	12:30 PM	0	0	0	2	0	10	53	424	0	0	737	[illegible]	*1,240*
12:30 PM	-----	12:45 PM	0	0	0	3	0	14	56	443	0	0	770	[illegible]	*1,301*
12:45 PM	-----	01:00 PM	0	0	0	3	0	15	56	461	0	0	795	[illegible]	*1,343*
01:00 PM	-----	01:15 PM	0	0	0	3	0	15	58	493	0	0	807	[illegible]	*1,391*
01:15 PM	-----	01:30 PM	0	0	0	4	0	15	60	527	0	0	826	[illegible]	*1,447*
01:30 PM	-----	01:45 PM	0	0	0	4	0	15	62	545	0	0	842	[illegible]	*1,483*
01:45 PM	-----	02:00 PM	0	0	0	5	0	17	64	568	0	0	858	[illegible]	*1,528*
02:00 PM	-----	02:15 PM	0	0	0	5	0	22	73	588	0	0	875	[illegible]	*1,580*
02:15 PM	-----	02:30 PM	0	0	0	5	0	23	76	614	0	0	886	[illegible]	*1,622*
02:30 PM	-----	02:45 PM	0	0	0	8	0	27	77	629	0	0	897	[illegible]	*1,658*
02:45 PM	-----	03:00 PM	0	0	0	12	0	33	79	654	0	0	914	[illegible]	*1,713*
03:00 PM	-----	03:15 PM	0	0	0	12	0	35	83	686	0	0	927	[illegible]	*1,764*
03:15 PM	-----	03:30 PM	0	0	0	14	0	35	84	718	0	0	944	[illegible]	*1,817*
03:30 PM	-----	03:45 PM	0	0	0	14	0	40	85	772	0	0	966	[illegible]	*1,899*
03:45 PM	-----	04:00 PM	0	0	0	14	0	42	86	822	0	0	982	[illegible]	*1,968*
04:00 PM	-----	04:15 PM	0	0	0	16	0	44	86	874	0	0	993	[illegible]	*2,035*
04:15 PM	-----	04:30 PM	0	0	0	16	0	48	86	932	0	0	1,015	[illegible]	*2,119*
04:30 PM	-----	04:45 PM	0	0	0	18	0	55	86	1,003	0	0	1,029	[illegible]	*2,213*
04:45 PM	-----	05:00 PM	0	0	0	21	0	57	86	1,072	0	0	1,046	[illegible]	*2,304*

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — **SURVEY DATE:** DECEMBER 12 , 2002 — **DAY:** WEDNESDAY

N-S Approach: DRIVEWAY 7 — **SURVEY TIME:** 7:00 AM TO 5:00 PM — **WEATHER:** SUNNY

E-W Approach: EAST AVENUE — **JURISDICTION:** LIVERMORE — **FILENAME:** EA07LV3A

			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD															
07:00 AM	-----	07:15 AM	0	0	0	0	0	0	2	39	0	0	59	0	*100*
07:15 AM	-----	07:30 AM	0	0	0	0	0	0	1	21	0	0	77	0	*99*
07:30 AM	-----	07:45 AM	0	0	0	0	0	0	1	26	0	0	51	1	*79*
07:45 AM	-----	08:00 AM	0	0	0	0	0	0	3	15	0	0	74	0	*92*
08:00 AM	-----	08:15 AM	0	0	0	0	0	0	5	42	0	0	74	0	*121*
08:15 AM	-----	08:30 AM	0	0	0	0	0	0	0	31	0	0	53	1	*85*
08:30 AM	-----	08:45 AM	0	0	0	0	0	0	2	27	0	0	72	1	*102*
08:45 AM	-----	09:00 AM	0	0	0	0	0	0	7	22	0	0	57	2	*88*
09:00 AM	-----	09:15 AM	0	0	0	0	0	0	6	30	0	0	23	0	*59*
09:15 AM	-----	09:30 AM	0	0	0	0	0	0	0	18	0	0	22	2	*42*
09:30 AM	-----	09:45 AM	0	0	0	0	0	0	0	18	0	0	20	1	*39*
09:45 AM	-----	10:00 AM	0	0	0	0	0	0	4	17	0	0	8	1	*30*
10:00 AM	-----	10:15 AM	0	0	0	0	0	1	3	13	0	0	14	0	*31*
10:15 AM	-----	10:30 AM	0	0	0	0	0	0	6	11	0	0	4	0	*21*
10:30 AM	-----	10:45 AM	0	0	0	0	0	0	1	4	0	0	4	1	*10*
10:45 AM	-----	11:00 AM	0	0	0	1	0	2	4	13	0	0	1	1	*22*
11:00 AM	-----	11:15 AM	0	0	0	0	0	5	6	6	0	0	16	0	*32*
11:15 AM	-----	11:30 AM	0	0	0	0	0	0	1	18	0	0	17	2	*38*
11:30 AM	-----	11:45 AM	0	0	0	0	0	0	0	15	0	0	18	2	*31*
11:45 AM	-----	12:00 PM	0	0	0	0	0	0	0	12	0	0	29	1	*42*
12:00 PM	-----	12:15 PM	0	0	0	0	0	2	1	15	0	0	14	[illegible]	*32*
12:15 PM	-----	12:30 PM	0	0	0	1	0	0	0	11	0	0	30	3	*45*
12:30 PM	-----	12:45 PM	0	0	0	1	0	4	3	19	0	0	33	1	*61*
12:45 PM	-----	01:00 PM	0	0	0	0	0	1	0	18	0	0	23	[illegible]	*42*
01:00 PM	-----	01:15 PM	0	0	0	0	0	0	2	32	0	0	14	[illegible]	*48*
01:15 PM	-----	01:30 PM	0	0	0	1	0	0	2	34	0	0	19	[illegible]	*56*
01:30 PM	-----	01:45 PM	0	0	0	0	0	0	2	18	0	0	16	[illegible]	*36*
01:45 PM	-----	02:00 PM	0	0	0	1	0	2	2	23	0	0	16	[illegible]	*45*
02:00 PM	-----	02:15 PM	0	0	0	0	0	5	9	20	0	0	17	[illegible]	*52*
02:15 PM	-----	02:30 PM	0	0	0	0	0	1	3	26	0	0	11	[illegible]	*42*
02:30 PM	-----	02:45 PM	0	0	0	3	0	4	1	15	0	0	11	[illegible]	*36*
02:45 PM	-----	03:00 PM	0	0	0	4	0	6	2	25	0	0	17	[illegible]	*55*
03:00 PM	-----	03:15 PM	0	0	0	0	0	2	4	32	0	0	13	[illegible]	*51*
03:15 PM	-----	03:30 PM	0	0	0	2	0	0	1	32	0	0	17	[illegible]	*53*
03:30 PM	-----	03:45 PM	0	0	0	0	0	5	1	54	0	0	22	[illegible]	*82*
03:45 PM	-----	04:00 PM	0	0	0	0	0	2	1	50	0	0	16	[illegible]	*69*
04:00 PM	-----	04:15 PM	0	0	0	2	0	2	0	52	0	0	11	[illegible]	*67*
04:15 PM	-----	04:30 PM	0	0	0	0	0	4	0	58	0	0	22	[illegible]	*84*
04:30 PM	-----	04:45 PM	0	0	0	2	0	7	0	71	0	0	14	[illegible]	*94*
04:45 PM	-----	05:00 PM	0	0	0	3	0	2	0	69	0	0	17	[illegible]	*91*
HOURLY TOTALS															
07:00 AM	-----	08:00 AM	0	0	0	0	0	0	7	101	0	0	261	1	*370*
07:15 AM	-----	08:15 AM	0	0	0	0	0	0	10	104	0	0	276	1	*391*
07:30 AM	-----	08:30 AM	0	0	0	0	0	0	9	114	0	0	252	2	*377*
07:45 AM	-----	08:45 AM	0	0	0	0	0	0	10	115	0	0	273	2	*400*
08:00 AM	-----	09:00 AM	0	0	0	0	0	0	14	122	0	0	256	1	*396*
08:15 AM	-----	09:15 AM	0	0	0	0	0	0	15	110	0	0	205	1	*334*
08:30 AM	-----	09:30 AM	0	0	0	0	0	0	15	97	0	0	174	[illegible]	*291*
08:45 AM	-----	09:45 AM	0	0	0	0	0	0	13	88	0	0	122	[illegible]	*228*
09:00 AM	-----	10:00 AM	0	0	0	0	0	0	10	83	0	0	73	[illegible]	*170*
09:15 AM	-----	10:15 AM	0	0	0	0	0	1	7	66	0	0	64	1	*142*
09:30 AM	-----	10:30 AM	0	0	0	0	0	1	13	59	0	0	46	2	*121*
09:45 AM	-----	10:45 AM	0	0	0	0	0	1	14	45	0	0	30	2	*92*
10:00 AM	-----	11:00 AM	0	0	0	1	0	3	14	41	0	0	23	2	*84*
10:15 AM	-----	11:15 AM	0	0	0	1	0	7	17	34	0	0	25	1	*85*
10:30 AM	-----	11:30 AM	0	0	0	1	0	7	12	41	0	0	38	3	*102*
10:45 AM	-----	11:45 AM	0	0	0	1	0	7	11	52	0	0	52	[illegible]	*133*
11:00 AM	-----	12:00 PM	0	0	0	0	0	5	7	51	0	0	80	[illegible]	*143*
11:15 AM	-----	12:15 PM	0	0	0	0	0	2	2	60	0	0	78	1	*143*
11:30 AM	-----	12:30 PM	0	0	0	1	0	2	1	53	0	0	91	2	*150*
11:45 AM	-----	12:45 PM	0	0	0	2	0	6	4	57	0	0	106	3	*180*
12:00 PM	-----	01:00 PM	0	0	0	2	0	7	4	63	0	0	100	3	*180*
12:15 PM	-----	01:15 PM	0	0	0	2	0	5	5	80	0	0	100	4	*196*
12:30 PM	-----	01:30 PM	0	0	0	2	0	5	7	103	0	0	89	1	*207*
12:45 PM	-----	01:45 PM	0	0	0	1	0	1	6	102	0	0	72	0	*182*
01:00 PM	-----	02:00 PM	0	0	0	2	0	2	8	107	0	0	65	1	*185*
01:15 PM	-----	02:15 PM	0	0	0	2	0	7	15	95	0	0	68	2	*189*
01:30 PM	-----	02:30 PM	0	0	0	1	0	8	16	87	0	0	60	3	*175*
01:45 PM	-----	02:45 PM	0	0	0	4	0	12	15	84	0	0	55	3	*175*
02:00 PM	-----	03:00 PM	0	0	0	7	0	16	15	86	0	0	56	5	*185*
02:15 PM	-----	03:15 PM	0	0	0	7	0	13	10	98	0	0	52	4	*184*
02:30 PM	-----	03:30 PM	0	0	0	9	0	12	8	104	0	0	58	4	*195*
02:45 PM	-----	03:45 PM	0	0	0	6	0	13	8	143	0	0	69	2	*241*
03:00 PM	-----	04:00 PM	0	0	0	2	0	9	7	168	0	0	68	1	*255*
03:15 PM	-----	04:15 PM	0	0	0	4	0	9	3	188	0	0	66	1	*271*
03:30 PM	-----	04:30 PM	0	0	0	2	0	13	2	214	0	0	71	0	*302*
03:45 PM	-----	04:45 PM	0	0	0	4	0	15	1	231	0	0	63	0	*314*
04:00 PM	-----	05:00 PM	0	0	0	7	0	15	0	250	0	0	64	0	*336*

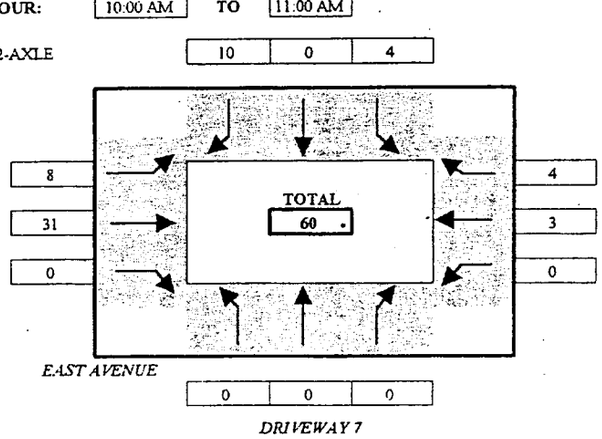
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

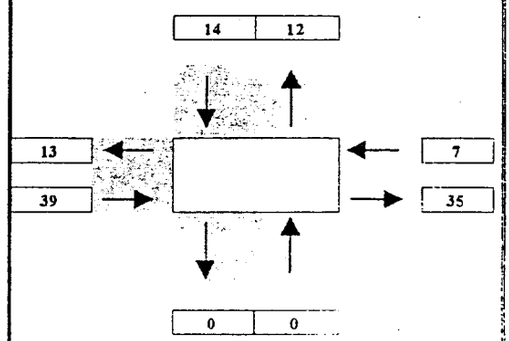
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE:	DECEMBER 12 , 2002	DAY:	WEDNESDAY
N-S Approach:	DRIVEWAY 7	SURVEY TIME:	7:00 AM TO 5:00 PM	WEATHER:	SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION:	LIVERMORE	FILENAME:	EA07LV32

PEAK HOUR: 10:00 AM TO 11:00 AM

HEAVY 2-AXLE: 10 | 0 | 4



ARRIVAL / DEPARTURE VOLUMES



		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
						SURVEY	*DATA*							
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:45 AM	08:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
08:00 AM	08:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	*2*
08:15 AM	08:30 AM	0	0	0	0	0	0	2	2	0	0	1	0	*5*
08:30 AM	08:45 AM	0	0	0	0	0	0	3	3	0	0	1	0	*7*
08:45 AM	09:00 AM	0	0	0	0	0	0	3	3	0	0	2	0	*8*
09:00 AM	09:15 AM	0	0	0	0	0	0	3	3	0	0	3	0	*9*
09:15 AM	09:30 AM	0	0	0	0	0	0	3	3	0	0	4	0	*10*
09:30 AM	09:45 AM	0	0	0	0	0	0	5	4	0	0	4	0	*13*
09:45 AM	10:00 AM	0	0	0	0	0	0	6	5	0	0	8	0	*19*
10:00 AM	10:15 AM	0	0	0	0	0	2	8	6	0	0	9	1	*26*
10:15 AM	10:30 AM	0	0	0	0	0	2	9	9	0	0	12	1	*33*
10:30 AM	10:45 AM	0	0	0	0	0	3	9	10	0	0	15	1	*38*
10:45 AM	11:00 AM	0	0	0	0	0	4	11	10	0	0	18	1	*44*
11:00 AM	11:15 AM	0	0	0	0	0	5	11	14	0	0	19	1	*50*
11:15 AM	11:30 AM	0	0	0	0	0	5	13	15	0	0	21	1	*55*
11:30 AM	11:45 AM	0	0	0	2	0	5	13	18	0	0	21	2	*61*
11:45 AM	12:00 PM	0	0	0	3	0	6	14	22	0	0	24	2	*71*
12:00 PM	12:15 PM	0	0	0	3	0	8	16	23	0	0	24	2	*76*
12:15 PM	12:30 PM	0	0	0	3	0	11	16	23	0	0	26	2	*81*
12:30 PM	12:45 PM	0	0	0	4	0	12	18	28	0	0	26	2	*90*
12:45 PM	01:00 PM	0	0	0	4	0	14	18	34	0	0	26	3	*99*
01:00 PM	01:15 PM	0	0	0	5	0	14	20	37	0	0	26	4	*106*
01:15 PM	01:30 PM	0	0	0	5	0	15	20	40	0	0	27	4	*111*
01:30 PM	01:45 PM	0	0	0	5	0	16	21	42	0	0	28	4	*116*
01:45 PM	02:00 PM	0	0	0	6	0	18	21	45	0	0	30	4	*124*
02:00 PM	02:15 PM	0	0	0	6	0	19	23	47	0	0	32	4	*131*
02:15 PM	02:30 PM	0	0	0	7	0	19	23	47	0	0	32	4	*132*
02:30 PM	02:45 PM	0	0	0	7	0	20	23	49	0	0	32	4	*135*
02:45 PM	03:00 PM	0	0	0	7	0	20	23	50	0	0	33	4	*137*
03:00 PM	03:15 PM	0	0	0	7	0	20	23	51	0	0	34	4	*139*
03:15 PM	03:30 PM	0	0	0	7	0	20	23	52	0	0	34	4	*140*
03:30 PM	03:45 PM	0	0	0	7	0	20	23	52	0	0	35	4	*141*
03:45 PM	04:00 PM	0	0	0	7	0	20	23	52	0	0	37	4	*143*
04:00 PM	04:15 PM	0	0	0	7	0	20	23	53	0	0	37	4	*144*
04:15 PM	04:30 PM	0	0	0	7	0	20	23	53	0	0	37	4	*144*
04:30 PM	04:45 PM	0	0	0	7	0	20	23	53	0	0	37	4	*144*
04:45 PM	05:00 PM	0	0	0	7	0	20	23	53	0	0	37	4	*144*

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 12 , 2002 — DAY: WEDNESDAY

N-S Approach: DRIVEWAY 7 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA07LV32

			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD															
07:00 AM	-----	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	-----	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	-----	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	-----	08:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:00 AM	-----	08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:15 AM	-----	08:30 AM	0	0	0	0	0	0	2	1	0	0	0	0	3
08:30 AM	-----	08:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	2
08:45 AM	-----	09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:00 AM	-----	09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:15 AM	-----	09:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:30 AM	-----	09:45 AM	0	0	0	0	0	0	2	1	0	0	0	0	3
09:45 AM	-----	10:00 AM	0	0	0	0	0	0	1	1	0	0	4	0	6
10:00 AM	-----	10:15 AM	0	0	0	0	0	2	2	1	0	0	1	1	7
10:15 AM	-----	10:30 AM	0	0	0	0	0	0	1	3	0	0	3	0	7
10:30 AM	-----	10:45 AM	0	0	0	0	0	1	0	1	0	0	3	0	5
10:45 AM	-----	11:00 AM	0	0	0	0	0	1	2	0	0	0	3	0	6
11:00 AM	-----	11:15 AM	0	0	0	0	0	1	0	4	0	0	1	0	6
11:15 AM	-----	11:30 AM	0	0	0	0	0	0	2	1	0	0	2	0	5
11:30 AM	-----	11:45 AM	0	0	0	2	0	0	0	3	0	0	0	1	6
11:45 AM	-----	12:00 PM	0	0	0	1	0	1	1	4	0	0	3	0	10
12:00 PM	-----	12:15 PM	0	0	0	0	0	2	2	1	0	0	0	0	5
12:15 PM	-----	12:30 PM	0	0	0	0	0	3	0	0	0	0	2	0	5
12:30 PM	-----	12:45 PM	0	0	0	1	0	1	2	5	0	0	0	0	9
12:45 PM	-----	01:00 PM	0	0	0	0	0	2	0	6	0	0	0	1	9
01:00 PM	-----	01:15 PM	0	0	0	1	0	0	2	3	0	0	0	1	7
01:15 PM	-----	01:30 PM	0	0	0	0	0	1	0	3	0	0	1	0	5
01:30 PM	-----	01:45 PM	0	0	0	0	0	1	1	2	0	0	1	0	5
01:45 PM	-----	02:00 PM	0	0	0	1	0	2	0	3	0	0	2	0	8
02:00 PM	-----	02:15 PM	0	0	0	0	0	1	2	2	0	0	2	0	7
02:15 PM	-----	02:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
02:30 PM	-----	02:45 PM	0	0	0	0	0	1	0	2	0	0	0	0	3
02:45 PM	-----	03:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
03:00 PM	-----	03:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
03:15 PM	-----	03:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:30 PM	-----	03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:45 PM	-----	04:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
04:00 PM	-----	04:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:15 PM	-----	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	-----	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	-----	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTALS															
07:00 AM	-----	08:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
07:15 AM	-----	08:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
07:30 AM	-----	08:30 AM	0	0	0	0	0	0	2	2	0	0	1	0	5
07:45 AM	-----	08:45 AM	0	0	0	0	0	0	3	3	0	0	1	0	7
08:00 AM	-----	09:00 AM	0	0	0	0	0	0	3	2	0	0	2	0	7
08:15 AM	-----	09:15 AM	0	0	0	0	0	0	3	2	0	0	2	0	7
08:30 AM	-----	09:30 AM	0	0	0	0	0	0	1	1	0	0	3	0	5
08:45 AM	-----	09:45 AM	0	0	0	0	0	0	2	1	0	0	3	0	6
09:00 AM	-----	10:00 AM	0	0	0	0	0	0	3	2	0	0	6	0	11
09:15 AM	-----	10:15 AM	0	0	0	0	0	2	5	3	0	0	6	1	17
09:30 AM	-----	10:30 AM	0	0	0	0	0	2	6	6	0	0	8	1	23
09:45 AM	-----	10:45 AM	0	0	0	0	0	3	4	6	0	0	11	1	25
10:00 AM	-----	11:00 AM	0	0	0	0	0	4	5	5	0	0	10	1	25
10:15 AM	-----	11:15 AM	0	0	0	0	0	3	3	8	0	0	10	0	24
10:30 AM	-----	11:30 AM	0	0	0	0	0	3	4	6	0	0	9	0	22
10:45 AM	-----	11:45 AM	0	0	0	2	0	2	4	8	0	0	6	1	23
11:00 AM	-----	12:00 PM	0	0	0	3	0	2	3	12	0	0	6	1	27
11:15 AM	-----	12:15 PM	0	0	0	3	0	3	5	9	0	0	5	1	26
11:30 AM	-----	12:30 PM	0	0	0	3	0	6	3	8	0	0	5	1	26
11:45 AM	-----	12:45 PM	0	0	0	2	0	7	5	10	0	0	5	0	29
12:00 PM	-----	01:00 PM	0	0	0	1	0	8	4	12	0	0	2	1	28
12:15 PM	-----	01:15 PM	0	0	0	2	0	6	4	14	0	0	2	2	30
12:30 PM	-----	01:30 PM	0	0	0	2	0	4	4	17	0	0	1	2	30
12:45 PM	-----	01:45 PM	0	0	0	1	0	4	3	14	0	0	2	2	26
01:00 PM	-----	02:00 PM	0	0	0	2	0	4	3	11	0	0	4	1	25
01:15 PM	-----	02:15 PM	0	0	0	1	0	5	3	10	0	0	6	0	25
01:30 PM	-----	02:30 PM	0	0	0	2	0	4	3	7	0	0	5	0	21
01:45 PM	-----	02:45 PM	0	0	0	2	0	4	2	7	0	0	4	0	19
02:00 PM	-----	03:00 PM	0	0	0	1	0	2	2	5	0	0	3	0	13
02:15 PM	-----	03:15 PM	0	0	0	1	0	1	0	4	0	0	2	0	8
02:30 PM	-----	03:30 PM	0	0	0	0	0	1	0	5	0	0	2	0	8
02:45 PM	-----	03:45 PM	0	0	0	0	0	0	0	3	0	0	3	0	6
03:00 PM	-----	04:00 PM	0	0	0	0	0	0	0	2	0	0	4	0	6
03:15 PM	-----	04:15 PM	0	0	0	0	0	0	0	2	0	0	3	0	5
03:30 PM	-----	04:30 PM	0	0	0	0	0	0	0	1	0	0	3	0	4
03:45 PM	-----	04:45 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
04:00 PM	-----	05:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1

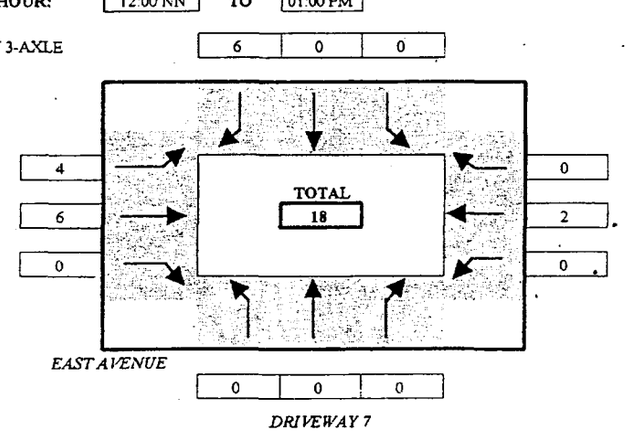
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

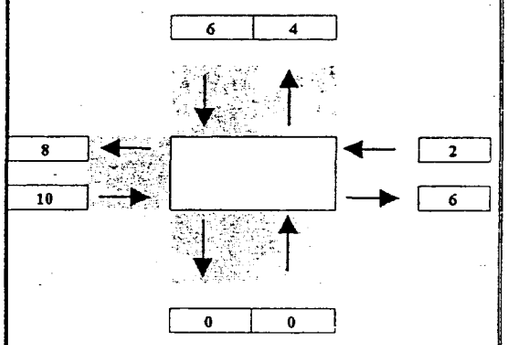
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE: DECEMBER 12 , 2002	DAY: WEDNESDAY
N-S Approach:	DRIVEWAY 7	SURVEY TIME: 7:00 AM TO 5:00 PM	WEATHER: SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION: LIVERMORE	FILENAME: EA07LV33

PEAK HOUR: 12:00 NN TO 01:00 PM

HEAVY 3-AXLE: 6 | 0 | 0



ARRIVAL / DEPARTURE VOLUMES



			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
						SURVEY DATA									
07:00 AM	-----	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	-----	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	-----	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	-----	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	-----	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	-----	08:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	2
08:30 AM	-----	08:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
08:45 AM	-----	09:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
09:00 AM	-----	09:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
09:15 AM	-----	09:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
09:30 AM	-----	09:45 AM	0	0	0	0	0	0	2	0	0	0	0	0	2
09:45 AM	-----	10:00 AM	0	0	0	0	0	0	2	0	0	0	0	0	2
10:00 AM	-----	10:15 AM	0	0	0	0	0	0	3	2	0	0	0	0	5
10:15 AM	-----	10:30 AM	0	0	0	0	0	1	3	3	0	0	0	0	7
10:30 AM	-----	10:45 AM	0	0	0	0	0	1	3	3	0	0	0	0	7
10:45 AM	-----	11:00 AM	0	0	0	0	0	1	3	3	0	0	0	0	7
11:00 AM	-----	11:15 AM	0	0	0	0	0	1	3	4	0	0	1	0	9
11:15 AM	-----	11:30 AM	0	0	0	0	0	1	3	4	0	0	1	0	9
11:30 AM	-----	11:45 AM	0	0	0	0	0	1	3	4	0	0	1	0	9
11:45 AM	-----	12:00 PM	0	0	0	0	0	2	4	4	0	0	1	0	11
12:00 PM	-----	12:15 PM	0	0	0	0	0	2	4	4	0	0	2	0	12
12:15 PM	-----	12:30 PM	0	0	0	0	0	3	4	4	0	0	2	0	13
12:30 PM	-----	12:45 PM	0	0	0	0	0	4	4	5	0	0	2	0	15
12:45 PM	-----	01:00 PM	0	0	0	0	0	4	5	6	0	0	2	0	17
01:00 PM	-----	01:15 PM	0	0	0	0	0	4	5	6	0	0	2	0	17
01:15 PM	-----	01:30 PM	0	0	0	0	0	4	5	6	0	0	2	0	17
01:30 PM	-----	01:45 PM	0	0	0	0	0	5	5	7	0	0	3	0	20
01:45 PM	-----	02:00 PM	0	0	0	0	0	5	5	7	0	0	3	0	20
02:00 PM	-----	02:15 PM	0	0	0	0	0	5	5	7	0	0	3	0	20
02:15 PM	-----	02:30 PM	0	0	0	0	0	5	5	7	0	0	3	0	20
02:30 PM	-----	02:45 PM	0	0	0	0	0	5	5	7	0	0	3	0	20
02:45 PM	-----	03:00 PM	0	0	0	0	0	5	5	7	0	0	3	0	20
03:00 PM	-----	03:15 PM	0	0	0	0	0	5	5	7	0	0	3	0	20
03:15 PM	-----	03:30 PM	0	0	0	0	0	5	5	7	0	0	4	0	21
03:30 PM	-----	03:45 PM	0	0	0	0	0	5	5	7	0	0	4	0	21
03:45 PM	-----	04:00 PM	0	0	0	0	0	5	5	7	0	0	4	0	21
04:00 PM	-----	04:15 PM	0	0	0	0	0	5	5	7	0	0	4	0	21
04:15 PM	-----	04:30 PM	0	0	0	0	0	5	5	7	0	0	4	0	21
04:30 PM	-----	04:45 PM	0	0	0	0	0	5	5	7	0	0	5	0	22
04:45 PM	-----	05:00 PM	0	0	0	0	0	5	5	7	0	0	5	0	22

SF/PENINSULA: (415) 750-1317 ALAMEDA: (510) 233-2292 CONTRA COSTA: (510)232-1271

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — **SURVEY DATE:** DECEMBER 12 , 2002 — **DAY:** WEDNESDAY

N-S Approach: DRIVEWAY 7 — **SURVEY TIME:** 7:00 AM TO 5:00 PM — **WEATHER:** SUNNY

E-W Approach: EAST AVENUE — **JURISDICTION:** LIVERMORE — **FILENAME:** EA071.V33

			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD															
07:00 AM	-----	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	-----	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	-----	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	-----	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	-----	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	-----	08:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	2
08:30 AM	-----	08:45 AM	0	0	0	0	0	0	(1)	0	0	0	0	0	(1)
08:45 AM	-----	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	-----	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	-----	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	-----	09:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
09:45 AM	-----	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	-----	10:15 AM	0	0	0	0	0	0	1	2	0	0	0	0	3
10:15 AM	-----	10:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	2
10:30 AM	-----	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	-----	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	-----	11:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
11:15 AM	-----	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	-----	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	-----	12:00 PM	0	0	0	0	0	1	1	0	0	0	0	0	2
12:00 PM	-----	12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:15 PM	-----	12:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
12:30 PM	-----	12:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	2
12:45 PM	-----	01:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	2
01:00 PM	-----	01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	-----	01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	-----	01:45 PM	0	0	0	0	0	1	0	1	0	0	1	0	3
01:45 PM	-----	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	-----	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	-----	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	-----	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	-----	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	-----	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	-----	03:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:30 PM	-----	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	-----	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	-----	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	-----	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	-----	04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:45 PM	-----	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTALS															
07:00 AM	-----	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	-----	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	-----	08:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	2
07:45 AM	-----	08:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
08:00 AM	-----	09:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
08:15 AM	-----	09:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
08:30 AM	-----	09:30 AM	0	0	0	0	0	0	(1)	0	0	0	0	0	(1)
08:45 AM	-----	09:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
09:00 AM	-----	10:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
09:15 AM	-----	10:15 AM	0	0	0	0	0	0	2	2	0	0	0	0	4
09:30 AM	-----	10:30 AM	0	0	0	0	0	1	2	3	0	0	0	0	6
09:45 AM	-----	10:45 AM	0	0	0	0	0	1	1	3	0	0	0	0	5
10:00 AM	-----	11:00 AM	0	0	0	0	0	1	1	3	0	0	1	0	5
10:15 AM	-----	11:15 AM	0	0	0	0	0	1	0	2	0	0	1	0	4
10:30 AM	-----	11:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
10:45 AM	-----	11:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
11:00 AM	-----	12:00 PM	0	0	0	0	0	1	1	1	0	0	1	0	4
11:15 AM	-----	12:15 PM	0	0	0	0	0	1	1	0	0	0	1	0	3
11:30 AM	-----	12:30 PM	0	0	0	0	0	2	1	0	0	0	1	0	4
11:45 AM	-----	12:45 PM	0	0	0	0	0	3	1	1	0	0	1	0	6
12:00 PM	-----	01:00 PM	0	0	0	0	0	2	1	2	0	0	1	0	6
12:15 PM	-----	01:15 PM	0	0	0	0	0	2	1	2	0	0	0	0	5
12:30 PM	-----	01:30 PM	0	0	0	0	0	1	1	2	0	0	0	0	4
12:45 PM	-----	01:45 PM	0	0	0	0	0	1	1	2	0	0	1	0	5
01:00 PM	-----	02:00 PM	0	0	0	0	0	1	0	1	0	0	1	0	3
01:15 PM	-----	02:15 PM	0	0	0	0	0	1	0	1	0	0	1	0	3
01:30 PM	-----	02:30 PM	0	0	0	0	0	1	0	1	0	0	1	0	3
01:45 PM	-----	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	-----	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	-----	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	-----	03:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
02:45 PM	-----	03:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:00 PM	-----	04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:15 PM	-----	04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:30 PM	-----	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	-----	04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:00 PM	-----	05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1

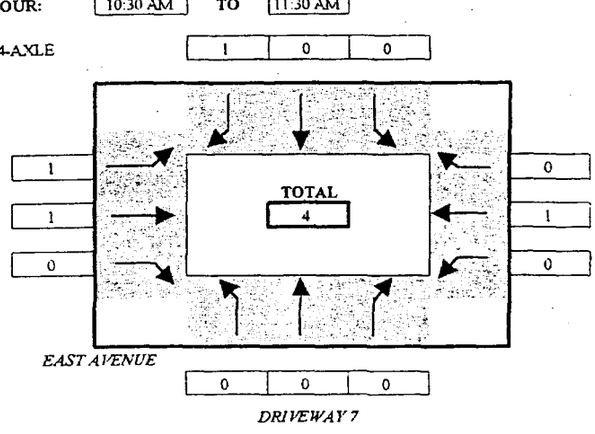
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

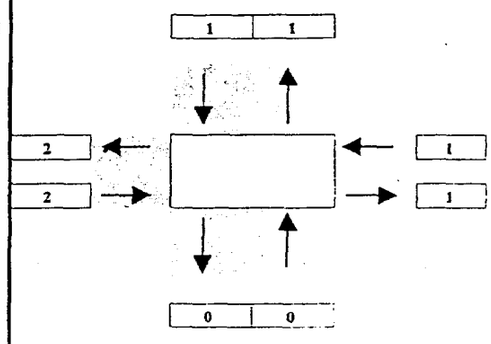
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE:	DECEMBER 12 , 2002	DAY:	WEDNESDAY
N-S Approach:	DRIVEWAY 7	SURVEY TIME:	7:00 AM TO 5:00 PM	WEATHER:	SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION:	LIVERMORE	FILENAME:	EA07LV34

PEAK HOUR: 10:30 AM TO 11:30 AM

HEAVY 4-AXLE: 1 | 0 | 0



ARRIVAL / DEPARTURE VOLUMES



			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
							SURVEY	*DATA*							
07:00 AM	------	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:15 AM	------	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:30 AM	------	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:45 AM	------	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:00 AM	------	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:15 AM	------	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:30 AM	------	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:45 AM	------	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
09:00 AM	------	09:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
09:15 AM	------	09:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
09:30 AM	------	09:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	*2*
09:45 AM	------	10:00 AM	0	0	0	0	0	0	1	2	0	0	0	0	*3*
10:00 AM	------	10:15 AM	0	0	0	0	0	0	1	2	0	0	0	0	*3*
10:15 AM	------	10:30 AM	0	0	0	0	0	0	1	2	0	0	0	0	*3*
10:30 AM	------	10:45 AM	0	0	0	0	0	0	2	2	0	0	0	0	*4*
10:45 AM	------	11:00 AM	0	0	0	0	0	0	2	2	0	0	0	0	*4*
11:00 AM	------	11:15 AM	0	0	0	0	0	0	2	3	0	0	1	0	*6*
11:15 AM	------	11:30 AM	0	0	0	0	0	1	2	3	0	0	1	0	*7*
11:30 AM	------	11:45 AM	0	0	0	0	0	1	2	3	0	0	1	0	*7*
11:45 AM	------	12:00 PM	0	0	0	0	0	1	2	3	0	0	1	0	*7*
12:00 PM	------	12:15 PM	0	0	0	0	0	1	2	3	0	0	2	0	*8*
12:15 PM	------	12:30 PM	0	0	0	0	0	1	2	4	0	0	2	0	*9*
12:30 PM	------	12:45 PM	0	0	0	0	0	1	2	4	0	0	2	0	*9*
12:45 PM	------	01:00 PM	0	0	0	0	0	1	2	4	0	0	2	0	*9*
01:00 PM	------	01:15 PM	0	0	0	0	0	1	2	4	0	0	2	0	*9*
01:15 PM	------	01:30 PM	0	0	0	1	0	1	2	4	0	0	2	0	*10*
01:30 PM	------	01:45 PM	0	0	0	1	0	2	2	4	0	0	3	0	*12*
01:45 PM	------	02:00 PM	0	0	0	1	0	2	2	4	0	0	3	0	*12*
02:00 PM	------	02:15 PM	0	0	0	1	0	2	2	4	0	0	3	0	*12*
02:15 PM	------	02:30 PM	0	0	0	1	0	2	2	4	0	0	3	0	*12*
02:30 PM	------	02:45 PM	0	0	0	1	0	2	2	5	0	0	3	0	*13*
02:45 PM	------	03:00 PM	0	0	0	1	0	2	3	5	0	0	3	0	*14*
03:00 PM	------	03:15 PM	0	0	0	1	0	2	3	5	0	0	3	0	*14*
03:15 PM	------	03:30 PM	0	0	0	1	0	2	3	5	0	0	4	0	*15*
03:30 PM	------	03:45 PM	0	0	0	1	0	2	3	5	0	0	4	0	*15*
03:45 PM	------	04:00 PM	0	0	0	1	0	2	3	5	0	0	4	0	*15*
04:00 PM	------	04:15 PM	0	0	0	1	0	2	3	5	0	0	4	0	*15*
04:15 PM	------	04:30 PM	0	0	0	1	0	2	3	5	0	0	4	0	*15*
04:30 PM	------	04:45 PM	0	0	0	1	0	2	3	5	0	0	5	0	*16*
04:45 PM	------	05:00 PM	0	0	0	1	0	2	3	5	0	0	5	0	*16*

