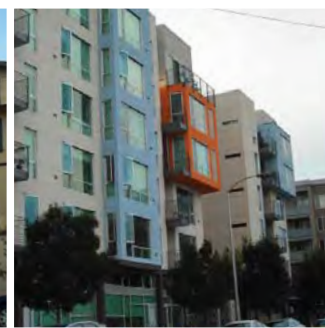
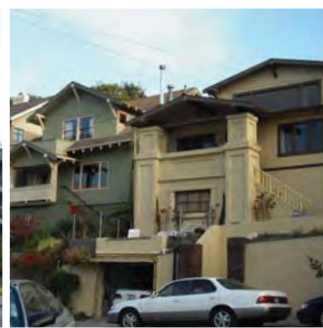


Appendix A

Initial Study



City of Oakland Housing Element



January 1, 2007-June 30, 2014

INITIAL STUDY
Draft

September 21, 2009

City of Oakland Housing Element



January 1, 2007-June 30, 2014

INITIAL STUDY

Draft

Prepared for:

City of Oakland
Community and Economic Development Agency
Planning Division
250 Frank H. Ogawa Plaza, Suite 3515
Oakland, CA 94612
(510) 238.3550

Prepared by:



353 Sacramento Street, Suite 1000
San Francisco, CA 94111
(415) 362.1500

September 21, 2009

City of Oakland General Plan – Housing Element Update 2007-2014

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INITIAL STUDY AND ENVIRONMENTAL REVIEW CHECKLIST

California Environmental Quality Act (CEQA)

I. PROJECT INFORMATION

1. Project Title:

City of Oakland General Plan – Housing Element Update 2007-2014

2. Lead Agency Name and Address:

City of Oakland
Community and Economic Development Agency, Planning Division
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612

3. Contact Person and Phone Number:

Devan Reiff, AICP
Planner II
(510) 238-3550
Email: dreiff@oaklandnet.com

4. Project Location:

The City of Oakland (City) is located in northern Alameda County (County) on the east side of the San Francisco Bay (Bay) (See Figure 1, Regional Location). The City is bounded by the Cities of Berkeley and Emeryville to the north, the City of San Leandro to the south, the East Bay Regional Park District to the east, and the City of Alameda to the west.

The City is approximately 15 miles east of the City of San Francisco, and 90 miles southwest of the City of Sacramento. Interstate 80 (I-80) provides access to the City from the northwest, while Interstates 580 (I-580) and 980 (I-980) provide access from the southeast.

5. Project Sponsor's Name and Address:

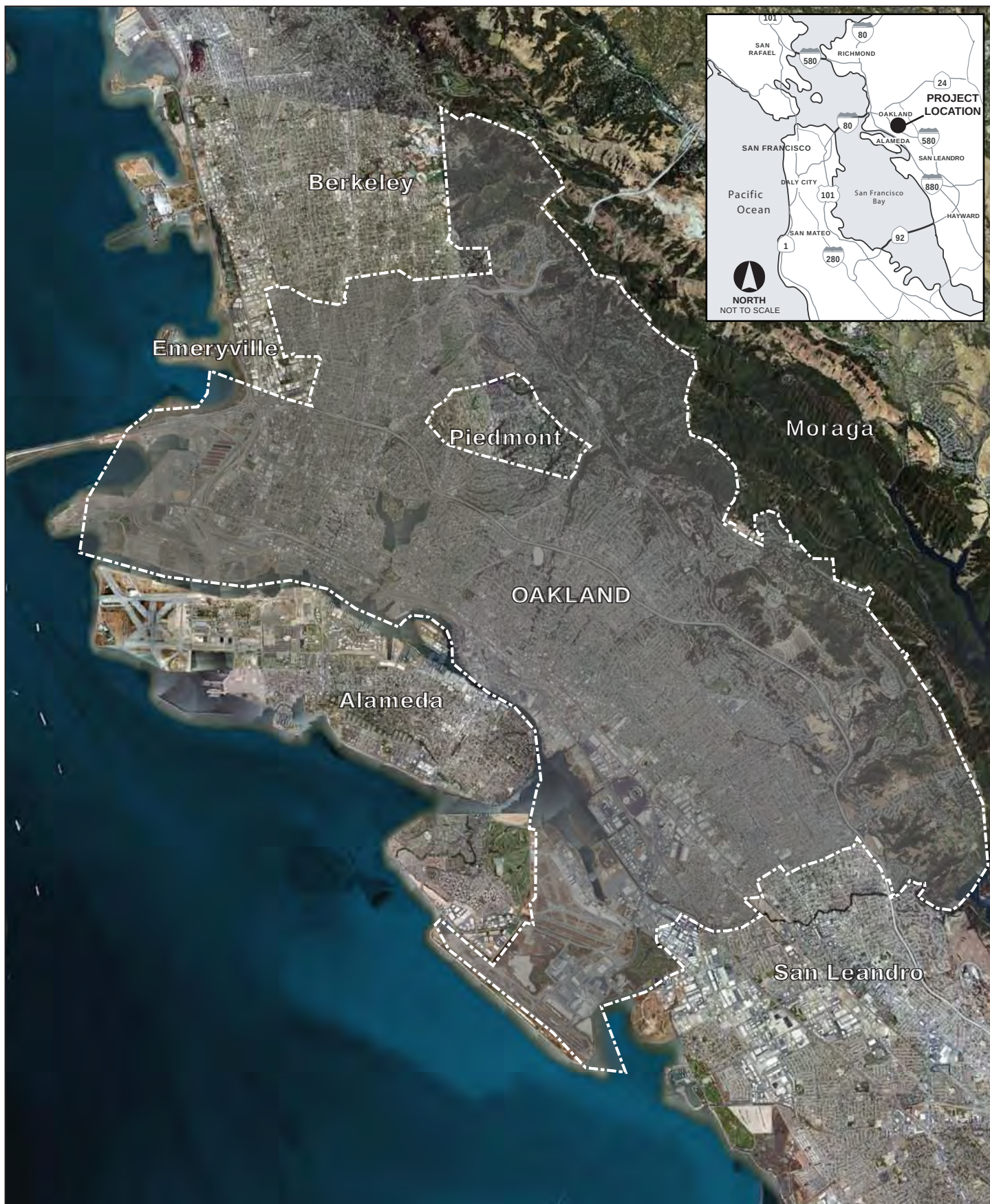
City of Oakland (see #2 above for address)

6. General Plan Designation:

Citywide – All General Plan Designations

7. Zoning:

Citywide – All Zoning Designations



8. Description of Project:

Introduction

In accordance with State law, the City of Oakland proposes to adopt a General Plan Amendment (GPA) for the City of Oakland General Plan – Housing Element Update 2007-2014 (proposed project or *2007-2014 Housing Element*) as a part of the City's *General Plan*. An updated Housing Element is required of each city in the State of California (State) to address the housing needs of all residents, in all income levels, over the planning period (2007-2014). The City's previous Housing Element for the 1999-2006 planning period was adopted on June 15, 2004. The *2007-2014 Housing Element* identifies opportunities to improve and expand the City's housing stock; it does not, however, result in the actual new construction or revitalization of housing units in the City.

The City's current draft of the *2007-2014 Housing Element* may be viewed and printed by going to the City's web site at <http://www.oaklandnet.com/government/hcd/policy/he2009.html>. A copy of the *2007-2014 Housing Element* may also be obtained at the City's Community and Economic Development Agency (see contact information under Items 2 and 3 on page 1 of this Checklist). As previously indicated, the contact person for this project is Devan Reiff, Planner II, who can be contacted at (510) 238-3550 or dreiff@oaklandnet.com.

Initial Study

This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA), which can be found in the State Public Resources Code (PRC), Section 21000 et. seq., and the *CEQA Guidelines*, found in State Code of Regulations, Title 14, Chapter 3, Section 15000 et. seq., as amended.

The Initial Study (IS) identifies the potential environmental impacts, and associated Standard Conditions of Approval and Mitigation Measures designed to substantially reduce/eliminate such impacts, resulting from adoption and implementation of the City's *2007-2014 Housing Element*, including the remaining 13,501 housing units needed to be built in order to meet the RHNA target (14,629 total less 1,128 built).

The Lead Agency for the *2007-2014 Housing Element* is the City of Oakland. The decision-making body is the City Council.

IS Approach

This IS evaluates the environmental impacts of the *2007-2014 Housing Element*. This document focuses on the overall physical environmental effects resulting from adoption and implementation of the Housing Element in the City, as well as Standard Conditions of Approval and Mitigation Measures designed to substantially reduce/eliminate such impacts.

The analysis contained in this IS does not examine the effects of individual, site-specific projects, which may occur within the overall umbrella of this program in the future.

General Plan elements, such as the Housing Element, include proposed policies and implementation actions or programs, some of which are intended to be general, with details to be worked out during implementation. For example, the Housing Element identifies potential locations within City where additional housing units can be constructed, called “Housing Opportunity Sites.” As of the date of this IS, there are no applications with the City to develop any of these sites into housing, so details on the intensity, orientation, massing, access, and other site-specific features of a potential build out on these sites is, at best, informed speculation. Accordingly, many of the impacts associated with implementation of the *2007-2014 Housing Element* on sites where there are currently no development applications can only be described in general terms.

The goal of developing 14,629 dwelling units under the Housing Element would be subject to the goals, policies, and programs of the City’s *General Plan* and its Conformity Guidelines; the City’s Municipal Code (which includes the City’s Planning and Building Codes); the City’s Standard Conditions of Approval (SCA) (included as Appendix A, Standard Conditions of Approval, of this document); and the State’s redevelopment laws, which permit the creation of defined redevelopment areas where property taxes assessed in the district are spent on affordable housing citywide and redevelopment area-specific improvements. All of these other adopted policies and regulations are assumed to apply to the Housing Element and serve to address many of the impacts that might otherwise occur in the City.