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — **SURVEY DATE:** DECEMBER 12 , 2002 — **DAY:** WEDNESDAY

N-S Approach: DRIVEWAY 7 — **SURVEY TIME:** 7:00 AM TO 5:00 PM — **WEATHER:** SUNNY

E-W Approach: EAST AVENUE — **JURISDICTION:** LIVERMORE — **FILENAME:** EA07LV34

			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD															
07:00 AM	-----	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	-----	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	-----	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	-----	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	-----	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	-----	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	-----	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	-----	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	-----	09:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
09:15 AM	-----	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	-----	09:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
09:45 AM	-----	10:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
10:00 AM	-----	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	-----	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	-----	10:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
10:45 AM	-----	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	-----	11:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
11:15 AM	-----	11:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	1
11:30 AM	-----	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	-----	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	-----	12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:15 PM	-----	12:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:30 PM	-----	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	-----	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	-----	01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	-----	01:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
01:30 PM	-----	01:45 PM	0	0	0	0	0	1	0	0	0	0	1	0	2
01:45 PM	-----	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	-----	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	-----	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	-----	02:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
02:45 PM	-----	03:00 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
03:00 PM	-----	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	-----	03:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:30 PM	-----	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	-----	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	-----	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	-----	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	-----	04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:45 PM	-----	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTALS															
07:00 AM	-----	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	-----	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	-----	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	-----	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	-----	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	-----	09:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:30 AM	-----	09:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:45 AM	-----	09:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	2
09:00 AM	-----	10:00 AM	0	0	0	0	0	0	1	2	0	0	0	0	3
09:15 AM	-----	10:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	2
09:30 AM	-----	10:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	2
09:45 AM	-----	10:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	2
10:00 AM	-----	11:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
10:15 AM	-----	11:15 AM	0	0	0	0	0	0	1	1	0	0	1	0	3
10:30 AM	-----	11:30 AM	0	0	0	0	0	1	1	1	0	0	1	0	4
10:45 AM	-----	11:45 AM	0	0	0	0	0	1	0	1	0	0	1	0	3
11:00 AM	-----	12:00 PM	0	0	0	0	0	1	0	1	0	0	1	0	3
11:15 AM	-----	12:15 PM	0	0	0	0	0	1	0	0	0	0	1	0	2
11:30 AM	-----	12:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
11:45 AM	-----	12:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
12:00 PM	-----	01:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
12:15 PM	-----	01:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:30 PM	-----	01:30 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
12:45 PM	-----	01:45 PM	0	0	0	1	0	1	0	0	0	0	1	0	3
01:00 PM	-----	02:00 PM	0	0	0	1	0	1	0	0	0	0	1	0	3
01:15 PM	-----	02:15 PM	0	0	0	1	0	1	0	0	0	0	1	0	3
01:30 PM	-----	02:30 PM	0	0	0	0	0	1	0	0	0	0	1	0	2
01:45 PM	-----	02:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
02:00 PM	-----	03:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	2
02:15 PM	-----	03:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	2
02:30 PM	-----	03:30 PM	0	0	0	0	0	0	1	1	0	0	1	0	3
02:45 PM	-----	03:45 PM	0	0	0	0	0	0	1	0	0	0	1	0	2
03:00 PM	-----	04:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:15 PM	-----	04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:30 PM	-----	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	-----	04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:00 PM	-----	05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1

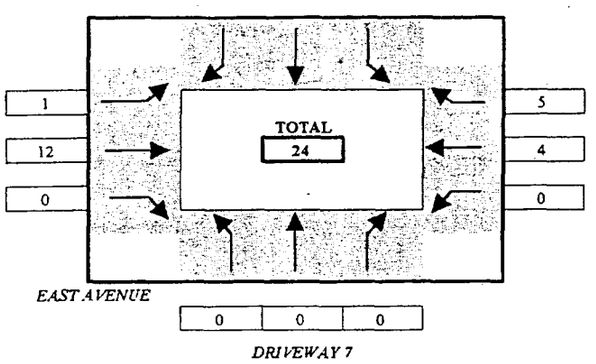
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE: DECEMBER 12 , 2002	DAY: WEDNESDAY
N-S Approach:	DRIVEWAY 7	SURVEY TIME: 7:00 AM TO 5:00 PM	WEATHER: SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION: LIVERMORE	FILENAME: EA07LV35

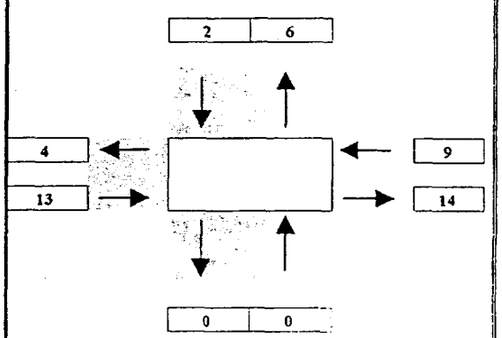
PEAK HOUR: 11:00 AM TO 12:00 NN

HEAVY 5-AXLE: 0 | 0 | 2



NORTH

ARRIVAL / DEPARTURE VOLUMES



		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
SURVEY DATA														
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	08:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
08:45 AM	09:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
09:00 AM	09:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
09:15 AM	09:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	2
09:30 AM	09:45 AM	0	0	0	0	0	0	2	1	0	0	0	0	3
09:45 AM	10:00 AM	0	0	0	0	0	0	3	1	0	0	0	0	4
10:00 AM	10:15 AM	0	0	0	0	0	0	4	1	0	0	0	0	5
10:15 AM	10:30 AM	0	0	0	0	0	0	5	2	0	0	0	0	7
10:30 AM	10:45 AM	0	0	0	0	0	0	5	2	0	0	1	0	8
10:45 AM	11:00 AM	0	0	0	0	0	0	5	2	0	0	1	0	8
11:00 AM	11:15 AM	0	0	0	0	0	0	5	2	0	0	1	1	9
11:15 AM	11:30 AM	0	0	0	1	0	0	5	4	0	0	3	1	14
11:30 AM	11:45 AM	0	0	0	1	0	0	5	5	0	0	3	2	16
11:45 AM	12:00 PM	0	0	0	1	0	0	5	8	0	0	3	3	20
12:00 PM	12:15 PM	0	0	0	1	0	0	6	8	0	0	3	3	21
12:15 PM	12:30 PM	0	0	0	1	0	1	6	8	0	0	3	3	22
12:30 PM	12:45 PM	0	0	0	1	0	1	6	9	0	0	3	3	23
12:45 PM	01:00 PM	0	0	0	2	0	1	6	9	0	0	3	3	24
01:00 PM	01:15 PM	0	0	0	2	0	2	6	9	0	0	3	3	25
01:15 PM	01:30 PM	0	0	0	2	0	3	6	9	0	0	3	4	27
01:30 PM	01:45 PM	0	0	0	2	0	3	6	10	0	0	4	4	29
01:45 PM	02:00 PM	0	0	0	2	0	3	6	10	0	0	4	4	29
02:00 PM	02:15 PM	0	0	0	2	0	3	6	10	0	0	4	4	29
02:15 PM	02:30 PM	0	0	0	2	0	5	6	11	0	0	5	4	33
02:30 PM	02:45 PM	0	0	0	2	0	6	6	12	0	0	6	4	36
02:45 PM	03:00 PM	0	0	0	2	0	6	6	12	0	0	6	4	36
03:00 PM	03:15 PM	0	0	0	2	0	7	6	13	0	0	6	4	38
03:15 PM	03:30 PM	0	0	0	2	0	7	6	14	0	0	6	4	39
03:30 PM	03:45 PM	0	0	0	2	0	7	6	14	0	0	6	4	39
03:45 PM	04:00 PM	0	0	0	2	0	8	6	14	0	0	6	4	40
04:00 PM	04:15 PM	0	0	0	2	0	8	6	14	0	0	7	4	41
04:15 PM	04:30 PM	0	0	0	2	0	8	6	14	0	0	8	4	42
04:30 PM	04:45 PM	0	0	0	2	0	8	6	14	0	0	8	4	42
04:45 PM	05:00 PM	0	0	0	2	0	8	6	15	0	0	8	4	43

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 12 , 2002 — DAY: WEDNESDAY

N-S Approach: DRIVEWAY 7 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA07LV35

			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD															
07:00 AM	-----	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	-----	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	-----	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	-----	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	-----	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	-----	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	-----	08:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
08:45 AM	-----	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	-----	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	-----	09:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
09:30 AM	-----	09:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
09:45 AM	-----	10:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
10:00 AM	-----	10:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
10:15 AM	-----	10:30 AM	0	0	0	0	0	0	1	1	0	0	0	0	2
10:30 AM	-----	10:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
10:45 AM	-----	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	-----	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1
11:15 AM	-----	11:30 AM	0	0	0	1	0	0	0	2	0	0	2	0	5
11:30 AM	-----	11:45 AM	0	0	0	0	0	0	0	1	0	0	0	1	2
11:45 AM	-----	12:00 PM	0	0	0	0	0	0	0	3	0	0	0	1	4
12:00 PM	-----	12:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
12:15 PM	-----	12:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
12:30 PM	-----	12:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:45 PM	-----	01:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	1
01:00 PM	-----	01:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
01:15 PM	-----	01:30 PM	0	0	0	0	0	1	0	0	0	0	0	1	2
01:30 PM	-----	01:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
01:45 PM	-----	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	-----	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	-----	02:30 PM	0	0	0	0	0	2	0	1	0	0	1	0	4
02:30 PM	-----	02:45 PM	0	0	0	0	0	1	0	1	0	0	1	0	3
02:45 PM	-----	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	-----	03:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	2
03:15 PM	-----	03:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:30 PM	-----	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	-----	04:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1
04:00 PM	-----	04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:15 PM	-----	04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:30 PM	-----	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	-----	05:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
HOURLY TOTALS															
07:00 AM	-----	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	-----	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	-----	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	-----	08:45 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
08:00 AM	-----	09:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
08:15 AM	-----	09:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1
08:30 AM	-----	09:30 AM	0	0	0	0	0	0	2	0	0	0	0	0	2
08:45 AM	-----	09:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	2
09:00 AM	-----	10:00 AM	0	0	0	0	0	0	2	1	0	0	0	0	3
09:15 AM	-----	10:15 AM	0	0	0	0	0	0	3	1	0	0	0	0	4
09:30 AM	-----	10:30 AM	0	0	0	0	0	0	3	2	0	0	0	0	5
09:45 AM	-----	10:45 AM	0	0	0	0	0	0	3	1	0	0	1	0	5
10:00 AM	-----	11:00 AM	0	0	0	0	0	0	2	1	0	0	1	0	4
10:15 AM	-----	11:15 AM	0	0	0	0	0	0	1	1	0	0	1	1	4
10:30 AM	-----	11:30 AM	0	0	0	1	0	0	0	2	0	0	3	1	7
10:45 AM	-----	11:45 AM	0	0	0	1	0	0	0	3	0	0	2	2	8
11:00 AM	-----	12:00 PM	0	0	0	1	0	0	0	6	0	0	2	3	12
11:15 AM	-----	12:15 PM	0	0	0	1	0	0	1	6	0	0	2	2	12
11:30 AM	-----	12:30 PM	0	0	0	0	0	1	1	4	0	0	0	2	8
11:45 AM	-----	12:45 PM	0	0	0	0	0	1	1	4	0	0	0	1	7
12:00 PM	-----	01:00 PM	0	0	0	1	0	1	1	1	0	0	0	0	4
12:15 PM	-----	01:15 PM	0	0	0	1	0	2	0	1	0	0	0	0	4
12:30 PM	-----	01:30 PM	0	0	0	1	0	2	0	1	0	0	0	1	5
12:45 PM	-----	01:45 PM	0	0	0	1	0	2	0	1	0	0	1	1	6
01:00 PM	-----	02:00 PM	0	0	0	0	0	2	0	1	0	0	1	1	5
01:15 PM	-----	02:15 PM	0	0	0	0	0	1	0	1	0	0	1	1	4
01:30 PM	-----	02:30 PM	0	0	0	0	0	2	0	2	0	0	2	0	6
01:45 PM	-----	02:45 PM	0	0	0	0	0	3	0	2	0	0	2	0	7
02:00 PM	-----	03:00 PM	0	0	0	0	0	3	0	2	0	0	2	0	7
02:15 PM	-----	03:15 PM	0	0	0	0	0	4	0	3	0	0	2	0	9
02:30 PM	-----	03:30 PM	0	0	0	0	0	2	0	3	0	0	1	0	6
02:45 PM	-----	03:45 PM	0	0	0	0	0	1	0	2	0	0	0	0	3
03:00 PM	-----	04:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	4
03:15 PM	-----	04:15 PM	0	0	0	0	0	1	0	1	0	0	1	0	3
03:30 PM	-----	04:30 PM	0	0	0	0	0	1	0	0	0	0	2	0	3
03:45 PM	-----	04:45 PM	0	0	0	0	0	1	0	0	0	0	2	0	3
04:00 PM	-----	05:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	3

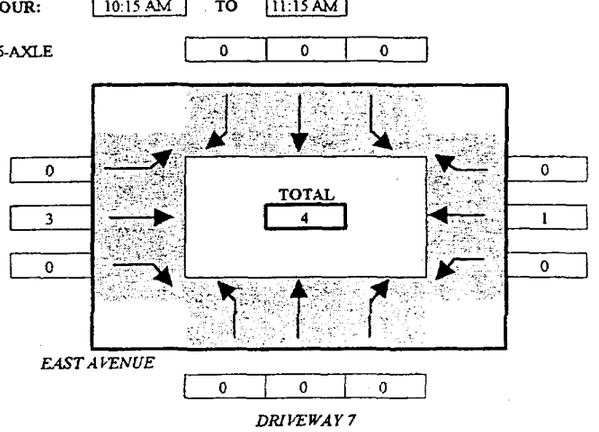
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

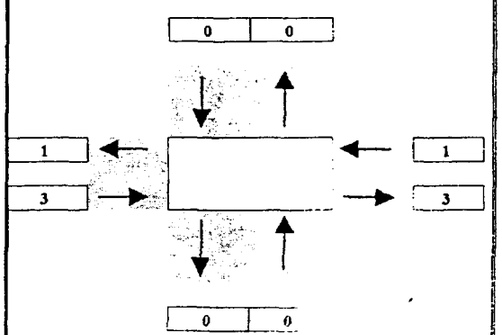
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE: DECEMBER 12 , 2002	DAY: WEDNESDAY
N-S Approach:	DRIVEWAY 7	SURVEY TIME: 7:00 AM TO 5:00 PM	WEATHER: SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION: LIVERMORE	FILENAME: EA07LV36

PEAK HOUR: 10:15 AM TO 11:15 AM

HEAVY 6-AXLE: 0 | 0 | 0



ARRIVAL / DEPARTURE VOLUMES



		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
						SURVEY	*DATA*							
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
10:00 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
10:15 AM	10:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
10:30 AM	10:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
10:45 AM	11:00 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
11:00 AM	11:15 AM	0	0	0	0	0	0	0	3	0	0	2	0	5
11:15 AM	11:30 AM	0	0	0	0	0	0	0	3	0	0	2	0	5
11:30 AM	11:45 AM	0	0	0	0	0	0	0	3	0	0	2	0	5
11:45 AM	12:00 PM	0	0	0	0	0	0	0	3	0	0	2	0	5
12:00 PM	12:15 PM	0	0	0	0	0	0	0	3	0	0	2	0	5
12:15 PM	12:30 PM	0	0	0	0	0	0	0	3	0	0	2	0	5
12:30 PM	12:45 PM	0	0	0	0	0	0	0	3	0	0	3	0	6
12:45 PM	01:00 PM	0	0	0	0	0	0	0	3	0	0	3	0	6
01:00 PM	01:15 PM	0	0	0	0	0	0	0	3	0	0	4	0	7
01:15 PM	01:30 PM	0	0	0	0	0	0	0	3	0	0	4	0	7
01:30 PM	01:45 PM	0	0	0	0	0	0	0	3	0	0	4	0	7
01:45 PM	02:00 PM	0	0	0	0	0	0	0	5	0	0	4	0	9
02:00 PM	02:15 PM	0	0	0	0	0	0	0	5	0	0	4	0	9
02:15 PM	02:30 PM	0	0	0	0	0	0	0	5	0	0	4	0	9
02:30 PM	02:45 PM	0	0	0	0	0	0	0	6	0	0	4	0	10
02:45 PM	03:00 PM	0	0	0	0	0	0	0	6	0	0	5	0	11
03:00 PM	03:15 PM	0	0	0	0	0	0	0	6	0	0	5	0	11
03:15 PM	03:30 PM	0	0	0	0	0	0	0	6	0	0	5	0	11
03:30 PM	03:45 PM	0	0	0	0	0	0	0	8	0	0	5	0	13
03:45 PM	04:00 PM	0	0	0	0	0	0	0	8	0	0	5	0	13
04:00 PM	04:15 PM	0	0	0	0	0	0	0	8	0	0	5	0	13
04:15 PM	04:30 PM	0	0	0	0	0	0	0	9	0	0	5	0	14
04:30 PM	04:45 PM	0	0	0	0	0	0	0	9	0	0	6	0	15
04:45 PM	05:00 PM	0	0	0	0	0	0	0	9	0	0	6	0	15

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 12 , 2002 — DAY: WEDNESDAY

N-S Approach: DRIVEWAY 7 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA07LV36

From		To	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD															
07:00 AM	------	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	------	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	------	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	------	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	------	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	------	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	------	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	------	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	------	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	------	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	------	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	------	10:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
10:00 AM	------	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	------	10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	------	10:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
10:45 AM	------	11:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
11:00 AM	------	11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	------	11:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
11:30 AM	------	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	------	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	------	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	------	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	------	12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:45 PM	------	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	------	01:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:15 PM	------	01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	------	01:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:45 PM	------	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	------	02:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
02:15 PM	------	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	------	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	------	03:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:00 PM	------	03:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:15 PM	------	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	------	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	------	04:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
04:00 PM	------	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	------	04:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:30 PM	------	04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:45 PM	------	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTALS															
07:00 AM	------	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	------	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	------	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	------	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	------	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	------	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	------	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	------	09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:00 AM	------	10:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:15 AM	------	10:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:30 AM	------	10:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:45 AM	------	10:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	1
10:00 AM	------	11:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
10:15 AM	------	11:15 AM	0	0	0	0	0	0	0	3	0	0	1	0	3
10:30 AM	------	11:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	4
10:45 AM	------	11:45 AM	0	0	0	0	0	0	0	2	0	0	1	0	3
11:00 AM	------	12:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
11:15 AM	------	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	2
11:30 AM	------	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	------	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	------	01:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:15 PM	------	01:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:30 PM	------	01:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
12:45 PM	------	01:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
01:00 PM	------	02:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:15 PM	------	02:15 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
01:30 PM	------	02:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
01:45 PM	------	02:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
02:00 PM	------	03:00 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
02:15 PM	------	03:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
02:30 PM	------	03:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	3
02:45 PM	------	03:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
03:00 PM	------	04:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
03:15 PM	------	04:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
03:30 PM	------	04:30 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
03:45 PM	------	04:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
04:00 PM	------	05:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2

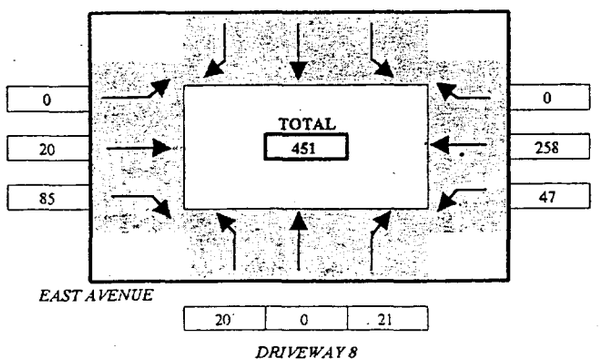
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

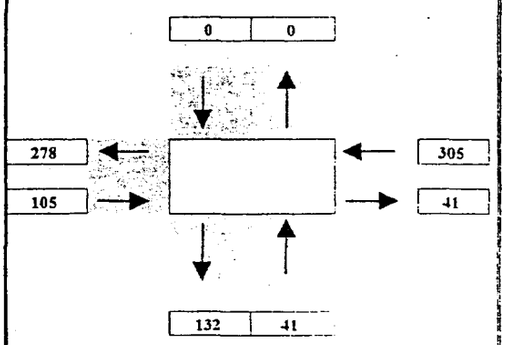
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE: DECEMBER 12 , 2002	DAY: WEDNESDAY
N-S Approach:	DRIVEWAY 8	SURVEY TIME: 7:00 AM TO 5:00 PM	WEATHER: SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION: LIVERMORE	FILENAME: EA08LV3T

PEAK HOUR: 07:15 AM TO 08:15 AM

TOTAL VEHICLES: 0 | 0 | 0



ARRIVAL / DEPARTURE VOLUMES



			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
							SURVEY	*DATA*							
07:00 AM	-----	07:15 AM	1	0	3	0	0	0	0	16	23	18	58	0	*119*
07:15 AM	-----	07:30 AM	2	0	5	0	0	0	0	17	43	31	134	0	*232*
07:30 AM	-----	07:45 AM	5	0	10	0	0	0	0	22	64	51	183	0	*335*
07:45 AM	-----	08:00 AM	12	0	19	0	0	0	0	28	74	60	250	0	*443*
08:00 AM	-----	08:15 AM	21	0	24	0	0	0	0	36	108	65	316	0	*570*
08:15 AM	-----	08:30 AM	29	0	27	0	0	0	0	48	128	73	362	0	*667*
08:30 AM	-----	08:45 AM	36	0	33	0	0	0	0	53	151	77	428	0	*778*
08:45 AM	-----	09:00 AM	42	0	36	0	0	0	0	67	159	79	482	0	*865*
09:00 AM	-----	09:15 AM	43	0	40	0	0	0	0	77	180	84	505	0	*929*
09:15 AM	-----	09:30 AM	49	0	44	0	0	0	0	86	189	88	525	0	*981*
09:30 AM	-----	09:45 AM	53	0	48	0	0	0	0	93	202	91	542	0	*1,029*
09:45 AM	-----	10:00 AM	57	0	53	0	0	0	0	101	213	97	551	0	*1,072*
10:00 AM	-----	10:15 AM	62	0	53	0	0	0	0	112	218	102	562	0	*1,109*
10:15 AM	-----	10:30 AM	64	0	56	0	0	0	0	126	221	110	567	0	*1,144*
10:30 AM	-----	10:45 AM	67	0	64	0	0	0	0	128	224	114	574	0	*1,171*
10:45 AM	-----	11:00 AM	71	0	66	0	0	0	0	142	224	123	575	0	*1,201*
11:00 AM	-----	11:15 AM	74	0	72	0	0	0	0	152	228	124	591	0	*1,241*
11:15 AM	-----	11:30 AM	78	0	72	0	0	0	0	172	230	126	610	0	*1,288*
11:30 AM	-----	11:45 AM	80	0	77	0	0	0	0	189	234	129	626	0	*1,335*
11:45 AM	-----	12:00 PM	85	0	79	0	0	0	0	201	242	132	655	0	*1,394*
12:00 PM	-----	12:15 PM	89	0	81	0	0	0	0	215	244	138	667	0	*1,434*
12:15 PM	-----	12:30 PM	110	0	85	0	0	0	0	226	246	145	681	0	*1,493*
12:30 PM	-----	12:45 PM	128	0	90	0	0	0	0	245	255	147	698	0	*1,563*
12:45 PM	-----	01:00 PM	138	0	90	0	0	0	0	266	260	150	712	0	*1,616*
01:00 PM	-----	01:15 PM	145	0	93	0	0	0	0	289	273	153	721	0	*1,674*
01:15 PM	-----	01:30 PM	151	0	97	0	0	0	0	320	281	156	736	0	*1,741*
01:30 PM	-----	01:45 PM	156	0	102	0	0	0	0	334	289	159	751	0	*1,791*
01:45 PM	-----	02:00 PM	161	0	102	0	0	0	0	353	300	159	765	0	*1,840*
02:00 PM	-----	02:15 PM	165	0	104	0	0	0	0	365	310	160	781	0	*1,885*
02:15 PM	-----	02:30 PM	168	0	107	0	0	0	0	386	317	162	791	0	*1,931*
02:30 PM	-----	02:45 PM	170	0	115	0	0	0	0	407	319	163	803	0	*1,977*
02:45 PM	-----	03:00 PM	175	0	117	0	0	0	0	433	323	166	818	0	*2,032*
03:00 PM	-----	03:15 PM	175	0	124	0	0	0	0	465	325	167	832	0	*2,088*
03:15 PM	-----	03:30 PM	182	0	133	0	0	0	0	499	327	169	845	0	*2,155*
03:30 PM	-----	03:45 PM	188	0	142	0	0	0	0	555	327	169	862	0	*2,243*
03:45 PM	-----	04:00 PM	194	0	144	0	0	0	0	601	331	170	874	0	*2,314*
04:00 PM	-----	04:15 PM	194	0	152	0	0	0	0	652	335	175	886	0	*2,394*
04:15 PM	-----	04:30 PM	199	0	163	0	0	0	0	708	338	178	904	0	*2,490*
04:30 PM	-----	04:45 PM	205	0	177	0	0	0	0	775	344	180	915	0	*2,596*
04:45 PM	-----	05:00 PM	206	0	187	0	0	0	0	844	348	181	931	0	*2,697*

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 12 , 2002 — DAY: WEDNESDAY

N-S Approach: DRIVEWAY 8 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA08LV3T

		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD														
07:00 AM	07:15 AM	1	0	3	0	0	0	0	16	23	18	58	0	*119*
07:15 AM	07:30 AM	1	0	2	0	0	0	0	1	20	13	76	0	*113*
07:30 AM	07:45 AM	3	0	5	0	0	0	0	5	21	20	49	0	*103*
07:45 AM	08:00 AM	7	0	9	0	0	0	0	6	10	9	67	0	*108*
08:00 AM	08:15 AM	9	0	5	0	0	0	0	8	34	5	66	0	*127*
08:15 AM	08:30 AM	8	0	3	0	0	0	0	12	20	8	46	0	*97*
08:30 AM	08:45 AM	7	0	6	0	0	0	0	5	23	4	66	0	*111*
08:45 AM	09:00 AM	6	0	3	0	0	0	0	14	8	2	54	0	*87*
09:00 AM	09:15 AM	1	0	4	0	0	0	0	10	21	5	23	0	*64*
09:15 AM	09:30 AM	6	0	4	0	0	0	0	9	9	4	20	0	*52*
09:30 AM	09:45 AM	4	0	4	0	0	0	0	7	13	3	17	0	*48*
09:45 AM	10:00 AM	4	0	5	0	0	0	0	8	11	6	9	0	*43*
10:00 AM	10:15 AM	5	0	0	0	0	0	0	11	5	5	11	0	*37*
10:15 AM	10:30 AM	2	0	3	0	0	0	0	14	3	8	5	0	*35*
10:30 AM	10:45 AM	3	0	8	0	0	0	0	2	3	4	7	0	*27*
10:45 AM	11:00 AM	4	0	2	0	0	0	0	14	0	9	1	0	*30*
11:00 AM	11:15 AM	3	0	6	0	0	0	0	10	4	1	16	0	*40*
11:15 AM	11:30 AM	4	0	0	0	0	0	0	20	2	2	19	0	*47*
11:30 AM	11:45 AM	2	0	5	0	0	0	0	17	4	3	16	0	*47*
11:45 AM	12:00 PM	5	0	2	0	0	0	0	12	8	3	29	0	*59*
12:00 PM	12:15 PM	4	0	2	0	0	0	0	14	2	6	12	0	*40*
12:15 PM	12:30 PM	21	0	4	0	0	0	0	11	2	7	14	0	*59*
12:30 PM	12:45 PM	18	0	5	0	0	0	0	19	9	2	17	0	*70*
12:45 PM	01:00 PM	10	0	0	0	0	0	0	21	5	3	14	0	*53*
01:00 PM	01:15 PM	7	0	3	0	0	0	0	23	13	3	9	0	*58*
01:15 PM	01:30 PM	6	0	4	0	0	0	0	31	8	3	15	0	*67*
01:30 PM	01:45 PM	5	0	5	0	0	0	0	14	8	3	15	0	*50*
01:45 PM	02:00 PM	5	0	0	0	0	0	0	19	11	0	14	0	*49*
02:00 PM	02:15 PM	4	0	2	0	0	0	0	12	10	1	16	0	*45*
02:15 PM	02:30 PM	3	0	3	0	0	0	0	21	7	2	10	0	*46*
02:30 PM	02:45 PM	2	0	8	0	0	0	0	21	2	1	12	0	*46*
02:45 PM	03:00 PM	5	0	2	0	0	0	0	26	4	3	15	0	*55*
03:00 PM	03:15 PM	0	0	7	0	0	0	0	32	2	1	14	0	*56*
03:15 PM	03:30 PM	7	0	9	0	0	0	0	34	2	2	13	0	*67*
03:30 PM	03:45 PM	6	0	9	0	0	0	0	56	0	0	17	0	*88*
03:45 PM	04:00 PM	6	0	2	0	0	0	0	46	4	1	12	0	*71*
04:00 PM	04:15 PM	0	0	8	0	0	0	0	51	4	5	12	0	*80*
04:15 PM	04:30 PM	5	0	11	0	0	0	0	56	3	3	18	0	*96*
04:30 PM	04:45 PM	6	0	14	0	0	0	0	67	6	2	11	0	*106*
04:45 PM	05:00 PM	1	0	10	0	0	0	0	69	4	1	16	0	*101*
HOURLY TOTALS														
07:00 AM	08:00 AM	12	0	19	0	0	0	0	28	74	60	250	0	*443*
07:15 AM	08:15 AM	20	0	21	0	0	0	0	20	85	47	258	0	*451*
07:30 AM	08:30 AM	27	0	22	0	0	0	0	31	85	42	228	0	*435*
07:45 AM	08:45 AM	31	0	23	0	0	0	0	31	87	26	245	0	*443*
08:00 AM	09:00 AM	30	0	17	0	0	0	0	39	85	19	232	0	*422*
08:15 AM	09:15 AM	22	0	16	0	0	0	0	41	72	19	189	0	*359*
08:30 AM	09:30 AM	20	0	17	0	0	0	0	38	61	15	163	0	*314*
08:45 AM	09:45 AM	17	0	15	0	0	0	0	40	51	14	114	0	*251*
09:00 AM	10:00 AM	15	0	17	0	0	0	0	34	54	18	69	0	*207*
09:15 AM	10:15 AM	19	0	13	0	0	0	0	35	38	18	57	0	*180*
09:30 AM	10:30 AM	15	0	12	0	0	0	0	40	32	22	42	0	*163*
09:45 AM	10:45 AM	14	0	16	0	0	0	0	35	22	23	32	0	*142*
10:00 AM	11:00 AM	14	0	13	0	0	0	0	41	11	26	24	0	*129*
10:15 AM	11:15 AM	12	0	19	0	0	0	0	40	10	22	29	0	*132*
10:30 AM	11:30 AM	14	0	16	0	0	0	0	46	9	16	43	0	*144*
10:45 AM	11:45 AM	13	0	13	0	0	0	0	61	10	15	52	0	*164*
11:00 AM	12:00 PM	14	0	13	0	0	0	0	59	18	9	80	0	*193*
11:15 AM	12:15 PM	15	0	9	0	0	0	0	63	16	14	76	0	*193*
11:30 AM	12:30 PM	32	0	13	0	0	0	0	54	16	19	71	0	*205*
11:45 AM	12:45 PM	48	0	13	0	0	0	0	56	21	18	72	0	*228*
12:00 PM	01:00 PM	53	0	11	0	0	0	0	65	18	18	57	0	*222*
12:15 PM	01:15 PM	56	0	12	0	0	0	0	74	29	15	54	0	*240*
12:30 PM	01:30 PM	41	0	12	0	0	0	0	94	35	11	55	0	*248*
12:45 PM	01:45 PM	28	0	12	0	0	0	0	89	34	12	53	0	*228*
01:00 PM	02:00 PM	23	0	12	0	0	0	0	87	40	9	53	0	*224*
01:15 PM	02:15 PM	20	0	11	0	0	0	0	76	37	7	60	0	*211*
01:30 PM	02:30 PM	17	0	10	0	0	0	0	66	36	6	55	0	*190*
01:45 PM	02:45 PM	14	0	13	0	0	0	0	73	30	4	52	0	*186*
02:00 PM	03:00 PM	14	0	15	0	0	0	0	80	23	7	53	0	*192*
02:15 PM	03:15 PM	10	0	20	0	0	0	0	100	15	7	51	0	*203*
02:30 PM	03:30 PM	14	0	26	0	0	0	0	113	10	7	54	0	*224*
02:45 PM	03:45 PM	18	0	27	0	0	0	0	148	8	6	59	0	*266*
03:00 PM	04:00 PM	19	0	27	0	0	0	0	168	8	4	56	0	*283*
03:15 PM	04:15 PM	19	0	28	0	0	0	0	187	10	8	54	0	*306*
03:30 PM	04:30 PM	17	0	30	0	0	0	0	209	11	9	59	0	*335*
03:45 PM	04:45 PM	17	0	35	0	0	0	0	220	17	11	53	0	*353*
04:00 PM	05:00 PM	12	0	43	0	0	0	0	243	17	11	57	0	*383*

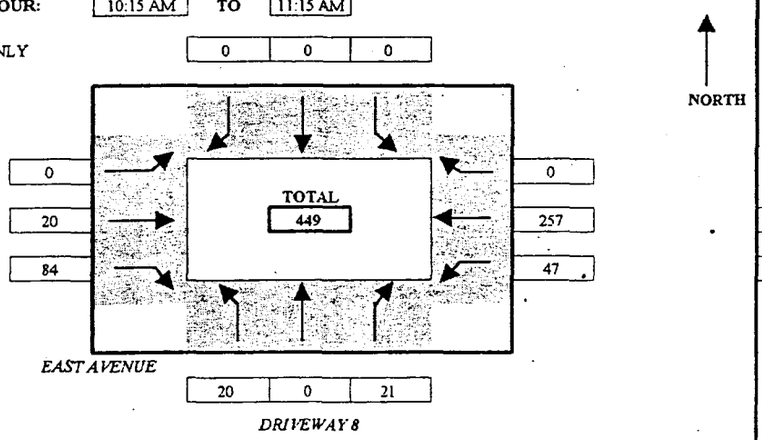
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

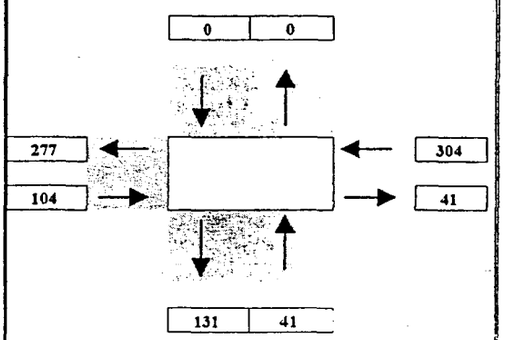
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE: DECEMBER 12 , 2002	DAY: WEDNESDAY
N-S Approach:	DRIVEWAY 8	SURVEY TIME: 7:00 AM TO 5:00 PM	WEATHER: SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION: LIVERMORE	FILENAME: EA08LV3A