Project Overview

The purpose of a Housing Element is to identify current and projected housing needs, and set goals, policies, and programs to address those needs. The *2007-2014 Housing Element* is an update to the Housing Element of the City’s *General Plan*. The current Housing Element was adopted by the City Council, and was subsequently certified as legally adequate by the State Department of Housing and Community Development (HCD), in 2004. The *2007-2014 Housing Element* is a statement by the City of its current and future housing needs and proposed actions to facilitate the provision of housing to meet those needs at all income levels, and presents a comprehensive set of housing policies and actions between January 1, 2007 and June 30, 2014. The *2007-2014 Housing Element* satisfies the requirements of State law, and is consistent with the other elements of the City’s *General Plan*, adopted in 1998. The City’s housing policies and strategies have been developed within a broader regulatory and policy context that includes these major initiatives over the last few years:

- *Consolidated Plan (May 2005)*. The City’s affordable housing strategy is outlined in the Consolidated Plan for Housing and Community Development prepared in May 2005. The Consolidated Plan – which is required as part of the City’s federally-funded housing and community development programs – sets forth the City’s needs, market conditions,

strategies, and actions for addressing the housing needs of very low and low income households.

- *Blue Ribbon Commission on Housing (September 2007).* A Blue Ribbon Commission was devised by the City Council in 2006 to develop recommendations for a comprehensive housing strategy to ensure that housing (both rental and homeownership) is affordable to all income levels within the City.
- *Mayor's Task Force on Housing (February 2008).* In February 2008, Mayor Dellums proposed a comprehensive housing policy based on findings from the Blue Ribbon Commission; however, note that it has not yet been implemented. Further discussion will continue during the Housing Element planning period.

Project Objectives

The *2007-2014 Housing Element* is focused on the following eight goals that provide direction and guidance for meeting the City's housing needs through 2014:

- *Goal 1: Provide adequate sites suitable for housing for all income groups.* This goal is designed to encourage the City to maintain an adequate supply of land to meet the regional housing share under the ABAG Regional Housing Needs Determination, specifically, targeting development and marketing resources in the downtown area, and along the City's major corridors, which are easily accessible to transit, jobs, shopping, and services and encouraging the re-use of industrial and commercial buildings for joint living quarters and working spaces.. The City will also support the construction of secondary units in single-family zones and recognize these units as a source of affordable housing, and provide for the inclusion of mobile homes and manufactured housing in appropriate locations. Consistent with the *General Plan Land Use and Transportation Element*, adopted in 1998, the City will review and revise the residential development regulations with the intent of encouraging and sustaining a diverse mix of housing types and densities throughout the City for all income levels.
- *Goal 2: Promote the development of adequate housing for low- and moderate-income households.* As stated in the title, this goal is designed to encourage the financing for development of affordable housing for low- and moderate-income households. The City's financing programs will promote a mix of housing types, including homeownership, multifamily rental housing, and housing for seniors and persons with special needs and develop and promote programs and mechanisms to expand opportunities for lower-income households to become homeowners. The City will also continue to refine and implement programs to permit projects to exceed the maximum allowable density set by zoning, if they include units set aside for occupancy by very low-, low-, and moderate-income households and/or seniors, and consider a comprehensive housing policy that addresses concerns from all constituents.
- *Goal 3: Remove constraints to the availability and affordability of housing for all income groups.* This goal is designed to promote intergovernmental coordination in review and approval of residential development proposals when more than one governmental agency has jurisdiction. This goal would also encourage the City to continue to implement permit processes that facilitate the provision of housing and annually review and revise permit approval processes, allow flexibility in the application of zoning, building, and other regulations, and reduce the cost of development through reasonable fees and improvement standards.

- *Goal 4: Conserve and improve older housing and neighborhoods.* This goal would work in several ways to Conserve and improve older housing and neighborhoods. First, the City will abate blighting conditions through a combination of code enforcement, financial assistance, and public investment. Support the preservation and rehabilitation of existing housing stock with an emphasis on housing occupied by senior citizen, disabled, and low-income populations. Second, by encouraging the relocation of structurally sound housing units scheduled for demolition to compatible neighborhoods, when appropriate land can be found. And third, by providing varieties of loan programs to assist with the rehabilitation of owner-occupied and rental housing for very low and low-income households and assist senior citizen and disabled population with housing rehabilitation so that they may remain in their homes.
- *Goal 5: Preserve affordable rental housing.* The City will seek to preserve the affordability of subsidized rental housing for lower-income households that may be at-risk of converting to market rate housing by working with owners of assisted projects that have substantial needs for capital improvements to maintain the use of the properties as decent affordable housing and continuing to administer programs to protect existing tenants from unreasonable rent increases. The City will also seek mechanisms for protecting and improving the existing stock of residential hotels, which provide housing of last resort for extremely low-income households and continuing to use regulatory controls to limit the loss of housing and rental housing units due to their conversion to non-residential use.
- *Goal 6: Promote equal housing opportunity.* The City will actively support efforts to provide education and counseling regarding housing discrimination, to investigate discrimination complaints, and to pursue enforcement when necessary. The City will also provide reasonable accommodations to persons with disabilities in access to public facilities, programs, and services and encourage future regional housing allocations by ABAG to avoid over-concentration of low-income housing in communities with high percentages of such housing. The City will work to promote fair lending practices throughout the City to ensure that low-income and minority residents have fair access to capital resources needed to acquire and maintain housing.
- *Goal 7: Promote sustainable development and sustainable communities.* The City will develop and promote programs to foster the incorporation of sustainable design principles, energy efficiency and smart growth principles into residential developments and encourage the incorporation of energy conservation design features in existing and future residential development beyond minimum standards required by State building code. The City will also continue to direct development toward existing communities and encourage infill development at densities that are higher than—but compatible with—the surrounding communities and work with developers to encourage construction of new housing that, where feasible, reduces the footprint of the building and landscaping, preserves green spaces, and supports ecological systems. The City will encourage linkage of land use planning with public health planning as a way to improve the health of Oakland's residents, reduce personal and government health costs and liabilities, and create more disposable income for housing.
- *Goal 8: Increase public access to information through technology.* As part of a comprehensive update to the City's Permit Tracking System, the City will increase public access to information on City policies, programs, regulations, permit processes, and the status of specific parcels through electronic means and expand the availability of information regarding meetings, hearings, programs, policies and housing-related issues through development and improvement of its web site. The City will also update the it's

Geographic Information System (GIS) to provide more accurate and user-friendly access to information about parcels and neighborhoods.

In fulfilling these goals, the primary objectives of the *2007-2014 Housing Element* are to 1) make sure there is consistency between the *2007-2014 Housing Element* and the other elements of the City's *General Plan*, and 2) meet the requirements of State law by providing the following:

- an assessment of housing needs and an inventory of resources and constraints relevant to the meeting of these needs; this includes identifying a zone or zones where emergency shelters are allowed as a permitted use without a conditional use permit or other discretionary permit (known as "SB2");
- a statement of the community's goals, quantified objectives, and policies relative to the maintenance, preservation, improvement, and development of housing;
- an inventory of developable sites capable of accommodating development of housing for a range of income types to meet the City's share of the Regional Housing Need Allocation (RHNA); and
- a program which sets forth a schedule of actions through 2014 to implement the policies and achieve the goals and objectives of the housing element.

Regional Housing Need Allocation

Under State law, new housing construction need is determined, at a minimum, through a RHNA process.¹ In the RHNA process, the State HCD determines the amount of housing needed for all income groups in each region, based on existing housing need and expected population growth. In April 2007, the State HCD determined that, at a minimum, the nine-county Bay Area needed to provide 214,500 units between 2007 and 2014 to satisfy regional demand.

Each city's share of regional housing demand is based on a plan prepared by the Association of Bay Area Governments (ABAG), the Regional Housing Needs Determination, which was adopted in May 2008. The City (along with all other cities and counties in the State) must plan to accommodate its share of the housing need of persons at all income levels. Under the ABAG plan, the City must accommodate 14,629 new housing units between January 2007 and June 2014 to meet its "fair share" of the State's housing need. The allocation is equivalent to an annual need of 1,951 housing units for the seven-and-a-half-year planning period (2007-2014).

Of the 14,629 new housing units required in Oakland's RHNA:

- 1,900 should be affordable to very low income households (those making below 50 percent of the median area income);

¹ California Government Code, Section 65584.

- 2,089 should be affordable to low income households (those making below 80 percent of the median area income);
- 3,142 should be affordable to moderate income households (those making below 120 percent of median area income); and
- 7,489 should be market rate units (or “above moderate income units”).

Planned and Proposed Housing Production

The proposed project includes plans and implementation strategies to meet the City’s RHNA of 14,629 units of varying affordability. The City intends to meet this target as shown in Table 1.

Table 1		
Actual Housing Production and Balance of Units to be Provided		
	# units	# units
Regional Housing Needs Allocation	14,629	
Units Constructed (1/1/07-6/08)		1,128
Units with Planning Approvals (entitlements or funded with subsidies)		5,005
Units Planned (site acquisition or pre-development)		7,070
Subtotal		13,203
Remaining units to be accommodated through 2014	1,426	

Source: Public Review Draft Housing Element, Table 4-2, 2009.

Each of the categories of housing production indicated in Table 1 is described below.

Units Constructed. Since January 1, 2007, 1,128 units have been constructed, satisfying eight percent of the City’s RHNA. These figures include:

- 115 units of market rate and affordable housing, with a building permit that has been “finalized” by the City’s Building Services division; and
- 1,013 units of market rate or affordable housing that is under construction (with a building permit issued by the City’s Building Services division).

It should be noted that these units are part of the project and help satisfy the Housing Element’s RHNA target; however, under CEQA, these already constructed units are regarded as part of the existing built environment and are, thus, part of the setting against which new units (the remaining 13,501 units needed to meet the RHNA target) would be evaluated for their impacts.

Units with Planning Approvals. In addition to the units built or under construction, the *2007-2014 Housing Element* identifies that between January 2007 and August 2008, 4,442 market-rate units had planning approvals (entitlements) and 563 affordable units were funded, but neither group has started construction. These 5,005 units represent 34 percent of the RHNA.

Units Planned. During the same time period, there were 7,022 market rate units and 48 affordable units in pre-development, meaning either with a formal zoning pre-application on file with the City's Planning and Zoning Division, or, in the case of the affordable housing units, with preliminary funding commitments or site acquisition assistance from the City. These 7,070 units make up 48 percent of the RHNA.