PEAK HOUR: 10:15 AM TO 11:15 AM

AUTO ONLY: 0 | 0 | 0



ARRIVAL / DEPARTURE VOLUMES



			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
							SURVEY	DATA							
07:00 AM	-----	07:15 AM	1	0	3	0	0	0	0	16	23	18	58	0	119
07:15 AM	-----	07:30 AM	2	0	5	0	0	0	0	17	43	31	134	0	232
07:30 AM	-----	07:45 AM	5	0	10	0	0	0	0	22	64	51	183	0	335
07:45 AM	-----	08:00 AM	12	0	19	0	0	0	0	28	73	60	250	0	442
08:00 AM	-----	08:15 AM	21	0	24	0	0	0	0	36	107	65	315	0	568
08:15 AM	-----	08:30 AM	29	0	27	0	0	0	0	47	127	73	361	0	664
08:30 AM	-----	08:45 AM	36	0	33	0	0	0	0	52	149	76	427	0	773
08:45 AM	-----	09:00 AM	42	0	36	0	0	0	0	66	157	78	480	0	859
09:00 AM	-----	09:15 AM	43	0	40	0	0	0	0	75	178	83	501	0	920
09:15 AM	-----	09:30 AM	48	0	44	0	0	0	0	84	187	87	520	0	970
09:30 AM	-----	09:45 AM	52	0	47	0	0	0	0	89	199	90	537	0	1,014
09:45 AM	-----	10:00 AM	56	0	52	0	0	0	0	97	208	95	541	0	1,049
10:00 AM	-----	10:15 AM	60	0	52	0	0	0	0	105	212	100	551	0	1,080
10:15 AM	-----	10:30 AM	60	0	55	0	0	0	0	112	214	107	555	0	1,103
10:30 AM	-----	10:45 AM	61	0	63	0	0	0	0	114	216	111	559	0	1,124
10:45 AM	-----	11:00 AM	62	0	64	0	0	0	0	128	216	120	560	0	1,150
11:00 AM	-----	11:15 AM	65	0	70	0	0	0	0	134	216	120	572	0	1,177
11:15 AM	-----	11:30 AM	68	0	70	0	0	0	0	150	217	121	588	0	1,214
11:30 AM	-----	11:45 AM	69	0	75	0	0	0	0	164	220	124	603	0	1,255
11:45 AM	-----	12:00 PM	72	0	77	0	0	0	0	170	226	127	630	0	1,302
12:00 PM	-----	12:15 PM	75	0	78	0	0	0	0	183	228	133	642	0	1,339
12:15 PM	-----	12:30 PM	94	0	81	0	0	0	0	194	230	140	655	0	1,394
12:30 PM	-----	12:45 PM	112	0	85	0	0	0	0	208	237	141	671	0	1,454
12:45 PM	-----	01:00 PM	121	0	85	0	0	0	0	223	239	144	685	0	1,497
01:00 PM	-----	01:15 PM	127	0	86	0	0	0	0	244	250	147	693	0	1,547
01:15 PM	-----	01:30 PM	133	0	89	0	0	0	0	274	256	149	706	0	1,607
01:30 PM	-----	01:45 PM	137	0	92	0	0	0	0	285	263	152	719	0	1,648
01:45 PM	-----	02:00 PM	140	0	92	0	0	0	0	299	274	152	733	0	1,690
02:00 PM	-----	02:15 PM	142	0	94	0	0	0	0	310	283	153	749	0	1,731
02:15 PM	-----	02:30 PM	144	0	97	0	0	0	0	330	290	154	759	0	1,774
02:30 PM	-----	02:45 PM	146	0	105	0	0	0	0	347	292	155	769	0	1,814
02:45 PM	-----	03:00 PM	151	0	107	0	0	0	0	373	295	158	782	0	1,866
03:00 PM	-----	03:15 PM	151	0	114	0	0	0	0	402	297	159	795	0	1,918
03:15 PM	-----	03:30 PM	157	0	123	0	0	0	0	434	299	161	808	0	1,982
03:30 PM	-----	03:45 PM	163	0	131	0	0	0	0	488	299	161	824	0	2,066
03:45 PM	-----	04:00 PM	168	0	133	0	0	0	0	534	303	162	835	0	2,135
04:00 PM	-----	04:15 PM	168	0	141	0	0	0	0	584	307	167	846	0	2,213
04:15 PM	-----	04:30 PM	173	0	152	0	0	0	0	639	310	170	863	0	2,307
04:30 PM	-----	04:45 PM	179	0	166	0	0	0	0	706	316	172	872	0	2,411
04:45 PM	-----	05:00 PM	180	0	176	0	0	0	0	774	320	173	888	0	2,511

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS

N-S Approach: DRIVEWAY 8

E-W Approach: EAST AVENUE

SURVEY DATE: DECEMBER 12 , 2002 DAY: WEDNESDAY

SURVEY TIME: 7:00 AM TO 5:00 PM WEATHER: SUNNY

JURISDICTION: LIVERMORE FILENAME: EA08LV3A

From		To	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
			Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD															
07:00 AM	-----	07:15 AM	1	0	3	0	0	0	0	16	23	18	58	0	119
07:15 AM	-----	07:30 AM	1	0	2	0	0	0	0	1	20	13	76	0	113
07:30 AM	-----	07:45 AM	3	0	5	0	0	0	0	5	21	20	49	0	103
07:45 AM	-----	08:00 AM	7	0	9	0	0	0	0	6	9	9	67	0	107
08:00 AM	-----	08:15 AM	9	0	5	0	0	0	0	8	34	5	65	0	126
08:15 AM	-----	08:30 AM	8	0	3	0	0	0	0	11	20	8	46	0	96
08:30 AM	-----	08:45 AM	7	0	6	0	0	0	0	5	22	3	66	0	109
08:45 AM	-----	09:00 AM	6	0	3	0	0	0	0	14	8	2	53	0	86
09:00 AM	-----	09:15 AM	1	0	4	0	0	0	0	9	21	5	21	0	61
09:15 AM	-----	09:30 AM	5	0	4	0	0	0	0	9	9	4	19	0	50
09:30 AM	-----	09:45 AM	4	0	3	0	0	0	0	5	12	3	17	0	44
09:45 AM	-----	10:00 AM	4	0	5	0	0	0	0	8	9	5	4	0	35
10:00 AM	-----	10:15 AM	4	0	0	0	0	0	0	8	4	5	10	0	31
10:15 AM	-----	10:30 AM	0	0	3	0	0	0	0	7	2	7	4	0	23
10:30 AM	-----	10:45 AM	1	0	8	0	0	0	0	2	2	4	4	0	21
10:45 AM	-----	11:00 AM	1	0	1	0	0	0	0	14	0	9	1	0	26
11:00 AM	-----	11:15 AM	3	0	6	0	0	0	0	6	0	0	12	0	27
11:15 AM	-----	11:30 AM	3	0	0	0	0	0	0	16	1	1	16	0	37
11:30 AM	-----	11:45 AM	1	0	5	0	0	0	0	14	3	3	15	0	41
11:45 AM	-----	12:00 PM	3	0	2	0	0	0	0	6	6	3	22	0	47
12:00 PM	-----	12:15 PM	3	0	1	0	0	0	0	13	2	6	12	0	37
12:15 PM	-----	12:30 PM	19	0	3	0	0	0	0	11	2	7	13	0	55
12:30 PM	-----	12:45 PM	18	0	4	0	0	0	0	14	7	1	16	0	60
12:45 PM	-----	01:00 PM	9	0	0	0	0	0	0	15	2	3	14	0	43
01:00 PM	-----	01:15 PM	6	0	1	0	0	0	0	21	11	3	8	0	50
01:15 PM	-----	01:30 PM	6	0	3	0	0	0	0	30	6	2	13	0	60
01:30 PM	-----	01:45 PM	4	0	3	0	0	0	0	11	7	3	13	0	41
01:45 PM	-----	02:00 PM	3	0	0	0	0	0	0	14	11	0	13	0	42
02:00 PM	-----	02:15 PM	2	0	2	0	0	0	0	11	9	1	16	0	47
02:15 PM	-----	02:30 PM	2	0	3	0	0	0	0	20	7	1	10	0	43
02:30 PM	-----	02:45 PM	2	0	8	0	0	0	0	17	2	1	13	0	40
02:45 PM	-----	03:00 PM	5	0	2	0	0	0	0	26	3	3	14	0	52
03:00 PM	-----	03:15 PM	0	0	7	0	0	0	0	29	2	1	13	0	52
03:15 PM	-----	03:30 PM	6	0	9	0	0	0	0	32	2	2	13	0	64
03:30 PM	-----	03:45 PM	6	0	8	0	0	0	0	54	0	0	26	0	84
03:45 PM	-----	04:00 PM	5	0	2	0	0	0	0	46	4	1	11	0	69
04:00 PM	-----	04:15 PM	0	0	8	0	0	0	0	50	4	5	11	0	78
04:15 PM	-----	04:30 PM	5	0	11	0	0	0	0	55	3	3	17	0	94
04:30 PM	-----	04:45 PM	6	0	14	0	0	0	0	67	6	2	9	0	104
04:45 PM	-----	05:00 PM	1	0	10	0	0	0	0	68	4	1	15	0	100
HOURLY TOTALS															
07:00 AM	-----	08:00 AM	12	0	19	0	0	0	0	28	73	60	252	0	442
07:15 AM	-----	08:15 AM	20	0	21	0	0	0	0	20	84	47	257	0	449
07:30 AM	-----	08:30 AM	27	0	22	0	0	0	0	30	84	42	255	0	452
07:45 AM	-----	08:45 AM	31	0	23	0	0	0	0	30	85	25	254	0	438
08:00 AM	-----	09:00 AM	30	0	17	0	0	0	0	38	84	18	236	0	417
08:15 AM	-----	09:15 AM	22	0	16	0	0	0	0	39	71	18	186	0	352
08:30 AM	-----	09:30 AM	19	0	17	0	0	0	0	37	60	14	153	0	306
08:45 AM	-----	09:45 AM	16	0	14	0	0	0	0	37	50	14	110	0	241
09:00 AM	-----	10:00 AM	14	0	16	0	0	0	0	31	51	17	61	0	190
09:15 AM	-----	10:15 AM	17	0	12	0	0	0	0	30	34	17	50	0	160
09:30 AM	-----	10:30 AM	12	0	11	0	0	0	0	28	27	20	35	0	113
09:45 AM	-----	10:45 AM	9	0	16	0	0	0	0	25	17	21	22	0	110
10:00 AM	-----	11:00 AM	6	0	12	0	0	0	0	31	8	25	19	0	101
10:15 AM	-----	11:15 AM	5	0	18	0	0	0	0	29	4	20	21	0	97
10:30 AM	-----	11:30 AM	8	0	15	0	0	0	0	38	3	14	33	0	111
10:45 AM	-----	11:45 AM	8	0	12	0	0	0	0	50	4	13	44	0	141
11:00 AM	-----	12:00 PM	10	0	13	0	0	0	0	42	10	7	70	0	152
11:15 AM	-----	12:15 PM	10	0	8	0	0	0	0	49	12	13	70	0	162
11:30 AM	-----	12:30 PM	26	0	11	0	0	0	0	44	13	19	67	0	180
11:45 AM	-----	12:45 PM	43	0	10	0	0	0	0	44	17	17	68	0	199
12:00 PM	-----	01:00 PM	49	0	8	0	0	0	0	53	13	17	55	0	195
12:15 PM	-----	01:15 PM	52	0	8	0	0	0	0	61	22	14	51	0	208
12:30 PM	-----	01:30 PM	39	0	8	0	0	0	0	80	26	9	51	0	213
12:45 PM	-----	01:45 PM	25	0	7	0	0	0	0	77	26	11	48	0	194
01:00 PM	-----	02:00 PM	19	0	7	0	0	0	0	76	35	8	48	0	193
01:15 PM	-----	02:15 PM	15	0	8	0	0	0	0	66	33	6	56	0	184
01:30 PM	-----	02:30 PM	11	0	8	0	0	0	0	56	34	5	53	0	167
01:45 PM	-----	02:45 PM	9	0	13	0	0	0	0	62	29	3	50	0	166
02:00 PM	-----	03:00 PM	11	0	15	0	0	0	0	74	21	6	49	0	176
02:15 PM	-----	03:15 PM	9	0	20	0	0	0	0	92	14	6	46	0	187
02:30 PM	-----	03:30 PM	13	0	26	0	0	0	0	104	9	7	49	0	208
02:45 PM	-----	03:45 PM	17	0	26	0	0	0	0	141	7	6	55	0	252
03:00 PM	-----	04:00 PM	17	0	26	0	0	0	0	161	8	4	53	0	269
03:15 PM	-----	04:15 PM	17	0	27	0	0	0	0	182	10	8	51	0	295
03:30 PM	-----	04:30 PM	16	0	29	0	0	0	0	205	11	9	55	0	325
03:45 PM	-----	04:45 PM	16	0	35	0	0	0	0	218	17	11	48	0	345
04:00 PM	-----	05:00 PM	12	0	43	0	0	0	0	240	17	11	53	0	376

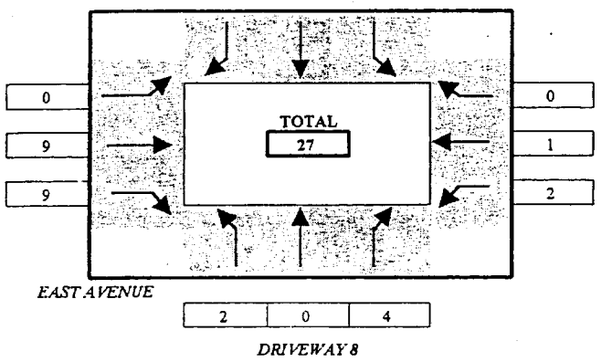
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

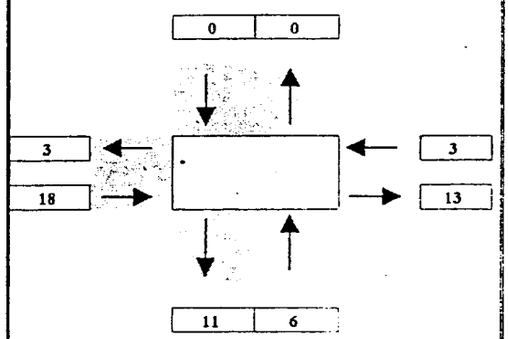
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE: DECEMBER 12 , 2002	DAY: WEDNESDAY
N-S Approach:	DRIVEWAY 8	SURVEY TIME: 7:00 AM TO 5:00 PM	WEATHER: SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION: LIVERMORE	FILENAME: EA08LV32

PEAK HOUR: 12.30 PM TO 1:30 PM

HEAVY 2-AXLE: 0 | 0 | 0



ARRIVAL / DEPARTURE VOLUMES



			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
							SURVEY	*DATA*							
07:00 AM	-----	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:15 AM	-----	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:30 AM	-----	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:45 AM	-----	08:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	*1*
08:00 AM	-----	08:15 AM	0	0	0	0	0	0	0	0	1	0	1	0	*2*
08:15 AM	-----	08:30 AM	0	0	0	0	0	0	0	1	1	0	1	0	*3*
08:30 AM	-----	08:45 AM	0	0	0	0	0	0	0	1	2	1	1	0	*5*
08:45 AM	-----	09:00 AM	0	0	0	0	0	0	0	1	2	1	2	0	*6*
09:00 AM	-----	09:15 AM	0	0	0	0	0	0	0	2	2	1	3	0	*8*
09:15 AM	-----	09:30 AM	1	0	0	0	0	0	0	2	2	1	3	0	*9*
09:30 AM	-----	09:45 AM	1	0	1	0	0	0	0	3	3	1	3	0	*12*
09:45 AM	-----	10:00 AM	1	0	1	0	0	0	0	3	5	2	7	0	*19*
10:00 AM	-----	10:15 AM	2	0	1	0	0	0	0	5	5	2	8	0	*23*
10:15 AM	-----	10:30 AM	4	0	1	0	0	0	0	8	6	3	9	0	*31*
10:30 AM	-----	10:45 AM	6	0	1	0	0	0	0	8	7	3	10	0	*35*
10:45 AM	-----	11:00 AM	9	0	2	0	0	0	0	8	7	3	10	0	*39*
11:00 AM	-----	11:15 AM	9	0	2	0	0	0	0	9	10	3	11	0	*44*
11:15 AM	-----	11:30 AM	10	0	2	0	0	0	0	11	10	4	12	0	*49*
11:30 AM	-----	11:45 AM	10	0	2	0	0	0	0	13	11	4	13	0	*53*
11:45 AM	-----	12:00 PM	12	0	2	0	0	0	0	15	13	4	14	0	*60*
12:00 PM	-----	12:15 PM	12	0	3	0	0	0	0	16	13	4	14	0	*62*
12:15 PM	-----	12:30 PM	13	0	4	0	0	0	0	16	13	4	15	0	*65*
12:30 PM	-----	12:45 PM	13	0	5	0	0	0	0	19	15	5	15	0	*72*
12:45 PM	-----	01:00 PM	14	0	5	0	0	0	0	22	18	5	15	0	*79*
01:00 PM	-----	01:15 PM	15	0	7	0	0	0	0	24	20	5	15	0	*86*
01:15 PM	-----	01:30 PM	15	0	8	0	0	0	0	25	22	6	16	0	*92*
01:30 PM	-----	01:45 PM	16	0	10	0	0	0	0	26	23	6	16	0	*97*
01:45 PM	-----	02:00 PM	18	0	10	0	0	0	0	29	23	6	16	0	*102*
02:00 PM	-----	02:15 PM	20	0	10	0	0	0	0	30	24	6	16	0	*106*
02:15 PM	-----	02:30 PM	20	0	10	0	0	0	0	30	24	7	16	0	*107*
02:30 PM	-----	02:45 PM	20	0	10	0	0	0	0	32	24	7	16	0	*109*
02:45 PM	-----	03:00 PM	20	0	10	0	0	0	0	32	25	7	17	0	*111*
03:00 PM	-----	03:15 PM	20	0	10	0	0	0	0	33	25	7	18	0	*113*
03:15 PM	-----	03:30 PM	20	0	10	0	0	0	0	34	25	7	18	0	*114*
03:30 PM	-----	03:45 PM	20	0	11	0	0	0	0	34	25	7	19	0	*116*
03:45 PM	-----	04:00 PM	21	0	11	0	0	0	0	34	25	7	20	0	*118*
04:00 PM	-----	04:15 PM	21	0	11	0	0	0	0	35	25	7	20	0	*119*
04:15 PM	-----	04:30 PM	21	0	11	0	0	0	0	35	25	7	20	0	*119*
04:30 PM	-----	04:45 PM	21	0	11	0	0	0	0	35	25	7	20	0	*119*
04:45 PM	-----	05:00 PM	21	0	11	0	0	0	0	35	25	7	20	0	*119*

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 12 , 2002 — DAY: WEDNESDAY

N-S Approach: DRIVEWAY 8 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA08LV32

		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD														
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:15 AM	08:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	2
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:00 AM	09:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
09:15 AM	09:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	09:45 AM	0	0	1	0	0	0	0	1	1	0	0	0	3
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	2	1	4	0	7
10:00 AM	10:15 AM	1	0	0	0	0	0	0	2	0	0	1	0	4
10:15 AM	10:30 AM	2	0	0	0	0	0	0	3	1	1	1	0	8
10:30 AM	10:45 AM	2	0	0	0	0	0	0	0	1	0	1	0	4
10:45 AM	11:00 AM	3	0	1	0	0	0	0	0	0	0	0	0	4
11:00 AM	11:15 AM	0	0	0	0	0	0	0	1	3	0	1	0	5
11:15 AM	11:30 AM	1	0	0	0	0	0	0	2	0	1	1	0	5
11:30 AM	11:45 AM	0	0	0	0	0	0	0	2	1	0	1	0	4
11:45 AM	12:00 PM	2	0	0	0	0	0	0	2	2	0	1	0	7
12:00 PM	12:15 PM	0	0	1	0	0	0	0	1	0	0	0	0	2
12:15 PM	12:30 PM	1	0	1	0	0	0	0	0	0	0	1	0	3
12:30 PM	12:45 PM	0	0	1	0	0	0	0	3	2	1	0	0	7
12:45 PM	01:00 PM	1	0	0	0	0	0	0	3	3	0	0	0	7
01:00 PM	01:15 PM	1	0	2	0	0	0	0	2	2	0	0	0	7
01:15 PM	01:30 PM	0	0	1	0	0	0	0	1	2	1	1	0	6
01:30 PM	01:45 PM	1	0	2	0	0	0	0	1	1	0	0	0	5
01:45 PM	02:00 PM	2	0	0	0	0	0	0	3	0	0	0	0	5
02:00 PM	02:15 PM	2	0	0	0	0	0	0	1	1	0	0	0	4
02:15 PM	02:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1
02:30 PM	02:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
02:45 PM	03:00 PM	0	0	0	0	0	0	0	0	1	0	1	0	2
03:00 PM	03:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
03:15 PM	03:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:30 PM	03:45 PM	0	0	1	0	0	0	0	0	0	0	1	0	2
03:45 PM	04:00 PM	1	0	0	0	0	0	0	0	0	0	1	0	2
04:00 PM	04:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:15 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTALS														
07:00 AM	08:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
07:15 AM	08:15 AM	0	0	0	0	0	0	0	0	1	0	1	0	2
07:30 AM	08:30 AM	0	0	0	0	0	0	0	1	1	0	1	0	3
07:45 AM	08:45 AM	0	0	0	0	0	0	0	1	2	1	1	0	5
08:00 AM	09:00 AM	0	0	0	0	0	0	0	1	1	1	2	0	5
08:15 AM	09:15 AM	0	0	0	0	0	0	0	2	1	1	2	0	6
08:30 AM	09:30 AM	1	0	0	0	0	0	0	1	1	1	2	0	6
08:45 AM	09:45 AM	1	0	1	0	0	0	0	2	1	0	2	0	7
09:00 AM	10:00 AM	1	0	1	0	0	0	0	2	3	1	5	0	13
09:15 AM	10:15 AM	2	0	1	0	0	0	0	3	3	1	5	0	15
09:30 AM	10:30 AM	3	0	1	0	0	0	0	6	4	2	6	0	22
09:45 AM	10:45 AM	5	0	0	0	0	0	0	5	4	2	7	0	23
10:00 AM	11:00 AM	8	0	1	0	0	0	0	5	2	1	3	0	20
10:15 AM	11:15 AM	7	0	1	0	0	0	0	4	5	1	3	0	21
10:30 AM	11:30 AM	6	0	1	0	0	0	0	3	4	1	3	0	18
10:45 AM	11:45 AM	4	0	1	0	0	0	0	5	4	1	3	0	18
11:00 AM	12:00 PM	3	0	0	0	0	0	0	7	6	1	4	0	21
11:15 AM	12:15 PM	3	0	1	0	0	0	0	7	3	1	3	0	18
11:30 AM	12:30 PM	3	0	2	0	0	0	0	5	3	0	3	0	16
11:45 AM	12:45 PM	3	0	3	0	0	0	0	6	4	1	2	0	19
12:00 PM	01:00 PM	2	0	3	0	0	0	0	7	5	1	1	0	19
12:15 PM	01:15 PM	3	0	4	0	0	0	0	8	7	1	1	0	24
12:30 PM	01:30 PM	2	0	4	0	0	0	0	9	9	2	1	0	27
12:45 PM	01:45 PM	3	0	5	0	0	0	0	7	8	1	1	0	25
01:00 PM	02:00 PM	4	0	5	0	0	0	0	7	5	1	1	0	23
01:15 PM	02:15 PM	5	0	3	0	0	0	0	6	4	1	1	0	20
01:30 PM	02:30 PM	5	0	2	0	0	0	0	5	2	1	0	0	15
01:45 PM	02:45 PM	4	0	0	0	0	0	0	6	1	1	0	0	12
02:00 PM	03:00 PM	2	0	0	0	0	0	0	3	2	1	1	0	9
02:15 PM	03:15 PM	0	0	0	0	0	0	0	3	1	1	2	0	7
02:30 PM	03:30 PM	0	0	0	0	0	0	0	4	1	0	2	0	7
02:45 PM	03:45 PM	0	0	1	0	0	0	0	2	1	0	3	0	7
03:00 PM	04:00 PM	1	0	1	0	0	0	0	2	0	0	3	0	7
03:15 PM	04:15 PM	1	0	1	0	0	0	0	2	0	0	2	0	6
03:30 PM	04:30 PM	1	0	1	0	0	0	0	1	0	0	2	0	5
03:45 PM	04:45 PM	1	0	0	0	0	0	0	1	0	0	1	0	3
04:00 PM	05:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1

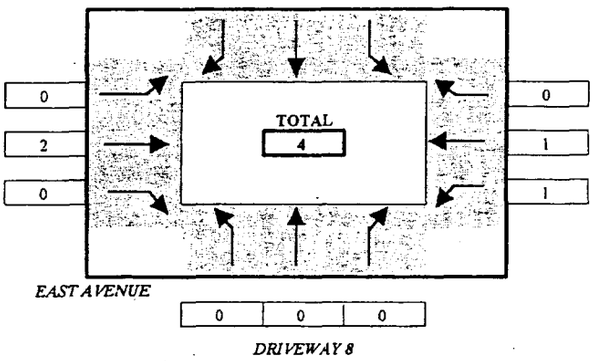
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

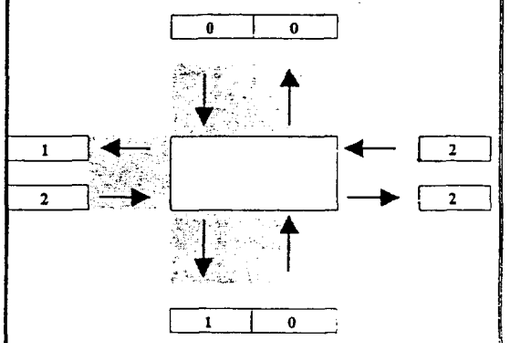
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE: DECEMBER 12 , 2002	DAY: WEDNESDAY
N-S Approach:	DRIVEWAY 8	SURVEY TIME: 7:00 AM TO 5:00 PM	WEATHER: SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION: LIVERMORE	FILENAME: EA08LV33

PEAK HOUR: 10:15 AM TO 11:15 AM

HEAVY 3-AXLE: 0 | 0 | 0



ARRIVAL / DEPARTURE VOLUMES



		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
						SURVEY	*DATA*							
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:15 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
10:00 AM	10:15 AM	0	0	0	0	0	0	0	1	1	0	0	0	*2*
10:15 AM	10:30 AM	0	0	0	0	0	0	0	2	1	0	0	0	*3*
10:30 AM	10:45 AM	0	0	0	0	0	0	0	2	1	0	0	0	*3*
10:45 AM	11:00 AM	0	0	0	0	0	0	0	2	1	0	0	0	*3*
11:00 AM	11:15 AM	0	0	0	0	0	0	0	3	1	1	1	0	*6*
11:15 AM	11:30 AM	0	0	0	0	0	0	0	3	1	1	1	0	*6*
11:30 AM	11:45 AM	0	0	0	0	0	0	0	3	1	1	1	0	*6*
11:45 AM	12:00 PM	0	0	0	0	0	0	0	3	1	1	1	0	*6*
12:00 PM	12:15 PM	1	0	0	0	0	0	0	3	1	1	1	0	*7*
12:15 PM	12:30 PM	1	0	0	0	0	0	0	3	1	1	1	0	*7*
12:30 PM	12:45 PM	1	0	0	0	0	0	0	4	1	1	1	0	*8*
12:45 PM	01:00 PM	1	0	0	0	0	0	0	5	1	1	1	0	*9*
01:00 PM	01:15 PM	1	0	0	0	0	0	0	5	1	1	1	0	*9*
01:15 PM	01:30 PM	1	0	0	0	0	0	0	5	1	1	1	0	*9*
01:30 PM	01:45 PM	1	0	0	0	0	0	0	6	1	1	2	0	*11*
01:45 PM	02:00 PM	1	0	0	0	0	0	0	6	1	1	2	0	*11*
02:00 PM	02:15 PM	1	0	0	0	0	0	0	6	1	1	2	0	*11*
02:15 PM	02:30 PM	1	0	0	0	0	0	0	6	1	1	2	0	*11*
02:30 PM	02:45 PM	1	0	0	0	0	0	0	6	1	1	2	0	*11*
02:45 PM	03:00 PM	1	0	0	0	0	0	0	6	1	1	2	0	*11*
03:00 PM	03:15 PM	1	0	0	0	0	0	0	6	1	1	2	0	*11*
03:15 PM	03:30 PM	2	0	0	0	0	0	0	6	1	1	2	0	*12*
03:30 PM	03:45 PM	2	0	0	0	0	0	0	6	1	1	2	0	*12*
03:45 PM	04:00 PM	2	0	0	0	0	0	0	6	1	1	2	0	*12*
04:00 PM	04:15 PM	2	0	0	0	0	0	0	6	1	1	2	0	*12*
04:15 PM	04:30 PM	2	0	0	0	0	0	0	6	1	1	2	0	*12*
04:30 PM	04:45 PM	2	0	0	0	0	0	0	6	1	1	3	0	*13*
04:45 PM	05:00 PM	2	0	0	0	0	0	0	6	1	1	3	0	*13*

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — **SURVEY DATE:** DECEMBER 12 , 2002 — **DAY:** WEDNESDAY

N-S Approach: DRIVEWAY 8 — **SURVEY TIME:** 7:00 AM TO 5:00 PM — **WEATHER:** SUNNY

E-W Approach: EAST AVENUE — **JURISDICTION:** LIVERMORE — **FILENAME:** EA08LV33

			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD															
07:00 AM	-----	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	-----	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	-----	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	-----	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	-----	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	-----	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	-----	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	-----	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	-----	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	-----	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	-----	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	-----	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	-----	10:15 AM	0	0	0	0	0	0	0	1	1	0	0	0	2
10:15 AM	-----	10:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
10:30 AM	-----	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	-----	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	-----	11:15 AM	0	0	0	0	0	0	0	1	0	1	1	0	3
11:15 AM	-----	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	-----	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	-----	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	-----	12:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	-----	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	-----	12:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:45 PM	-----	01:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:00 PM	-----	01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	-----	01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	-----	01:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
01:45 PM	-----	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	-----	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	-----	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	-----	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	-----	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	-----	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	-----	03:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	-----	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	-----	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	-----	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	-----	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	-----	04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:45 PM	-----	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTALS															
07:00 AM	-----	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	-----	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	-----	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	-----	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	-----	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	-----	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	-----	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	-----	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	-----	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	-----	10:15 AM	0	0	0	0	0	0	0	1	1	0	0	0	2
09:30 AM	-----	10:30 AM	0	0	0	0	0	0	0	2	1	0	0	0	3
09:45 AM	-----	10:45 AM	0	0	0	0	0	0	0	2	1	0	0	0	3
10:00 AM	-----	11:00 AM	0	0	0	0	0	0	0	2	1	0	0	0	3
10:15 AM	-----	11:15 AM	0	0	0	0	0	0	0	2	0	1	1	0	4
10:30 AM	-----	11:30 AM	0	0	0	0	0	0	0	1	0	1	1	0	3
10:45 AM	-----	11:45 AM	0	0	0	0	0	0	0	1	0	1	1	0	3
11:00 AM	-----	12:00 PM	0	0	0	0	0	0	0	1	0	1	1	0	3
11:15 AM	-----	12:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
11:30 AM	-----	12:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
11:45 AM	-----	12:45 PM	1	0	0	0	0	0	0	1	0	0	0	0	2
12:00 PM	-----	01:00 PM	1	0	0	0	0	0	0	2	0	0	0	0	3
12:15 PM	-----	01:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
12:30 PM	-----	01:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
12:45 PM	-----	01:45 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
01:00 PM	-----	02:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
01:15 PM	-----	02:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
01:30 PM	-----	02:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
01:45 PM	-----	02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	-----	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	-----	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	-----	03:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
02:45 PM	-----	03:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
03:00 PM	-----	04:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	-----	04:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
03:30 PM	-----	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	-----	04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:00 PM	-----	05:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1

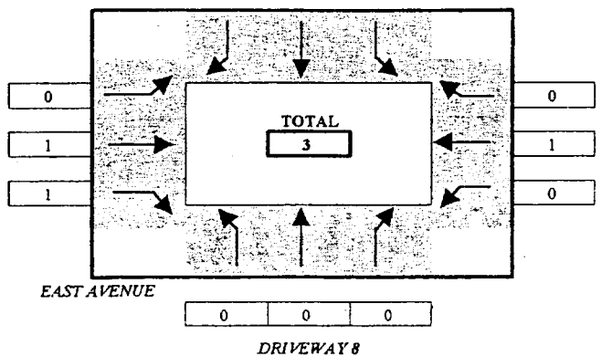
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

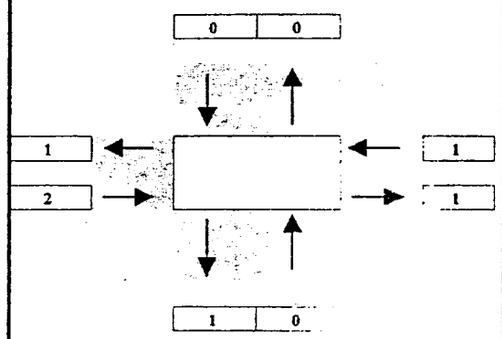
PROJECT:	LAWRENCE LIVERMORE LAB TIS	**SURVEY DATE:** DECEMBER 12 , 2002	**DAY:** WEDNESDAY
N-S Approach:	DRIVEWAY 8	**SURVEY TIME:** 7:00 AM TO 5:00 PM	**WEATHER:** SUNNY
E-W Approach:	EAST AVENUE	**JURISDICTION:** LIVERMORE	**FILENAME:** EA08LV34

PEAK HOUR: 11:00 AM TO 12:00 NN

HEAVY 4-AXLE: 0 | 0 | 0



ARRIVAL / DEPARTURE VOLUMES



			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
							SURVEY	*DATA*							
07:00 AM	-----	07:15 AM	0	0	0	0	0	0	0	0	0	0	0		*0*
07:15 AM	-----	07:30 AM	0	0	0	0	0	0	0	0	0	0	0		*0*
07:30 AM	-----	07:45 AM	0	0	0	0	0	0	0	0	0	0	0		*0*
07:45 AM	-----	08:00 AM	0	0	0	0	0	0	0	0	0	0	0		*0*
08:00 AM	-----	08:15 AM	0	0	0	0	0	0	0	0	0	0	0		*0*
08:15 AM	-----	08:30 AM	0	0	0	0	0	0	0	0	0	0	0		*0*
08:30 AM	-----	08:45 AM	0	0	0	0	0	0	0	0	0	0	0		*0*
08:45 AM	-----	09:00 AM	0	0	0	0	0	0	0	0	0	0	0		*0*
09:00 AM	-----	09:15 AM	0	0	0	0	0	0	0	0	0	0	1		*1*
09:15 AM	-----	09:30 AM	0	0	0	0	0	0	0	0	0	0	1		*1*
09:30 AM	-----	09:45 AM	0	0	0	0	0	0	0	0	0	0	1		*1*
09:45 AM	-----	10:00 AM	0	0	0	0	0	0	0	0	0	0	2		*2*
10:00 AM	-----	10:15 AM	0	0	0	0	0	0	0	0	0	0	2		*2*
10:15 AM	-----	10:30 AM	0	0	0	0	0	0	0	1	0	0	2		*3*
10:30 AM	-----	10:45 AM	0	0	0	0	0	0	0	1	0	0	2		*3*
10:45 AM	-----	11:00 AM	0	0	0	0	0	0	0	1	0	0	2		*3*
11:00 AM	-----	11:15 AM	0	0	0	0	0	0	0	1	0	0	3		*4*
11:15 AM	-----	11:30 AM	0	0	0	0	0	0	0	1	1	0	3		*5*
11:30 AM	-----	11:45 AM	0	0	0	0	0	0	0	1	1	0	3		*5*
11:45 AM	-----	12:00 PM	0	0	0	0	0	0	0	2	1	0	3		*6*
12:00 PM	-----	12:15 PM	0	0	0	0	0	0	0	2	1	0	3		*6*
12:15 PM	-----	12:30 PM	1	0	0	0	0	0	0	2	1	0	3		*7*
12:30 PM	-----	12:45 PM	1	0	0	0	0	0	0	2	1	0	3		*7*
12:45 PM	-----	01:00 PM	1	0	0	0	0	0	0	3	1	0	3		*8*
01:00 PM	-----	01:15 PM	1	0	0	0	0	0	0	3	1	0	3		*8*
01:15 PM	-----	01:30 PM	1	0	0	0	0	0	0	3	1	0	3		*8*
01:30 PM	-----	01:45 PM	1	0	0	0	0	0	0	3	1	0	3		*8*
01:45 PM	-----	02:00 PM	1	0	0	0	0	0	0	3	1	0	3		*8*
02:00 PM	-----	02:15 PM	1	0	0	0	0	0	0	3	1	0	3		*8*
02:15 PM	-----	02:30 PM	1	0	0	0	0	0	0	3	1	0	3		*8*
02:30 PM	-----	02:45 PM	1	0	0	0	0	0	0	3	1	0	4		*9*
02:45 PM	-----	03:00 PM	1	0	0	0	0	0	0	3	1	0	4		*9*
03:00 PM	-----	03:15 PM	1	0	0	0	0	0	0	4	1	0	4		*10*
03:15 PM	-----	03:30 PM	1	0	0	0	0	0	0	4	1	0	4		*10*
03:30 PM	-----	03:45 PM	1	0	0	0	0	0	0	4	1	0	4		*10*
03:45 PM	-----	04:00 PM	1	0	0	0	0	0	0	4	1	0	4		*10*
04:00 PM	-----	04:15 PM	1	0	0	0	0	0	0	4	1	0	4		*10*
04:15 PM	-----	04:30 PM	1	0	0	0	0	0	0	4	1	0	4		*10*
04:30 PM	-----	04:45 PM	1	0	0	0	0	0	0	4	1	0	4		*10*
04:45 PM	-----	05:00 PM	1	0	0	0	0	0	0	4	1	0	4		*10*

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — **SURVEY DATE:** DECEMBER 12 , 2002 — **DAY:** WEDNESDAY