Remaining Units. Based on housing unit construction and approvals since January 1, 2007, the City has already committed to developing 90 percent of the units needed to satisfy the RHNA requirement in the planning period. The remaining 1,426 units required to meet the RHNA allocation of 14,629 units could be accommodated on City-identified housing opportunity sites. The housing opportunity sites, illustrated in Figure 2, Housing Opportunity Sites and Planning Area Boundaries, could accommodate up to 10,190 units. Nearly 100 percent of the City's development capacity consists of higher density housing sites (densities exceeding 30 du/acre), all of which are located within developed areas already served with needed infrastructure, including sewer, water, stormwater, and transportation facilities.

Figure 2 identifies approximately 225 opportunity sites, divided into the 12 Planning Areas. Development at the housing opportunity sites would not require changes to the City's *General Plan* land use designations. As a result, implementation of the policies, programs, and other actions contained in the *2007-2014 Housing Element* would not change the pattern of development anticipated by the *Land Use and Transportation Element (LUTE)* of the City's *General Plan*.

In sum, the Initial Study identifies the potential environmental impacts, and associated Standard Conditions of Approval and Mitigation Measures designed to substantially reduce/eliminate such impacts, resulting from adoption and implementation of the City's *2007-2014 Housing Element*, including the remaining 13,501 units needed to meet the RHNA target (14,629 total less 1,128 built).

Housing Element Update Process

In February 2009, the City made the draft *2007-2014 Housing Element* available to the public on the City's website, and sent a draft to the State HCD, for preliminary review. A community workshop was held on April 14, 2009 to present the *Housing Element* to residents and members of the for-profit and non-profit housing communities. Following changes requested by HCD, the Revised Public Review draft of the *Element* will be presented at a public hearing of the Oakland City Planning Commission on June 3, 2009. After the Planning Commission recommends the *Housing Element* to the City Council, it will be scheduled for a public meeting before the City Council's Community and Economic Development Committee;

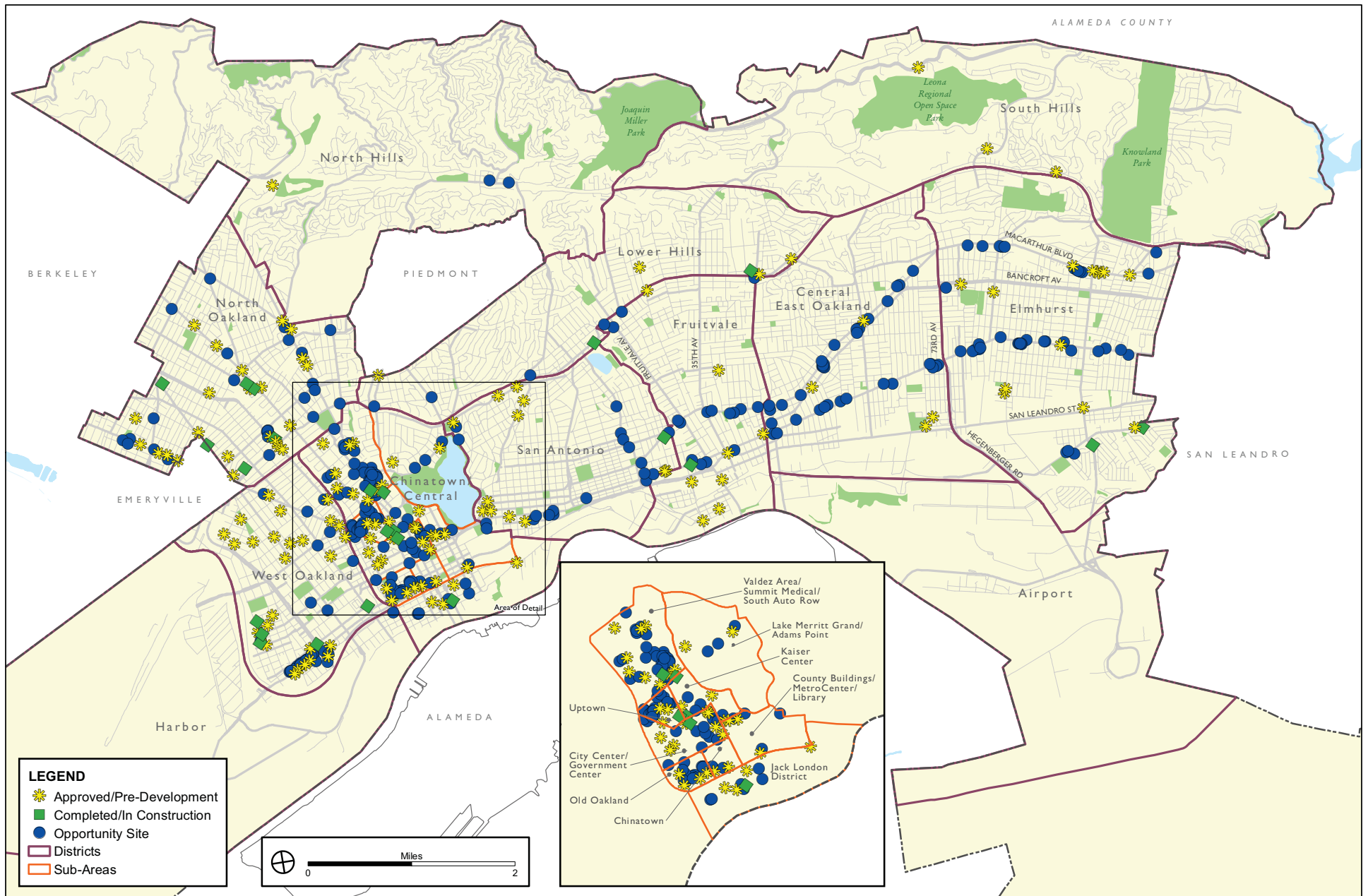


FIGURE 2
Housing Opportunity Sites and Planning Area Boundaries

Source: City of Oakland, General Plan Land Use and Transportation Element EIR, 1997.

following that committee's recommendation, the City Council will hold a public hearing to consider adopting the *2007-2014 Housing Element*. HCD will then receive the adopted Housing Element, and consider certifying it after a period of review.

Relationship of the Housing Element to the City's General Plan

State law requires that a *General Plan* and its constituent elements "...comprise an integrated, internally consistent and compatible statement of policies for the adopting agency." ² This implies that all elements have equal legal status and no one element is subordinate to any other element. The Housing Element must be consistent with land use goals and policies set forth in the Land Use and Transportation Element (LUTE) of the *General Plan*.

Reliance on Previous CEQA documents

An array of policies and regulations govern the construction and location of new housing in the City. As previously stated, these include the City's *General Plan* and its Conformity Guidelines; the City's Municipal Code; the City's SCA; and the State's redevelopment laws. The City adopted Environmental Impact Reports (EIR) for the *LUTE* and *Historic Preservation Element* in 1998. Separate MNDs were adopted by the City for the *Open Space, Conservation and Recreation Element* (1996), *1999-2006 Housing Element* (2004), *Safety Element* (2004), and *Noise Element* (2005) of the City's *General Plan*. Another relevant and recent CEQA document includes the 2007 EIR for the Bicycle Master Plan. These documents are incorporated by reference into this IS.

9. Surrounding Land Uses and Setting:

The City encompasses 56 square miles of land and 24 square miles of water, and is mostly urbanized. The City is physically defined by the Bay and Estuary to the southwest, and the crest of the Oakland Hills to the northeast. The shoreline extends for 19 miles, from the City of Emeryville to the City of San Leandro. Topography is varied; portions of the City are rolling or hilly, with elevations within the City limits rising from sea level to 1,760 feet at Grizzly Peak.

More than a dozen named creeks traverse the City, generally flowing from the crest of the hills south, to the Bay. It has been modified extensively by past land filling activities and creation of a shipping channel between the City and the City of Alameda. The City also contains a number of lakes, including Lake Merritt, Lake Temescal, and a portion of Lake Chabot. Most of the City's natural hydrology has been altered by urban development, including major flood control project that buried or culverted many of the flatland creeks.

The City includes a number of distinct plant and animal communities. Approximately 20 percent of the land area in the City limits can be characterized as non-urbanized woodland,

² California Government Code, Section 65300.5.

brushland, grassland, or wetland. Most of the City's natural vegetation has been modified, first by redwood logging, then by grazing, agriculture, and planting of non-native species, and finally by urbanization. The City's natural landscape is complimented by an urban landscape that includes yards, street trees, gardens, and "urban" wildlife.³

Most of the City's existing urban development is located on the coastal shelf, near the Bay and Estuary, which varies in width from two to four miles. The City contains a wide range of residential, commercial, industrial, public, and open space land uses. Residential areas vary from very dense neighborhoods, exceeding 25,000 persons per square mile, to semi-rural neighborhoods with one-acre lots. The City has an estimated population of 420,183.⁴

10. Actions/Permits which may be Required, and for which this Document Provides CEQA Clearance, Include without Limitation:

The City's *2007-2014 Housing Element* will be adopted by the City Council following review and recommendation by the City's Planning Commission. Individual housing development projects would be reviewed and approved as required by the procedures of the City's *Planning Code*.

Although the project does not require other public agency approvals, the City is required to submit a draft of the *2007-2014 Housing Element* to the State HCD, per Section 65585 of the State Government Code, and consider the State HCD's findings on the Housing Element before it can be adopted by the City Council as a GPA.

11. Other Public Agencies Interested in the Project:

To date, no other public agencies have expressed interest in the proposed project.

³ City of Oakland. *Oakland General Plan Land Use and Transportation Element*. October 31, 1997. Pages II-1-3.

⁴ 2008 data from the Demographics Research Unit of the State Department of Finance, Table E-5.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact," as indicated by the checklist on the following pages, which will be further studied in the EIR. No other environmental factors will be further studied in the EIR.