N-S Approach: DRIVEWAY 8 — **SURVEY TIME:** 7:00 AM TO 5:00 PM — **WEATHER:** SUNNY

E-W Approach: EAST AVENUE — **JURISDICTION:** LIVERMORE — **FILENAME:** EA08LV34

		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD														
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
10:00 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	10:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
10:30 AM	10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	11:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
11:15 AM	11:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	1
11:30 AM	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	12:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:00 PM	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	12:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
12:30 PM	12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	01:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:00 PM	01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	02:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
02:45 PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	03:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:15 PM	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTALS														
07:00 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:30 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:45 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:00 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
09:15 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:30 AM	10:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
09:45 AM	10:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
10:00 AM	11:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
10:15 AM	11:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
10:30 AM	11:30 AM	0	0	0	0	0	0	0	0	1	0	1	0	2
10:45 AM	11:45 AM	0	0	0	0	0	0	0	0	1	0	1	0	2
11:00 AM	12:00 PM	0	0	0	0	0	0	0	1	1	0	1	0	3
11:15 AM	12:15 PM	0	0	0	0	0	0	0	1	1	0	0	0	2
11:30 AM	12:30 PM	1	0	0	0	0	0	0	1	0	0	0	0	2
11:45 AM	12:45 PM	1	0	0	0	0	0	0	1	0	0	0	0	2
12:00 PM	01:00 PM	1	0	0	0	0	0	0	1	0	0	0	0	2
12:15 PM	01:15 PM	1	0	0	0	0	0	0	1	0	0	0	0	2
12:30 PM	01:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:45 PM	01:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:00 PM	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	02:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
02:00 PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
02:15 PM	03:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
02:30 PM	03:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
02:45 PM	03:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:00 PM	04:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:15 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0

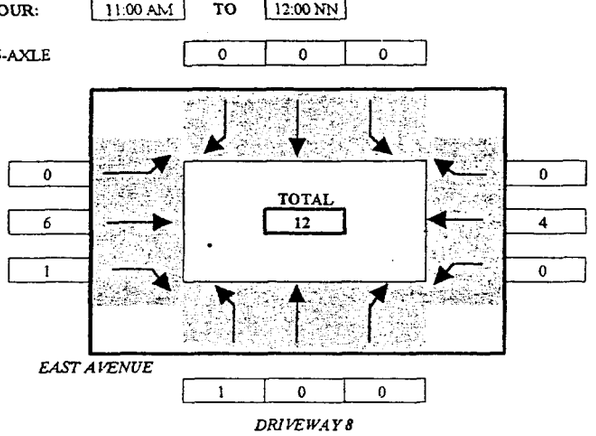
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

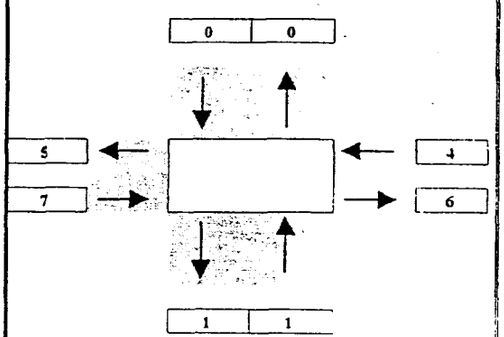
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE: DECEMBER 12 , 2002	DAY: WEDNESDAY
N-S Approach:	DRIVEWAY 8	SURVEY TIME: 7:00 AM TO 5:00 PM	WEATHER: SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION: LIVERMORE	FILENAME: EA08LV35

PEAK HOUR: 11:00 AM TO 12:00 NN

HEAVY 5-AXLE: 0 | 0 | 0



ARRIVAL / DEPARTURE VOLUMES



From	To	NORTHBOUND Left	NORTHBOUND Thru	NORTHBOUND Right	SOUTHBOUND Left	SOUTHBOUND Thru	SOUTHBOUND Right	EASTBOUND Left	EASTBOUND Thru	EASTBOUND Right	WESTBOUND Left	WESTBOUND Thru	WESTBOUND Right	TOTAL VOLUMES
SURVEY DATA														
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:15 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	*0*
09:30 AM	09:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
09:45 AM	10:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
10:00 AM	10:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	*1*
10:15 AM	10:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	*2*
10:30 AM	10:45 AM	0	0	0	0	0	0	0	2	0	0	1	0	*3*
10:45 AM	11:00 AM	0	0	0	0	0	0	0	2	0	0	1	0	*3*
11:00 AM	11:15 AM	0	0	0	0	0	0	0	2	1	0	2	0	*5*
11:15 AM	11:30 AM	0	0	0	0	0	0	0	4	1	0	4	0	*9*
11:30 AM	11:45 AM	1	0	0	0	0	0	0	5	1	0	4	0	*11*
11:45 AM	12:00 PM	1	0	0	0	0	0	0	8	1	0	5	0	*15*
12:00 PM	12:15 PM	1	0	0	0	0	0	0	8	1	0	5	0	*15*
12:15 PM	12:30 PM	1	0	0	0	0	0	0	8	1	0	5	0	*15*
12:30 PM	12:45 PM	1	0	0	0	0	0	0	9	1	0	5	0	*16*
12:45 PM	01:00 PM	1	0	0	0	0	0	0	10	1	0	5	0	*17*
01:00 PM	01:15 PM	1	0	0	0	0	0	0	10	1	0	5	0	*17*
01:15 PM	01:30 PM	1	0	0	0	0	0	0	10	1	0	6	0	*18*
01:30 PM	01:45 PM	1	0	0	0	0	0	0	11	1	0	7	0	*20*
01:45 PM	02:00 PM	1	0	0	0	0	0	0	11	1	0	7	0	*20*
02:00 PM	02:15 PM	1	0	0	0	0	0	0	11	1	0	7	0	*20*
02:15 PM	02:30 PM	2	0	0	0	0	0	0	12	1	0	7	0	*22*
02:30 PM	02:45 PM	2	0	0	0	0	0	0	13	1	0	8	0	*24*
02:45 PM	03:00 PM	2	0	0	0	0	0	0	13	1	0	8	0	*24*
03:00 PM	03:15 PM	2	0	0	0	0	0	0	14	1	0	8	0	*25*
03:15 PM	03:30 PM	2	0	0	0	0	0	0	15	1	0	8	0	*26*
03:30 PM	03:45 PM	2	0	0	0	0	0	0	15	1	0	8	0	*26*
03:45 PM	04:00 PM	2	0	0	0	0	0	0	15	1	0	8	0	*26*
04:00 PM	04:15 PM	2	0	0	0	0	0	0	15	1	0	9	0	*27*
04:15 PM	04:30 PM	2	0	0	0	0	0	0	15	1	0	10	0	*28*
04:30 PM	04:45 PM	2	0	0	0	0	0	0	15	1	0	10	0	*28*
04:45 PM	05:00 PM	2	0	0	0	0	0	0	16	1	0	10	0	*29*

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — SURVEY DATE: DECEMBER 12 , 2002 — DAY: WEDNESDAY

N-S Approach: DRIVEWAY 8 — SURVEY TIME: 7:00 AM TO 5:00 PM — WEATHER: SUNNY

E-W Approach: EAST AVENUE — JURISDICTION: LIVERMORE — FILENAME: EA08LV35

			NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From		To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD															
07:00 AM	-----	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	-----	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	-----	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	-----	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	-----	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	-----	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	-----	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	-----	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	-----	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	-----	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	-----	09:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
09:45 AM	-----	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	-----	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	-----	10:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
10:30 AM	-----	10:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
10:45 AM	-----	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	-----	11:15 AM	0	0	0	0	0	0	0	0	1	0	1	0	2
11:15 AM	-----	11:30 AM	0	0	0	0	0	0	0	2	0	0	2	0	4
11:30 AM	-----	11:45 AM	1	0	0	0	0	0	0	1	0	0	0	0	2
11:45 AM	-----	12:00 PM	0	0	0	0	0	0	0	3	0	0	1	0	4
12:00 PM	-----	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	-----	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	-----	12:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
12:45 PM	-----	01:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
01:00 PM	-----	01:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:15 PM	-----	01:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:30 PM	-----	01:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
01:45 PM	-----	02:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00 PM	-----	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	-----	02:30 PM	1	0	0	0	0	0	0	1	0	0	0	0	2
02:30 PM	-----	02:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
02:45 PM	-----	03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	-----	03:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:15 PM	-----	03:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
03:30 PM	-----	03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:45 PM	-----	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	-----	04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:15 PM	-----	04:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:30 PM	-----	04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	-----	05:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
HOURLY TOTALS															
07:00 AM	-----	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	-----	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	-----	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	-----	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	-----	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	-----	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	-----	09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	-----	09:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
09:00 AM	-----	10:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
09:15 AM	-----	10:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
09:30 AM	-----	10:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
09:45 AM	-----	10:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
10:00 AM	-----	11:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
10:15 AM	-----	11:15 AM	0	0	0	0	0	0	0	1	1	0	2	0	4
10:30 AM	-----	11:30 AM	0	0	0	0	0	0	0	2	1	0	4	0	7
10:45 AM	-----	11:45 AM	1	0	0	0	0	0	0	3	1	0	3	0	8
11:00 AM	-----	12:00 PM	1	0	0	0	0	0	0	6	1	0	4	0	12
11:15 AM	-----	12:15 PM	1	0	0	0	0	0	0	6	0	0	3	0	10
11:30 AM	-----	12:30 PM	1	0	0	0	0	0	0	4	0	0	1	0	6
11:45 AM	-----	12:45 PM	0	0	0	0	0	0	0	4	0	0	1	0	5
12:00 PM	-----	01:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
12:15 PM	-----	01:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
12:30 PM	-----	01:30 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
12:45 PM	-----	01:45 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
01:00 PM	-----	02:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
01:15 PM	-----	02:15 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
01:30 PM	-----	02:30 PM	1	0	0	0	0	0	0	2	0	0	1	0	4
01:45 PM	-----	02:45 PM	1	0	0	0	0	0	0	2	0	0	1	0	4
02:00 PM	-----	03:00 PM	1	0	0	0	0	0	0	2	0	0	1	0	4
02:15 PM	-----	03:15 PM	1	0	0	0	0	0	0	3	0	0	1	0	5
02:30 PM	-----	03:30 PM	0	0	0	0	0	0	0	3	0	0	1	0	4
02:45 PM	-----	03:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
03:00 PM	-----	04:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
03:15 PM	-----	04:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
03:30 PM	-----	04:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
03:45 PM	-----	04:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
04:00 PM	-----	05:00 PM	0	0	0	0	0	0	0	1	0	0	2	0	3

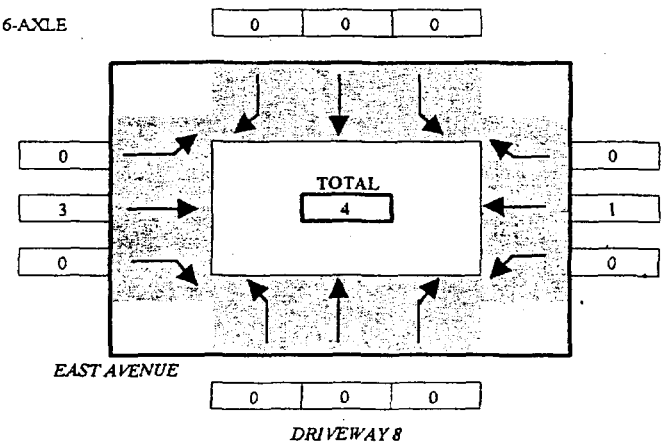
Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

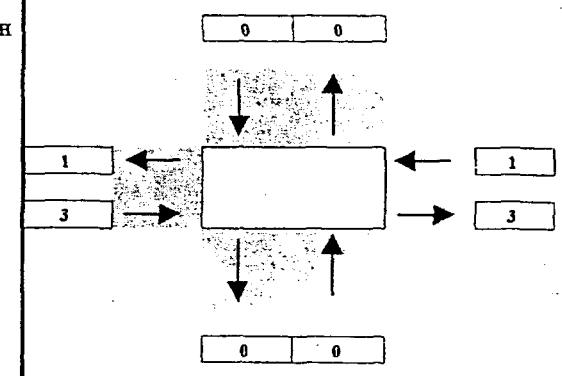
PROJECT:	LAWRENCE LIVERMORE LAB TIS	SURVEY DATE: DECEMBER 12 , 2002	DAY: WEDNESDAY
N-S Approach:	DRIVEWAY 8	SURVEY TIME: 7:00 AM TO 5:00 PM	WEATHER: SUNNY
E-W Approach:	EAST AVENUE	JURISDICTION: LIVERMORE	FILENAME: EA08LV36

PEAK HOUR: 10:15 AM TO 11:15 AM

HEAVY 6-AXLE



ARRIVAL / DEPARTURE VOLUMES



		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
						SURVEY	DATA							
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
10:00 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
10:15 AM	10:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
10:30 AM	10:45 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
10:45 AM	11:00 AM	0	0	0	0	0	0	0	1	0	0	2	0	3
11:00 AM	11:15 AM	0	0	0	0	0	0	0	3	0	0	2	0	5
11:15 AM	11:30 AM	0	0	0	0	0	0	0	3	0	0	2	0	5
11:30 AM	11:45 AM	0	0	0	0	0	0	0	3	0	0	2	0	5
11:45 AM	12:00 PM	0	0	0	0	0	0	0	3	0	0	2	0	5
12:00 PM	12:15 PM	0	0	0	0	0	0	0	3	0	0	2	0	5
12:15 PM	12:30 PM	0	0	0	0	0	0	0	3	0	0	2	0	5
12:30 PM	12:45 PM	0	0	0	0	0	0	0	3	0	0	3	0	6
12:45 PM	01:00 PM	0	0	0	0	0	0	0	3	0	0	3	0	6
01:00 PM	01:15 PM	0	0	0	0	0	0	0	3	0	0	4	0	7
01:15 PM	01:30 PM	0	0	0	0	0	0	0	3	0	0	4	0	7
01:30 PM	01:45 PM	0	0	0	0	0	0	0	3	0	0	4	0	7
01:45 PM	02:00 PM	0	0	0	0	0	0	0	5	0	0	4	0	9
02:00 PM	02:15 PM	0	0	0	0	0	0	0	5	0	0	4	0	9
02:15 PM	02:30 PM	0	0	0	0	0	0	0	5	0	0	4	0	9
02:30 PM	02:45 PM	0	0	0	0	0	0	0	6	0	0	4	0	10
02:45 PM	03:00 PM	0	0	0	0	0	0	0	6	0	0	5	0	11
03:00 PM	03:15 PM	0	0	0	0	0	0	0	6	0	0	5	0	11
03:15 PM	03:30 PM	0	0	0	0	0	0	0	6	0	0	5	0	11
03:30 PM	03:45 PM	0	0	0	0	0	0	0	8	0	0	5	0	13
03:45 PM	04:00 PM	0	0	0	0	0	0	0	8	0	0	5	0	13
04:00 PM	04:15 PM	0	0	0	0	0	0	0	8	0	0	5	0	13
04:15 PM	04:30 PM	0	0	0	0	0	0	0	9	0	0	5	0	14
04:30 PM	04:45 PM	0	0	0	0	0	0	0	9	0	0	6	0	15
04:45 PM	05:00 PM	0	0	0	0	0	0	0	9	0	0	6	0	15

Baymetrics Traffic Resources

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: LAWRENCE LIVERMORE LAB TIS — **SURVEY DATE:** DECEMBER 12 , 2002 — **DAY:** WEDNESDAY

N-S Approach: DRIVEWAY 8 — **SURVEY TIME:** 7:00 AM TO 5:00 PM — **WEATHER:** SUNNY

E-W Approach: EAST AVENUE — **JURISDICTION:** LIVERMORE — **FILENAME:** EA08LV36

		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	VOLUMES
TOTAL BY PERIOD														
07:00 AM	07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:00 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:30 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	10:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
10:30 AM	10:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
10:45 AM	11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	11:15 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
11:15 AM	11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:45 PM	01:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:00 PM	01:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:15 PM	01:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:30 PM	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
01:45 PM	02:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
02:00 PM	02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15 PM	02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	02:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
02:45 PM	03:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
03:00 PM	03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	03:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	03:45 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
03:45 PM	04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00 PM	04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	04:30 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
04:30 PM	04:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
04:45 PM	05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
HOURLY TOTALS														
07:00 AM	08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	09:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
08:45 AM	09:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:00 AM	10:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:15 AM	10:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
09:30 AM	10:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1
09:45 AM	10:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
10:00 AM	11:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
10:15 AM	11:15 AM	0	0	0	0	0	0	0	3	0	0	1	0	4
10:30 AM	11:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	1
10:45 AM	11:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2
11:00 AM	12:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
11:15 AM	12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	12:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:00 PM	01:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
12:15 PM	01:15 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
12:30 PM	01:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	2
12:45 PM	01:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
01:00 PM	02:00 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
01:15 PM	02:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
01:30 PM	02:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
01:45 PM	02:45 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
02:00 PM	03:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
02:15 PM	03:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
02:30 PM	03:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
02:45 PM	03:45 PM	0	0	0	0	0	0	0	2	0	0	1	0	3
03:00 PM	04:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
03:15 PM	04:15 PM	0	0	0	0	0	0	0	2	0	0	0	0	2
03:30 PM	04:30 PM	0	0	0	0	0	0	0	3	0	0	0	0	3
03:45 PM	04:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
04:00 PM	05:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2

D. TRAFFIC ANALYSIS

Existing Conditions

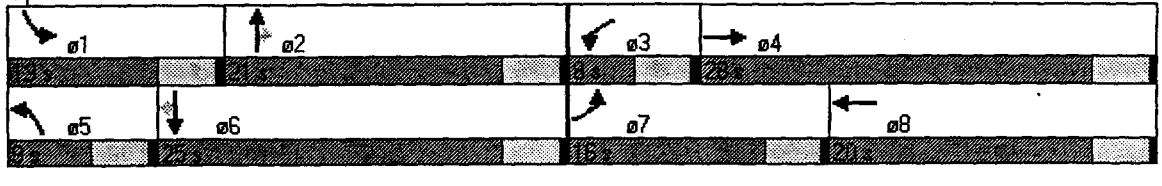
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	0.97	1.00	1.00
Frt		0.983			0.950				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3479	0	1770	3362	0	1770	3539	1583	3433	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3479	0	1770	3362	0	1770	3539	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			45				192			271
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2480			2464			2088			1992	
Travel Time (s)		56.4			56.0			47.5			45.3	
Volume (vph)	250	333	42	21	82	41	40	209	177	336	216	249
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	272	362	46	23	89	45	43	227	192	365	235	271
Lane Group Flow (vph)	272	408	0	23	134	0	43	227	192	365	235	271
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Detector Phases	7	4		3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0		8.0	20.0		8.0	20.0	20.0	8.0	20.0	20.0
Total Split (s)	16.0	28.0	0.0	8.0	20.0	0.0	9.0	21.0	21.0	13.0	25.0	25.0
Total Split (%)	23%	40%	0%	11%	29%	0%	13%	30%	30%	19%	36%	36%
Maximum Green (s)	12.0	24.0		4.0	16.0		5.0	17.0	17.0	9.0	21.0	21.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max
Walk Time (s)		5.0			5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0			0			0	0		0	0
Act Effct Green (s)	11.6	18.9		4.0	7.1		5.0	17.2	17.2	8.9	26.7	26.7
Actuated g/C Ratio	0.20	0.32		0.06	0.12		0.08	0.29	0.29	0.15	0.46	0.46
v/c Ratio	0.77	0.36		0.21	0.31		0.31	0.22	0.32	0.70	0.28	0.31
Uniform Delay, d1	25.4	17.1		31.7	16.8		31.0	16.5	0.0	26.6	12.5	0.0
Delay	32.7	14.8		30.0	17.3		28.6	17.3	3.7	28.3	13.3	2.6
LOS	C	B		C	B		C	B	A	C	B	A
Approach Delay		21.9			19.2			12.7			16.3	
Approach LOS		C			B			B			B	
Queue Length 50th (ft)	96	50		8	15		15	33	0	67	47	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#214	100		29	38		43	61	36	#125	121	35
Internal Link Dist (ft)		2400			2384			2008			1912	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)												
50th Bay Block Time %												
95th Bay Block Time %												
Queuing Penalty (veh)												

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 58.6
Natural Cycle: 70
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.77
Intersection Signal Delay: 17.5 Intersection LOS: B
Intersection Capacity Utilization 49.0% ICU Level of Service A
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: East Ave & Vasco Road



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	0.97	1.00	1.00
Frt		0.980			0.939				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3468	0	1770	3323	0	1770	3539	1583	3433	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3468	0	1770	3323	0	1770	3539	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			241				33			425
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2480			2464			2088			1992	
Travel Time (s)		56.4			56.0			47.5			45.3	
Volume (vph)	250	178	27	238	632	431	19	311	30	28	279	391
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	272	193	29	259	687	468	21	338	33	30	303	425
Lane Group Flow (vph)	272	222	0	259	1155	0	21	338	33	30	303	425
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Detector Phases	7	4		3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0		8.0	20.0		8.0	20.0	20.0	8.0	20.0	20.0
Total Split (s)	18.0	24.0	0.0	23.0	29.0	0.0	8.0	20.0	20.0	8.0	20.0	20.0
Total Split (%)	24%	32%	0%	31%	39%	0%	11%	27%	27%	11%	27%	27%
Maximum Green (s)	14.0	20.0		19.0	25.0		4.0	16.0	16.0	4.0	16.0	16.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max
Walk Time (s)		5.0			5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0			0			0	0		0	0
Act Effct Green (s)	13.1	22.3		14.3	23.4		4.0	16.2	16.2	4.0	16.2	16.2
Actuated g/C Ratio	0.19	0.33		0.21	0.35		0.06	0.24	0.24	0.06	0.24	0.24
v/c Ratio	0.80	0.19		0.70	0.88		0.21	0.40	0.08	0.16	0.68	0.61
Uniform Delay, d1	27.4	15.6		26.0	17.5		34.1	23.0	0.0	34.0	24.8	0.0
Delay	37.2	16.6		25.4	22.4		34.5	23.6	9.4	34.1	30.9	3.3
LOS	D	B		C	C		C	C	A	C	C	A
Approach Delay		28.0			23.0			23.0			15.6	
Approach LOS		C			C			C			B	
Queue Length 50th (ft)	105	28		98	176		8	61	0	6	113	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#246	65		178	#349		31	111	12	19	#249	71
Internal Link Dist (ft)		2400			2384			2008			1912	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)												
50th Bay Block Time %												
95th Bay Block Time %												
Queuing Penalty (veh)												

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 67.8

Natural Cycle: 75

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.88

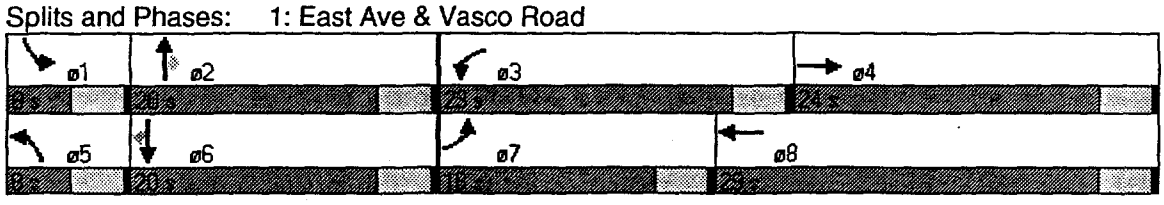
Intersection Signal Delay: 21.9 Intersection LOS: C

Intersection Capacity Utilization 75.0% ICU Level of Service C

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: East Ave & Vasco Road



HCS2000: Unsignalized Intersections Release 4.1

TWO-WAY STOP CONTROL SUMMARY

Analyst:
Agency/Co.:
Date Performed: 1/21/02
Analysis Time Period: AM Peak
Intersection: East Ave & SW Entrance (Location #4)
Jurisdiction:
Analysis Year: 2001
Project ID: Lawrence Livermore National Laboratory
East/West Street: East Ave
North/South Street: SW Entrance/West Perimeter Dr

Intersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	450	455			130	115
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR	450	455			130	115
Percent Heavy Vehicles	2	--	--		--	--
Median Type	Undivided					
RT Channelized?						
Lanes	0	2			2	0
Configuration	LT	T			T	TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				10		30
Peak Hour Factor, PHF				1.00		1.00
Hourly Flow Rate, HFR				10		30
Percent Heavy Vehicles				2		2
Percent Grade (%)		0			0	
Median Storage						
Flared Approach: Exists?						
Storage						
RT Channelized?						No
Lanes				1		1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT					L		R
v (vph)	450					10		30
C(m) (vph)	1318					98		906
v/c	0.34					0.10		0.03
95% queue length	1.55					0.34		0.10
Control Delay	9.1					45.9		9.1

LOS	A	E	A
Approach Delay		18.3	
Approach LOS		C	

HCS2000: Unsignalized Intersections Release 4.1

Korve Engineering, Inc.

Phone: Fax:
E-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst:
Agency/Co.:
Date Performed: 1/21/02
Analysis Time Period: AM Peak
Intersection: East Ave & SW Entrance
Jurisdiction:
Analysis Year: 2001
Project ID: Lawrence Livermore National Laboratory
East/West Street: East Ave
North/South Street: SW Entrance/West Perimeter Dr

Intersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume	450	455			130	115
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Peak-15 Minute Volume	112	114			32	29
Hourly Flow Rate, HFR	450	455			130	115
Percent Heavy Vehicles	2	--	--		--	--
Median Type	Undivided					
RT Channelized?						
Lanes	0	2			2	0
Configuration	LT	T			T	TR
Upstream Signal?		No			No	

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume				10		30
Peak Hour Factor, PHF				1.00		1.00
Peak-15 Minute Volume				2		8
Hourly Flow Rate, HFR				10		30
Percent Heavy Vehicles				2		2
Percent Grade (%)		0			0	
Median Storage						
Flared Approach: Exists?						
Storage						
RT Channelized?						No

Lanes Configuration	1 L	1 R

Pedestrian Volumes and Adjustments

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0
Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2 Left-Turn							
Through							
S5 Left-Turn							
Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:	0	
Shared ln volume, major rt vehicles:	0	
Sat flow rate, major th vehicles:	1700	
Sat flow rate, major rt vehicles:	1700	
Number of major street through lanes:	2	

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)	4.1					7.5		6.9
t(c,hv)	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
P(hv)	2					2		2
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Grade/100			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)	0.00					0.70		0.00
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage	4.1					6.8		6.9
2-stage								

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20					3.50		3.30
t(f,HV)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(HV)	2					2		2
t(f)	2.2					3.5		3.3

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
V prog				
Total Saturation Flow Rate, s (vph)				
Arrival Type				
Effective Green, g (sec)				
Cycle Length, C (sec)				
Rp (from table 9-2)				
Proportion vehicles arriving on green P				
g(q1)				
g(q2)				
g(q)				

Computation 2-Proportion of TWSC Intersection Time blocked

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
alpha				
beta				
Travel time, t(a) (sec)				
Smoothing Factor, F				
Proportion of conflicting flow, f				
Max platooned flow, V(c,max)				
Min platooned flow, V(c,min)				
Duration of blocked period, t(p)				
Proportion time blocked, p	0.000		0.000	

Computation 3-Platoon Event Periods	Result
p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Two-Stage Process Stage II
p(1)			
p(4)			
p(7)			
p(8)			
p(9)			
p(10)			
p(11)			
p(12)			

Computation 4 and 5
Single-Stage Process

Movement	1	4	7	8	9	10	11	12
	L	L	L	T	R	L	T	R

' c,x	245	1315	122
;			
Px			
' c,u,x			

; r,x	
C plat,x	

Two-Stage Process	7		8		10		11	
	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)								
;						3400		
'(x)								
'(c,u,x)								
:(r,x)								
:(plat,x)								

Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.	9	12
Conflicting Flows		122
Potential Capacity		906
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity		906
Probability of Queue free St.	1.00	0.97

Step 2: LT from Major St.	4	1
Conflicting Flows		245
Potential Capacity		1318
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity		1318
Probability of Queue free St.	1.00	0.66
Maj L-Shared Prob Q free St.		0.66

Step 3: TH from Minor St.	8	11
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.66	0.66
Movement Capacity		
Probability of Queue free St.	1.00	1.00

Step 4: LT from Minor St.	7	10
Conflicting Flows		1315
Potential Capacity		149
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.66	
Maj. L, Min T Adj. Imp Factor.	0.73	
Cap. Adj. factor due to Impeding mvmnt	0.71	0.66
Movement Capacity		98

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.	8	11
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Probability of Queue free St.		
Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.66	0.66
Movement Capacity		
Result for 2 stage process:		
a		
y		
C t		
Probability of Queue free St.	1.00	1.00
Step 4: LT from Minor St.	7	10
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows		1315
Potential Capacity		149
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.66	
Maj. L, Min T Adj. Imp Factor.	0.73	
Cap. Adj. factor due to Impeding mvmnt	0.71	0.66
Movement Capacity		98
Results for Two-stage process:		
a		
y		

Worksheet 8-Shared Lane Calculations

Movement	7 L	8 T	9 R	10 L	11 T	12 R
Volume (vph)				10		30
Movement Capacity (vph)				98		906
Shared Lane Capacity (vph)						

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7 L	8 T	9 R	10 L	11 T	12 R
C sep				98		906
Volume				10		30
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh						
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	LT					L		R
v (vph)	450					10		30
C(m) (vph)	1318					98		906
v/c	0.34					0.10		0.03
95% queue length	1.55					0.34		0.10
Control Delay	9.1					45.9		9.1
LOS	A					E		A
Approach Delay							18.3	
Approach LOS							C	

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	0.66	1.00
v(i1), Volume for stream 2 or 5	0	
v(i2), Volume for stream 3 or 6	0	
s(i1), Saturation flow rate for stream 2 or 5	1700	
s(i2), Saturation flow rate for stream 3 or 6	1700	
P*(oj)	0.66	
d(M,LT), Delay for stream 1 or 4	9.1	
N, Number of major street through lanes	2	
d(rank,1) Delay for stream 2 or 5		

HCS2000: Unsignalized Intersections Release 4.1

TWO-WAY STOP CONTROL SUMMARY

Analyst:
Agency/Co.:
Date Performed: 1/21/02
Analysis Time Period: PM Peak
Intersection: East Ave & SW Entrance (Location # 4)
Jurisdiction:
Analysis Year: 2001
Project ID: Lawrence Livermore National Laboratory
East/West Street: East Ave
North/South Street: SW Entrance/West Perimeter Dr

Intersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	60	15			695	15
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR	60	15			695	15
Percent Heavy Vehicles	2	--	--		--	--
Median Type	Undivided					
RT Channelized?						
Lanes	0	2			2	0
Configuration	LT	T			T	TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				40		495
Peak Hour Factor, PHF				1.00		1.00
Hourly Flow Rate, HFR				40		495
Percent Heavy Vehicles				2		2
Percent Grade (%)		0			0	
Median Storage						
Flared Approach: Exists?						
Storage						
RT Channelized?						No
Lanes				1		1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT					L		R
v (vph)	60					40		495
C(m) (vph)	885					288		641
v/c	0.07					0.14		0.77
95% queue length	0.22					0.48		9.05
Control Delay	9.4					19.5		28.8

LOS	A	C	D
Approach Delay			28.1
Approach LOS			D

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Corve Engineering, Inc.

Phone: Fax:
E-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst:
Agency/Co.:
Date Performed: 1/21/02
Analysis Time Period: PM Peak
Intersection: East Ave & SW Entrance
Jurisdiction:
Analysis Year: 2001
Project ID: Lawrence Livermore National Laboratory
East/West Street: East Ave
North/South Street: SW Entrance/West Perimeter Dr

Intersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume	60	15			695	15
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Peak-15 Minute Volume	15	4			174	4
Hourly Flow Rate, HFR	60	15			695	15
Percent Heavy Vehicles	2	--	--		--	--
Median Type	Undivided					
RT Channelized?						
Lanes	0	2			2	0
Configuration		LT T			T	TR
Upstream Signal?		No			No	

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume				40		495
Peak Hour Factor, PHF				1.00		1.00
Peak-15 Minute Volume				10		124
Hourly Flow Rate, HFR				40		495
Percent Heavy Vehicles				2		2
Percent Grade (%)		0			0	
Median Storage						
Flared Approach: Exists?						
Storage						
RT Channelized?						No

Lanes Configuration	1 L	1 R

Pedestrian Volumes and Adjustments

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0
Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

		Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2	Left-Turn							
	Through							
S5	Left-Turn							
	Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:	0	
Shared ln volume, major rt vehicles:	0	
Sat flow rate, major th vehicles:	1700	
Sat flow rate, major rt vehicles:	1700	
Number of major street through lanes:	2	

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement		1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)		4.1					7.5		6.9
t(c,hv)		2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
P(hv)		2					2		2
t(c,g)				0.20	0.20	0.10	0.20	0.20	0.10
Grade/100				0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)		0.00					0.70		0.00
t(c,T):	1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c)	1-stage	4.1					6.8		6.9
	2-stage								

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20					3.50		3.30
t(f,HV)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(HV)	2					2		2
t(f)	2.2					3.5		3.3

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
I prog				
Total Saturation Flow Rate, s (vph)				
Arrival Type				
Effective Green, g (sec)				
Cycle Length, C (sec)				
Rp (from table 9-2)				
Proportion vehicles arriving on green P				
g(q1)				
g(q2)				
g(q)				

Computation 2-Proportion of TWSC Intersection Time blocked	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
alpha				
beta				
Travel time, t(a) (sec)				
Smoothing Factor, F				
Proportion of conflicting flow, f				
Max platooned flow, V(c,max)				
Min platooned flow, V(c,min)				
Duration of blocked period, t(p)				
Proportion time blocked, p	0.000		0.000	

Computation 3-Platoon Event Periods	Result
p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Two-Stage Process Stage II
p(1)			
p(4)			
p(7)			
p(8)			
p(9)			
p(10)			
p(11)			
p(12)			

Computation 4 and 5 Single-Stage Process Movement	1	4	7	8	9	10	11	12
	L	L	L	T	R	L	T	R

V c,x	710	829	355
s			
Px			
V c,u,x			
C r,x			
C plat,x			

Two-Stage Process

	7		8		10		11	
	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)								
s						3400		
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.	9	12
Conflicting Flows		355
Potential Capacity		641
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity		641
Probability of Queue free St.	1.00	0.23

Step 2: LT from Major St.	4	1
Conflicting Flows		710
Potential Capacity		885
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity		885
Probability of Queue free St.	1.00	0.93
Maj L-Shared Prob Q free St.		0.93

Step 3: TH from Minor St.	8	11
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.93	0.93
Movement Capacity		
Probability of Queue free St.	1.00	1.00

Step 4: LT from Minor St.	7	10
Conflicting Flows		829
Potential Capacity		309
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.93	
Maj. L, Min T Adj. Imp Factor.	0.95	
Cap. Adj. factor due to Impeding mvmnt	0.22	0.93
Movement Capacity		288

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.	8	11
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Probability of Queue free St.		
Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.93	0.93
Movement Capacity		
Result for 2 stage process:		
a		
/		
C t		
Probability of Queue free St.	1.00	1.00

Step 4: LT from Minor St.	7	10
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows		829
Potential Capacity		309
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.93	
Maj. L, Min T Adj. Imp Factor.	0.95	
Cap. Adj. factor due to Impeding mvmnt	0.22	0.93
Movement Capacity		288
Results for Two-stage process:		
a		
y		

Worksheet 8-Shared Lane Calculations

Movement	7 L	8 T	9 R	10 L	11 T	12 R
Volume (vph)				40		495
Movement Capacity (vph)				288		641
Shared Lane Capacity (vph)						

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7 L	8 T	9 R	10 L	11 T	12 R
C sep				288		641
Volume				40		495
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh						
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	LT					L		R
v (vph)	60					40		495
C(m) (vph)	885					288		641
v/c	0.07					0.14		0.77
95% queue length	0.22					0.48		9.05
Control Delay	9.4					19.5		28.8
LOS	A					C		D
Approach Delay						28.1		
Approach LOS						D		

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	0.93	1.00
v(i1), Volume for stream 2 or 5	0	
v(i2), Volume for stream 3 or 6	0	
s(i1), Saturation flow rate for stream 2 or 5	1700	
s(i2), Saturation flow rate for stream 3 or 6	1700	
P*(oj)	0.93	
d(M,LT), Delay for stream 1 or 4	9.4	
N, Number of major street through lanes	2	
d(rank,1) Delay for stream 2 or 5		

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TWO-WAY STOP CONTROL SUMMARY

Analyst:
Agency/Co.:
Date Performed: 1/21/02
Analysis Time Period: PM Peak
Intersection: East Ave & W Entrance (Location # 5)
Jurisdiction:
Analysis Year: 2001
Project ID: Lawrence Livermore National Laboratory
East/West Street: East Ave
North/South Street: West Entrance to Sandia Labs

Intersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		40	15	30	590	
Peak-Hour Factor, PHF		1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR		40	15	30	590	
Percent Heavy Vehicles		--	--	2	--	--
Median Type	Undivided					
RT Channelized?						
Lanes		2 0		0 2		
Configuration		T TR		LT T		
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	90		190			
Peak Hour Factor, PHF	1.00		1.00			
Hourly Flow Rate, HFR	90		190			
Percent Heavy Vehicles	2		2			
Percent Grade (%)		0			0	
Median Storage						
Flared Approach: Exists?						
Storage						
RT Channelized?			No			
Lanes	1		1			
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LT	L		R			
v (vph)		30	90		190			
C(m) (vph)		1548	564		1041			
v/c		0.02	0.16		0.18			
95% queue length		0.06	0.57		0.67			
Control Delay		7.4	12.6		9.2			