☐ Aesthetics	☐ Agricultural Resources	☒ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Hazards/Hazardous Materials	☐ Hydrology/Water Quality	☐ Land Use/Planning
☐ Mineral Resources	☒ Noise	☐ Population/Housing
☐ Public Services	☐ Recreation	☒ Transportation/Traffic
☐ Utilities/Service Systems	☒ Mandatory Findings of Significance	

DETERMINATION

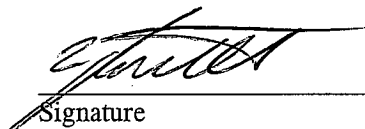
On the basis of this initial evaluation:

I find that the proposed project COULD NOT have a significant effect on the environment with Uniformly Applied Development Standards imposed as Standards Conditions of Approval, and a NEGATIVE DECLARATION will be prepared. ☐

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because mitigation measures and Uniformly Applied Development Standards (imposed as Standard Conditions of Approval) have been imposed on the project. A MITIGATED NEGATIVE DECLARATION will be prepared. ☐

I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in earlier document(s) pursuant to applicable legal standards, and 2) has been addressed by mitigation measures or Uniformly Applied Development Standards (imposed as Standard Conditions of Approval) based on the earlier analysis, and, in part, on CEQA Guidelines section 15183. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed, which are limited to air quality, climate change, noise, and transportation. No other environmental factors will be further studied. ☒

I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required. ☐


Signature

9/21/2009
Date

Eric Angstadt
Deputy Director of the Community and Economic Development Agency
Environmental Review Officer

PURPOSE AND ORGANIZATION OF THIS INITIAL STUDY

The purpose of this Initial Study and Environmental Review Checklist (IS) is to evaluate whether the City of Oakland General Plan – Housing Element Update 2007-2014 (referred throughout the document as “proposed project” or *2007-2014 Housing Element*) would have a significant effect on the environment.

The environmental topics are presented in alphabetical order (i.e., Aesthetics, Agricultural Resources, Air Quality through Utilities).

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II. EVALUATION OF ENVIRONMENTAL IMPACTS

CEQA requires that an explanation of all answers be provided along with this checklist, including a discussion of ways to mitigate any significant effects identified.

Once the lead agency has determined that a particular physical impact may occur, and then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, less than significant with development standards, or less than significant. As defined here, a “Potentially Significant Impact” is appropriate if the significant effect is considered to have a substantial or potentially substantial adverse effect on the environment. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required. This Initial Study has determined that “Potentially Significant Impacts” on air quality, climate change, noise, and transportation could occur as a result of the *2007-2014 Housing Element*. As such, an EIR will be prepared and will further analyze these potential impacts, but no other impacts will be further analyzed.

A “Less than Significant with Mitigation” answer applies where incorporation of a mitigation measure has reduced an effect from a “Potentially Significant Impact” to a “Less-than-Significant Impact” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.

A “Less than Significant with Standard Condition of Approval” answer applies where incorporation of a development standard has reduced an effect from a “Potentially Significant Impact” to a “Less-than-Significant Impact.” The City’s Uniformly Applied Development Standards (contained in a separate document) are incorporated into projects as Standard Conditions of Approval regardless of a project’s environmental determination. As applicable, the Standard Conditions of Approval are adopted as requirements of an individual project when it is approved by the City and are designed to, and will, substantially mitigate environmental effects, in part, pursuant to CEQA Guidelines section 15183. In reviewing project applications, the City determines which of the standard conditions are applied, based upon the zoning district, community plan, and the type(s) of permit(s)/approvals(s) required for the project. Depending on the specific characteristics of the project type and/or project site, the City will determine which standard conditions apply to each project; for example, standard conditions related to creek protection permits will only be applied projects on creekside properties.

The Standard Conditions of Approval incorporate development policies and standards from various adopted plans, policies, and ordinances (such as the Oakland Planning and Municipal Codes, Oakland Creek Protection, Stormwater Water Management and Discharge Control Ordinance, Oakland Tree Protection Ordinance, Oakland Grading Regulations, National Pollutant Discharge Elimination System (NPDES) permit requirements, Housing Element-related mitigation measures, California Building Code, and Uniform Fire Code, among others), which have been found to substantially mitigate environmental effects. Where there are peculiar circumstances associated with a project or project site that will result in significant environmental impacts despite implementation of the Standard Conditions,

the City will determine whether there are feasible mitigation measures to reduce the impact to less than significant levels in the course of appropriate CEQA review (mitigated negative declarations or EIRs). Refer to Appendix A for a complete listing of the City's Standard Conditions of Approval

A "Less-than-Significant Impact" answer applies where the project creates no substantial or potentially substantial adverse effect on the environment.

A "No Impact" answer applies where a project does not create any impact in that category. A "No Impact" answer needs to be adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply doesn't apply to projects like the one under involved. A "No Impact" answer should be explained where it is based on project -specific factors as well as general standards.

Mitigation Measures and Standard Conditions

Project-specific mitigation measures and Standard Conditions of Approval are identified throughout the IS to reduce the effects of significant environmental impacts and: 1) would be included as part of the design, construction, and operations of the proposed project; 2) would be made conditions of approval for the project; and 3) would be subject to the monitoring and reporting requirements of CEQA and the terms of the discretionary approvals of the project.

Mitigation measures, Standard Conditions of Approval, and other applicable federal, State, and local policies are presented throughout this document in order to reduce impacts regarding the following factors to a less-than-significant level: aesthetics, agricultural resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, and utilities. However, impacts regarding air quality (including climate change), noise, and transportation could have a potentially significant impact and will therefore be discussed in more detail in an EIR.

I. AESTHETICS, SHADOW, AND WIND

1. Setting

Visual Character.⁵ Visual character consists of spatial and scale relationships, and the line, form, color, and texture of an area's natural features and man-made elements. Natural features include landforms, street trees, rock outcrops, vegetation, and water bodies. Man-made elements include buildings, structures, parking areas, roads, roadway interchanges and overpasses, above-ground utilities, signs, and lighting fixtures. The City is framed by the ridgeline of the Oakland-Berkeley Hills on the east and the estuary shoreline and Bay on the west. The Oakland-Berkeley Hills, which rise to an elevation of 1,761 feet above sea level, run in a northwest-southeast direction; therefore, the City's topography generally slopes down in a southwesterly direction towards the Bay. Within the City, individual neighborhoods and districts are defined by creeks, ridges, canyons, and hills, and also by railroads, freeways, and major thoroughfares. Topography has had dramatic effects on the overall form of the City.

The City features disparate manmade elements, which result in visual incompatibility in various parts of the City. In Oakland, there are strong distinctions in the visual character in the flatland neighborhoods versus hill neighborhoods and the residential areas versus non-residential areas. In the older residential neighborhoods, there is a contrast between high density development and single-family housing; there are also varying architectural styles, and front yard landscapes and streetscapes. Industrial or commercial uses are interspersed with residential development and there is an appearance of urban blight in some areas. Nonetheless, the City features visually distinctive manmade structures, which are discussed under Scenic Resources below. A discussion of the visually significant natural features in the City is also provided under Scenic Resources below.

The visual character of development in large parts of the City has been further affected by social and economic conditions, including the decline in manufacturing and resulting large number of vacant buildings; the loss of retail trade to the suburbs and resulting large numbers of empty storefronts and underutilized commercial land; and urban problems such as poverty, blight, and graffiti. Those neighborhoods that have retained high visual quality tend to be those with consistent or unique architecture, street trees, interesting topography or views, a clear street pattern, separation from other areas by physical features, or proximity to a landmark or focal point.⁶

Along the waterfront, visual character varies from intense maritime activities at the Port of Oakland to natural scenes along San Leandro Bay. However, in general, Oakland's waterfront has an industrial character, reflecting its long history for shipping, manufacturing, military, and aviation use.

⁵ Visual character information is primarily from: City of Oakland Community and Economic Development Agency, *Oakland General Plan Land Use and Transportation EIR*, October 31, 1997, as updated by changes in circumstances and new information.

⁶ City of Oakland Community and Economic Development Agency, *Oakland General Plan Land Use and Transportation EIR*, October 31, 1997.

Construction of the airport, harbor, and Nimitz Freeway effectively divided the City from the waterfront, creating a physical and visual barrier that persists in many areas today. Several of the proposed housing sites under the *2007-2014 Housing Element* are located in the vicinity of the waterfront.

A discussion of the significant manmade structures in the City is provided under Scenic Resources below.

Scenic Resources. The *LUTE EIR* identifies physical and built features as visual landmarks and contribute to the City's character. Significant built features include the Claremont Hotel, the Mormon Temple, the Bay Bridge, the County Courthouse, container cranes at the Port, the Coliseum, factory towers at Con Agra, and the former Safeway headquarters, Highland Hospital, the Kaiser and Ordway Buildings, the Federal Building, City Hall, the Tribune tower, and the APL tower. Clusters of office buildings on Pill Hill and near the Oakland Airport also provide visual landmarks within the City. Some housing sites are located adjacent to, or within the vicinity of, these significant built features. Refer to Figure 3, Visual Landmarks for the locations of these built features that contribute to the City's character in relation to the housing sites.⁷

Significant natural landmarks in the City include Lake Merritt, Dimond and Leona Canyons (located in the Oakland-Berkeley Hills), the Emeryville Crescent and San Leandro Bayshore, the eucalyptus trees along creek courses, and the redwood groves of the Oakland-Berkeley Hills. Refer to Figure 3 for the locations of these natural landmarks that contribute to the City's character in relation to the housing sites. The hills as a whole provide orientation but appear as a monolithic "wall" from the flatlands below rather than a discrete landmark. Individual peaks and knolls within the Oakland-Berkeley Hills are perceivable from some neighborhoods. These include the "Sugarloaf" beside Merritt College, Dunsmuir Ridge, and the King Estates "mound." Some of the most identifiable Oakland landmarks are not in the City at all but are visible from many neighborhoods and trafficways. These include the UC Berkeley campanile, the cluster of high-rise buildings in Emeryville, the San Francisco skyline, Mount Tamalpais, Treasure Island, and Alcatraz. Some housing sites are located adjacent to, or within the vicinity of, these significant natural landmarks. Refer to Figure 3 for the locations of these natural landmarks that contribute to the City's character in relation to the housing sites.