OS	A	B		A
pproach Delay			10.3	
pproach LOS			B	

HCS2000: Unsignalized Intersections Release 4.1

orve Engineering, Inc.

hone: Fax:
-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

nalyst:
gency/Co.:
ate Performed: 1/21/02
nalysis Time Period: PM Peak
ntersection: East Ave & W Entrance
urisdiction:
nalysis Year: 2001
roject ID: Lawrence Livermore National Laboratory
ast/West Street: East Ave
orth/South Street: West Entrance to Sandia Labs

ntersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

ajor Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
olume		40	15	30	590	
eak-Hour Factor, PHF		1.00	1.00	1.00	1.00	
eak-15 Minute Volume		10	4	8	148	
ourly Flow Rate, HFR		40	15	30	590	
ercent Heavy Vehicles		--	--	2	--	--
edian Type	Undivided					
T Channelized?						
anes		2	0	0	2	
onfiguration		T	TR	LT	T	
pstream Signal?		No			No	

inor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
olume	90		190			
eak Hour Factor, PHF	1.00		1.00			
eak-15 Minute Volume	22		48			
ourly Flow Rate, HFR	90		190			
ercent Heavy Vehicles	2		2			
ercent Grade (%)		0			0	
edian Storage						
lared Approach: Exists?						
Storage						
T Channelized?			No			

ınes	1	1
ɔnfiguration	L	R

Pedestrian Volumes and Adjustments

Movements	13	14	15	16
.ow (ped/hr)	0	0	0	0
ane Width (ft)	12.0	12.0	12.0	12.0
ılking Speed (ft/sec)	4.0	4.0	4.0	4.0
ercent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
2 Left-Turn							
Through							
5 Left-Turn							
Through							

orksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
hared ln volume, major th vehicles:		0
hared ln volume, major rt vehicles:		0
ıt flow rate, major th vehicles:		1700
ıt flow rate, major rt vehicles:		1700
Number of major street through lanes:		2

Worksheet 4-Critical Gap and Follow-up Time Calculation

itical Gap Calculation

ovement		1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
c,base)			4.1	7.5		6.9			
(c,hv)		2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
hv)			2	2		2			
c,g)				0.20	0.20	0.10	0.20	0.20	0.10
rade/100				0.00	0.00	0.00	0.00	0.00	0.00
3,lt)			0.00	0.70		0.00			
c,T):	1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
(c)	1-stage		4.1	6.8		6.9			
	2-stage								

Follow-Up Time Calculations

ovement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
f,base)		2.20	3.50		3.30			
f,HV)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
HV)		2	2		2			
(f)		2.2	3.5		3.3			

orksheet 5-Effect of Upstream Signals

omputation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
prog				
otal Saturation Flow Rate, s (vph)				
rrival Type				
ffective Green, g (sec)				
ycle Length, C (sec)				
p (from table 9-2)				
roportion vehicles arriving on green P				
(q1)				
(q2)				
(q)				

omputation 2-Proportion of TWSC Intersection Time blocked

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
lpha				
eta				
ravel time, t(a) (sec)				
moothing Factor, F				
roportion of conflicting flow, f				
ax platooned flow, V(c,max)				
in platooned flow, V(c,min)				
uration of blocked period, t(p)				
roportion time blocked, p	0.000		0.000	

omputation 3-Platoon Event Periods	Result
(2)	0.000
(5)	0.000
(dom)	
(subo)	

onstrained or unconstrained?

roportion nblocked or minor ovements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Two-Stage Process Stage II
(1)			
(4)			
(7)			
(8)			
(9)			
(10)			
(11)			
(12)			

omputation 4 and 5

ingle-Stage Process ovement	1	4	7	8	9	10	11	12
	L	L	L	T	R	L	T	R

c,x	55	403	28

Px
c,u,x

r,x
plat,x

wo-Stage Process

	7		8		10		11	
	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
(c,x)		3400						
(x)								
(c,u,x)								
(r,x)								
(plat,x)								

rksheet 6-Impedance and Capacity Equations

ep 1: RT from Minor St.	9	12
onflicting Flows	28	
tential Capacity	1041	
destrian Impedance Factor	1.00	1.00
vement Capacity	1041	
robability of Queue free St.	0.82	1.00
ep 2: LT from Major St.	4	1
nflicting Flows	55	
tential Capacity	1548	
edestrian Impedance Factor	1.00	1.00
vement Capacity	1548	
obability of Queue free St.	0.98	1.00
j L-Shared Prob Q free St.	0.98	
ep 3: TH from Minor St.	8	11
onflicting Flows		
tential Capacity		
destrian Impedance Factor	1.00	1.00
ap. Adj. factor due to Impeding mvmnt	0.98	0.98
vement Capacity		
obability of Queue free St.	1.00	1.00
tep 4: LT from Minor St.	7	10
nflicting Flows	403	
otential Capacity	575	
destrian Impedance Factor	1.00	1.00
j. L, Min T Impedance factor		0.98
aj. L, Min T Adj. Imp Factor.		0.99
ap. Adj. factor due to Impeding mvmnt	0.98	0.81
vement Capacity	564	

orksheet 7-Computation of the Effect of Two-stage Gap Acceptance

tep 3: TH from Minor St.	8	11
art 1 - First Stage		
onflicting Flows		
otential Capacity		
edestrian Impedance Factor		
ap. Adj. factor due to Impeding mvmnt		
ovement Capacity		
robability of Queue free St.		
art 2 - Second Stage		
onflicting Flows		
otential Capacity		
edestrian Impedance Factor		
ap. Adj. factor due to Impeding mvmnt		
ovement Capacity		
art 3 - Single Stage		
onflicting Flows		
otential Capacity		
edestrian Impedance Factor	1.00	1.00
ap. Adj. factor due to Impeding mvmnt	0.98	0.98
ovement Capacity		
esult for 2 stage process:		
t		
robability of Queue free St.	1.00	1.00
tep 4: LT from Minor St.	7	10
art 1 - First Stage		
onflicting Flows		
otential Capacity		
edestrian Impedance Factor		
ap. Adj. factor due to Impeding mvmnt		
ovement Capacity		
art 2 - Second Stage		
onflicting Flows		
otential Capacity		
edestrian Impedance Factor		
ap. Adj. factor due to Impeding mvmnt		
ovement Capacity		
art 3 - Single Stage		
onflicting Flows	403	
otential Capacity	575	
edestrian Impedance Factor	1.00	1.00
aj. L, Min T Impedance factor		0.98
aj. L, Min T Adj. Imp Factor.		0.99
ap. Adj. factor due to Impeding mvmnt	0.98	0.81
ovement Capacity	564	
esults for Two-stage process:		

rksheet 8-Shared Lane Calculations

Movement	7 L	8 T	9 R	10 L	11 T	12 R
olume (vph)	90		190			
vement Capacity (vph)	564		1041			
ared Lane Capacity (vph)						

rksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7 L	8 T	9 R	10 L	11 T	12 R
sep	564		1041			
lume	90		190			
lay						
sep						
sep +1						
und (Qsep +1)						
max						
sh						
M C sep						
act						

Worksheet 10-Delay, Queue Length, and Level of Service

vement	1	4	7	8	9	10	11	12
ane Config		LT	L		R			
(vph)		30	90		190			
m) (vph)		1548	564		1041			
c		0.02	0.16		0.18			
% queue length		0.06	0.57		0.67			
ntrol Delay		7.4	12.6		9.2			
OS		A	B		A			
proach Delay				10.3				
proach LOS				B				

rksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
oj)	1.00	0.98
(i1), Volume for stream 2 or 5		0
i2), Volume for stream 3 or 6		0
i1), Saturation flow rate for stream 2 or 5		1700
(i2), Saturation flow rate for stream 3 or 6		1700
(oj)		0.98
M,LT), Delay for stream 1 or 4		7.4
, Number of major street through lanes		2
(rank,1) Delay for stream 2 or 5		

HCS2000: Unsignalized Intersections Release 4.1

TWO-WAY STOP CONTROL SUMMARY

nalyst:
gency/Co.:
ate Performed: 1/21/02
nalysis Time Period: AM Peak
ntersection: East Ave & W Entrance (Location #5)
urisdiction:
nalysis Year: 2001
roject ID: Lawrence Livermore National Laboratory
ast/West Street: East Ave
orth/South Street: West Entrance to Sandia Labs

ntersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

ajor Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
olume		265	200	140	90	
eak-Hour Factor, PHF		1.00	1.00	1.00	1.00	
ourly Flow Rate, HFR		265	200	140	90	
ercent Heavy Vehicles		--	--	2	--	--
edian Type	Undivided					
T Channelized?						
anes		2	0	0	2	
onfiguration		T	TR	LT	T	
pstream Signal?		No			No	

inor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
olume	15		20			
eak Hour Factor, PHF	1.00		1.00			
ourly Flow Rate, HFR	15		20			
ercent Heavy Vehicles	2		2			
ercent Grade (%)		0			0	
edian Storage						
lared Approach: Exists?						
Storage						
T Channelized?			No			
anes		1	1			
onfiguration		L	R			

Delay, Queue Length, and Level of Service

pproach	EB	WB	Northbound			Southbound		
ovement	1	4	7	8	9	10	11	12
ane Config		LT	L		R			
(vph)		140	15		20			
(m) (vph)		1093	330		770			
/c		0.13	0.05		0.03			
5% queue length		0.44	0.14		0.08			
ontrol Delay		8.8	16.4		9.8			

S	A	C	A
pproach Delay		12.6	
pproach LOS		B	

HCS2000: Unsignalized Intersections Release 4.1

rve Engineering, Inc.

one: Fax:
-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

alyst:
ency/Co.:
te Performed: 1/21/02
nalysis Time Period: AM Peak
tersection: East Ave & W Entrance
risdiction:
nalysis Year: 2001
oject ID: Lawrence Livermore National Laboratory
st/West Street: East Ave
orth/South Street: West Entrance to Sandia Labs

tersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

jor Street Movements	1	2	3	4	5	6
	L	T	R	L	T	R
lume		265	200	140	90	
ak-Hour Factor, PHF		1.00	1.00	1.00	1.00	
eak-15 Minute Volume		66	50	35	22	
ourly Flow Rate, HFR		265	200	140	90	
rcent Heavy Vehicles		--	--	2	--	--
dian Type	Undivided					
T Channelized?						
nes		2	0	0	2	
nfiguration		T	TR	LT	T	
pstream Signal?		No			No	

nor Street Movements	7	8	9	10	11	12
	L	T	R	L	T	R
lume	15		20			
ak Hour Factor, PHF	1.00		1.00			
eak-15 Minute Volume	4		5			
urly Flow Rate, HFR	15		20			
rcent Heavy Vehicles	2		2			
ercent Grade (%)		0			0	
edian Storage						
ared Approach: Exists?						
Storage						
T Channelized?			No			

anes	1	1
onfiguration	L	R

Pedestrian Volumes and Adjustments

ovements	13	14	15	16
low (ped/hr)	0	0	0	0
ane Width (ft)	12.0	12.0	12.0	12.0
alking Speed (ft/sec)	4.0	4.0	4.0	4.0
ercent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
2 Left-Turn							
Through							
5 Left-Turn							
Through							

orksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
hared ln volume, major th vehicles:		0
hared ln volume, major rt vehicles:		0
at flow rate, major th vehicles:		1700
at flow rate, major rt vehicles:		1700
umber of major street through lanes:		2

orksheet 4-Critical Gap and Follow-up Time Calculation

ritical Gap Calculation								
ovement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
(c,base)		4.1	7.5		6.9			
(c,hv)	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
(hv)		2	2		2			
(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
rade/100			0.00	0.00	0.00	0.00	0.00	0.00
(3,lt)		0.00	0.70		0.00			
(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
(c) 1-stage		4.1	6.8		6.9			
2-stage								

ollow-Up Time Calculations								
ovement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
(f,base)		2.20	3.50		3.30			
(f,HV)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
(HV)		2	2		2			
(f)		2.2	3.5		3.3			

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
/ prog				
Total Saturation Flow Rate, s (vph)				
Arrival Type				
Effective Green, g (sec)				
Cycle Length, C (sec)				
(from table 9-2)				
Proportion vehicles arriving on green P				
g(q1)				
q2)				
q)				

Computation 2-Proportion of TWSC Intersection Time blocked

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
pha				
ta				
Travel time, t(a) (sec)				
Smoothing Factor, F				
Proportion of conflicting flow, f				
Max platooned flow, V(c,max)				
Min platooned flow, V(c,min)				
Duration of blocked period, t(p)				
Proportion time blocked, p		0.000		0.000

Computation 3-Platoon Event Periods

	Result
p(2)	0.000
5)	0.000
dom)	
p(subo)	
Constrained or unconstrained?	

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Two-Stage Process Stage II
1)			
4)			
p(7)			
p(8)			
9)			
p(10)			
p(11)			
12)			

Computation 4 and 5

Single-Stage Process Movement	1	4	7	8	9	10	11	12
	L	L	L	T	R	L	T	R

c,x	465	690	232
x			
c,u,x			
r,x			
plat,x			

wo-Stage Process

	7		8		10		11	
	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
(c,x)		3400						
(x)								
(c,u,x)								
(r,x)								
(plat,x)								

orksheet 6-Impedance and Capacity Equations

tep 1: RT from Minor St.	9	12
onflicting Flows	232	
otential Capacity	770	
edestrian Impedance Factor	1.00	1.00
ovement Capacity	770	
robability of Queue free St.	0.97	1.00

tep 2: LT from Major St.	4	1
onflicting Flows	465	
otential Capacity	1093	
edestrian Impedance Factor	1.00	1.00
ovement Capacity	1093	
robability of Queue free St.	0.87	1.00
aj L-Shared Prob Q free St.	0.87	

tep 3: TH from Minor St.	8	11
onflicting Flows		
otential Capacity		
edestrian Impedance Factor	1.00	1.00
ap. Adj. factor due to Impeding mvmnt	0.87	0.87
ovement Capacity		
robability of Queue free St.	1.00	1.00

tep 4: LT from Minor St.	7	10
onflicting Flows	690	
otential Capacity	379	
edestrian Impedance Factor	1.00	1.00
aj. L, Min T Impedance factor		0.87
aj. L, Min T Adj. Imp Factor.		0.90
ap. Adj. factor due to Impeding mvmnt	0.87	0.88
ovement Capacity	330	

orksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.	8	11
art 1 - First Stage		
Conflicting Flows		
otential Capacity		
edestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
ovement Capacity		
robability of Queue free St.		
Part 2 - Second Stage		
onflicting Flows		
otential Capacity		
Pedestrian Impedance Factor		
ap. Adj. factor due to Impeding mvmnt		
ovement Capacity		
art 3 - Single Stage		
onflicting Flows		
otential Capacity		
Pedestrian Impedance Factor	1.00	1.00
ap. Adj. factor due to Impeding mvmnt	0.87	0.87
ovement Capacity		
esult for 2 stage process:		
y		
t		
robability of Queue free St.	1.00	1.00
Step 4: LT from Minor St.	7	10
art 1 - First Stage		
Conflicting Flows		
otential Capacity		
edestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
ovement Capacity		
art 2 - Second Stage		
Conflicting Flows		
otential Capacity		
edestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
ovement Capacity		
Part 3 - Single Stage		
Conflicting Flows	690	
otential Capacity	379	
edestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor		0.87
aj. L, Min T Adj. Imp Factor.		0.90
ap. Adj. factor due to Impeding mvmnt	0.87	0.88
Movement Capacity	330	
esults for Two-stage process:		
a		

orksheet 8-Shared Lane Calculations

ovement	7 L	8 T	9 R	10 L	11 T	12 R
olume (vph)	15		20			
ovement Capacity (vph)	330		770			
hared Lane Capacity (vph)						

orksheet 9-Computation of Effect of Flared Minor Street Approaches

ovement	7 L	8 T	9 R	10 L	11 T	12 R
sep	330		770			
olume	15		20			
elay						
sep						
sep +1						
ound (Qsep +1)						
max						
sh						
JM C sep						
act						

orksheet 10-Delay, Queue Length, and Level of Service

ovement	1	4	7	8	9	10	11	12
ane Config		LT	L		R			
(vph)		140	15		20			
(m) (vph)		1093	330		770			
/c		0.13	0.05		0.03			
5% queue length		0.44	0.14		0.08			
ontrol Delay		8.8	16.4		9.8			
OS		A	C		A			
pproach Delay				12.6				
pproach LOS				B				

orksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
(oj)	1.00	0.87
(i1), Volume for stream 2 or 5		0
(i2), Volume for stream 3 or 6		0
(i1), Saturation flow rate for stream 2 or 5		1700
(i2), Saturation flow rate for stream 3 or 6		1700
*(oj)		0.87
(M,LT), Delay for stream 1 or 4		8.8
, Number of major street through lanes		2
(rank,1) Delay for stream 2 or 5		

HCS2000: Unsignalized Intersections Release 4.1

TWO-WAY STOP CONTROL SUMMARY

Analyst:
Agency/Co.:
Date Performed: 1/21/02
Analysis Time Period: AM Peak
Intersection: East Ave & S Gate (Location # 6)
Jurisdiction:
Analysis Year: 2001
Project ID: Lawrence Livermore National Laboratory
East/West Street: East Ave
North/South Street: South Gate

Intersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	240	45			170	200
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR	240	45			170	200
Percent Heavy Vehicles	2	--	--		--	--
Median Type	Undivided					
RT Channelized?						
Lanes	0	2			1	0
Configuration		LT	T			TR
Upstream Signal?			No		No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				30		60
Peak Hour Factor, PHF				1.00		1.00
Hourly Flow Rate, HFR				30		60
Percent Heavy Vehicles				2		2
Percent Grade (%)		0			0	
Median Storage						
Shared Approach: Exists?						
Storage						
RT Channelized?						No
Lanes				1		1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT					L		R
v (vph)	240					30		60
c(m) (vph)	1185					268		728
v/c	0.20					0.11		0.08
95% queue length	0.76					0.38		0.27
Control Delay	8.8					20.1		10.4

OS	A	C	B
pproach Delay		13.6	
pproach LOS		B	

HCS2000: Unsignalized Intersections Release 4.1

orve Engineering, Inc.

hone: Fax:
-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

nalyst:
gency/Co.:
ate Performed: 1/21/02
nalysis Time Period: AM Peak
ntersection: East Ave & S Gate
urisdiction:
nalysis Year: 2001
roject ID: Lawrence Livermore National Laboratory
ast/West Street: East Ave
orth/South Street: South Gate

ntersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

ajor Street Movements	1	2	3	4	5	6
	L	T	R	L	T	R
olume	240	45			170	200
eak-Hour Factor, PHF	1.00	1.00			1.00	1.00
eak-15 Minute Volume	60	11			42	50
ourly Flow Rate, HFR	240	45			170	200
ercent Heavy Vehicles	2	--	--		--	--
edian Type	Undivided					
T Channelized?						
anes	0	2			1	0
onfiguration	LT	T				TR
pstream Signal?		No			No	

inor Street Movements	7	8	9	10	11	12
	L	T	R	L	T	R
olume				30		60
eak Hour Factor, PHF				1.00		1.00
eak-15 Minute Volume				8		15
ourly Flow Rate, HFR				30		60
ercent Heavy Vehicles				2		2
ercent Grade (%)		0			0	
edian Storage						
lared Approach: Exists?						
Storage						
T Channelized?						No

anes	1	1
onfiguration	L	R

Pedestrian Volumes and Adjustments

Movements	13	14	15	16
low (ped/hr)	0	0	0	0
ane Width (ft)	12.0	12.0	12.0	12.0
alking Speed (ft/sec)	4.0	4.0	4.0	4.0
ercent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
2 Left-Turn							
Through							
5 Left-Turn							
Through							

orksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
hared ln volume, major th vehicles:	0	
hared ln volume, major rt vehicles:	0	
t flow rate, major th vehicles:	1700	
t flow rate, major rt vehicles:	1700	
umber of major street through lanes:	2	

orksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement		1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
c,base)		4.1					7.5		6.9
(c,hv)		2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
hv)		2					2		2
c,g)				0.20	0.20	0.10	0.20	0.20	0.10
rade/100				0.00	0.00	0.00	0.00	0.00	0.00
3,lt)		0.00					0.70		0.00
c,T):	1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
(c)	1-stage	4.1					6.8		6.9
	2-stage								

Follow-Up Time Calculations

vement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
f,base)	2.20					3.50		3.30
f,HV)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
,HV)	2					2		2
(f)	2.2					3.5		3.3

orksheet 5-Effect of Upstream Signals

omputation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
prog				
otal Saturation Flow Rate, s (vph)				
rrival Type				
ffective Green, g (sec)				
ycle Length, C (sec)				
ρ (from table 9-2)				
roportion vehicles arriving on green P				
(q1)				
(q2)				
(q)				

omputation 2-Proportion of TWSC Intersection Time blocked

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
lpha				
eta				
ravel time, t(a) (sec)				
moothing Factor, F				
roportion of conflicting flow, f				
ax platooned flow, V(c,max)				
in platooned flow, V(c,min)				
uration of blocked period, t(p)				
roportion time blocked, p		0.000		0.000

omputation 3-Platoon Event Periods	Result
(2)	0.000
(5)	0.000
(dom)	
(subo)	
onstrained or unconstrained?	

roportion nblocked or minor ovements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Two-Stage Process Stage II
(1)			
(4)			
(7)			
(8)			
(9)			
(10)			
(11)			
(12)			

omputation 4 and 5
ingle-Stage Process

ovement	1	4	7	8	9	10	11	12
	L	L	L	T	R	L	T	R

c,x	370	772	270
c,u,x			
r,x			
plat,x			

wo-Stage Process

	7		8		10		11	
	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
7(c,x)								
						3400		
x)								
7(c,u,x)								
r,x)								
(plat,x)								

rksheet 6-Impedance and Capacity Equations

ep 1: RT from Minor St.	9	12
onflicting Flows		270
tential Capacity		728
destrian Impedance Factor	1.00	1.00
ovement Capacity		728
obability of Queue free St.	1.00	0.92
ep 2: LT from Major St.	4	1
nflicting Flows		370
tential Capacity		1185
edestrian Impedance Factor	1.00	1.00
vement Capacity		1185
obability of Queue free St.	1.00	0.80
aj L-Shared Prob Q free St.		0.80
ep 3: TH from Minor St.	8	11
onflicting Flows		
tential Capacity		
destrian Impedance Factor	1.00	1.00
ap. Adj. factor due to Impeding mvmnt	0.80	0.80
vement Capacity		
obability of Queue free St.	1.00	1.00
ep 4: LT from Minor St.	7	10
nflicting Flows		772
otential Capacity		336
destrian Impedance Factor	1.00	1.00
j. L, Min T Impedance factor	0.80	
aj. L, Min T Adj. Imp Factor.	0.84	
p. Adj. factor due to Impeding mvmnt	0.77	0.80
vement Capacity		268

orksheet 7-Computation of the Effect of Two-stage Gap Acceptance

tep 3: TH from Minor St.	8	11
art 1 - First Stage		
onflicting Flows		
otential Capacity		
edestrian Impedance Factor		
ap. Adj. factor due to Impeding mvmnt		
ovement Capacity		
robability of Queue free St.		
art 2 - Second Stage		
onflicting Flows		
otential Capacity		
edestrian Impedance Factor		
ap. Adj. factor due to Impeding mvmnt		
ovement Capacity		
art 3 - Single Stage		
onflicting Flows		
otential Capacity		
edestrian Impedance Factor	1.00	1.00
ap. Adj. factor due to Impeding mvmnt	0.80	0.80
ovement Capacity		
esult for 2 stage process:		
t		
robability of Queue free St.	1.00	1.00
tep 4: LT from Minor St.	7	10
art 1 - First Stage		
onflicting Flows		
otential Capacity		
edestrian Impedance Factor		
ap. Adj. factor due to Impeding mvmnt		
ovement Capacity		
art 2 - Second Stage		
onflicting Flows		
otential Capacity		
edestrian Impedance Factor		
ap. Adj. factor due to Impeding mvmnt		
ovement Capacity		
art 3 - Single Stage		
onflicting Flows		772
otential Capacity		336
edestrian Impedance Factor	1.00	1.00
aj. L, Min T Impedance factor	0.80	
aj. L, Min T Adj. Imp Factor.	0.84	
ap. Adj. factor due to Impeding mvmnt	0.77	0.80
ovement Capacity		268
esults for Two-stage process:		

orksheet 8-Shared Lane Calculations

Movement	7 L	8 T	9 R	10 L	11 T	12 R
Volume (vph)				30		60
ovement Capacity (vph)				268		728
hared Lane Capacity (vph)						

orksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7 L	8 T	9 R	10 L	11 T	12 R
sep				268		728
olume				30		60
elay						
sep						
sep +1						
ound (Qsep +1)						
max						
sh						
M C sep						
act						

Worksheet 10-Delay, Queue Length, and Level of Service

ovement	1	4	7	8	9	10	11	12
Lane Config	LT					L		R
(vph)	240					30		60
(m) (vph)	1185					268		728
/c	0.20					0.11		0.08
5% queue length	0.76					0.38		0.27
ontrol Delay	8.8					20.1		10.4
LOS	A					C		B
proach Delay							13.6	
proach LOS							B	

orksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
(oj)	0.80	1.00
v(i1), Volume for stream 2 or 5	0	
(i2), Volume for stream 3 or 6	0	
(i1), Saturation flow rate for stream 2 or 5	1700	
s(i2), Saturation flow rate for stream 3 or 6	1700	
*(oj)	0.80	
(M,LT), Delay for stream 1 or 4	8.8	
N, Number of major street through lanes	2	
d(rank,1) Delay for stream 2 or 5		

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TWO-WAY STOP CONTROL SUMMARY

Analyst:
gency/Co.:
ate Performed: 1/21/02
Analysis Time Period: PM Peak
ntersection: East Ave & S Gate (Location #6)
urisdiction:
Analysis Year: 2001
Project ID: Lawrence Livermore National Laboratory
ast/West Street: East Ave
orth/South Street: South Gate

ntersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
olume	160	70			270	60
eak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR	160	70			270	60
ercent Heavy Vehicles	2	--	--		--	--
edian Type	Undivided					
RT Channelized?						
anes	0	2			1	0
onfiguration	LT	T				TR
pstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
olume				55		350
Peak Hour Factor, PHF				1.00		1.00
Hourly Flow Rate, HFR				55		350
ercent Heavy Vehicles				2		2
ercent Grade (%)		0			0	
Median Storage						
ared Approach: Exists?						
Storage						
RT Channelized?						No
anes				1		1
onfiguration				L		R

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
ane Config	LT					L		R
v (vph)	160					55		350
c(m) (vph)	1226					347		696
c	0.13					0.16		0.50
95% queue length	0.45					0.56		2.98
Control Delay	8.4					17.3		15.4

OS	A	C	C
pproach Delay		15.6	
pproach LOS		C	

HCS2000: Unsignalized Intersections Release 4.1

orve Engineering, Inc.

hone: Fax:
-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

nalyst:
gency/Co.:
ate Performed: 1/21/02
nalysis Time Period: PM Peak
ntersection: East Ave & S Gate
urisdiction:
nalysis Year: 2001
roject ID: Lawrence Livermore National Laboratory
ast/West Street: East Ave
orth/South Street: South Gate

ntersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

ajor Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
olume	160	70			270	60
eak-Hour Factor, PHF	1.00	1.00			1.00	1.00
eak-15 Minute Volume	40	18			68	15
ourly Flow Rate, HFR	160	70			270	60
ercent Heavy Vehicles	2	--	--		--	--
edian Type	Undivided					
T Channelized?						
anes	0	2			1	0
onfiguration		LT	T			TR
pstream Signal?			No		No	

inor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
olume				55		350
eak Hour Factor, PHF				1.00		1.00
eak-15 Minute Volume				14		88
ourly Flow Rate, HFR				55		350
ercent Heavy Vehicles				2		2
ercent Grade (%)		0			0	
edian Storage						
lared Approach: Exists?						
Storage						
T Channelized?						No

.nes	1	1
.onfiguration	L	R

Pedestrian Volumes and Adjustments

Movements	13	14	15	16
ow (ped/hr)	0	0	0	0
ane Width (ft)	12.0	12.0	12.0	12.0
alking Speed (ft/sec)	4.0	4.0	4.0	4.0
rcent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
32 Left-Turn							
Through							
Left-Turn							
Through							

rksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
nared ln volume, major th vehicles:	0	
ared ln volume, major rt vehicles:	0	
t flow rate, major th vehicles:	1700	
t flow rate, major rt vehicles:	1700	
umber of major street through lanes:	2	

Worksheet 4-Critical Gap and Follow-up Time Calculation

itical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
c,base)	4.1					7.5		6.9
(c,hv)	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
hv)	2					2		2
c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Grade/100			0.00	0.00	0.00	0.00	0.00	0.00
3,lt)	0.00					0.70		0.00
c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
(c) 1-stage	4.1					6.8		6.9
2-stage								

Follow-Up Time Calculations

vement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
f,base)	2.20					3.50		3.30
f,HV)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
(HV)	2					2		2
(f)	2.2					3.5		3.3

orksheet 5-Effect of Upstream Signals

omputation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
prog				
otal Saturation Flow Rate, s (vph)				
rrival Type				
ffective Green, g (sec)				
ycle Length, C (sec)				
p (from table 9-2)				
roportion vehicles arriving on green P				
(q1)				
(q2)				
(q)				

omputation 2-Proportion of TWSC Intersection Time blocked

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
lpha				
eta				
ravel time, t(a) (sec)				
moothing Factor, F				
roportion of conflicting flow, f				
ax platooned flow, V(c,max)				
in platooned flow, V(c,min)				
uration of blocked period, t(p)				
roportion time blocked, p	0.000		0.000	

omputation 3-Platoon Event Periods	Result
(2)	0.000
(5)	0.000
(dom)	
(subo)	
onstrained or unconstrained?	

roportion nblocked or minor ovements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Two-Stage Process Stage II
(1)			
(4)			
(7)			
(8)			
(9)			
(10)			
(11)			
(12)			

omputation 4 and 5 ingle-Stage Process ovement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R

c,x	330	655	300
c,u,x			
r,x			
plat,x			

wo-Stage Process

	7		8		10		11	
	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
(c,x)						3400		
x)								
(c,u,x)								
r,x)								
(plat,x)								

orksheet 6-Impedance and Capacity Equations

ep 1: RT from Minor St.	9	12
onflicting Flows		300
tential Capacity		696
destrian Impedance Factor	1.00	1.00
ovement Capacity		696
obability of Queue free St.	1.00	0.50
ep 2: LT from Major St.	4	1
nflicting Flows		330
tential Capacity		1226
edestrian Impedance Factor	1.00	1.00
vement Capacity		1226
obability of Queue free St.	1.00	0.87
aj L-Shared Prob Q free St.		0.87
ep 3: TH from Minor St.	8	11
onflicting Flows		
tential Capacity		
destrian Impedance Factor	1.00	1.00
ap. Adj. factor due to Impeding mvmnt	0.87	0.87
vement Capacity		
obability of Queue free St.	1.00	1.00
tep 4: LT from Minor St.	7	10
nflicting Flows		655
otential Capacity		399
destrian Impedance Factor	1.00	1.00
j. L, Min T Impedance factor	0.87	
aj. L, Min T Adj. Imp Factor.	0.90	
p. Adj. factor due to Impeding mvmnt	0.45	0.87
vement Capacity		347

orksheet 7-Computation of the Effect of Two-stage Gap Acceptance

tep 3: TH from Minor St.	8	11
art 1 - First Stage		
onflicting Flows		
otential Capacity		
edestrian Impedance Factor		
ap. Adj. factor due to Impeding mvmnt		
ovement Capacity		
robability of Queue free St.		
art 2 - Second Stage		
onflicting Flows		
otential Capacity		
edestrian Impedance Factor		
ap. Adj. factor due to Impeding mvmnt		
ovement Capacity		
art 3 - Single Stage		
onflicting Flows		
otential Capacity		
edestrian Impedance Factor	1.00	1.00
ap. Adj. factor due to Impeding mvmnt	0.87	0.87
ovement Capacity		
esult for 2 stage process:		
t		
robability of Queue free St.	1.00	1.00
tep 4: LT from Minor St.	7	10
art 1 - First Stage		
onflicting Flows		
otential Capacity		
edestrian Impedance Factor		
ap. Adj. factor due to Impeding mvmnt		
ovement Capacity		
art 2 - Second Stage		
onflicting Flows		
otential Capacity		
edestrian Impedance Factor		
ap. Adj. factor due to Impeding mvmnt		
ovement Capacity		
art 3 - Single Stage		
onflicting Flows		655
otential Capacity		399
edestrian Impedance Factor	1.00	1.00
aj. L, Min T Impedance factor	0.87	
aj. L, Min T Adj. Imp Factor.	0.90	
ap. Adj. factor due to Impeding mvmnt	0.45	0.87
ovement Capacity		347
esults for Two-stage process:		

rksheet 8-Shared Lane Calculations

Movement	7 L	8 T	9 R	10 L	11 T	12 R
olume (vph)				55		350
vement Capacity (vph)				347		696
ared Lane Capacity (vph)						

rksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7 L	8 T	9 R	10 L	11 T	12 R
sep				347		696
lume				55		350
lay						
sep						
sep +1						
und (Qsep +1)						
max						
sh						
M C sep						
act						

Worksheet 10-Delay, Queue Length, and Level of Service

vement	1	4	7	8	9	10	11	12
Lane Config	LT					L		R
(vph)	160					55		350
(m) (vph)	1226					347		696
c	0.13					0.16		0.50
% queue length	0.45					0.56		2.98
ntrol Delay	8.4					17.3		15.4
LOS	A					C		C
proach Delay							15.6	
proach LOS							C	

rksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
oj)	0.87	1.00
(il), Volume for stream 2 or 5	0	
i2), Volume for stream 3 or 6	0	
il), Saturation flow rate for stream 2 or 5	1700	
(i2), Saturation flow rate for stream 3 or 6	1700	
(oj)	0.87	
M,LT), Delay for stream 1 or 4	8.4	
, Number of major street through lanes	2	
(rank,1) Delay for stream 2 or 5		

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TWO-WAY STOP CONTROL SUMMARY

nalyst:
gency/Co.:
ate Performed: 1/21/02
nalysis Time Period: PM Peak
ntersection: East Ave & E Entrance (Location # 8)
urisdiction:
nalysis Year: 2001
roject ID: Lawrence Livermore National Laboratory
ast/West Street: East Ave
orth/South Street: East Entrance

ntersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

ajor Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
olume		210	10	20	60	
eak-Hour Factor, PHF		1.00	1.00	1.00	1.00	
ourly Flow Rate, HFR		210	10	20	60	
ercent Heavy Vehicles		--	--	2	--	--
edian Type	Undivided					
T Channelized?						
anes		1	0	0	1	
onfiguration			TR	LT		
pstream Signal?		No			No	

inor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
olume	40		90			
eak Hour Factor, PHF	1.00		1.00			
ourly Flow Rate, HFR	40		90			
ercent Heavy Vehicles	2		2			
ercent Grade (%)		0			0	
edian Storage						
lared Approach: Exists?						
Storage						
T Channelized?			No			
anes	1	1				
onfiguration	L	R				

Delay, Queue Length, and Level of Service

pproach	EB	WB	Northbound			Southbound		
ovement	1	4	7	8	9	10	11	12
ane Config		LT	L		R			
(vph)		20	40		90			
(m) (vph)		1349	668		825			
/c		0.01	0.06		0.11			
5% queue length		0.05	0.19		0.37			
ontrol Delay		7.7	10.7		9.9			

S	A	B	A
pproach Delay		10.2	
proach LOS		B	

HCS2000: Unsignalized Intersections Release 4.1

rve Engineering, Inc.

one: Fax:
-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

alyst:
ency/Co.:
ate Performed: 1/21/02
alysis Time Period: PM Peak
tersection: East Ave & E Entrance
urisdiction:
nalysis Year: 2001
oject ID: Lawrence Livermore National Laboratory
st/West Street: East Ave
orth/South Street: East Entrance

tersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

jor Street Movements	1	2	3	4	5	6
	L	T	R	L	T	R
lume		210	10	20	60	
ak-Hour Factor, PHF		1.00	1.00	1.00	1.00	
eak-15 Minute Volume		52	2	5	15	
urly Flow Rate, HFR		210	10	20	60	
rcent Heavy Vehicles		--	--	2	--	--
edian Type	Undivided					
T Channelized?						
nes		1	0	0	1	
onfiguration			TR	LT		
pstream Signal?		No			No	

nor Street Movements	7	8	9	10	11	12
	L	T	R	L	T	R
lume	40		90			
eak Hour Factor, PHF	1.00		1.00			
eak-15 Minute Volume	10		22			
urly Flow Rate, HFR	40		90			
rcent Heavy Vehicles	2		2			
ercent Grade (%)		0			0	
edian Storage						
ared Approach: Exists?						
Storage						
T Channelized?			No			

anes	1	1
onfiguration	L	R

Pedestrian Volumes and Adjustments

ovements	13	14	15	16
low (ped/hr)	0	0	0	0
ane Width (ft)	12.0	12.0	12.0	12.0
alking Speed (ft/sec)	4.0	4.0	4.0	4.0
ercent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
2 Left-Turn							
Through							
5 Left-Turn							
Through							

orksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
hared ln volume, major th vehicles:		60
hared ln volume, major rt vehicles:		0
at flow rate, major th vehicles:		1700
at flow rate, major rt vehicles:		1700
umber of major street through lanes:		1

orksheet 4-Critical Gap and Follow-up Time Calculation

ritical Gap Calculation

ovement		1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
(c,base)			4.1	7.1		6.2			
(c,hv)		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
(hv)			2	2		2			
(c,g)				0.20	0.20	0.10	0.20	0.20	0.10
rade/100				0.00	0.00	0.00	0.00	0.00	0.00
(3,lt)			0.00	0.70		0.00			
(c,T):	1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
(c)	1-stage		4.1	6.4		6.2			
	2-stage								

ollow-Up Time Calculations

ovement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
(f,base)		2.20	3.50		3.30			
(f,HV)	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
(HV)		2	2		2			
(f)		2.2	3.5		3.3			

Worksheet 5-Effect of Upstream Signals

mputation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
prog				
tal Saturation Flow Rate, s (vph)				
rival Type				
fective Green, g (sec)				
cle Length, C (sec)				
(from table 9-2)				
oportion vehicles arriving on green P				
(q1)				
q2)				
q)				

mputation 2-Proportion of TWSC Intersection Time blocked

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
pha				
ta				
ravel time, t(a) (sec)				
oothing Factor, F				
oportion of conflicting flow, f				
ax platooned flow, V(c,max)				
n platooned flow, V(c,min)				
ration of blocked period, t(p)				
oportion time blocked, p	0.000		0.000	

mputation 3-Platoon Event Periods	Result
(2)	0.000
5)	0.000
dom)	
(subo)	
nstrained or unconstrained?	

oportion nblocked r minor vements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Two-Stage Process Stage II
1)			
4)			
(7)			
(8)			
9)			
10)			
(11)			
12)			

omputation 4 and 5
ngle-Stage Process

vement	1	4	7	8	9	10	11	12
	L	L	L	T	R	L	T	R

c,x	220	315	215
x			
c,u,x			
r,x			
plat,x			

wo-Stage Process

	7		8		10		11	
	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
(c,x)		1700						
(x)								
(c,u,x)								
(r,x)								
(plat,x)								

orksheet 6-Impedance and Capacity Equations

tep 1: RT from Minor St.	9	12
onflicting Flows	215	
otential Capacity	825	
edestrian Impedance Factor	1.00	1.00
ovement Capacity	825	
robability of Queue free St.	0.89	1.00

tep 2: LT from Major St.	4	1
onflicting Flows	220	
otential Capacity	1349	
edestrian Impedance Factor	1.00	1.00
ovement Capacity	1349	
robability of Queue free St.	0.99	1.00
aj L-Shared Prob Q free St.	0.98	

tep 3: TH from Minor St.	8	11
onflicting Flows		
otential Capacity		
edestrian Impedance Factor	1.00	1.00
ap. Adj. factor due to Impeding mvmnt	0.98	0.98
ovement Capacity		
robability of Queue free St.	1.00	1.00

tep 4: LT from Minor St.	7	10
onflicting Flows	315	
otential Capacity	678	
edestrian Impedance Factor	1.00	1.00
aj. L, Min T Impedance factor		0.98
aj. L, Min T Adj. Imp Factor.		0.99
ap. Adj. factor due to Impeding mvmnt	0.99	0.88
ovement Capacity	668	

orksheet 7-Computation of the Effect of Two-stage Gap Acceptance

tep 3: TH from Minor St.	8	11
art 1 - First Stage		
onflicting Flows		
otential Capacity		
edestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
ovement Capacity		
robability of Queue free St.		
Part 2 - Second Stage		
onflicting Flows		
otential Capacity		
Pedestrian Impedance Factor		
ap. Adj. factor due to Impeding mvmnt		
ovement Capacity		
art 3 - Single Stage		
onflicting Flows		
rotential Capacity		
Pedestrian Impedance Factor	1.00	1.00
ap. Adj. factor due to Impeding mvmnt	0.98	0.98
ovement Capacity		
esult for 2 stage process:		
y		
t		
robability of Queue free St.	1.00	1.00
Step 4: LT from Minor St.	7	10
art 1 - First Stage		
Conflicting Flows		
otential Capacity		
edestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
ovement Capacity		
art 2 - Second Stage		
Conflicting Flows		
otential Capacity		
edestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
ovement Capacity		
Part 3 - Single Stage		
Conflicting Flows	315	
otential Capacity	678	
edestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor		0.98
aj. L, Min T Adj. Imp Factor.		0.99
ap. Adj. factor due to Impeding mvmnt	0.99	0.88
Movement Capacity	668	
esults for Two-stage process:		
a		

orksheet 8-Shared Lane Calculations

ovement	7 L	8 T	9 R	10 L	11 T	12 R
olume (vph)	40		90			
ovement Capacity (vph)	668		825			
hared Lane Capacity (vph)						

orksheet 9-Computation of Effect of Flared Minor Street Approaches

ovement	7 L	8 T	9 R	10 L	11 T	12 R
sep	668		825			
olume	40		90			
elay						
sep						
sep +1						
ound (Qsep +1)						
max						
sh						
UM C sep						
act						

orksheet 10-Delay, Queue Length, and Level of Service

ovement	1	4	7	8	9	10	11	12
ane Config		LT	L		R			
(vph)		20	40		90			
(m) (vph)		1349	668		825			
/c		0.01	0.06		0.11			
5% queue length		0.05	0.19		0.37			
ontrol Delay		7.7	10.7		9.9			
OS		A	B		A			
pproach Delay				10.2				
pproach LOS				B				

orksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
(oj)	1.00	0.99
(i1), Volume for stream 2 or 5		60
(i2), Volume for stream 3 or 6		0
(i1), Saturation flow rate for stream 2 or 5		1700
(i2), Saturation flow rate for stream 3 or 6		1700
*(oj)		0.98
(M,LT), Delay for stream 1 or 4		7.7
, Number of major street through lanes		1
(rank,1) Delay for stream 2 or 5		0.1

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TWO-WAY STOP CONTROL SUMMARY

Analyst:
Agency/Co.:
Date Performed: 1/16/02
Analysis Time Period: Existing AM
Intersection: East Ave & Greenville Rd
Jurisdiction:
Analysis Year: 2001
Project ID: Lawrence Livermore Lab Traffic Impact Analysis
East/West Street: East Avenue
North/South Street: Greenville Road

Intersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	74	136			147	247
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR	74	136			147	247
Percent Heavy Vehicles	2	--	--		--	--
Median Type	Undivided					
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT					TR
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				47	0	20
Peak Hour Factor, PHF				1.00	1.00	1.00
Hourly Flow Rate, HFR				47	0	20
Percent Heavy Vehicles				2	2	2
Percent Grade (%)		0			0	
Median Storage						
Shared Approach: Exists?					No	
Storage						
RT Channelized?						
Lanes				0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LTR	
v (vph)	74						67	
c(m) (vph)	1165						525	
v/c	0.06						0.13	
95% queue length	0.20						0.44	
Control Delay	8.3						12.9	

OS	A	B
pproach Delay		12.9
pproach LOS		B

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orve Engineering, Inc.

hone: Fax:
-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

nalyst:
gency/Co.:
ate Performed: 1/16/02
nalysis Time Period: Existing AM
ntersection: East Ave & Greenville Rd
urisdiction:
nalysis Year: 2001
roject ID: Lawrence Livermore Lab Traffic Impact Analysis
ast/West Street: East Avenue
orth/South Street: Greenville Road

ntersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

ajor Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
olume	74	136			147	247
eak-Hour Factor, PHF	1.00	1.00			1.00	1.00
eak-15 Minute Volume	18	34			37	62
ourly Flow Rate, HFR	74	136			147	247
ercent Heavy Vehicles	2	--	--		--	--
edian Type	Undivided					
T Channelized?						
anes	0	1			1	0
onfiguration	LT					TR
pstream Signal?		No			No	

inor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
olume				47	0	20
eak Hour Factor, PHF				1.00	1.00	1.00
eak-15 Minute Volume				12	0	5
ourly Flow Rate, HFR				47	0	20
ercent Heavy Vehicles				2	2	2
ercent Grade (%)		0			0	
edian Storage						
lared Approach: Exists?					No	
Storage						
T Channelized?						

nes	0	1	0
onfiguration		LTR	

Pedestrian Volumes and Adjustments

ovements	13	14	15	16
ow (ped/hr)	0	0	0	0
ane Width (ft)	12.0	12.0	12.0	12.0
lking Speed (ft/sec)	4.0	4.0	4.0	4.0
rcent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
32 Left-Turn							
Through							
Left-Turn							
Through							

rksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
hared ln volume, major th vehicles:	136	
ared ln volume, major rt vehicles:	0	
t flow rate, major th vehicles:	1700	
at flow rate, major rt vehicles:	1700	
umber of major street through lanes:	1	

orksheet 4-Critical Gap and Follow-up Time Calculation

itical Gap Calculation

ovement		1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
c,base)		4.1					7.1	6.5	6.2
(c,hv)		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
hv)		2					2	2	2
c,g)				0.20	0.20	0.10	0.20	0.20	0.10
rade/100				0.00	0.00	0.00	0.00	0.00	0.00
3,lt)		0.00					0.70	0.00	0.00
c,T):	1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
c)	1-stage	4.1					6.4	6.5	6.2
	2-stage								

ollow-Up Time Calculations

ovement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
f,base)	2.20					3.50	4.00	3.30
f,HV)	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
(HV)	2					2	2	2
f)	2.2					3.5	4.0	3.3

orksheet 5-Effect of Upstream Signals

omputation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
prog				
otal Saturation Flow Rate, s (vph)				
rrival Type				
ffective Green, g (sec)				
ycle Length, C (sec)				
p (from table 9-2)				
roportion vehicles arriving on green P				
(q1)				
(q2)				
(q)				

omputation 2-Proportion of TWSC Intersection Time blocked

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
lpha				
eta				
ravel time, t(a) (sec)				
moothing Factor, F				
roportion of conflicting flow, f				
ax platooned flow, V(c,max)				
in platooned flow, V(c,min)				
uration of blocked period, t(p)				
roportion time blocked, p	0.000		0.000	

omputation 3-Platoon Event Periods	Result
(2)	0.000
(5)	0.000
(dom)	
(subo)	

onstrained or unconstrained?

roportion nblocked or minor ovements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Two-Stage Process Stage II
(1)			
(4)			
(7)			
(8)			
(9)			
(10)			
(11)			
(12)			

omputation 4 and 5
ingle-Stage Process

ovement	1	4	7	8	9	10	11	12
	L	L	L	T	R	L	T	R

c,x		394				554	554	270
c,u,x								
r,x								
plat,x								

Two-Stage Process

	7		8		10		11	
	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
(c,x)								
						1700		1700
x)								
(c,u,x)								
r,x)								
(plat,x).								

Worksheet 6-Impedance and Capacity Equations

ep 1: RT from Minor St.	9	12
Conflicting Flows		270
tential Capacity		769
destrian Impedance Factor	1.00	1.00
Movement Capacity		769
Probability of Queue free St.	1.00	0.97
Step 2: LT from Major St.	4	1
nflicting Flows		394
tential Capacity		1165
Pedestrian Impedance Factor	1.00	1.00
vement Capacity		1165
obability of Queue free St.	1.00	0.94
Maj L-Shared Prob Q free St.		0.93
ep 3: TH from Minor St.	8	11
Conflicting Flows		554
tential Capacity		440
destrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.93	0.93
vement Capacity		410
obability of Queue free St.	1.00	1.00
Step 4: LT from Minor St.	7	10
nflicting Flows		554
Potential Capacity		493
destrian Impedance Factor	1.00	1.00
j. L, Min T Impedance factor	0.93	
Maj. L, Min T Adj. Imp Factor.	0.95	
p. Adj. factor due to Impeding mvmnt	0.92	0.94
vement Capacity		462

orksheet 7-Computation of the Effect of Two-stage Gap Acceptance

tep 3: TH from Minor St.	8	11
art 1 - First Stage		
onflicting Flows		
otential Capacity		
edestrian Impedance Factor		
ap. Adj. factor due to Impeding mvmnt		
ovement Capacity		
robability of Queue free St.		
art 2 - Second Stage		
onflicting Flows		
otential Capacity		
edestrian Impedance Factor		
ap. Adj. factor due to Impeding mvmnt		
ovement Capacity		
art 3 - Single Stage		
onflicting Flows		554
otential Capacity		440
edestrian Impedance Factor	1.00	1.00
ap. Adj. factor due to Impeding mvmnt	0.93	0.93
ovement Capacity		410
esult for 2 stage process:		
t		410
robability of Queue free St.	1.00	1.00

tep 4: LT from Minor St.	7	10
art 1 - First Stage		
onflicting Flows		
otential Capacity		
edestrian Impedance Factor		
ap. Adj. factor due to Impeding mvmnt		
ovement Capacity		
art 2 - Second Stage		
onflicting Flows		
otential Capacity		
edestrian Impedance Factor		
ap. Adj. factor due to Impeding mvmnt		
ovement Capacity		
art 3 - Single Stage		
onflicting Flows		554
otential Capacity		493
edestrian Impedance Factor	1.00	1.00
aj. L, Min T Impedance factor	0.93	
aj. L, Min T Adj. Imp Factor.	0.95	
ap. Adj. factor due to Impeding mvmnt	0.92	0.94
ovement Capacity		462

esults for Two-stage process:

rksheet 8-Shared Lane Calculations

Movement	7 L	8 T	9 R	10 L	11 T	12 R
olume (vph)				47	0	20
ovement Capacity (vph)				462	410	769
ared Lane Capacity (vph)					525	

rksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7 L	8 T	9 R	10 L	11 T	12 R
sep				462	410	.769
olume				47	0	20
lay						
sep						
sep +1						
und (Qsep +1)						
max						
sh					525	
M C sep						
act						

Worksheet 10-Delay, Queue Length, and Level of Service

vement	1	4	7	8	9	10	11	12
ane Config	LT						LTR	
(vph)	74						67	
m) (vph)	1165						525	
/c	0.06						0.13	
% queue length	0.20						0.44	
ntrol Delay	8.3						12.9	
OS	A						B	
proach Delay	.						12.9	
proach LOS							B	

rksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
oj)	0.94	1.00
(il), Volume for stream 2 or 5	136	
i2), Volume for stream 3 or 6	0	
il), Saturation flow rate for stream 2 or 5	1700	
(i2), Saturation flow rate for stream 3 or 6	1700	
*(oj)	0.93	
M,LT), Delay for stream 1 or 4	8.3	
, Number of major street through lanes	1	
(rank,1) Delay for stream 2 or 5	0.6	

HCS2000: Unsignalized Intersections Release 4.1

TWO-WAY STOP CONTROL SUMMARY

ıalyst:
gency/Co.:
ıte Performed: 1/16/02
ıalysis Time Period: Existing PM
ıtersection: East Ave & Greenville Rd
ırisdiction:
ıalysis Year: 2001
roject ID: Lawrence Livermore Lab Traffic Impact Analysis
ıst/West Street: East Avenue
orth/South Street: Greenville Road

ıtersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

ajor Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
olume	10	185			173	76
eak-Hour Factor, PHF	1.00	1.00			1.00	1.00
ourly Flow Rate, HFR	10	185			173	76
ercent Heavy Vehicles	2	--	--		--	--
edian Type	Undivided					
T Channelized?						
anes	0	1			1	0
onfiguration	LT					TR
pstream Signal?		No			No	

inor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
olume				254	0	48
eak Hour Factor, PHF				1.00	1.00	1.00
ourly Flow Rate, HFR				254	0	48
ercent Heavy Vehicles				2	2	2
ercent Grade (%)		0			0	
edian Storage						
lared Approach: Exists?					No	
Storage						
T Channelized?						
anes				0	1	0
onfiguration					LTR	

Delay, Queue Length, and Level of Service

pproach	NB	SB	Westbound			Eastbound		
ovement	1	4	7	8	9	10	11	12
ane Config	LT						LTR	
(vph)	10						302	
(m) (vph)	1317						616	
/c	0.01						0.49	
5% queue length	0.02						2.70	
ontrol Delay	7.8						16.3	

)S	A	C
ɔproach Delay		16.3
^pproach LOS		C

HCS2000: Unsignalized Intersections Release 4.1

›rve Engineering, Inc.

ıone: Fax:
E-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

·ıalyst:	
;ency/Co.:	
ıte Performed:	1/16/02
Analysis Time Period:	Existing PM
ıtersection:	East Ave & Greenville Rd
ırisdiction:	
Analysis Year:	2001
·oject ID:	Lawrence Livermore Lab Traffic Impact Analysis
ıst/West Street:	East Avenue
·orth/South Street:	Greenville Road

ıtersection Orientation: NS Study period (hrs): 0.25

Vehicle Volumes and Adjustments

.jor Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
·olume	10	185			173	76
:ak-Hour Factor, PHF	1.00	1.00			1.00	1.00
:eak-15 Minute Volume	2	46			43	19
·ourly Flow Rate, HFR	10	185			173	76
:rcent Heavy Vehicles	2	--	--		--	--
·edian Type	Undivided					
RT Channelized?						
ınes	0	1			1	0
·nfiguration	LT				TR	
Jpstream Signal?		No			No	

.nor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
·lume				254	0	48
:ak Hour Factor, PHF				1.00	1.00	1.00
Peak-15 Minute Volume				64	0	12
·urly Flow Rate, HFR				254	0	48
.:rcent Heavy Vehicles				2	2	2
Percent Grade (%)		0			0	
·edian Storage						
.ared Approach: Exists?					No	
Storage						
RT Channelized?						

anes	0	1	0
onfiguration		LTR	

Pedestrian Volumes and Adjustments

ovements	13	14	15	16
low (ped/hr)	0	0	0	0
ane Width (ft)	12.0	12.0	12.0	12.0
alking Speed (ft/sec)	4.0	4.0	4.0	4.0
ercent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
2 Left-Turn							
Through							
5 Left-Turn							
Through							

orksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
hared ln volume, major th vehicles:	185	
hared ln volume, major rt vehicles:	0	
at flow rate, major th vehicles:	1700	
at flow rate, major rt vehicles:	1700	
umber of major street through lanes:	1	

orksheet 4-Critical Gap and Follow-up Time Calculation

ritical Gap Calculation

ovement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
(c,base)	4.1					7.1	6.5	6.2
(c,hv)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
(hv)	2					2	2	2
(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
rade/100			0.00	0.00	0.00	0.00	0.00	0.00
(3,lt)	0.00					0.70	0.00	0.00
(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
(c) 1-stage	4.1					6.4	6.5	6.2
2-stage								

ollow-Up Time Calculations

ovement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
(f,base)	2.20					3.50	4.00	3.30
(f,HV)	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
(HV)	2					2	2	2
(f)	2.2					3.5	4.0	3.3

rksheet 5-Effect of Upstream Signals

mputation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
prog				
tal Saturation Flow Rate, s (vph)				
rival Type				
fective Green, g (sec)				
cle Length, C (sec)				
(from table 9-2)				
oportion vehicles arriving on green P				
(q1)				
q2)				
q)				

mputation 2-Proportion of TWSC Intersection Time blocked

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
pha				
ta				
Travel time, t(a) (sec)				
oothing Factor, F				
oportion of conflicting flow, f				
Max platooned flow, V(c,max)				
n platooned flow, V(c,min)				
ration of blocked period, t(p)				
oportion time blocked, p	0.000		0.000	

mputation 3-Platoon Event Periods	Result
(2)	0.000
5)	0.000
dom)	
(subo)	
onstrained or unconstrained?	

oportion unblocked r minor vements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Two-Stage Process Stage II
1)			
4)			
(7)			
(8)			
9)			
10)			
(11)			
12)			

Computation 4 and 5

ingle-Stage Process

vement	1	4	7	8	9	10	11	12
	L	L	L	T	R	L	T	R

c,x	249	416	416	211

x
c,u,x

r,x
plat,x

wo-Stage Process

	7		8		10		11	
	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
(c,x)						1700		1700
(x)								
(c,u,x)								
(r,x)								
(plat,x)								

orksheet 6-Impedance and Capacity Equations

tep 1: RT from Minor St.	9	12
onflicting Flows		211
otential Capacity		829
edestrian Impedance Factor	1.00	1.00
ovement Capacity		829
robability of Queue free St.	1.00	0.94

tep 2: LT from Major St.	4	1
onflicting Flows		249
otential Capacity		1317
edestrian Impedance Factor	1.00	1.00
ovement Capacity		1317
robability of Queue free St.	1.00	0.99
aj L-Shared Prob Q free St.		0.99

tep 3: TH from Minor St.	8	11
onflicting Flows		416
otential Capacity		527
edestrian Impedance Factor	1.00	1.00
ap. Adj. factor due to Impeding mvmnt	0.99	0.99
ovement Capacity		523
robability of Queue free St.	1.00	1.00

tep 4: LT from Minor St.	7	10
onflicting Flows		416
otential Capacity		593
edestrian Impedance Factor	1.00	1.00
aj. L, Min T Impedance factor	0.99	
aj. L, Min T Adj. Imp Factor.	0.99	
ap. Adj. factor due to Impeding mvmnt	0.94	0.99
ovement Capacity		588

rksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.	8	11
rt 1 - First Stage		
onflicting Flows		
tential Capacity		
destrian Impedance Factor		
ap. Adj. factor due to Impeding mvmnt		
vement Capacity		
obability of Queue free St.		
Part 2 - Second Stage		
nflicting Flows		
tential Capacity		
Pedestrian Impedance Factor		
p. Adj. factor due to Impeding mvmnt		
vement Capacity		
Part 3 - Single Stage		
nflicting Flows		416
tential Capacity		527
Pedestrian Impedance Factor	1.00	1.00
p. Adj. factor due to Impeding mvmnt	0.99	0.99
vement Capacity		523
sult for 2 stage process:		
t		523
obability of Queue free St.	1.00	1.00
Step 4: LT from Minor St.	7	10
rt 1 - First Stage		
onflicting Flows		
tential Capacity		
destrian Impedance Factor		
ap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
rt 2 - Second Stage		
onflicting Flows		
tential Capacity		
destrian Impedance Factor		
ap. Adj. factor due to Impeding mvmnt		
vement Capacity		
Part 3 - Single Stage		
onflicting Flows		416
tential Capacity		593
destrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.99	
j. L, Min T Adj. Imp Factor.	0.99	
p. Adj. factor due to Impeding mvmnt	0.94	0.99
Movement Capacity		588
sults for Two-stage process:		

orksheet 8-Shared Lane Calculations

ovement	7 L	8 T	9 R	10 L	11 T	12 R
olume (vph)				254	0	48
ovement Capacity (vph)				588	523	829
hared Lane Capacity (vph)					616	

orksheet 9-Computation of Effect of Flared Minor Street Approaches

ovement	7 L	8 T	9 R	10 L	11 T	12 R
sep				588	523	829
olume				254	0	48
elay						
sep						
sep +1						
ound (Qsep +1)						
max						
sh					616	
JM C sep						
act						

orksheet 10-Delay, Queue Length, and Level of Service

ovement	1	4	7	8	9	10	11	12
ane Config	LT						LTR	
(vph)	10						302	
(m) (vph)	1317						616	
/c	0.01						0.49	
5% queue length	0.02						2.70	
ontrol Delay	7.8						16.3	
OS	A						C	
pproach Delay							16.3	
pproach LOS							C	

orksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
(oj)	0.99	1.00
(il), Volume for stream 2 or 5	185	
(i2), Volume for stream 3 or 6	0	
(il), Saturation flow rate for stream 2 or 5	1700	
(i2), Saturation flow rate for stream 3 or 6	1700	
*(oj)	0.99	
(M,LT), Delay for stream 1 or 4	7.8	
, Number of major street through lanes	1	
(rank,1) Delay for stream 2 or 5	0.1	

E. TRAFFIC ANALYSIS

Future Conditions - Year 2020

Lanes, Volumes, Timings
1: East Ave & Vasco Road 1/22/2002

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	0.97	1.00	1.00
Frt		0.983			0.950				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3479	0	1770	3362	0	1770	3539	1583	3433	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3479	0	1770	3362	0	1770	3539	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		20			50				216			330
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2480			2464			2088			1992	
Travel Time (s)		56.4			56.0			47.5			45.3	
Volume (vph)	281	374	47	24	92	46	45	235	199	410	264	304
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	305	407	51	26	100	50	49	255	216	446	287	330
Lane Group Flow (vph)	305	458	0	26	150	0	49	255	216	446	287	330
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Detector Phases	7	4		3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0		8.0	20.0		8.0	20.0	20.0	8.0	20.0	20.0
Total Split (s)	19.0	30.0	0.0	9.0	20.0	0.0	10.0	21.0	21.0	15.0	26.0	26.0
Total Split (%)	25%	40%	0%	12%	27%	0%	13%	28%	28%	20%	35%	35%
Maximum Green (s)	15.0	26.0		5.0	16.0		6.0	17.0	17.0	11.0	22.0	22.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max
Walk Time (s)		5.0			5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0			0			0	0		0	0
Act Effct Green (s)	14.0	19.7		5.0	7.4		5.9	17.3	17.3	10.8	26.5	26.5
Actuated g/C Ratio	0.22	0.31		0.07	0.11		0.09	0.27	0.27	0.17	0.42	0.42
v/c Ratio	0.78	0.42		0.20	0.35		0.31	0.26	0.37	0.76	0.37	0.39
Uniform Delay, d1	25.6	18.6		32.3	18.3		31.2	18.6	0.0	27.3	14.7	0.0
Delay	31.0	17.2		30.9	18.8		29.9	20.0	3.8	31.5	16.7	2.6
LOS	C	B		C	B		C	B	A	C	B	A
Approach Delay		22.7			20.6			14.2			18.5	
Approach LOS		C			C			B			B	
Queue Length 50th (ft)	116	62		10	20		19	43	0	90	90	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#242	119		33	44		50	75	43	#163	163	44
Internal Link Dist (ft)		2400			2384			2008			1912	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)												
50th Bay Block Time %												
95th Bay Block Time %												
Queuing Penalty (veh)												

Intersection Summary

Area Type: Other

Cycle Length: 75

Actuated Cycle Length: 63.3

Natural Cycle: 75

Control Type: Semi Act-Uncoord

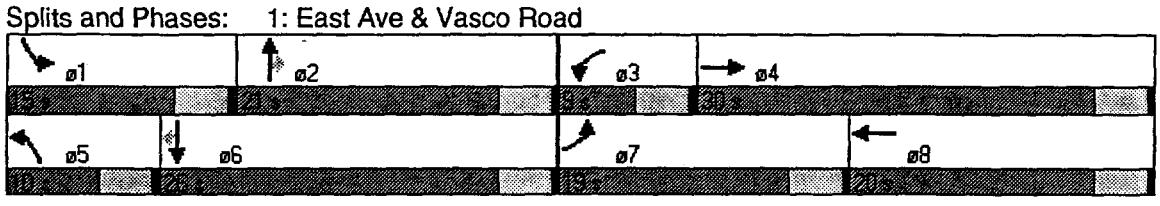
Maximum v/c Ratio: 0.78

Intersection Signal Delay: 19.0 Intersection LOS: B

Intersection Capacity Utilization 54.4% ICU Level of Service A

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: East Ave & Vasco Road



Lanes, Volumes, Timings
1: East Ave & Vasco Road

1/22/2002

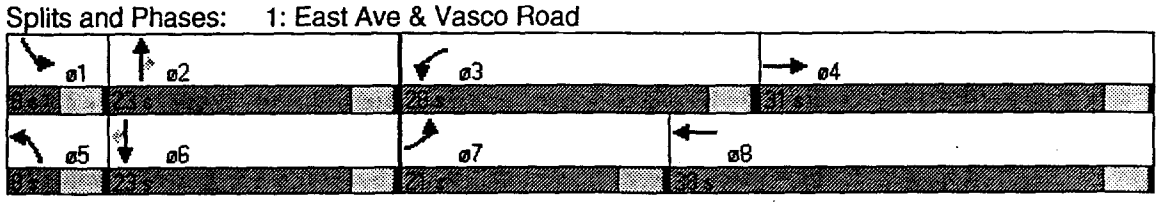
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	50	50	50	50
Trailing Detector (ft)	0	0		0	0		0	0	0	0	0	0
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	0.95	1.00	0.97	1.00	1.00
Frt		0.980			0.939				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3468	0	1770	3323	0	1770	3539	1583	3433	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3468	0	1770	3323	0	1770	3539	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19			212				37			450
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		2480			2464			2088			1992	
Travel Time (s)		56.4			56.0			47.5			45.3	
Volume (vph)	281	200	30	267	710	484	21	349	34	31	313	439
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	305	217	33	290	772	526	23	379	37	34	340	477
Lane Group Flow (vph)	305	250	0	290	1298	0	23	379	37	34	340	477
Turn Type	Prot			Prot			Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Detector Phases	7	4		3	8		5	2	2	1	6	6
Minimum Initial (s)	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0	4.0	4.0
Minimum Split (s)	8.0	20.0		8.0	20.0		8.0	20.0	20.0	8.0	20.0	20.0
Total Split (s)	21.0	31.0	0.0	28.0	38.0	0.0	8.0	23.0	23.0	8.0	23.0	23.0
Total Split (%)	23%	34%	0%	31%	42%	0%	9%	26%	26%	9%	26%	26%
Maximum Green (s)	17.0	27.0		24.0	34.0		4.0	19.0	19.0	4.0	19.0	19.0
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	0.5	0.5		0.5	0.5		0.5	0.5	0.5	0.5	0.5	0.5
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Max	Max	None	Max	Max
Walk Time (s)		5.0			5.0			5.0	5.0		5.0	5.0
Flash Dont Walk (s)		11.0			11.0			11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0			0			0	0		0	0
Act Effct Green (s)	16.4	30.7		18.0	32.3		4.0	19.2	19.2	4.0	20.7	20.7
Actuated g/C Ratio	0.19	0.36		0.21	0.38		0.04	0.23	0.23	0.05	0.24	0.24
v/c Ratio	0.89	0.20		0.77	0.93		0.29	0.47	0.10	0.22	0.75	0.66
Uniform Delay, d1	34.5	18.0		32.7	22.0		42.5	28.9	0.0	41.6	30.8	1.5
Delay	54.8	19.0		31.6	28.2		42.9	30.0	10.1	41.8	41.2	4.5
LOS	D	B		C	C		D	C	B	D	D	A
Approach Delay		38.7			28.8			29.0			20.7	
Approach LOS		D			C			C			C	
Queue Length 50th (ft)	171	46		157	318		13	101	0	9	165	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Queue Length 95th (ft)	#324	82		230	#469		38	146	15	25	#337	85
Internal Link Dist (ft)		2400			2384			2008			1912	
50th Up Block Time (%)												
95th Up Block Time (%)												
Turn Bay Length (ft)												
50th Bay Block Time %												
95th Bay Block Time %												
Queuing Penalty (veh)												

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 84.5
Natural Cycle: 90
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 28.4 Intersection LOS: C
Intersection Capacity Utilization 83.0% ICU Level of Service D
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: East Ave & Vasco Road



HCS2000: Unsignalized Intersections Release 4.1

TWO-WAY STOP CONTROL SUMMARY

Analyst:
Agency/Co.:
Date Performed: 1/21/02
Analysis Time Period: AM Peak
Intersection: East Ave & SW Entrance (Location # 4)
Jurisdiction:
Analysis Year: 2020
Project ID: Lawrence Livermore National Laboratory
East/West Street: East Ave
North/South Street: SW Entrance/West Perimeter Dr

Intersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	506	511			146	129
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR	506	511			146	129
Percent Heavy Vehicles	2	--	--		--	--
Median Type	Undivided					
RT Channelized?						
Lanes	1	2			2	0
Configuration	L	T			T	TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				11		34
Peak Hour Factor, PHF				1.00		1.00
Hourly Flow Rate, HFR				11		34
Percent Heavy Vehicles				2		2
Percent Grade (%)		0			0	
Median Storage						
Flared Approach: Exists?						
Storage						
RT Channelized?						No
Lanes				1		1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L					L		R
v (vph)	506					11		34
C(m) (vph)	1285					71		885
v/c	0.39					0.15		0.04
95% queue length	1.94					0.54		0.12
Control Delay	9.6					64.9		9.2

LOS	A	F	A
Approach Delay		22.8	
Approach LOS		C	

HCS2000: Unsignalized Intersections Release 4.1

Korve Engineering, Inc.

Phone: Fax:
E-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst:
Agency/Co.:
Date Performed: 1/21/02
Analysis Time Period: AM Peak
Intersection: East Ave & SW Entrance
Jurisdiction:
Analysis Year: 2020
Project ID: Lawrence Livermore National Laboratory
East/West Street: East Ave
North/South Street: SW Entrance/West Perimeter Dr

Intersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume	506	511			146	129
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Peak-15 Minute Volume	126	128			36	32
Hourly Flow Rate, HFR	506	511			146	129
Percent Heavy Vehicles	2	--	--		--	--
Median Type	Undivided					
RT Channelized?						
Lanes	1	2			2	0
Configuration	L	T			T	TR
Upstream Signal?		No			No	

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume				11		34
Peak Hour Factor, PHF				1.00		1.00
Peak-15 Minute Volume				3		8
Hourly Flow Rate, HFR				11		34
Percent Heavy Vehicles				2		2
Percent Grade (%)		0			0	
Median Storage						
Flared Approach: Exists?						
Storage						
RT Channelized?						No

Lanes	1	1
Configuration	L	R

Pedestrian Volumes and Adjustments

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0
Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

		Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2	Left-Turn							
	Through							
S5	Left-Turn							
	Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:		
Shared ln volume, major rt vehicles:		
Sat flow rate, major th vehicles:		
Sat flow rate, major rt vehicles:		
Number of major street through lanes:		

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement		1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
(c,base)		4.1					7.5		6.9
(c,hv)		2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
P(hv)		2					2		2
(c,g)				0.20	0.20	0.10	0.20	0.20	0.10
Grade/100				0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)		0.00					0.70		0.00
t(c,T):	1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
(c)	1-stage	4.1					6.8		6.9
	2-stage								

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20					3.50		3.30
t(f,HV)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
(HV)	2					2		2
(f)	2.2					3.5		3.3

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
V prog				
Total Saturation Flow Rate, s (vph)				
Arrival Type				
Effective Green, g (sec)				
Cycle Length, C (sec)				
Rp (from table 9-2)				
Proportion vehicles arriving on green P				
g(q1)				
g(q2)				
g(q)				

Computation 2-Proportion of TWSC Intersection Time blocked	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
alpha				
beta				
Travel time, t(a) (sec)				
Smoothing Factor, F				
Proportion of conflicting flow, f				
Max platooned flow, V(c,max)				
Min platooned flow, V(c,min)				
Duration of blocked period, t(p)				
Proportion time blocked, p		0.000		0.000

Computation 3-Platoon Event Periods	Result
p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Two-Stage Process Stage II
p(1)			
p(4)			
p(7)			
p(8)			
p(9)			
p(10)			
p(11)			
p(12)			

Computation 4 and 5 Single-Stage Process Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R

V c,x	275	1477	138
s			
Px			
V c,u,x			
C r,x			
C plat,x			

Two-Stage Process	7		8		10		11	
	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)								
s						3400		
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)						.		.

Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.	9	12
Conflicting Flows		138
Potential Capacity		885
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity		885
Probability of Queue free St.	1.00	0.96

Step 2: LT from Major St.	4	1
Conflicting Flows		275
Potential Capacity		1285
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity		1285
Probability of Queue free St.	1.00	0.61
Maj L-Shared Prob Q free St.		

Step 3: TH from Minor St.	8	11
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.61	0.61
Movement Capacity		
Probability of Queue free St.	1.00	1.00

Step 4: LT from Minor St.	7	10
Conflicting Flows		1477
Potential Capacity		117
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.61	
Maj. L, Min T Adj. Imp Factor.	0.69	
Cap. Adj. factor due to Impeding mvmnt	0.67	0.61
Movement Capacity		71

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.	8	11
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Probability of Queue free St.		
Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.61	0.61
Movement Capacity		
Result for 2 stage process:		
a		
y		
C t		
Probability of Queue free St.	1.00	1.00
Step 4: LT from Minor St.	7	10
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows		1477
Potential Capacity		117
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.61	
Maj. L, Min T Adj. Imp Factor.	0.69	
Cap. Adj. factor due to Impeding mvmnt	0.67	0.61
Movement Capacity		71
Results for Two-stage process:		
a		
y		

Worksheet 8-Shared Lane Calculations

Movement	7 L	8 T	9 R	10 L	11 T	12 R
Volume (vph)				11		34
Movement Capacity (vph)				71		885
Shared Lane Capacity (vph)						

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7 L	8 T	9 R	10 L	11 T	12 R
! sep				71		885
Volume				11		34
Delay						
! sep						
! sep +1						
round (Qsep +1)						
. max						
C sh						
UM C sep						
~ act						

orksheet 10-Delay, Queue Length, and Level of Service

ovement	1	4	7	8	9	10	11	12
ane Config	L					L		R
-- (vph)	506					11		34
(m) (vph)	1285					71		885
/c	0.39					0.15		0.04
95% queue length	1.94					0.54		0.12
ontrol Delay	9.6					64.9		9.2
OS	A					F		A
Approach Delay							22.8	
pproach LOS							C	

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
(oj)	0.61	1.00
(i1), Volume for stream 2 or 5		
v(i2), Volume for stream 3 or 6		
(i1), Saturation flow rate for stream 2 or 5		
(i2), Saturation flow rate for stream 3 or 6		
*(oj)		
d(M,LT), Delay for stream 1 or 4	9.6	
, Number of major street through lanes		
(rank,1) Delay for stream 2 or 5		

HCS2000: Unsignalized Intersections Release 4.1

TWO-WAY STOP CONTROL SUMMARY

Analyst:
Agency/Co.:
Date Performed: 1/21/02
Analysis Time Period: PM Peak
Intersection: East Ave & SW Entrance (Location # 4)
Jurisdiction:
Analysis Year: 2020
Project ID: Lawrence Livermore National Laboratory
East/West Street: East Ave
North/South Street: SW Entrance/West Perimeter Dr

Intersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	67	17			781	17
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR	67	17			781	17
Percent Heavy Vehicles	2	--	--		--	--
Median Type	Undivided					
RT Channelized?						
Lanes	1	2			2	0
Configuration	L	T			T	TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				45		556
Peak Hour Factor, PHF				1.00		1.00
Hourly Flow Rate, HFR				45		556
Percent Heavy Vehicles				2		2
Percent Grade (%)		0			0	
Median Storage						
Flared Approach: Exists?						No
Storage						
RT Channelized?						
Lanes				1		1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L					L		R
v (vph)	67					45		556
C(m) (vph)	820					243		601
v/c	0.08					0.19		0.93
95% queue length	0.27					0.68		19.74
Control Delay	9.8					23.2		64.1

LOS	A	C	F
Approach Delay		61.0	
Approach LOS		F	

HCS2000: Unsignalized Intersections Release 4.1

Korve Engineering, Inc.