In addition to the aforementioned scenic resources, trees contribute to the visual framework of the City by providing scale, color, silhouette, and mass. Trees also provide screens and buffers to separate land uses, landmarks of the city's history, and represent a critical element of nature in the midst of urban settlement.⁸ As defined by the City of Oakland's Protected Trees Ordinance, a protected tree is a Coast Live Oak four inches or larger in diameter, measured four and a half feet above the ground, or any other species nine inches in diameter or larger, except Eucalyptus and Monterey Pine trees.

⁷ The *LUTE EIR* also identifies the Leona Quarry as a visual landmark; however, since the adoption of the *LUTE EIR*, Leona Quarry has been developed into a residential community and is no longer an active quarry.

⁸ City of Oakland, City of Oakland Municipal Code, Codified through Ordinance 12899, passed November 3, 2008. (Supplement No. 45), Chapter 12.36, "Protected Trees."

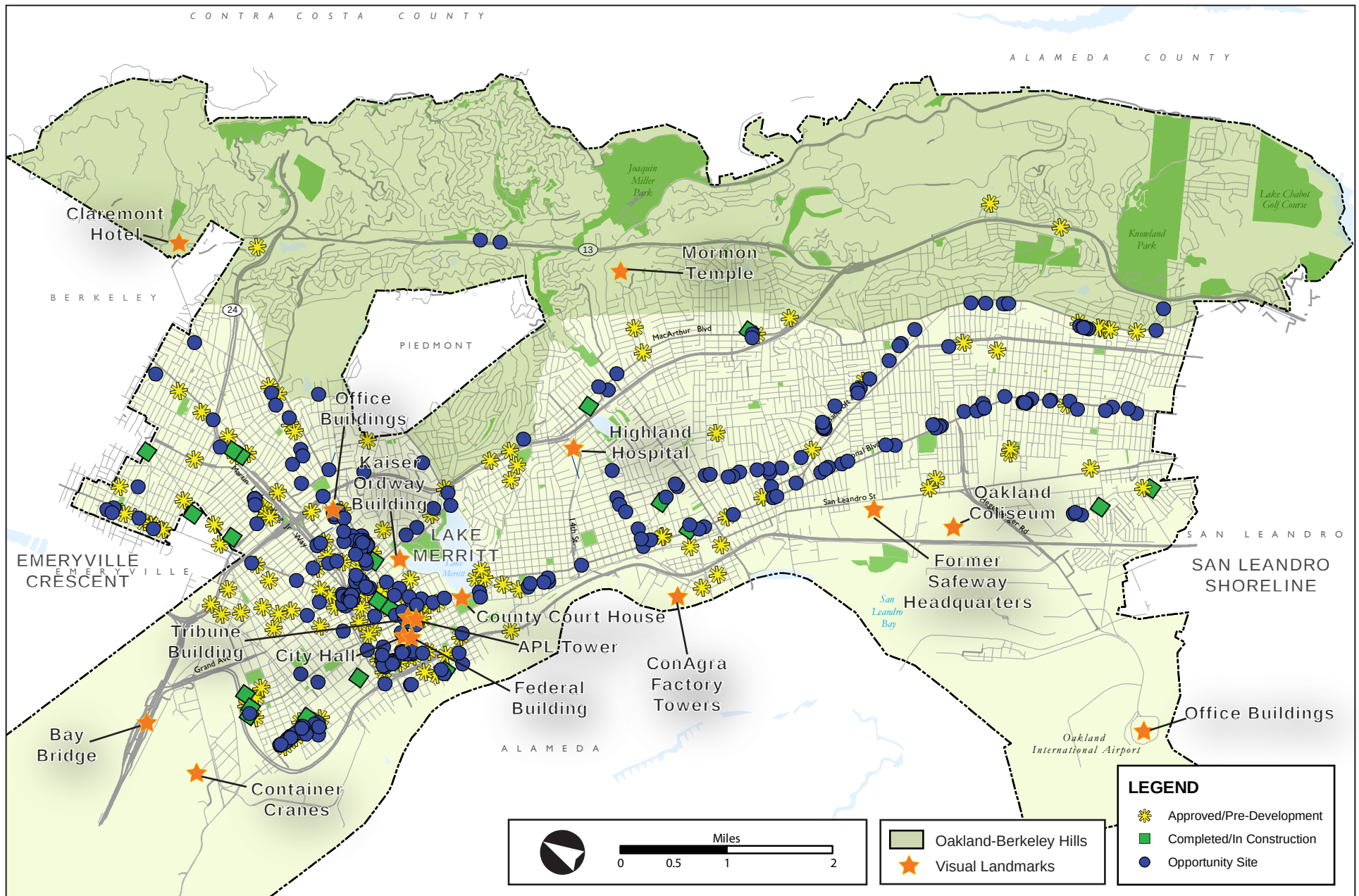


FIGURE 3
Visual Landmarks

100006401

Source: City of Oakland, General Plan Land Use and Transportation EIR, 1997.

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Eucalyptus trees are not protected under the ordinance and no permit is required. Monterey Pines also do not require a permit; however, the species must be verified by city staff prior to removal. A permit must be applied for before removing a protected tree or before the start of construction activities that could damage or destroy a protected tree.⁹

Scenic Views and Vistas.¹⁰ A scenic vista is a location that offers a high quality, harmonious, and visually interesting view. The irregular topography in the City provides opportunity for expansive views. On open hillsides and from roadside clearings, the viewer can see as far south as the Santa Cruz Mountains, as far north as the Napa Valley, and as far west as the Farallones Islands. Along Skyline Ridge, the views are east to Mount Diablo and the rolling hills of the regional parks and watershed lands. From flatland neighborhoods, views take in the broad sweep of hillside on the eastern horizon and features across the water like Mount Tamalpais and San Francisco. Between the shoreline and the hills, there are panoramic views afforded by the City's gently rolling terrain.

The City of Oakland *General Plan*, Open Space and Conservation Element, calls for protection of views, particularly: (a) views of the Oakland-Berkeley Hills from the flatlands; (b) views of downtown and Lake Merritt; (c) views of the shoreline; and (d) panoramic views from Skyline Boulevard/Grizzly Peak Road, and other hillside locations.

Designated Scenic Routes.¹¹ According to the Scenic Highways Element of the City of Oakland's *General Plan*, scenic routes are distinctively attractive roadways that traverse the City and the visual corridors which surround them. Current and future scenic routes may include officially designated State scenic highways, municipally designated City roadways or informally recognized local scenic byways; however, the City currently has only two designated scenic routes. According to the Scenic Highways Element, the two designated scenic routes in the City of Oakland are the MacArthur Freeway and Skyline Boulevard/Grizzly Peak. The location of these two scenic routes is shown in Figure 4, Visual Gateways and Scenic Routes. The MacArthur Freeway/Route 580, in its entirety, was included in the State Scenic Highway System in 1970 by an act of the State legislature. In turn, the Oakland City Council resolved in 1971 to conduct the appropriate studies to qualify that portion of Route 580 within the Oakland city limits as an "Official Scenic Highway." The MacArthur Freeway/Route 580 is depicted in green in Figure 4.

Skyline Boulevard/Grizzly Peak has been an unofficial scenic route since the 1930s when most of the existing right-of-way was acquired. Possible other designations might include the Grove-Shafter Freeway; the Warren Freeway; Park Boulevard, Joaquin Miller Road, Golf Links Road; the Embarcadero and Oak Street up to and around the lake. The Skyline Boulevard/Grizzly Peak is depicted in blue in Figure 4.

⁹ City of Oakland Public Works Agency, "Protected Tree Ordinance," December 2005, accessed at: <http://www.oaklandpw.com/Page551.aspx>, accessed on: June 24, 2009.

¹⁰ All scenic views and vistas information is from: City of Oakland Community and Economic Development Agency, *Oakland General Plan Land Use and Transportation EIR*, October 31, 1997.

¹¹ All designated scenic routes information is from: Scenic Highways: An Element of the Oakland Comprehensive Plan, City of Oakland, September, 1974.