Phone: Fax:
E-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst:
Agency/Co.:
Date Performed: 1/21/02
Analysis Time Period: PM Peak
Intersection: East Ave & SW Entrance
Jurisdiction:
Analysis Year: 2020
Project ID: Lawrence Livermore National Laboratory
East/West Street: East Ave
North/South Street: SW Entrance/West Perimeter Dr

Intersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume	67	17			781	17
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Peak-15 Minute Volume	17	4			195	4
Hourly Flow Rate, HFR	67	17			781	17
Percent Heavy Vehicles	2	--	--		--	--
Median Type	Undivided					
RT Channelized?						
Lanes	1	2			2	0
Configuration	L	T			T	TR
Upstream Signal?		No			No	

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume				45		556
Peak Hour Factor, PHF				1.00		1.00
Peak-15 Minute Volume				11		139
Hourly Flow Rate, HFR				45		556
Percent Heavy Vehicles				2		2
Percent Grade (%)		0			0	
Median Storage						
Flared Approach: Exists?						
Storage						
RT Channelized?						No

Lanes Configuration	1 L	1 R

Pedestrian Volumes and Adjustments

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0
Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2 Left-Turn							
Through							
S5 Left-Turn							
Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:		
Shared ln volume, major rt vehicles:		
Sat flow rate, major th vehicles:		
Sat flow rate, major rt vehicles:		
Number of major street through lanes:		

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)	4.1					7.5		6.9
t(c,hv)	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
P(hv)	2					2		2
t(c,g)			0.20	0.20	0.10	0.20	0.20	0.10
Grade/100			0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)	0.00					0.70		0.00
t(c,T): 1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c) 1-stage	4.1					6.8		6.9
2-stage								

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20					3.50		3.30
t(f,HV)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(HV)	2					2		2
t(f)	2.2					3.5		3.3

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
/ prog				
Total Saturation Flow Rate, s (vph)				
Arrival Type				
Effective Green, g (sec)				
Cycle Length, C (sec)				
Rp (from table 9-2)				
Proportion vehicles arriving on green P				
g(q1)				
g(q2)				
g(q)				

Computation 2-Proportion of TWSC Intersection Time blocked

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
alpha				
beta				
Travel time, t(a) (sec)				
Smoothing Factor, F				
Proportion of conflicting flow, f				
Max platooned flow, V(c,max)				
Min platooned flow, V(c,min)				
Duration of blocked period, t(p)				
Proportion time blocked, p	0.000		0.000	

Computation 3-Platoon Event Periods	Result
(2)	0.000
p(5)	0.000
p(dom)	
(subo)	
Constrained or unconstrained?	

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Two-Stage Process Stage II
p(1)			
p(4)			
(7)			
(8)			
p(9)			
(10)			
(11)			
p(12)			

Computation 4 and 5
Single-Stage Process

Movement	1	4	7	8	9	10	11	12
	L	L	L	T	R	L	T	R

V c,x	798	932	399
s			
Px			
V c,u,x			
C r,x			
C plat,x			

Two-Stage Process

	7		8		10		11	
	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)								
s						3400		
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.	9	12
Conflicting Flows		399
Potential Capacity		601
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity		601
Probability of Queue free St.	1.00	0.07

Step 2: LT from Major St.	4	1
Conflicting Flows		798
Potential Capacity		820
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity		820
Probability of Queue free St.	1.00	0.92
Maj L-Shared Prob Q free St.		

Step 3: TH from Minor St.	8	11
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.92	0.92
Movement Capacity		
Probability of Queue free St.	1.00	1.00

Step 4: LT from Minor St.	7	10
Conflicting Flows		932
Potential Capacity		265
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.92	
Maj. L, Min T Adj. Imp Factor.	0.94	
Cap. Adj. factor due to Impeding mvmnt	0.07	0.92
Movement Capacity		243

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.	8	11
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Probability of Queue free St.		
Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.92	0.92
Movement Capacity		
Result for 2 stage process:		
Probability of Queue free St.	1.00	1.00
Step 4: LT from Minor St.	7	10
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows		932
Potential Capacity		265
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.92	
Maj. L, Min T Adj. Imp Factor.	0.94	
Cap. Adj. factor due to Impeding mvmnt	0.07	0.92
Movement Capacity		243
Results for Two-stage process:		

Worksheet 8-Shared Lane Calculations

Movement	7 L	8 T	9 R	10 L	11 T	12 R
Volume (vph)				45		556
Movement Capacity (vph)				243		601
Shared Lane Capacity (vph)						

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7 L	8 T	9 R	10 L	11 T	12 R
C sep				243		601
Volume				45		556
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh						
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	L					L		R
v (vph)	67					45		556
C(m) (vph)	820					243		601
v/c	0.08					0.19		0.93
95% queue length	0.27					0.68		19.74
Control Delay	9.8					23.2		64.1
LOS	A					C		F
Approach Delay							61.0	
Approach LOS							F	

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	0.92	1.00
v(il), Volume for stream 2 or 5		
v(i2), Volume for stream 3 or 6		
s(il), Saturation flow rate for stream 2 or 5		
s(i2), Saturation flow rate for stream 3 or 6		
P*(oj)		
d(M,LT), Delay for stream 1 or 4	9.8	
N, Number of major street through lanes		
d(rank,1) Delay for stream 2 or 5		

HCS2000: Unsignalized Intersections Release 4.1

TWO-WAY STOP CONTROL SUMMARY

ınalyst:
Agency/Co.:
)ate Performed: 1/21/02
ınalysis Time Period: AM Peak
ıntersection: East Ave & W Entrance (Location # 5)
Turisdiction:
ınalysis Year: 2020
'roject ID: Lawrence Livermore National Laboratory
East/West Street: East Ave
Iorth/South Street: West Entrance to Sandia Labs

Intersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

ıajor Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		298	225	157	101	
'eak-Hour Factor, PHF		1.00	1.00	1.00	1.00	
ourly Flow Rate, HFR		298	225	157	101	
ercent Heavy Vehicles		--	--	2	--	--
'edian Type	Undivided					
T Channelized?						
ıanes		2 0		1	1	
Configuration		T TR		L	T	
pstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	17		22			
eak Hour Factor, PHF	1.00		1.00			
ourly Flow Rate, HFR	17		22			
Percent Heavy Vehicles	2		2			
ercent Grade (%)		0			0	
edian Storage						
Flared Approach: Exists?						
Storage						
T Channelized?			No			
ıanes	1	1				
Configuration	L	R				

Delay, Queue Length, and Level of Service

ɔproach	EB	WB	Northbound			Southbound		
ɔvement	1	4	7	8	9	10	11	12
Lane Config		L	L		R			
(vph)		157	17		22			
c(m) (vph)		1040	264		737			
v/c		0.15	0.06		0.03			
5% queue length		0.53	0.21		0.09			
ɔntrol Delay		9.1	19.6		10.0+			

LOS	A	C	E
Approach Delay		14.2	
Approach LOS		B	

HCS2000: Unsignalized Intersections Release 4.1

Korve Engineering, Inc.

Phone: Fax:
E-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst:
Agency/Co.:
Date Performed: 1/21/02
Analysis Time Period: AM Peak
Intersection: East Ave & W Entrance
Jurisdiction:
Analysis Year: 2020
Project ID: Lawrence Livermore National Laboratory
East/West Street: East Ave
North/South Street: West Entrance to Sandia Labs

Intersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume		298	225	157	101	
Peak-Hour Factor, PHF		1.00	1.00	1.00	1.00	
Peak-15 Minute Volume		74	56	39	25	
Hourly Flow Rate, HFR		298	225	157	101	
Percent Heavy Vehicles		--	--	2	--	--
Median Type	Undivided					
RT Channelized?						
Lanes		2	0	1	1	
Configuration		T	TR	L	T	
Upstream Signal?		No			No	

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume	17		22			
Peak Hour Factor, PHF	1.00		1.00			
Peak-15 Minute Volume	4		6			
Hourly Flow Rate, HFR	17		22			
Percent Heavy Vehicles	2		2			
Percent Grade (%)		0			0	
Median Storage						
Flared Approach: Exists?						
Storage						
RT Channelized?			No			

Lanes	1	1
Configuration	L	R

Pedestrian Volumes and Adjustments

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0
Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
32 Left-Turn							
Through							
35 Left-Turn							
Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:		
Shared ln volume, major rt vehicles:		
Sat flow rate, major th vehicles:		
Sat flow rate, major rt vehicles:		
Number of major street through lanes:		

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement		1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
(c,base)			4.1	7.5		6.9			
(c,hv)		2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
P(hv)			2	2		2			
(c,g)				0.20	0.20	0.10	0.20	0.20	0.10
Grade/100				0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)			0.00	0.70		0.00			
t(c,T):	1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
(c)	1-stage		4.1	6.8		6.9			
	2-stage								

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)		2.20	3.50		3.30			
t(f,HV)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
(HV)		2	2		2			
(f)		2.2	3.5		3.3			

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
V prog				
Total Saturation Flow Rate, s (vph)				
Arrival Type				
Effective Green, g (sec)				
Cycle Length, C (sec)				
Rp (from table 9-2)				
Proportion vehicles arriving on green P				
g(q1)				
g(q2)				
g(q)				

Computation 2-Proportion of TWSC Intersection Time blocked	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
alpha				
beta				
Travel time, t(a) (sec)				
Smoothing Factor, F				
Proportion of conflicting flow, f				
Max platooned flow, V(c,max)				
Min platooned flow, V(c,min)				
Duration of blocked period, t(p)				
Proportion time blocked, p		0.000		0.000

Computation 3-Platoon Event Periods	Result
p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Two-Stage Process Stage II
p(1)			
p(4)			
p(7)			
p(8)			
p(9)			
p(10)			
p(11)			
p(12)			

Computation 4 and 5 Single-Stage Process Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R

c,x	523	825	262
x			
c,u,x			
r,x			
plat,x			

wo-Stage Process	7		8		10		11	
	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
(c,x)								
		1700						
(x)								
(c,u,x)								
(r,x)								
(plat,x)								

orksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.	9	12
onflicting Flows	262	
Potential Capacity	737	
edestrian Impedance Factor	1.00	1.00
ovement Capacity	737	
robability of Queue free St.	0.97	1.00

tep 2: LT from Major St.	4	1
Conflicting Flows	523	
otential Capacity	1040	
edestrian Impedance Factor	1.00	1.00
Movement Capacity	1040	
robability of Queue free St.	0.85	1.00
aj L-Shared Prob Q free St.		

Step 3: TH from Minor St.	8	11
onflicting Flows		
Potential Capacity		
edestrian Impedance Factor	1.00	1.00
ap. Adj. factor due to Impeding mvmnt	0.85	0.85
ovement Capacity		
robability of Queue free St.	1.00	1.00

tep 4: LT from Minor St.	7	10
onflicting Flows	825	
otential Capacity	311	
Pedestrian Impedance Factor	1.00	1.00
aj. L, Min T Impedance factor		0.85
aj. L, Min T Adj. Imp Factor.		0.88
ap. Adj. factor due to Impeding mvmnt	0.85	0.86
Movement Capacity	264	

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.	8	11
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Probability of Queue free St.		
Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.85	0.85
Movement Capacity		
Result for 2 stage process:		
a		
y		
C t		
Probability of Queue free St.	1.00	1.00

Step 4: LT from Minor St.	7	10
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows	825	
Potential Capacity	311	
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor		0.85
Maj. L, Min T Adj. Imp Factor.		0.88
Cap. Adj. factor due to Impeding mvmnt	0.85	0.86
Movement Capacity	264	
Results for Two-stage process:		
a		
y		

Worksheet 8-Shared Lane Calculations

Movement	7 L	8 T	9 R	10 L	11 T	12 R
Volume (vph)	17		22			
Movement Capacity (vph)	264		737			
Shared Lane Capacity (vph)						

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7 L	8 T	9 R	10 L	11 T	12 R
: sep	264		737			
Volume	17		22			
Delay						
) sep						
) sep +1						
round (Qsep +1)						
max						
C sh						
UM C sep						
act						

orksheet 10-Delay, Queue Length, and Level of Service

ovement	1	4	7	8	9	10	11	12
ane Config		L	L		R			
(vph)		157	17		22			
(m) (vph)		1040	264		737			
/c		0.15	0.06		0.03			
95% queue length		0.53	0.21		0.09			
ontrol Delay		9.1	19.6		10.0+			
OS		A	C		B			
Approach Delay				14.2				
pproach LOS				B				

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
(oj)	1.00	0.85
(i1), Volume for stream 2 or 5		
v(i2), Volume for stream 3 or 6		
(i1), Saturation flow rate for stream 2 or 5		
(i2), Saturation flow rate for stream 3 or 6		
*(oj)		
d(M,LT), Delay for stream 1 or 4		9.1
, Number of major street through lanes		
(rank,1) Delay for stream 2 or 5		

HCS2000: Unsignalized Intersections Release 4.1

TWO-WAY STOP CONTROL SUMMARY

Analyst:
Agency/Co.:
Date Performed: 1/21/02
Analysis Time Period: PM Peak
Intersection: East Ave & W Entrance (Location #5)
Jurisdiction:
Analysis Year: 2020
Project ID: Lawrence Livermore National Laboratory
East/West Street: East Ave
North/South Street: West Entrance to Sandia Labs

Intersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		45	17	34	663	
Peak-Hour Factor, PHF		1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR		45	17	34	663	
Percent Heavy Vehicles		--	--	2	--	--
Median Type	Undivided					
RT Channelized?						
Lanes		2	0	1	1	
Configuration		T	TR	L	T	
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	101		213			
Peak Hour Factor, PHF	1.00		1.00			
Hourly Flow Rate, HFR	101		213			
Percent Heavy Vehicles	2		2			
Percent Grade (%)		0			0	
Median Storage						
Flared Approach: Exists?						
Storage						
RT Channelized?			No			
Lanes	1		1			
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		L	L		R			
v (vph)		34	101		213			
C(m) (vph)		1539	323		1036			
v/c		0.02	0.31		0.21			
95% queue length		0.07	1.35		0.77			
Control Delay		7.4	21.2		9.4			

LOS	A	C	A
Approach Delay		13.2	
Approach LOS		B	

HCS2000: Unsignalized Intersections Release 4.1

Korve Engineering, Inc.

Phone: Fax:
E-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst:
Agency/Co.:
Date Performed: 1/21/02
Analysis Time Period: PM Peak
Intersection: East Ave & W Entrance
Jurisdiction:
Analysis Year: 2020
Project ID: Lawrence Livermore National Laboratory
East/West Street: East Ave
North/South Street: West Entrance to Sandia Labs

Intersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume		45	17	34	663	
Peak-Hour Factor, PHF		1.00	1.00	1.00	1.00	
Peak-15 Minute Volume		11	4	8	166	
Hourly Flow Rate, HFR		45	17	34	663	
Percent Heavy Vehicles		--	--	2	--	--
Median Type	Undivided					
RT Channelized?						
Lanes		2	0	1	1	
Configuration		T	TR	L	T	
Upstream Signal?		No			No	

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume	101		213			
Peak Hour Factor, PHF	1.00		1.00			
Peak-15 Minute Volume	25		53			
Hourly Flow Rate, HFR	101		213			
Percent Heavy Vehicles	2		2			
Percent Grade (%)		0			0	
Median Storage						
Flared Approach: Exists?						
Storage						
RT Channelized?			No			

Lanes	1	1
Configuration	L	R

Pedestrian Volumes and Adjustments

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0
Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

		Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2	Left-Turn							
	Through							
S5	Left-Turn							
	Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:		
Shared ln volume, major rt vehicles:		
Sat flow rate, major th vehicles:		
Sat flow rate, major rt vehicles:		
Number of major street through lanes:		

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement		1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)			4.1	7.5		6.9			
t(c,hv)		2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
P(hv)			2	2		2			
t(c,g)				0.20	0.20	0.10	0.20	0.20	0.10
Grade/100				0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)			0.00	0.70		0.00			
t(c,T):	1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c)	1-stage		4.1	6.8		6.9			
	2-stage								

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)		2.20	3.50		3.30			
t(f,HV)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(HV)		2	2		2			
t(f)		2.2	3.5		3.3			

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
prog				
Total Saturation Flow Rate, s (vph)				
Arrival Type				
Effective Green, g (sec)				
Cycle Length, C (sec)				
Rp (from table 9-2)				
Proportion vehicles arriving on green P				
(q1)				
g(q2)				
(q)				

Computation 2-Proportion of TWSC Intersection Time blocked

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
alpha				
eta				
ravel time, t(a) (sec)				
Smoothing Factor, F				
Proportion of conflicting flow, f				
ax platooned flow, V(c,max)				
in platooned flow, V(c,min)				
Duration of blocked period, t(p)				
roportion time blocked, p	0.000		0.000	

Computation 3-Platoon Event Periods	Result
(2)	0.000
p(5)	0.000
(dom)	
(subo)	
onstrained or unconstrained?	

roportion nblocked for minor ovements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Two-Stage Process Stage II
p(1)			
(4)			
(7)			
(8)			
p(9)			
(10)			
(11)			
p(12)			

omputation 4 and 5
ingle-Stage Process

Movement	1	4	7	8	9	10	11	12
	L	L	L	T	R	L	T	R

V c,x			62	785		31		
s								
Px								
V c,u,x								
C r,x								
C plat,x								

Two-Stage Process

	7		8		10		11	
	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)								
s		1700						
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.	9	12
Conflicting Flows	31	
Potential Capacity	1036	
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	1036	
Probability of Queue free St.	0.79	1.00

Step 2: LT from Major St.	4	1
Conflicting Flows	62	
Potential Capacity	1539	
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity	1539	
Probability of Queue free St.	0.98	1.00
Maj L-Shared Prob Q free St.		

Step 3: TH from Minor St.	8	11
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.98	0.98
Movement Capacity		
Probability of Queue free St.	1.00	1.00

Step 4: LT from Minor St.	7	10
Conflicting Flows	785	
Potential Capacity	330	
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor		0.98
Maj. L, Min T Adj. Imp Factor.		0.98
Cap. Adj. factor due to Impeding mvmnt	0.98	0.78
Movement Capacity	323	

'orksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.	8	11
'art 1 - First Stage		
:onflicting Flows		
Potential Capacity		
'edestrian Impedance Factor		
.ap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
'robability of Queue free St.		
?art 2 - Second Stage		
?onflicting Flows		
otential Capacity		
'edestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
:ovement Capacity		
Part 3 - Single Stage		
'onflicting Flows		
otential Capacity		
edestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.98	0.98
ovement Capacity		
Result for 2 stage process:		
~ t		
Probability of Queue free St.	1.00	1.00
tep 4: LT from Minor St.	7	10
art 1 - First Stage		
onflicting Flows		
Potential Capacity		
'edestrian Impedance Factor		
ap. Adj. factor due to Impeding mvmnt		
..ovement Capacity		
art 2 - Second Stage		
onflicting Flows		
Potential Capacity		
edestrian Impedance Factor		
ap. Adj. factor due to Impeding mvmnt		
movement Capacity		
art 3 - Single Stage		
onflicting Flows	785	
Potential Capacity	330	
edestrian Impedance Factor	1.00	1.00
aj. L, Min T Impedance factor		0.98
Maj. L, Min T Adj. Imp Factor.		0.98
'ap. Adj. factor due to Impeding mvmnt	0.98	0.78
ovement Capacity	323	
Results for Two-stage process:		

Worksheet 8-Shared Lane Calculations

Movement	7 L	8 T	9 R	10 L	11 T	12 R
Volume (vph)	101		213			
Movement Capacity (vph)	323		1036			
Shared Lane Capacity (vph)						

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7 L	8 T	9 R	10 L	11 T	12 R
C sep	323		1036			
Volume	101		213			
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh						
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config		L	L		R			
v (vph)		34	101		213			
C(m) (vph)		1539	323		1036			
v/c		0.02	0.31		0.21			
95% queue length		0.07	1.35		0.77			
Control Delay		7.4	21.2		9.4			
LOS		A	C		A			
Approach Delay				13.2				
Approach LOS				B				

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	1.00	0.98
v(i1), Volume for stream 2 or 5		
v(i2), Volume for stream 3 or 6		
s(i1), Saturation flow rate for stream 2 or 5		
s(i2), Saturation flow rate for stream 3 or 6		
P*(oj)		
d(M,LT), Delay for stream 1 or 4		7.4
N, Number of major street through lanes		
d(rank,1) Delay for stream 2 or 5		

HCS2000: Unsignalized Intersections Release 4.1

TWO-WAY STOP CONTROL SUMMARY

Analyst:
Agency/Co.:
Date Performed: 1/21/02
Analysis Time Period: AM Peak
Intersection: East Ave & S Gate
Jurisdiction:
Analysis Year: 2020
Project ID: Lawrence Livermore National Laboratory
East/West Street: East Ave
North/South Street: South Gate

Intersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	270	51			191	225
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR	270	51			191	225
Percent Heavy Vehicles	2	--	--		--	--
Median Type	Undivided					
RT Channelized?						
Lanes	1	2			1	0
Configuration	L	T				TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				34		67
Peak Hour Factor, PHF				1.00		1.00
Hourly Flow Rate, HFR				34		67
Percent Heavy Vehicles				2		2
Percent Grade (%)		0			0	
Median Storage						
Flared Approach: Exists?						
Storage						
RT Channelized?						No
Lanes				1		1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L					L		R
v (vph)	270					34		67
c(m) (vph)	1139					222		692
v/c	0.24					0.15		0.10
95% queue length	0.93					0.54		0.32
Control Delay	9.1					24.1		10.8

LOS	A	C	E
Approach Delay		15.3	
Approach LOS		C	

HCS2000: Unsignalized Intersections Release 4.1

Korve Engineering, Inc.

Phone: Fax:
E-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst:
Agency/Co.:
Date Performed: 1/21/02
Analysis Time Period: AM Peak
Intersection: East Ave & S Gate (Location #6)
Jurisdiction:
Analysis Year: 2020
Project ID: Lawrence Livermore National Laboratory
East/West Street: East Ave
North/South Street: South Gate

Intersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume	270	51			191	225
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Peak-15 Minute Volume	68	13			48	56
Hourly Flow Rate, HFR	270	51			191	225
Percent Heavy Vehicles	2	--	--		--	--
Median Type	Undivided					
RT Channelized?						
Lanes	1	2			1	0
Configuration	L	T				TR
Upstream Signal?		No			No	

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume				34		67
Peak Hour Factor, PHF				1.00		1.00
Peak-15 Minute Volume				8		17
Hourly Flow Rate, HFR				34		67
Percent Heavy Vehicles				2		2
Percent Grade (%)		0			0	
Median Storage						
Flared Approach: Exists?						
Storage						
RT Channelized?						No

anes	1	1
onfiguration	L	R

Pedestrian Volumes and Adjustments

ıovements	13	14	15	16
low (ped/hr)	0	0	0	0
ane Width (ft)	12.0	12.0	12.0	12.0
walking Speed (ft/sec)	4.0	4.0	4.0	4.0
ercent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
2 Left-Turn							
Through							
~5 Left-Turn							
Through							

orksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
hared ln volume, major th vehicles:		
ɔhared ln volume, major rt vehicles:		
~at flow rate, major th vehicles:		
at flow rate, major rt vehicles:		
ımber of major street through lanes:		

ɔrksheet 4-Critical Gap and Follow-up Time Calculation

~ritical Gap Calculation

ɔvement		1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
(c,base)		4.1					7.5		6.9
(c,hv)		2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
P(hv)		2					2		2
(c,g)				0.20	0.20	0.10	0.20	0.20	0.10
rade/100				0.00	0.00	0.00	0.00	0.00	0.00
ι(3,lt)		0.00					0.70		0.00
~(c,T):	1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
(c)	1-stage	4.1					6.8		6.9
	2-stage								

ɔllow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
ι(f,base)	2.20					3.50		3.30
~(f,HV)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
(HV)	2					2		2
(f)	2.2					3.5		3.3

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
V prog				
Total Saturation Flow Rate, s (vph)				
Arrival Type				
Effective Green, g (sec)				
Cycle Length, C (sec)				
Rp (from table 9-2)				
Proportion vehicles arriving on green P				
g(q1)				
g(q2)				
g(q)				

Computation 2-Proportion of TWSC Intersection Time blocked	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
alpha				
beta				
Travel time, t(a) (sec)				
Smoothing Factor, F				
Proportion of conflicting flow, f				
Max platooned flow, V(c,max)				
Min platooned flow, V(c,min)				
Duration of blocked period, t(p)				
Proportion time blocked, p	0.000		0.000	

Computation 3-Platoon Event Periods	Result
p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Two-Stage Process Stage II
p(1)			
p(4)			
p(7)			
p(8)			
p(9)			
p(10)			
p(11)			
p(12)			

Computation 4 and 5 Single-Stage Process Movement	1	4	7	8	9	10	11	12
	L	L	L	T	R	L	T	R

/ c,x	416	869	304
s			
Px			
V c,u,x			

: r,x	
C plat,x	

Two-Stage Process

	7		8		10		11	
	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
/(c,x)								
s						3400		
(x)								
(c,u,x)								
:(r,x)								
:(plat,x)								

orksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.	9	12
onflicting Flows		304
Potential Capacity		692
edestrian Impedance Factor	1.00	1.00
ovement Capacity		692
robability of Queue free St.	1.00	0.90

tep 2: LT from Major St.	4	1
Conflicting Flows		416
otential Capacity		1139
edestrian Impedance Factor	1.00	1.00
Movement Capacity		1139
robability of Queue free St.	1.00	0.76
aj L-Shared Prob Q free St.		

Step 3: TH from Minor St.	8	11
onflicting Flows		
Potential Capacity		
edestrian Impedance Factor	1.00	1.00
ap. Adj. factor due to Impeding mvmnt	0.76	0.76
Movement Capacity		
robability of Queue free St.	1.00	1.00

tep 4: LT from Minor St.	7	10
onflicting Flows		869
otential Capacity		291
Pedestrian Impedance Factor	1.00	1.00
aj. L, Min T Impedance factor	0.76	
aj. L, Min T Adj. Imp Factor.	0.82	
ap. Adj. factor due to Impeding mvmnt	0.74	0.76
Movement Capacity		222

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.	8	11
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Probability of Queue free St.		
Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.76	0.76
Movement Capacity		
Result for 2 stage process:		
a		
y		
C t		
Probability of Queue free St.	1.00	1.00
Step 4: LT from Minor St.	7	10
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows		869
Potential Capacity		291
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.76	
Maj. L, Min T Adj. Imp Factor.	0.82	
Cap. Adj. factor due to Impeding mvmnt	0.74	0.76
Movement Capacity		222
Results for Two-stage process:		
a		
y		

Worksheet 8-Shared Lane Calculations

ovement	7 L	8 T	9 R	10 L	11 T	12 R
olume (vph)				34		67
Movement Capacity (vph)				222		692
Shared Lane Capacity (vph)						

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

ovement	7 L	8 T	9 R	10 L	11 T	12 R
sep				222		692
volume				34		67
Delay						
sep						
sep +1						
round (Qsep +1)						
max						
C sh						
UM C sep						
act						

orksheet 10-Delay, Queue Length, and Level of Service

ovement	1	4	7	8	9	10	11	12
ane Config	L					L		R
(vph)	270					34		67
(m) (vph)	1139					222		692
./c	0.24					0.15		0.10
95% queue length	0.93					0.54		0.32
ontrol Delay	9.1					24.1		10.8
OS	A					C		B
Approach Delay							15.3	
pproach LOS							C	

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
(oj)	0.76	1.00
(i1), Volume for stream 2 or 5		
v(i2), Volume for stream 3 or 6		
(i1), Saturation flow rate for stream 2 or 5		
(i2), Saturation flow rate for stream 3 or 6		
*(oj)		
d(M,LT), Delay for stream 1 or 4	9.1	
, Number of major street through lanes		
(rank,1) Delay for stream 2 or 5		

HCS2000: Unsignalized Intersections Release 4.1

TWO-WAY STOP CONTROL SUMMARY

Analyst:
Agency/Co.:
Date Performed: 1/21/02
Analysis Time Period: PM Peak
Intersection: East Ave & S Gate (Location #6)
Jurisdiction:
Analysis Year: 2020
Project ID: Lawrence Livermore National Laboratory
East/West Street: East Ave
North/South Street: South Gate

Intersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	180	79			303	67
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR	180	79			303	67
Percent Heavy Vehicles	2	--	--		--	--
Median Type	Undivided					
RT Channelized?						
Lanes	1	2			1	0
Configuration	L	T				TR
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				62		393
Peak Hour Factor, PHF				1.00		1.00
Hourly Flow Rate, HFR				62		393
Percent Heavy Vehicles				2		2
Percent Grade (%)		0			0	
Median Storage						
Flared Approach: Exists?						
Storage						
RT Channelized?						No
Lanes				1		1
Configuration				L		R

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	L					L		R
v (vph)	180					62		393
C(m) (vph)	1185					301		660
v/c	0.15					0.21		0.60
95% queue length	0.54					0.77		4.28
Control Delay	8.6					20.1		18.4

LOS	A	C	C
Approach Delay		18.6	
Approach LOS		C	

HCS2000: Unsignalized Intersections Release 4.1

Torve Engineering, Inc.

Phone: Fax:
E-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst:
Agency/Co.:
Date Performed: 1/21/02
Analysis Time Period: PM Peak
Intersection: East Ave & S Gate
Jurisdiction:
Analysis Year: 2020
Project ID: Lawrence Livermore National Laboratory
East/West Street: East Ave
North/South Street: South Gate

Intersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume	180	79			303	67
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Peak-15 Minute Volume	45	20			76	17
Hourly Flow Rate, HFR	180	79			303	67
Percent Heavy Vehicles	2	--	--		--	--
Median Type	Undivided					
RT Channelized?						
Lanes	1	2			1	0
Configuration	L	T				TR
Upstream Signal?		No			No	

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume				62		393
Peak Hour Factor, PHF				1.00		1.00
Peak-15 Minute Volume				16		98
Hourly Flow Rate, HFR				62		393
Percent Heavy Vehicles				2		2
Percent Grade (%)		0			0	
Median Storage						
Flared Approach: Exists?						
Storage						
RT Channelized?						No

Lanes Configuration	1 L	1 R

Pedestrian Volumes and Adjustments

Movements	13	14	15	16
Flow (ped/hr)	0	0	0	0
Lane Width (ft)	12.0	12.0	12.0	12.0
Walking Speed (ft/sec)	4.0	4.0	4.0	4.0
Percent Blockage	0	0	0	0

Upstream Signal Data

		Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
S2	Left-Turn							
	Through							
S5	Left-Turn							
	Through							

Worksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:		
Shared ln volume, major rt vehicles:		
Sat flow rate, major th vehicles:		
Sat flow rate, major rt vehicles:		
Number of major street through lanes:		

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement		1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(c,base)		4.1					7.5		6.9
t(c,hv)		2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
P(hv)		2					2		2
t(c,g)				0.20	0.20	0.10	0.20	0.20	0.10
Grade/100				0.00	0.00	0.00	0.00	0.00	0.00
t(3,lt)		0.00					0.70		0.00
t(c,T):	1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c)	1-stage	4.1					6.8		6.9
	2-stage								

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t(f,base)	2.20					3.50		3.30
t(f,HV)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
P(HV)	2					2		2
t(f)	2.2					3.5		3.3

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
prog				
Total Saturation Flow Rate, s (vph)				
Arrival Type				
ffective Green, g (sec)				
Cycle Length, C (sec)				
Rp (from table 9-2)				
roportion vehicles arriving on green P				
(q1)				
g(q2)				
(q)				

Computation 2-Proportion of TWSC Intersection Time blocked

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
alpha				
eta				
ravel time, t(a) (sec)				
Smoothing Factor, F				
roportion of conflicting flow, f				
ax platooned flow, V(c,max)				
in platooned flow, V(c,min)				
Duration of blocked period, t(p)				
roportion time blocked, p	0.000		0.000	

Computation 3-Platoon Event Periods	Result
(2)	0.000
p(5)	0.000
(dom)	
(subo)	
Constrained or unconstrained?	

roportion blocked for minor ovements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Two-Stage Process Stage II
p(1)			
(4)			
(7)			
(8)			
p(9)			
(10)			
(11)			
p(12)			

omputation 4 and 5

Single-Stage Process

Movement	1	4	7	8	9	10	11	12
	L	L	L	T	R	L	T	R

V c,x	370	735	336
s			
Px			
V c,u,x			
C r,x			
C plat,x			

Two-Stage Process

	7		8		10		11	
	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)								
s						3400		
P(x)								
V(c,u,x)								
C(r,x)								
C(plat,x)								

Worksheet 6-Impedance and Capacity Equations

Step 1: RT from Minor St.	9	12
Conflicting Flows		336
Potential Capacity		660
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity		660
Probability of Queue free St.	1.00	0.40

Step 2: LT from Major St.	4	1
Conflicting Flows		370
Potential Capacity		1185
Pedestrian Impedance Factor	1.00	1.00
Movement Capacity		1185
Probability of Queue free St.	1.00	0.85
Maj L-Shared Prob Q free St.		

Step 3: TH from Minor St.	8	11
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.85	0.85
Movement Capacity		
Probability of Queue free St.	1.00	1.00

Step 4: LT from Minor St.	7	10
Conflicting Flows		735
Potential Capacity		355
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.85	
Maj. L, Min T Adj. Imp Factor.	0.88	
Cap. Adj. factor due to Impeding mvmnt	0.36	0.85
Movement Capacity		301

Worksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.	8	11
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Probability of Queue free St.		
Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.85	0.85
Movement Capacity		
Result for 2 stage process:		
Cpt		
Probability of Queue free St.	1.00	1.00
Step 4: LT from Minor St.	7	10
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows		735
Potential Capacity		355
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.85	
Maj. L, Min T Adj. Imp Factor.	0.88	
Cap. Adj. factor due to Impeding mvmnt	0.36	0.85
Movement Capacity		301
Results for Two-stage process:		
Cp		

Worksheet 8-Shared Lane Calculations

Movement	7 L	8 T	9 R	10 L	11 T	12 R
Volume (vph)				62		393
Movement Capacity (vph)				301		660
Shared Lane Capacity (vph)						

Worksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7 L	8 T	9 R	10 L	11 T	12 R
C sep				301		660
Volume				62		393
Delay						
Q sep						
Q sep +1						
round (Qsep +1)						
n max						
C sh						
SUM C sep						
n						
C act						

Worksheet 10-Delay, Queue Length, and Level of Service

Movement	1	4	7	8	9	10	11	12
Lane Config	L					L		R
v (vph)	180					62		393
C(m) (vph)	1185					301		660
v/c	0.15					0.21		0.60
95% queue length	0.54					0.77		4.28
Control Delay	8.6					20.1		18.4
LOS	A					C		C
Approach Delay							18.6	
Approach LOS							C	

Worksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
p(oj)	0.85	1.00
v(il), Volume for stream 2 or 5		
v(i2), Volume for stream 3 or 6		
s(il), Saturation flow rate for stream 2 or 5		
s(i2), Saturation flow rate for stream 3 or 6		
P*(oj)		
d(M,LT), Delay for stream 1 or 4	8.6	
N, Number of major street through lanes		
d(rank,1) Delay for stream 2 or 5		

HCS2000: Unsignalized Intersections Release 4.1

TWO-WAY STOP CONTROL SUMMARY

Analyst:
Agency/Co.:
Date Performed: 1/21/02
Analysis Time Period: AM Peak
Intersection: East Ave & E Entrance (Location # 8)
Jurisdiction:
Analysis Year: 2020
Project ID: Lawrence Livermore National Laboratory
East/West Street: East Ave
North/South Street: East Entrance

Intersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume		45	67	101	247	
Peak-Hour Factor, PHF		1.00	1.00	1.00	1.00	
Hourly Flow Rate, HFR		45	67	101	247	
Percent Heavy Vehicles		--	--	2	--	--
Median Type	Undivided					
RT Channelized?						
Lanes		1	0	0	1	
Configuration			TR	LT		
Upstream Signal?		No			No	

Minor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume	34		28			
Peak Hour Factor, PHF	1.00		1.00			
Hourly Flow Rate, HFR	34		28			
Percent Heavy Vehicles	2		2			
Percent Grade (%)		0			0	
Median Storage						
Flared Approach: Exists?						
Storage						
RT Channelized?			No			
Lanes	1		1			
Configuration	L		R			

Delay, Queue Length, and Level of Service

Approach	EB	WB	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Config		LT	L		R			
v (vph)		101	34		28			
C(m) (vph)		1478	477		983			
v/c		0.07	0.07		0.03			
95% queue length		0.22	0.23		0.09			
Control Delay		7.6	13.1		8.8			

OS	A	B		A
pproach Delay			11.2	
pproach LOS			B	

HCS2000: Unsignalized Intersections Release 4.1

orve Engineering, Inc.

hone: Fax:
-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

nalyst:
gency/Co.:
ate Performed: 1/21/02
nalysis Time Period: AM Peak
ntersection: East Ave & E Entrance
urisdiction:
nalysis Year: 2020
roject ID: Lawrence Livermore National Laboratory
ast/West Street: East Ave
orth/South Street: East Entrance

ntersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

ajor Street Movements	1	2	3	4	5	6
	L	T	R	L	T	R
olume		45	67	101	247	
eak-Hour Factor, PHF		1.00	1.00	1.00	1.00	
eak-15 Minute Volume		11	17	25	62	
ourly Flow Rate, HFR		45	67	101	247	
ercent Heavy Vehicles		--	--	2	--	--
edian Type	Undivided					
T Channelized?						
anes		1	0	0	1	
onfiguration			TR	LT		
pstream Signal?		No			No	

inor Street Movements	7	8	9	10	11	12
	L	T	R	L	T	R
olume	34		28			
eak Hour Factor, PHF	1.00		1.00			
eak-15 Minute Volume	8		7			
ourly Flow Rate, HFR	34		28			
ercent Heavy Vehicles	2		2			
ercent Grade (%)		0			0	
edian Storage						
lared Approach: Exists?						
Storage						
T Channelized?			No			

.nes	1	1
›nfiguration	L	R

Pedestrian Volumes and Adjustments

Movements	13	14	15	16
ow (ped/hr)	0	0	0	0
ane Width (ft)	12.0	12.0	12.0	12.0
lking Speed (ft/sec)	4.0	4.0	4.0	4.0
rcent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
52 Left-Turn							
Through							
Left-Turn							
Through							

rksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
Shared ln volume, major th vehicles:		247
Shared ln volume, major rt vehicles:		0
t flow rate, major th vehicles:		1700
t flow rate, major rt vehicles:		1700
Number of major street through lanes:		1

Worksheet 4-Critical Gap and Follow-up Time Calculation

itical Gap Calculation

Movement		1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
c,base)			4.1	7.1		6.2			
(c,hv)		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
hv)			2	2		2			
c,g)				0.20	0.20	0.10	0.20	0.20	0.10
Grade/100				0.00	0.00	0.00	0.00	0.00	0.00
(3,lt)			0.00	0.70		0.00			
c,T):	1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
(c)	1-stage		4.1	6.4		6.2			
	2-stage								

Follow-Up Time Calculations

vement		1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
(f,base)			2.20	3.50		3.30			
f,HV)		0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
,HV)			2	2		2			
(f)			2.2	3.5		3.3			

orksheet 5-Effect of Upstream Signals

omputation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
prog				
otal Saturation Flow Rate, s (vph)				
rrival Type				
ffective Green, g (sec)				
ycle Length, C (sec)				
p (from table 9-2)				
roportion vehicles arriving on green P				
(q1)				
(q2)				
(q)				

omputation 2-Proportion of TWSC Intersection Time blocked

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
lpha				
eta				
ravel time, t(a) (sec)				
moothing Factor, F				
roportion of conflicting flow, f				
ax platooned flow, V(c,max)				
in platooned flow, V(c,min)				
uration of blocked period, t(p)				
roportion time blocked, p	0.000		0.000	

omputation 3-Platoon Event Periods	Result
(2)	0.000
(5)	0.000
(dom)	
(subo)	
onstrained or unconstrained?	

roportion nblocked or minor ovements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Two-Stage Process Stage II
(1)			
(4)			
(7)			
(8)			
(9)			
(10)			
(11)			
(12)			

omputation 4 and 5
ingle-Stage Process

ovement	1	4	7	8	9	10	11	12
	L	L	L	T	R	L	T	R

c,x	112	527	. 78
Px			
c,u,x			
r,x			
plat,x			

lwo-Stage Process

	7		8		10		11	
	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
V(c,x)								
		1700						
x)								
V(c,u,x)								
r,x)								
plat,x)								

rksheet 6-Impedance and Capacity Equations

ep 1: RT from Minor St.	9	12
onflicting Flows	78	
tential Capacity	983	
destrian Impedance Factor	1.00	1.00
vement Capacity	983	
robability of Queue free St.	0.97	1.00
ep 2: LT from Major St.	4	1
nflicting Flows	112	
tential Capacity	1478	
edestrian Impedance Factor	1.00	1.00
vement Capacity	1478	
obability of Queue free St.	0.93	1.00
j L-Shared Prob Q free St.	0.92	
ep 3: TH from Minor St.	8	11
onflicting Flows		
tential Capacity		
destrian Impedance Factor	1.00	1.00
ap. Adj. factor due to Impeding mvmnt	0.92	0.92
vement Capacity		
obability of Queue free St.	1.00	1.00
tep 4: LT from Minor St.	7	10
nflicting Flows	527	
otential Capacity	512	
destrian Impedance Factor	1.00	1.00
j. L, Min T Impedance factor		0.92
aj. L, Min T Adj. Imp Factor.		0.94
ap. Adj. factor due to Impeding mvmnt	0.93	0.91
vement Capacity	477	

orksheet 7-Computation of the Effect of Two-stage Gap Acceptance

tep 3: TH from Minor St.	8	11
art 1 - First Stage		
onflicting Flows		
otential Capacity		
edestrian Impedance Factor		
ap. Adj. factor due to Impeding mvmnt		
ovement Capacity		
robability of Queue free St.		
art 2 - Second Stage		
onflicting Flows		
otential Capacity		
edestrian Impedance Factor		
ap. Adj. factor due to Impeding mvmnt		
ovement Capacity		
art 3 - Single Stage		
onflicting Flows		
otential Capacity		
edestrian Impedance Factor	1.00	1.00
ap. Adj. factor due to Impeding mvmnt	0.92	0.92
ovement Capacity		
esult for 2 stage process:		
t		
robability of Queue free St.	1.00	1.00
tep 4: LT from Minor St.	7	10
art 1 - First Stage		
onflicting Flows		
otential Capacity		
edestrian Impedance Factor		
ap. Adj. factor due to Impeding mvmnt		
ovement Capacity		
art 2 - Second Stage		
onflicting Flows		
otential Capacity		
edestrian Impedance Factor		
ap. Adj. factor due to Impeding mvmnt		
ovement Capacity		
art 3 - Single Stage		
onflicting Flows	527	
otential Capacity	512	
edestrian Impedance Factor	1.00	1.00
aj. L, Min T Impedance factor		0.92
aj. L, Min T Adj. Imp Factor.		0.94
ap. Adj. factor due to Impeding mvmnt	0.93	0.91
ovement Capacity	477	
esults for Two-stage process:		

; rksheet 8-Shared Lane Calculations

Movement	7 L	8 T	9 R	10 L	11 T	12 R
volume (vph)	34		28			
vement Capacity (vph)	477		983			
ared Lane Capacity (vph)						

; rksheet 9-Computation of Effect of Flared Minor Street Approaches

Movement	7 L	8 T	9 R	10 L	11 T	12 R
sep	477		983.			
lume	34		28			
lay						
sep						
sep +1						
und (Qsep +1)						
max						
sh						
M C sep						
act						

Worksheet 10-Delay, Queue Length, and Level of Service

vement	1	4	7	8	9	10	11	12
Lane Config		LT	L		R			
(vph)		101	34		28			
m) (vph)		1478	477		983			
c		0.07	0.07		0.03			
% queue length		0.22	0.23		0.09			
ntrol Delay		7.6	13.1		8.8			
LOS		A	B		A			
proach Delay				11.2				
proach LOS				B				

rksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
oj)	1.00	0.93
(i1), Volume for stream 2 or 5		247
i2), Volume for stream 3 or 6		0
i1), Saturation flow rate for stream 2 or 5		1700
(i2), Saturation flow rate for stream 3 or 6		1700
(oj)		0.92
M,LT), Delay for stream 1 or 4		7.6
, Number of major street through lanes		1
(rank,1) Delay for stream 2 or 5		0.6

HCS2000: Unsignalized Intersections Release 4.1

TWO-WAY STOP CONTROL SUMMARY

nalyst:
gency/Co.:
ate Performed: 1/21/02
nalysis Time Period: PM Peak
ntersection: East Ave & E Entrance (Location #8)
urisdiction:
nalysis Year: 2020
roject ID: Lawrence Livermore National Laboratory
ast/West Street: East Ave
orth/South Street: East Entrance

ntersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

ajor Street: Approach	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
olume		236	11	22	67	
eak-Hour Factor, PHF		1.00	1.00	1.00	1.00	
ourly Flow Rate, HFR		236	11	22	67	
ercent Heavy Vehicles		--	--	2	--	--
edian Type	Undivided					
T Channelized?						
anes		1	0	0	1	
onfiguration			TR	LT		
pstream Signal?		No			No	

inor Street: Approach	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
olume	45		101			
eak Hour Factor, PHF	1.00		1.00			
ourly Flow Rate, HFR	45		101			
ercent Heavy Vehicles	2		2			
ercent Grade (%)		0			0	
edian Storage						
lared Approach: Exists?						
Storage						
T Channelized?			No			
anes		1	1			
onfiguration		L	R			

Delay, Queue Length, and Level of Service

pproach	EB	WB	Northbound			Southbound		
ovement	1	4	7	8	9	10	11	12
ane Config		LT	L		R			
(vph)		22	45		101			
(m) (vph)		1319	634		797			
/c		0.02	0.07		0.13			
5% queue length		0.05	0.23		0.43			
ontrol Delay		7.8	11.1		10.2			

S	A	B		B
A_proach Delay			10.5	
Approach LOS			B	

HCS2000: Unsignalized Intersections Release 4.1

rve Engineering, Inc.

: one: Fax:
E-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

'nalyst:
ency/Co.:
: te Performed: 1/21/02
Analysis Time Period: PM Peak
! tersection: East Ave & E Entrance
, risdiction:
Analysis Year: 2020
: oject ID: Lawrence Livermore National Laboratory
: st/West Street: East Ave
North/South Street: East Entrance

! tersection Orientation: EW Study period (hrs): 1.00

Vehicle Volumes and Adjustments

' jor Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
/ lume		236	11	22	67	
: ak-Hour Factor, PHF		1.00	1.00	1.00	1.00	
Peak-15 Minute Volume		59	3	6	17	
Hourly Flow Rate, HFR		236	11	22	67	
: rcent Heavy Vehicles		--	--	2	--	--
4 dian Type	Undivided					
RT Channelized?						
. nes		1	0	0	1	
: nfiguration			TR	LT		
Upstream Signal?		No			No	

' nor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
/ lume	45		101			
: ak Hour Factor, PHF	1.00		1.00			
Peak-15 Minute Volume	11		25			
: urly Flow Rate, HFR	45		101			
: rcent Heavy Vehicles	2		2			
Percent Grade (%)		0			0	
' dian Storage						
: ared Approach: Exists?						
Storage						
RT Channelized?			No			

anes	1	1
onfiguration	L	R

Pedestrian Volumes and Adjustments

ovements	13	14	15	16
low (ped/hr)	0	0	0	0
ane Width (ft)	12.0	12.0	12.0	12.0
alking Speed (ft/sec)	4.0	4.0	4.0	4.0
ercent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
2 Left-Turn							
Through							
5 Left-Turn							
Through							

orksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
hared ln volume, major th vehicles:		67
hared ln volume, major rt vehicles:		0
at flow rate, major th vehicles:		1700
at flow rate, major rt vehicles:		1700
umber of major street through lanes:		1

orksheet 4-Critical Gap and Follow-up Time Calculation

ritical Gap Calculation

ovement		1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
(c,base)			4.1	7.1		6.2			
(c,hv)		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
(hv)			2	2		2			
(c,g)				0.20	0.20	0.10	0.20	0.20	0.10
rade/100				0.00	0.00	0.00	0.00	0.00	0.00
(3,lt)			0.00	0.70		0.00			
(c,T):	1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
(c)	1-stage		4.1	6.4		6.2			
	2-stage								

ollow-Up Time Calculations

ovement		1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
(f,base)			2.20	3.50		3.30			
(f,HV)		0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
(HV)			2	2		2			
(f)			2.2	3.5		3.3			

orksheet 5-Effect of Upstream Signals

nputation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
prog				
tal Saturation Flow Rate, s (vph)				
rival Type				
fective Green, g (sec)				
ycle Length, C (sec)				
(from table 9-2)				
portion vehicles arriving on green P				
(q1)				
q2)				
q)				

mputation 2-Proportion of TWSC Intersection Time blocked

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
ha				
a				
ravel time, t(a) (sec)				
oothing Factor, F				
portion of conflicting flow, f				
ax platooned flow, V(c,max)				
in platooned flow, V(c,min)				
ation of blocked period, t(p)				
portion time blocked, p	0.000		0.000	

nputation 3-Platoon Event Periods	Result
(2)	0.000
5)	0.000
lom)	
subo)	
onstrained or unconstrained?	

portion nblocked minor vements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Two-Stage Process Stage II
1)			
)			
7)			
(8)			
)			
0)			
(11)			
2)			

omputation 4 and 5
ingle-Stage Process

vement	1	4	7	8	9	10	11	12
	L	L	L	T	R	L	T	R

c,x	247	353	242
x			
c,u,x			

r,x	
plat,x	

wo-Stage Process

	7		8		10		11	
	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
(c,x)		1700						
(x)								
(c,u,x)								
(r,x)								
(plat,x)								

orksheet 6-Impedance and Capacity Equations

tep 1: RT from Minor St.	9	12
onflicting Flows	242	
otential Capacity	797	
edestrian Impedance Factor	1.00	1.00
ovement Capacity	797	
robability of Queue free St.	0.87	1.00
tep 2: LT from Major St.	4	1
onflicting Flows	247	
otential Capacity	1319	
edestrian Impedance Factor	1.00	1.00
ovement Capacity	1319	
robability of Queue free St.	0.98	1.00
aj L-Shared Prob Q free St.	0.98	
tep 3: TH from Minor St.	8	11
onflicting Flows		
otential Capacity		
edestrian Impedance Factor	1.00	1.00
ap. Adj. factor due to Impeding mvmnt	0.98	0.98
ovement Capacity		
robability of Queue free St.	1.00	1.00
tep 4: LT from Minor St.	7	10
onflicting Flows	353	
otential Capacity	645	
edestrian Impedance Factor	1.00	1.00
aj. L, Min T Impedance factor		0.98
aj. L, Min T Adj. Imp Factor.		0.99
ap. Adj. factor due to Impeding mvmnt	0.98	0.86
ovement Capacity	634	

orksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.	8	11
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Probability of Queue free St.		
Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor	1.00	1.00
Cap. Adj. factor due to Impeding mvmnt	0.98	0.98
Movement Capacity		
Result for 2 stage process:		
a		
y		
C t		
Probability of Queue free St.	1.00	1.00
Step 4: LT from Minor St.	7	10
Part 1 - First Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 2 - Second Stage		
Conflicting Flows		
Potential Capacity		
Pedestrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
Part 3 - Single Stage		
Conflicting Flows	353	
Potential Capacity	645	
Pedestrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor		0.98
Maj. L, Min T Adj. Imp Factor.		0.99
Cap. Adj. factor due to Impeding mvmnt	0.98	0.86
Movement Capacity	634	
Results for Two-stage process:		
a		
y		

orksheet 8-Shared Lane Calculations

ovement	7 L	8 T	9 R	10 L	11 T	12 R
olume (vph)	45		101			
ovement Capacity (vph)	634		797			
hared Lane Capacity (vph)						

orksheet 9-Computation of Effect of Flared Minor Street Approaches

ovement	7 L	8 T	9 R	10 L	11 T	12 R
sep	634		797			
olume	45		101			
elay						
sep						
sep +1						
ound (Qsep +1)						
max						
sh						
UM C sep						
act						

orksheet 10-Delay, Queue Length, and Level of Service

ovement ane Config	1	4 LT	7 L	8	9 R	10	11	12
(vph)		22	45		101			
(m) (vph)		1319	634		797			
/c		0.02	0.07		0.13			
5% queue length		0.05	0.23		0.43			
ontrol Delay		7.8	11.1		10.2			
OS		A	B		B			
pproach Delay				10.5				
pproach LOS				B				

orksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
(oj)	1.00	0.98
(il), Volume for stream 2 or 5		67
(i2), Volume for stream 3 or 6		0
(il), Saturation flow rate for stream 2 or 5		1700
(i2), Saturation flow rate for stream 3 or 6		1700
*(oj)		0.98
(M,LT), Delay for stream 1 or 4		7.8
, Number of major street through lanes		1
(rank,1) Delay for stream 2 or 5		0.1

HCS2000: Unsignalized Intersections Release 4.1

TWO-WAY STOP CONTROL SUMMARY

Analyst:
Agency/Co.:
Date Performed: 1/16/02
Analysis Time Period: Existing AM
Intersection: East Ave & Greenville Rd
Jurisdiction:
Analysis Year: 2020
Project ID: Lawrence Livermore Lab Traffic Impact Analysis
East/West Street: East Avenue
North/South Street: Greenville Road

Intersection Orientation: NS Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street: Approach	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume	83	153			165	308
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Hourly Flow Rate, HFR	83	153			165	308
Percent Heavy Vehicles	2	--	--		--	--
Median Type	Undivided					
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT					TR
Upstream Signal?		No			No	

Minor Street: Approach	Westbound			Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume				53	0	22
Peak Hour Factor, PHF				1.00	1.00	1.00
Hourly Flow Rate, HFR				53	0	22
Percent Heavy Vehicles				2	2	2
Percent Grade (%)		0			0	
Median Storage						
Flared Approach: Exists?					No	
Storage						
RT Channelized?						
Lanes				0	1	0
Configuration					LTR	

Delay, Queue Length, and Level of Service

Approach	NB	SB	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Config	LT						LTR	
v (vph)	83						75	
C(m) (vph)	1089						467	
v/c	0.08						0.16	
95% queue length	0.25						0.57	
Control Delay	8.6						14.2	

OS	A	B
pproach Delay		14.2
pproach LOS		B

HCS2000: Unsignalized Intersections Release 4.1

orve Engineering, Inc.

hone: Fax:
-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

nalyst:
gency/Co.:
ate Performed: 1/16/02
nalysis Time Period: Existing AM
ntersection: East Ave & Greenville Rd
urisdiction:
nalysis Year: 2020
roject ID: Lawrence Livermore Lab Traffic Impact Analysis
ast/West Street: East Avenue
orth/South Street: Greenville Road

ntersection Orientation: NS Study period (hrs): 1.00

Vehicle Volumes and Adjustments

ajor Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
olume	83	153			165	308
eak-Hour Factor, PHF	1.00	1.00			1.00	1.00
eak-15 Minute Volume	21	38			41	77
ourly Flow Rate, HFR	83	153			165	308
ercent Heavy Vehicles	2	--	--		--	--
edian Type	Undivided					
T Channelized?						
anes	0	1			1	0
onfiguration	LT					TR
pstream Signal?		No			No	

inor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
olume				53	0	22
eak Hour Factor, PHF				1.00	1.00	1.00
eak-15 Minute Volume				13	0	6
ourly Flow Rate, HFR				53	0	22
ercent Heavy Vehicles				2	2	2
ercent Grade (%)		0			0	
edian Storage						
lared Approach: Exists?					No	
Storage						
T Channelized?						

ines	0	1	0
onfiguration		LTR	

Pedestrian Volumes and Adjustments

Movements	13	14	15	16
ow (ped/hr)	0	0	0	0
ane Width (ft)	12.0	12.0	12.0	12.0
alking Speed (ft/sec)	4.0	4.0	4.0	4.0
ercent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
52 Left-Turn							
Through							
5 Left-Turn							
Through							

orksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
hared ln volume, major th vehicles:	153	
hared ln volume, major rt vehicles:	0	
t flow rate, major th vehicles:	1700	
t flow rate, major rt vehicles:	1700	
Number of major street through lanes:	1	

Worksheet 4-Critical Gap and Follow-up Time Calculation

Critical Gap Calculation

Movement		1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
t c,base)		4.1					7.1	6.5	6.2
t(c,hv)		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
hv)		2					2	2	2
c,g)				0.20	0.20	0.10	0.20	0.20	0.10
Grade/100				0.00	0.00	0.00	0.00	0.00	0.00
3,lt)		0.00					0.70	0.00	0.00
c,T):	1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
t(c)	1-stage	4.1					6.4	6.5	6.2
	2-stage								

Follow-Up Time Calculations

Movement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
f,base)	2.20					3.50	4.00	3.30
f,HV)	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
HV)	2					2	2	2
t(f)	2.2					3.5	4.0	3.3

orksheet 5-Effect of Upstream Signals

omputation 1-Queue Clearance Time at Upstream Signal

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
prog				
otal Saturation Flow Rate, s (vph)				
rrival Type				
ffective Green, g (sec)				
ycle Length, C (sec)				
p (from table 9-2)				
roportion vehicles arriving on green P				
(q1)				
(q2)				
(q)				

omputation 2-Proportion of TWSC Intersection Time blocked

	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
lpha				
eta				
ravel time, t(a) (sec)				
moothing Factor, F				
roportion of conflicting flow, f				
ax platooned flow, V(c,max)				
in platooned flow, V(c,min)				
uration of blocked period, t(p)				
roportion time blocked, p	0.000		0.000	

omputation 3-Platoon Event Periods	Result
(2)	0.000
(5)	0.000
(dom)	
(subo)	
onstrained or unconstrained?	

roportion nblocked or minor ovements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Two-Stage Process Stage II
(1)			
(4)			
(7)			
(8)			
(9)			
(10)			
(11)			
(12)			

omputation 4 and 5
ingle-Stage Process

ovement	1	4	7	8	9	10	11	12
	L	L	L	T	R	L	T	R

c,x	473	638	638	319
c,u,x				
r,x				
plat,x				

Two-Stage Process

	7		8		10		11	
	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
(c,x)								
						1700		1700
x)								
(c,u,x)								
r,x)								
(plat,x)								

rksheet 6-Impedance and Capacity Equations

ep 1: RT from Minor St.	9	12
onflicting Flows		319
tential Capacity		722
destrian Impedance Factor	1.00	1.00
ovement Capacity		722
obability of Queue free St.	1.00	0.97
ep 2: LT from Major St.	4	1
nflicting Flows		473
tential Capacity		1089
edestrian Impedance Factor	1.00	1.00
vement Capacity		1089
obability of Queue free St.	1.00	0.92
j L-Shared Prob Q free St.		0.92
ep 3: TH from Minor St.	8	11
onflicting Flows		638
tential Capacity		394
destrian Impedance Factor	1.00	1.00
ap. Adj. factor due to Impeding mvmnt	0.92	0.92
vement Capacity		361
obability of Queue free St.	1.00	1.00
ep 4: LT from Minor St.	7	10
nflicting Flows		638
otential Capacity		441
destrian Impedance Factor	1.00	1.00
j. L, Min T Impedance factor	0.92	
aj. L, Min T Adj. Imp Factor.	0.94	
p. Adj. factor due to Impeding mvmnt	0.91	0.92
vement Capacity		407

orksheet 7-Computation of the Effect of Two-stage Gap Acceptance

tep 3: TH from Minor St.	8	11
art 1 - First Stage		
onflicting Flows		
otential Capacity		
edestrian Impedance Factor		
ap. Adj. factor due to Impeding mvmnt		
ovement Capacity		
robability of Queue free St.		
art 2 - Second Stage		
onflicting Flows		
otential Capacity		
edestrian Impedance Factor		
ap. Adj. factor due to Impeding mvmnt		
ovement Capacity		
art 3 - Single Stage		
onflicting Flows		638
otential Capacity		394
edestrian Impedance Factor	1.00	1.00
ap. Adj. factor due to Impeding mvmnt	0.92	0.92
ovement Capacity		361
esult for 2 stage process:		
t		361
robability of Queue free St.	1.00	1.00
tep 4: LT from Minor St.	7	10
art 1 - First Stage		
onflicting Flows		
otential Capacity		
edestrian Impedance Factor		
ap. Adj. factor due to Impeding mvmnt		
ovement Capacity		
art 2 - Second Stage		
onflicting Flows		
otential Capacity		
edestrian Impedance Factor		
ap. Adj. factor due to Impeding mvmnt		
ovement Capacity		
art 3 - Single Stage		
onflicting Flows		638
otential Capacity		441
edestrian Impedance Factor	1.00	1.00
aj. L, Min T Impedance factor	0.92	
aj. L, Min T Adj. Imp Factor.	0.94	
ap. Adj. factor due to Impeding mvmnt	0.91	0.92
ovement Capacity		407
esults for Two-stage process:		

rksheet 8-Shared Lane Calculations

ovement	7 L	8 T	9 R	10 L	11 T	12 R
lume (vph)				53	0	22
vement Capacity (vph)				407	361	722
ared Lane Capacity (vph)					467	

rksheet 9-Computation of Effect of Flared Minor Street Approaches

ovement	7 L	8 T	9 R	10 L	11 T	12 R
sep				407	361	722
lume				53	0	22
lay						
sep						
sep +1						
und (Qsep +1)						
max						
sh					467	
M C sep						
act						

orksheet 10-Delay, Queue Length, and Level of Service

vement	1	4	7	8	9	10	11	12
ane Config	LT						LTR	
(vph)	83						75	
m) (vph)	1089						467	
c	0.08						0.16	
% queue length	0.25						0.57	
ntrol Delay	8.6						14.2	
OS	A						B	
proach Delay							14.2	
proach LOS							B	

rksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
oj)	0.92	1.00
(i1), Volume for stream 2 or 5	153	
i2), Volume for stream 3 or 6	0	
il), Saturation flow rate for stream 2 or 5	1700	
(i2), Saturation flow rate for stream 3 or 6	1700	
(oj)	0.92	
M,LT), Delay for stream 1 or 4	8.6	
, Number of major street through lanes	1	
(rank,1) Delay for stream 2 or 5	0.7	

HCS2000: Unsignalized Intersections Release 4.1

TWO-WAY STOP CONTROL SUMMARY

nalyst:
gency/Co.:
ate Performed: 1/16/02
nalysis Time Period: Existing PM
ntersection: East Ave & Greenville Rd
urisdiction:
nalysis Year: 2020
roject ID: Lawrence Livermore Lab Traffic Impact Analysis
ast/West Street: East Avenue
orth/South Street: Greenville Road

ntersection Orientation: NS Study period (hrs): 1.00

Vehicle Volumes and Adjustments

ajor Street: Approach	Northbound				Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
olume	11	208			194	85
eak-Hour Factor, PHF	1.00	1.00			1.00	1.00
ourly Flow Rate, HFR	11	208			194	85
ercent Heavy Vehicles	2	--	--		--	--
edian Type	Undivided					
T Channelized?						
anes	0	1			1	0
onfiguration	LT					TR
pstream Signal?		No			No	

inor Street: Approach	Westbound				Eastbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
olume				285	0	54
eak Hour Factor, PHF				1.00	1.00	1.00
ourly Flow Rate, HFR				285	0	54
ercent Heavy Vehicles				2	2	2
ercent Grade (%)		0			0	
edian Storage						
lared Approach: Exists?					No	
Storage						
T Channelized?						
anes				0	1	0
onfiguration					LTR	

Delay, Queue Length, and Level of Service

pproach	NB	SB	Westbound			Eastbound		
ovement	1	4	7	8	9	10	11	12
ane Config	LT						LTR	
(vph)	11						339	
(m) (vph)	1284						579	
/c	0.01						0.59	
5% queue length	0.03						4.10	
ontrol Delay	7.8						19.9	

'S	A	C
'proach Delay		19.9
Approach LOS		C

HCS2000: Unsignalized Intersections Release 4.1

· rve Engineering, Inc.

: one: Fax:
E-Mail:

TWO-WAY STOP CONTROL(TWSC) ANALYSIS

Analyst:
: ency/Co.:
: te Performed: 1/16/02
Analysis Time Period: Existing PM
[tersection: East Ave & Greenville Rd
] risdiction:
Analysis Year: 2020
Project ID: Lawrence Livermore Lab Traffic Impact Analysis
: st/West Street: East Avenue
North/South Street: Greenville Road

[tersection Orientation: NS Study period (hrs): 1.00

Vehicle Volumes and Adjustments

Major Street Movements	1 L	2 T	3 R	4 L	5 T	6 R
Volume	11	208			194	85
Peak-Hour Factor, PHF	1.00	1.00			1.00	1.00
Peak-15 Minute Volume	3	52			48	21
Hourly Flow Rate, HFR	11	208			194	85
Percent Heavy Vehicles	2	--	--		--	--
Median Type	Undivided					
RT Channelized?						
Lanes	0	1			1	0
Configuration	LT					TR
Upstream Signal?		No			No	

Minor Street Movements	7 L	8 T	9 R	10 L	11 T	12 R
Volume				285	0	54
Peak Hour Factor, PHF				1.00	1.00	1.00
Peak-15 Minute Volume				71	0	14
Hourly Flow Rate, HFR				285	0	54
Percent Heavy Vehicles				2	2	2
Percent Grade (%)		0			0	
Median Storage						
Shared Approach: Exists?					No	
Storage						
RT Channelized?						

anes	0	1	0
onfiguration		LTR	

Pedestrian Volumes and Adjustments

ovements	13	14	15	16
low (ped/hr)	0	0	0	0
ane Width (ft)	12.0	12.0	12.0	12.0
alking Speed (ft/sec)	4.0	4.0	4.0	4.0
ercent Blockage	0	0	0	0

Upstream Signal Data

	Prog. Flow vph	Sat Flow vph	Arrival Type	Green Time sec	Cycle Length sec	Prog. Speed mph	Distance to Signal feet
2 Left-Turn							
Through							
5 Left-Turn							
Through							

orksheet 3-Data for Computing Effect of Delay to Major Street Vehicles

	Movement 2	Movement 5
hared ln volume, major th vehicles:	208	
hared ln volume, major rt vehicles:	0	
at flow rate, major th vehicles:	1700	
at flow rate, major rt vehicles:	1700	
umber of major street through lanes:	1	

orksheet 4-Critical Gap and Follow-up Time Calculation

ritical Gap Calculation

ovement		1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
(c,base)		4.1					7.1	6.5	6.2
(c,hv)		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
(hv)		2					2	2	2
(c,g)				0.20	0.20	0.10	0.20	0.20	0.10
rade/100				0.00	0.00	0.00	0.00	0.00	0.00
(3,lt)		0.00					0.70	0.00	0.00
(c,T):	1-stage	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
	2-stage	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
(c)	1-stage	4.1					6.4	6.5	6.2
	2-stage								

ollow-Up Time Calculations

ovement	1 L	4 L	7 L	8 T	9 R	10 L	11 T	12 R
(f,base)	2.20					3.50	4.00	3.30
(f,HV)	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
(HV)	2					2	2	2
(f)	2.2					3.5	4.0	3.3

Worksheet 5-Effect of Upstream Signals

Computation 1-Queue Clearance Time at Upstream Signal	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
V prog				
Total Saturation Flow Rate, s (vph)				
Arrival Type				
Effective Green, g (sec)				
Cycle Length, C (sec)				
F (from table 9-2)				
Proportion vehicles arriving on green P				
g(q1)				
g(q2)				
g(q)				

Computation 2-Proportion of TWSC Intersection Time blocked	Movement 2		Movement 5	
	V(t)	V(l,prot)	V(t)	V(l,prot)
Alpha				
Beta				
Travel time, t(a) (sec)				
Smoothing Factor, F				
Proportion of conflicting flow, f				
Max platooned flow, V(c,max)				
Min platooned flow, V(c,min)				
Duration of blocked period, t(p)				
Proportion time blocked, p	0.000		0.000	

Computation 3-Platoon Event Periods	Result
p(2)	0.000
p(5)	0.000
p(dom)	
p(subo)	
Constrained or unconstrained?	

Proportion unblocked for minor movements, p(x)	(1) Single-stage Process	(2) Two-Stage Process Stage I	(3) Two-Stage Process Stage II
p(1)			
p(4)			
p(7)			
p(8)			
p(9)			
p(10)			
p(11)			
p(12)			

Computation 4 and 5
Single-Stage Process

Movement	1	4	7	8	9	10	11	12
	L	L	L	T	R	L	T	R

c,x	279	466 466	236
x			
c,u,x			
r,x			
plat,x			

wo-Stage Process

	7		8		10		11	
	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2	Stage1	Stage2
(c,x)						1700		1700
(x)								
(c,u,x)								
(r,x)								
(plat,x)								

orksheet 6-Impedance and Capacity Equations

tep 1: RT from Minor St.	9	12
onflicting Flows		236
otential Capacity		803
edestrian Impedance Factor	1.00	1.00
ovement Capacity		803
robability of Queue free St.	1.00	0.93

tep 2: LT from Major St.	4	1
onflicting Flows		279
otential Capacity		1284
edestrian Impedance Factor	1.00	1.00
ovement Capacity		1284
robability of Queue free St.	1.00	0.99
aj L-Shared Prob Q free St.		0.99

tep 3: TH from Minor St.	8	11
onflicting Flows		466
otential Capacity		494
edestrian Impedance Factor	1.00	1.00
ap. Adj. factor due to Impeding mvmnt	0.99	0.99
ovement Capacity		489
robability of Queue free St.	1.00	1.00

tep 4: LT from Minor St.	7	10
onflicting Flows		466
otential Capacity		555
edestrian Impedance Factor	1.00	1.00
aj. L, Min T Impedance factor	0.99	
aj. L, Min T Adj. Imp Factor.	0.99	
ap. Adj. factor due to Impeding mvmnt	0.93	0.99
ovement Capacity		550

rksheet 7-Computation of the Effect of Two-stage Gap Acceptance

Step 3: TH from Minor St.	8	11
rt 1 - First Stage		
Conflicting Flows		
tential Capacity		
destrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
vement Capacity		
obability of Queue free St.		
Part 2 - Second Stage		
nflicting Flows		
tential Capacity		
Pedestrian Impedance Factor		
p. Adj. factor due to Impeding mvmnt		
vement Capacity		
Part 3 - Single Stage		
nflicting Flows		466
tential Capacity		494
Pedestrian Impedance Factor	1.00	1.00
p. Adj. factor due to Impeding mvmnt	0.99	0.99
vement Capacity		489
sult for 2 stage process:		
t		489
obability of Queue free St.	1.00	1.00

Step 4: LT from Minor St.	7	10
rt 1 - First Stage		
Conflicting Flows		
tential Capacity		
destrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
Movement Capacity		
rt 2 - Second Stage		
Conflicting Flows		
tential Capacity		
destrian Impedance Factor		
Cap. Adj. factor due to Impeding mvmnt		
vement Capacity		
Part 3 - Single Stage		
Conflicting Flows		466
tential Capacity		555
destrian Impedance Factor	1.00	1.00
Maj. L, Min T Impedance factor	0.99	
j. L, Min T Adj. Imp Factor.	0.99	
p. Adj. factor due to Impeding mvmnt	0.93	0.99
Movement Capacity		550
sults for Two-stage process:		

t	550

orksheet 8-Shared Lane Calculations

ovement	7 L	8 T	9 R	10 L	11 T	12 R
olume (vph)				285	0	54
ovement Capacity (vph)				550	489	803
hared Lane Capacity (vph)					579	

orksheet 9-Computation of Effect of Flared Minor Street Approaches

ovement	7 L	8 T	9 R	10 L	11 T	12 R
sep				550	489	803
olume				285	0	54
elay						
sep						
sep +1						
ound (Qsep +1)						
max						
sh					579	
UM C sep						
act						

orksheet 10-Delay, Queue Length, and Level of Service

ovement	1	4	7	8	9	10	11	12
ane Config	LT						LTR	
(vph)	11						339	
(m) (vph)	1284						579	
/c	0.01						0.59	
5% queue length	0.03						4.10	
ontrol Delay	7.8						19.9	
OS	A						C	
pproach Delay							19.9	
pproach LOS							C	

orksheet 11-Shared Major LT Impedance and Delay

	Movement 2	Movement 5
(oj)	0.99	1.00
(i1), Volume for stream 2 or 5	208	
(i2), Volume for stream 3 or 6	0	
(i1), Saturation flow rate for stream 2 or 5	1700	
(i2), Saturation flow rate for stream 3 or 6	1700	
*(oj)	0.99	
(M,LT), Delay for stream 1 or 4	7.8	
, Number of major street through lanes	1	
(rank,1) Delay for stream 2 or 5	0.1	