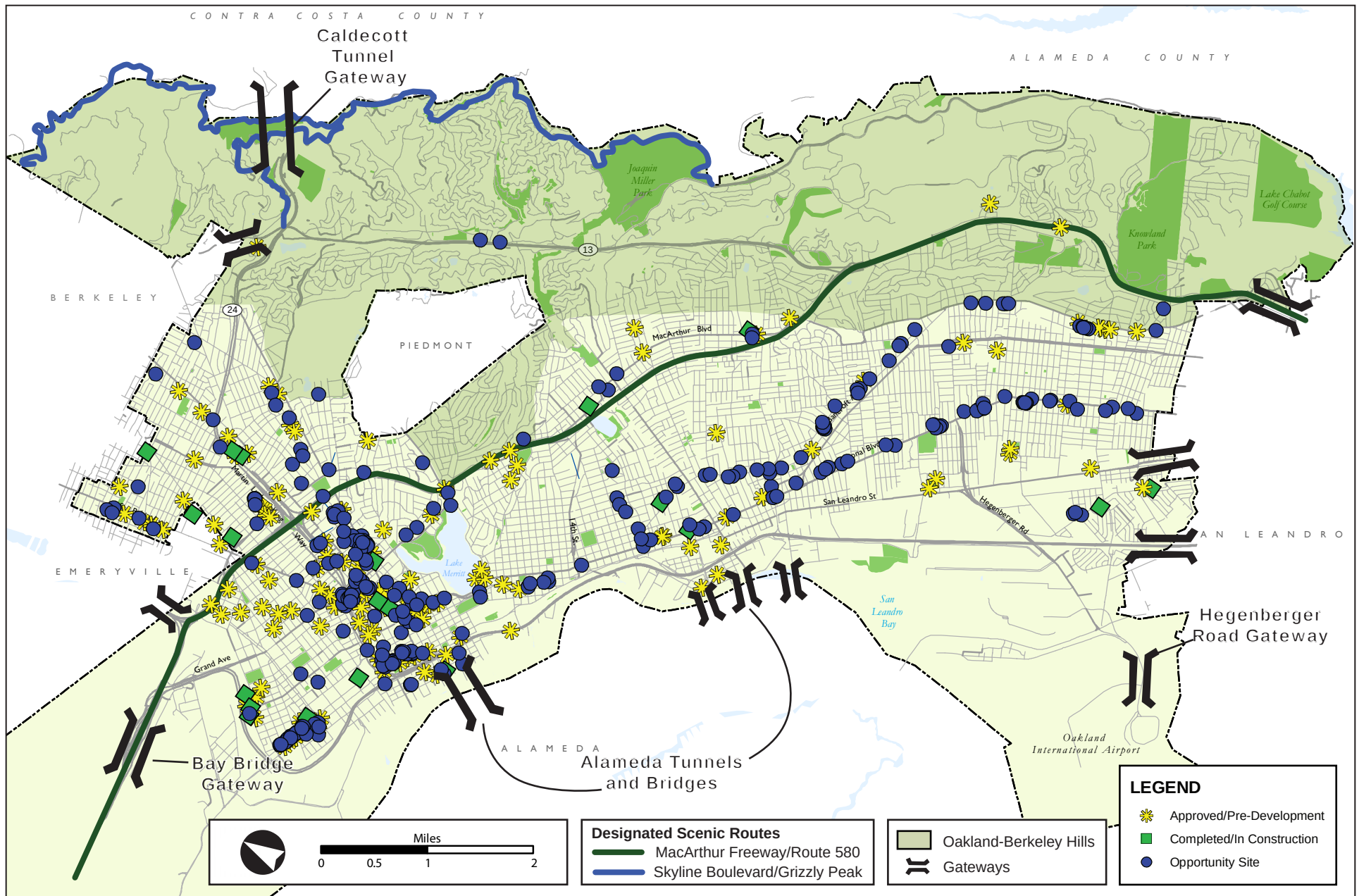


FIGURE 4
Visual Gateways & Scenic Routes

100006401

Source: City of Oakland, General Plan Land Use and Transportation EIR, 1997.

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Gateways. The City’s visual features also include a number of “gateways,” including the Bay Bridge, the Caldecott Tunnel, the Alameda tunnels and bridges, and freeways entering the City from Emeryville and San Leandro. Other gateways include Hegenberger Road at Oakland Airport and many of the City’s arterial streets which enter Oakland from Berkeley on the north and San Leandro on the south. In addition, a “gateway district” is located in the downtown area. These gateways provide impressions of Oakland and an image imparted to visitors. Refer to Figure 4 for a map of the designated gateways in the City.

Solar Collectors. Solar collectors gather the sun’s energy, transform its radiation into heat, then transfer that heat to water, solar fluid,¹² or air. The solar thermal energy can be used in solar water-heating systems, solar pool heaters, and solar space-heating systems. Solar collectors can be mounted anywhere but need to face the sun, and be clear of shadows during peak daylight hours. In the northern hemisphere, a south-facing roof is ideal. Solar collectors and passive solar design features are located throughout the City.

Winds. Winds in Oakland are generally from the west, off the Bay and Pacific Ocean.¹³ Wind speeds, in general, are greatest in the spring and summer, and least in fall. Daily variation in wind speed is evident, with the strongest wind in the late afternoon and lightest winds in the morning.

2. Environmental Checklist

The proposed project would have a significant impact on visual quality, shadows, and wind if ‘potentially significant’ is checked under items Ia-j, below, and there is no mitigation measure or *Standard Condition of Approval* (SCA) identified that would reduce impacts to a less-than-significant level.

	Potentially Significant	Potentially Significant Unless New Mitigation is Incorporated	Less than Significant with SCA ^a and/or Previously Imposed MM ^b	Less than Significant Impact	No Impact
Would the project:					
a) Have a substantial adverse effect on a scenic vista? ¹⁴	☐	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state or locally designated scenic highway?	☐	☐	☒	☐	☐

¹² Solar fluid is typically a mixture of water, propylene glycol, and corrosion inhibitors. The propylene glycol allows the fluid to reach temperatures in excess of 100 degrees Celsius without boiling.

¹³ 200-228 Broadway Mixed-Use Project: Draft Environmental Impact Report, Chapter 3H Shadow and Wind, City of Oakland, February, 2002.

¹⁴ Only impacts to scenic views enjoyed by members of the public generally (but not private views) are potentially significant.

	Potentially Significant	Potentially Significant Unless New Mitigation is Incorporated	Less than Significant with SCA ^a and/or Previously Imposed MM ^b	Less than Significant Impact	No Impact
Would the project:					
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐	☐
d) Create a new source of substantial light or glare which would substantially and adversely affect day or nighttime views in the area?	☐	☐	☒	☐	☐
e) Introduce landscape that now or in the future cast substantial shadows on existing solar collectors (in conflict with California Public Resource Code Section 25980-25986)?	☐	☐	☐	☒	☐
f) Cast shadows that substantially impairs the function of a building using passive solar heat collection, solar collectors for hot water heating, or photovoltaic solar collectors?	☐	☐	☐	☒	☐
g) Cast a shadow that substantially impairs the beneficial use of any public or quasi-public park, lawn, garden, or open space?	☐	☐	☐	☒	☐
h) Cast shadow on an historic resource, as defined by CEQA Section 15064.5(a), such that the shadow would materially impair the resource's historic significance by materially altering those physical characteristics of the resource that convey its historical significance and that justify its inclusion on or eligibility for listing in the National Register of Historic Places, California Register of Historical Resources, Local Register of Historic Resources or a historical resource survey form (DPR Form 523) with a rating of 1-5?	☐	☐	☐	☒	☐
i) Require an exception (variance) to the policies and regulations in the <i>General Plan</i> , <i>Planning Code</i> , or Uniform Building Code, and the exception causes a fundamental conflict with policies and regulations in the <i>General Plan</i> , <i>Planning Code</i> , and Uniform Building Code addressing the Provision of adequate light related to appropriate uses?	☐	☐	☐	☐	☒
j) Create winds exceeding 36 mph for more than 1 hour during daylight hours during the year? ¹⁵	☐	☐	☐	☒	☐

Notes:

- a. SCA = Standard Conditions of Approval.
- b. MM = Mitigation Measures

¹⁵ The wind analysis only needs to be done if the project's height is 100 feet or greater (measured to the roof) and one of the following conditions exist: a) the project is located adjacent to a substantial water body (i.e., Oakland Estuary, Lake Merritt or San Francisco Bay); or b) the project is located in Downtown.

3. Discussion

Comment on Question Ia (Scenic Vistas): A project would have an impact to a scenic vista if it would obstruct views from the vista or introduce visual elements that would dominate or upset the textures, colors, lines, or overall visual quality of the view. Development under the *2007-2014 Housing Element* could have direct impacts to existing scenic vistas. Out of the 14,629 housing units under the *2007-2014 Housing Element*, only 1,426 units have yet to be planned, approved, and constructed, while 12,075 have been approved or are in pre-approval stages. Some of the sites for which approvals have been issued could feature scenic vistas, which could be impacted by the construction of new dwelling units. Private scenic vistas as seen from the housing sites are not protected under the City of Oakland *General Plan*. As such, scenic views seen from the individual housing sites are not discussed further.

The sites for some of the 13,501 housing units proposed under the *2007-2014 Housing Element* have the potential to encroach into a scenic vista and alter the appearance of the vista. As shown in Figure 3 and Figure 4, a few of the housing sites are located within the Oakland-Berkeley Hills, although most of the proposed housing sites are within lower areas west of the hills. Construction of housing within the Oakland-Berkeley Hills would not substantially alter views of the hills as a whole. However, from discrete locations in the flatlands, focused views of the housing sites within the Oakland-Berkeley Hills could be apparent, and potential increased massing and loss of vegetation due to new housing could adversely alter the views.

In addition, several housing sites would be constructed in the downtown area, in the vicinity of Lake Merritt, and along the shoreline. Construction at these sites could impact views of these areas by potentially increasing building mass, which would block views, and removing existing vegetation, which would degrade views of these valued areas.

The panoramic views from the City's designated scenic routes, Skyline Boulevard/Grizzly Peak Road and MacArthur Freeway/Route 580, as shown in Figure 4, could also be impacted from the construction of housing throughout the City. The proposed housing units would include increased massing on currently vacant or underutilized properties, potentially resulting in obstructed or altered views from these scenic routes. In addition, the housing sites could introduce visual elements that could dominate or upset the textures, colors, lines, and overall visual quality of the view.

However, as explained in the Setting, views of the Oakland-Berkeley Hills from the flatlands, downtown, Lake Merritt, and the shoreline, along with panoramic views from Skyline Boulevard/Grizzly Peak Road, are protected by the *General Plan*. Therefore, compliance with the following *General Plan* policies and the Municipal Code would reduce the impacts to less than significant because these policies and conditions protect views and scenic vistas.

General Plan. Development under the *2007-2014 Housing Element* would be subject to the following *General Plan* goals and policies with regard to impacts on scenic vistas:

Land Use and Transportation Element

- *Policy W3.4: Preserving Views and Vistas.* Buildings and facilities should respect scenic viewsheds and enhance opportunities for visual access of the waterfront and its activities.
- *Policy N3.9: Orienting Residential Development.* Residential developments should be encouraged to face the street and to orient their units to desirable sunlight and views, while avoiding unreasonably blocking sunlight and views for neighboring buildings.

Open Space, Conservation, and Recreation Element

- *Policy OS-7.3: Waterfront Appreciation.* Promote a greater appreciation of the Oakland waterfront by preserving and enhancing waterfront views.
- *Objective OS-10: Scenic Resource.* To protect scenic views and improve visual quality.
- *Policy OS-10.1: View Protection.* Protect the character of existing scenic views in Oakland, paying particular attention to: (a) views of the Oakland-Berkeley Hills from the flatlands; (b) views of downtown and Lake Merritt; (c) views of the shoreline; and (d) panoramic views from Skyline Boulevard, Grizzly Peak Road, and other hillside locations.
- *Policy OS-10.2: Minimizing Adverse Visual Impacts:* Encourage site planning for new development which minimizes adverse visual impacts and takes advantage of opportunities for new vistas and scenic enhancement.
- *Action OS-10.2.1: Visual Analysis for New Development.* On an on-going basis, the Office of Planning and Building will require visual analysis for new developments which could significantly impact views and vistas.

Scenic Highways Element

- *Specific Policy Related to the MacArthur Freeway 3:* Panoramic vistas and interesting views now available to the motorist should not be obliterated by new structures.

Municipal Code. Development under the *2007-2014 Housing Element* would be subject to the following titles and chapters of the Oakland Municipal Code with regards to scenic vistas:

- *Title 15: Buildings and Construction*
 - o *Chapter 15.52: Views.* This chapter establishes standards for the resolution of view obstruction claims to provide a reasonable balance between trees and view-related values for both private views and protected public view corridors.

Compliance with the *LUTE* policies, *OSCAR Element* policies, Scenic Highway Element policies, and Chapter 15.52 of the Municipal Code would reduce scenic view and vistas impact to less than significant.

Comments to Question Ib (Scenic Resources within Designated Scenic Routes): The MacArthur Freeway/Route 580, in its entirety, was included in the State Scenic Highway System in 1970 by an act of the State legislature. As demonstrated in Figure 1-2, the *2007-2014 Housing Element* proposes

construction on housing sites that are adjacent to MacArthur Freeway/Route 580. Views as seen from this scenic route could be impacted by adding building mass that could obstruct existing views from this freeway, as discussed in more detail under Comments to Question Ia, above. In addition, construction adjacent to a State scenic route could impact scenic resources, such as the removal of mature trees or significant rock outcroppings, thereby impacting the visual quality along the routes. Therefore, the implementation of the *2007-2014 Housing Element* could have direct impacts to designated scenic highways.

However, as mentioned above, prior to issuance of approvals from the City of Oakland, each of the proposed projects on sites adjacent to MacArthur Freeway/Route 580 would be subject to CEQA review, as well as to the City of Oakland Municipal Code, the *LUTE EIR*, the Standard Conditions of Approval, and the goals and policies of the City of Oakland's *General Plan* described below. Given these requirements, the potential impacts to scenic highways resulting from development of projects on any of the approved sites would be mitigated on a site-by-site basis, as would the remaining 1,426 housing units that have yet to be approved. Compliance with *General Plan* objectives and policies and the City's Municipal Code would reduce any impacts on scenic highways to a less-than-significant level. The policies and conditions that would apply to the proposed project are described below.

General Plan. Development under the *2007-2014 Housing Element* would be subject to the following *General Plan* goals, policies, and actions with regard to impacts on a state- or locally-designated scenic highway:

Land Use and Transportation Element

- *Policy T6.5: Protecting Scenic Routes.* The City should protect and encourage enhancement of the distinctive character of scenic routes within the City, through prohibition of billboards, design review, and other means.

Open Space, Conservation, and Recreation (OSCAR) Element

- *Action OS3.6.1: Landscape Screening Along Freeways.* Require retention of existing landscape screening as a condition of development approval for any property adjacent to Highway 13, Highway 580, or Highway 24.

Scenic Highways Element

- *Goal:* To protect and enhance the distinctive character of scenic routes within the City.
- *Goal:* To improve Oakland's physical environment and to preserve the natural qualities of Oakland's setting.
- *General Policy 3:* Urban development should be related sensitively to the natural setting.
- *General Policy 4:* High standards for preserving and enhancing natural landforms and vegetation should be established and maintained to regulate all activities related to earthwork and the removal of trees, shrubs, or ground cover.
- *Specific Policy Related to the MacArthur Freeway 2:* Visual intrusions within the scenic corridor should be removed, converted, buffered, or screened from the motorist's view.

- *Specific Policy Related to the MacArthur Freeway 4:* New construction within the scenic corridor should demonstrate architectural merit and a harmonious relationship with the surrounding landscape.

Compliance with the *LUTE* policies, *OSCAR Element* policies, and Scenic Highway Element policies, would result in less-than-significant impacts to scenic resources within designated scenic routes.

Comments to Question Ic (Existing Visual Character): As described under the Setting, development character in the City features disparate structures and is visually incoherent in many areas since residential uses are interspersed with commercial and industrial uses. There are also signs of urban blight in the City. Because visual incoherency is an existing condition, development of new housing would not create new visual incompatibilities nor could new housing substantially exacerbate this existing condition. Also, development of new housing would potentially improve signs of blight in the City. However, construction of the 13,501 units that have yet to be constructed could increase massing and remove vegetation in areas of the City that feature harmonious character and are aesthetically pleasing. Therefore, the implementation of the *2007-2014 Housing Element* could have direct impacts to existing visual quality. Moreover, during construction, streetscape and views from residences along those streets, could be dominated by construction activities and equipment within the housing sites. Although temporary, this impact could be significant due to the proximity of the residences to the demolition sites and the timeline of construction.

In addition to visual incompatibilities, impacts to designated scenic resources would also affect the visual character of an area. The construction of 13,501 housing units throughout the City would directly affect scenic resources identified in the Setting, including significant physical and built features, natural landmarks, or protected trees. Increased building massing under the *2007-2014 Housing Element* could occur in the vicinity of significant landmarks at Lake Merritt, and could potentially detract from the character of Lake Merritt, as well as adjacent landmarks. Construction of housing units, especially within the downtown area, has the potential to be visually incompatible with existing significant structures. Refer to Figure 3 for a map of scenic resources in relation to the housing sites. In addition, housing construction could remove protected trees and other landscaping, which would degrade visual character.

As mentioned above, prior to issuance of approvals from the City of Oakland, housing development would be subject to CEQA review and applicable plans and policies of the City. These plans and policies seek to protect visual character and scenic resources in the City. Given these requirements, the potential impacts to existing visual character resulting from housing development projects on any of the approved sites would be mitigated on a site-by-site basis. In addition, development of the housing sites would require design review (per Municipal Code Chapter 17.136) and would be against applicable design review criteria. Compliance with applicable plans and policies would reduce any impacts on existing visual quality to a less-than-significant level. The applicable policies and conditions are described below.

General Plan. Development under the *2007-2014 Housing Element* would be subject to the following *General Plan* goals, objectives, and policies with regard to existing visual character:

Land Use and Transportation Element

- *Policy T6.2: Improving Streetscapes.* The City should make major efforts to improve the visual quality of streetscapes.
- *Policy D1.1: Defining Characteristics of Downtown.* The characteristics that make downtown Oakland unique should be enhanced and used to strengthen the downtown as a local and regional asset.
- *Policy D1.5: Planning for the Gateway District.* New development and rehabilitation in the Gateway district should contribute to greater neighborhood cohesion and identity, emphasizing mixed housing type and urban density residential development.
- *Objective D2: Enhance the visual quality of downtown by preserving and improving existing housing stock and encouraging new, high quality, development.*
- *Policy D2.1: Enhancing the Downtown.* Downtown development should be visually interesting, harmonize with its surroundings, respect and enhance important views in and of the downtown, respect the character, history, and pedestrian-orientation of the downtown, and contribute to an attractive skyline.
- *Policy D10.3: Downtown residential areas should generally be within the urban and Central Business District density range.* The height and bulk should be reflective of existing and desired district character, the overall city skyline, and the existence of historic structures or areas.
- *Policy D10.5: Designing Housing.* Housing in the downtown should be safe and attractive, of high quality design, and respect the downtown's distinct neighborhoods and its history.
- *Policy D12.5: Incorporating Art in the Downtown.* Art should be part of the fabric of the downtown, located in public and private facilities, and in public spaces.
- *Policy W2.10: Making Public Improvements as Part of Projects.* Physical improvements to improve the aesthetic qualities of the waterfront, and increase visitor comfort, safety, and enjoyment should be incorporated in the development of projects in the waterfront area.
- *Policy W3.2: Enhancing the Quality of the Natural and Built Environment.* The function, design, and appearance, and supplementary characteristics of all uses, activities, and facilities should enhance, and should not detract from or damage the quality of, the overall natural and built environment along the waterfront.
- *Policy W12.5: Mitigating Land Use Conflicts.* Incompatibilities [in the Fruitvale Waterfront] should be mitigated through appropriate site planning, landscaping, and buffering.
- *Policy W12.6: Specifying Public Access and Linkages.* With a residential community, efforts should be made to create inviting, landscape, and signed connections and gateways to the waterfront.
- *Policy W12.7: Defining Design Criteria.* Development in this area should be designed to enhance direct access to and along the water's edge, maximize waterfront views and vistas, and make public pedestrian access and spaces inviting. Development and amenities must be sensitive to immediate surroundings.
- *Policy N1.8: Making Compatible Development.* The height and bulk of commercial development in the "Neighborhood Mixed-Use Center" and "Community Commercial" areas should be compatible with that which is allowed for residential development.

- *Policy N3.8: Required High-Quality Design.* High-quality design standards should be required of all new residential construction.
- *Policy N3.10: Off-street parking for residential buildings* should be adequate in amount and conveniently located and laid out, but its visual prominence should be minimized.
- *Policy N7.1: Ensuring Compatible Development.* New residential development in Detached Unit and Mixed Housing Type areas should be compatible with the density, scale, design, and existing or desired character of surrounding development.
- *Policy N7.8: Coordinating Covenants, Conditions, and Restrictions.* Private development should maintain local CC&Rs that are compatible with City development standards such as lot size, setbacks, and height.
- *Policy N8.2: Making Compatible Interfaces Between Densities.* The height of development in urban residential and other higher density residential areas should step down as it nears lower density residential areas to minimize conflicts at the interface between the different types of development.
- *Policy N9.5: Marking Significant Sites.* Identify locations of interest and historic significance by markers, signs, public art, landscape, installations, or by other means.
- *Policy N9.7: Creating Compatible but Diverse Development.* Diversity in Oakland's built environment should be as valued as the diversity in population. Regulations and permit processes should be geared towards creating compatible and attractive development, rather than "cookie cutter" development.

Open Space, Conservation, and Recreation Element

- *Policy OS-4.1: Provisions of Usable Open Space.* Continue to require new multi-family development to provide useable outdoor open space for its residents.
- *Policy OS-4.2: Protection of Residential Yards.* Recognize the value of residential yards as a component of the City's open space system and discourage excessive coverage of such areas by buildings or impervious surfaces.
- *Policy OS-4.4: Elimination of Blighted Vacant Lots.* Discourage property owners from allowing vacant land to become a source of neighborhood blight, particularly in residential areas with large numbers of vacant lots.
- *Objective OS-9: Landform.* To retain Oakland's natural features and topography wherever possible and recognize their important role in defining the character and image of the City and its neighborhoods.
- *Policy OS-9.1: Protection of Natural Landforms.* Design new development to preserve natural topography and terrain. Enhance prominent topographic features where appropriate by parks, plazas, or architectural expressions.
- *Policy OS-9.2: Use open space and natural features to define City and neighborhood edges and give communities within Oakland a stronger sense of identity.* Maintain and enhance City edges, including the greenbelt on the eastern edge of the City, the shoreline, and San Leandro Creek. Use creeks, parks, and topographical features to help define neighborhood edges and create neighborhood focal points.
- *Policy OS-9.3: Gateway Improvements.* Enhance neighborhood and City identity by maintaining or creating gateways. Maintain view corridors and enhance the sense of arrival at

the major entrances to the City. Use public art, landscaping, and signage to create stronger City and neighborhood gateways.

- *Objective OS-12: Street Trees.* To “green” Oakland’s residential neighborhoods and commercial areas with street trees.
- *Policy OS-12.1: Street Tree Selection.* Incorporate a broad and varied range of tree species which is reflected on a City-maintained list of approved trees.
- *Policy OS-12.3: Street Tree Removal.* Remove street trees only if they are hazardous, severely and incurably infested with insects or blight, or are severely and irreversibly damaged and deformed. Provide replacement trees in all cases where the site is suitable for street trees.
- *Policy CO-7.3: Forested Character.* Make every effort to maintain the wooded or forested character of tree-covered lots when development occurs on such lots.
- *Policy CO-7.4: Discourage the removal of large trees on already developed sites unless removal is required for biological, public safety, or public works reasons.*

LUTE EIR. The Visual and Aesthetic Conditions section of the *LUTE EIR* (page III.F-1 – III.F-12) adequately addresses the project’s potential impacts to aesthetic resources. The *LUTE EIR* determined that development under the *General Plan* would not adversely affect existing visual resources with the implementation of *LUTE* goals, objectives, policies, and actions. Mitigation measures in the *LUTE EIR* require the development of design guidelines for height and bulk in the Downtown, for all Neighborhood Commercial areas, and for parking facilities to ensure the preservation of significant visual characteristics. Those previously imposed mitigation measures are listed below.

Mitigation Measure F.2a: Develop guidelines or a “step back” ordinance for height and bulk for new development projects in the downtown area. Projects should be encouraged to be designed at pedestrian-scale on the street-side, with high towers or strong vertical elements stepping back from the street.

Mitigation Measure F.2c: Develop standard design guidelines for all Neighborhood Commercial areas that require continuous or nearly continuous storefronts located along the front yard setback, promote small scale commercial activities rather than large scale establishments at the ground level, restrict front yard parking lots and driveways, require small scale pedestrian oriented signage, have a relatively low height limit, and promote the development of pedestrian- friendly amenities at the street level. The standard design guidelines may be expanded to capture the unique or desired character of certain areas.

Mitigation Measure F.3b: Ensure that structures and sites are designed in an attractive manner which harmonizes with or enhances the visual appearance of the surrounding environment by preparing and adopting industrial and commercial design guidelines.

Mitigation Measure F.3c: Develop design guidelines for parking facilities of all types.

2007-2014 Housing Element. The following actions and policies apply to existing visual character and would be adhered to with the implementation of the *Housing Element*:

- *Action 1.3.3: High Density Residential Development Standards.* As part of the *Planning Code* update, development standards which incorporate design standards will be reviewed to ensure high quality design of multi-family and high density residential development.
- *Policy 4.2: To improve housing and neighborhood conditions,* the City will abate blighting conditions through a combination of code enforcement, financial assistance, and public investment.
- *Action 4.2.2: Housing Code Enforcement.* Enforce housing codes to ensure decent, safe, and sanitary housing conditions. Orders to abate will be followed up with additional actions. The City may correct deficiencies itself and then place a lien against the property for the cost of repairs.
- *Policy 7.4: Minimize Environmental Impacts from New Housing.* Work with developers to encourage construction of new housing that, where feasible, reduces the footprint of the building and landscaping, preserves green spaces, and supports ecological systems.

Municipal Code. Development under the *2007-2014 Housing Element* would be subject to the following titles and chapters of the Oakland Municipal Code with regards to existing visual quality:

- *Title 8: Health and Safety*
 - *Chapter 8.24: Property Blight.* This chapter requires a level of maintenance of residential, commercial, and industrial property that will protect and preserve the livability, appearance, and social and economic stability of the City.
- *Title 12: Streets, Sidewalks and Public Places*
 - *Chapter 12.32: Street Trees.* This chapter outlines the provisions for protecting street trees. No new development shall make any tree or shrub improvement, or destroy, deface, or mutilate any tree or shrub along a public street without having first obtained a written permit from the City of Oakland Director of Parks and Recreation.
 - *Chapter 12.36: Protected Trees.* It is the interest of the City of Oakland and the community to protect and preserve trees by regulating their removal; to prevent unnecessary tree loss and minimize environmental damage from improper tree removal; to encourage appropriate tree replacement plantings; to effectively enforce tree preservation regulations; and to promote the appreciation and understanding of trees.
- *Title 16: Subdivisions*
 - *Chapter 16.16: Design Standards*
 - *Chapter 16.20: Improvements*
 - *Chapter 16.28: Hillside Subdivisions*
- *Title 17: Planning.* Under the *Planning Code*, every zone within the City requires that new residential developments are subject to a design review process. No Local Register Property, residential facility, mixed-use development, telecommunications facility, sign, or other associated structure shall be constructed, established, or altered in exterior appearance unless the plans have been approved pursuant to the design review procedure in Chapter 17.136 (described in more detail below). Title 17 also outlines sign limitations, height restrictions,

usable open space requirements, and minimum yards for residential developments located in each zone.

- o *Chapter 17.124: Landscaping and Screening Standards.* The purpose of the provisions outlined in this chapter is to prescribe standards for development and maintenance of planting, fences, and walls; for the conservation and protection of property; and through improvements of the appearance of individual properties, neighborhoods, and the City.
- o *Chapter 17.136: Design Review Procedure.* The purpose of the provisions outlined in this chapter is to prescribe the procedure for the review of proposals located in areas or on site, or involving uses, which require special design treatment and consideration of relationships to the physical surroundings. This procedure will be applied to all proposals for which design review is required by the zoning regulations. An application for design review must be made by the owner of the affected property on a form prescribed by the City Planning Department and then filed with this department. The application must be accompanied by certain information, including, but not limited to, site and building plans, elevations, and relationships to adjacent properties.

Standard Conditions of Approval. The following Standard Conditions of Approval are applicable to the 2007-2014 Housing Element:

SCA-12 Required Landscape Plan for New Construction and Certain Additions to Residential Facilities.

Submittal and approval of a landscape plan for the entire site is required for the establishment of a new residential unit (excluding secondary units of five hundred (500) square feet or less), and for additions to Residential Facilities of over five hundred (500) square feet. The landscape plan and the plant materials installed pursuant to the approved plan shall conform with all provisions of Chapter 17.124 of the Oakland *Planning Code*, including the following:

- a) Landscape plan shall include a detailed planting schedule showing the proposed location, sizes, quantities, and specific common botanical names of plant species.
- b) Landscape plans for projects involving grading, rear walls on downslope lots requiring conformity with the screening requirements in Section 17.124.040, or vegetation management prescriptions in the S-11 zone, shall show proposed landscape treatments for all graded areas, rear wall treatments, and vegetation management prescriptions.
- c) Landscape plan shall incorporate pest-resistant and drought-tolerant landscaping practices. Within the portions of Oakland northeast of the line formed by State Highway 13 and continued southerly by Interstate 580, south of its intersection with State Highway 13, all plant materials on submitted landscape plans shall be fire-resistant. The City Planning and Zoning Division shall maintain lists of plant materials and landscaping practices considered pest-resistant, fire-resistant, and drought-tolerant.
- d) All landscape plans shall show proposed methods of irrigation. The methods shall ensure adequate irrigation of all plant materials for at least one growing season.

SCA-13 Landscape Requirements for Street Frontages. All areas between a primary Residential Facility and abutting street lines shall be fully landscaped, plus any unpaved areas of abutting rights-of-way of improved streets or alleys, provided, however, on streets without sidewalks, an unplanted strip of land five (5) feet in width shall be provided within the right-of-way along the edge of the pavement or face of curb, whichever is applicable. Existing plant materials may be incorporated into the proposed landscaping if approved by the Director of City Planning.

In addition to the general landscaping requirements set forth in Chapter 17.124, a minimum of one (1) fifteen-gallon tree, or substantially equivalent landscaping consistent with city policy and as approved by the Director of City Planning, shall be provided for every twenty-five (25) feet of street frontage. On streets with sidewalks where the distance from the face of the curb to the outer edge of the sidewalk is at least six and one-half (6 ½) feet, the trees to be provided shall include street trees to the satisfaction of the Director of Parks and Recreation.

SCA-14 Assurance of Landscaping Completion. The trees, shrubs and landscape materials required by the conditions of approval attached to this project shall be planted before the certificate of occupancy will be issued; or a bond, cash, deposit, or letter of credit, acceptable to the City, shall be provided for the planting of the required landscaping. The amount of such (or a bond, cash, deposit, or letter of credit) shall equal the greater of two thousand five hundred dollars (\$2,500.00) or the estimated cost of the required landscaping, based on a licensed contractor's bid.

SCA-15 Landscape Maintenance. All required planting shall be permanently maintained in good growing condition and, whenever necessary, replaced with new plant materials to ensure continued compliance with applicable landscaping requirements. All required fences, walls, and irrigation systems shall be permanently maintained in good condition and, whenever necessary, repaired or replaced.

SCA-16 Landscape Requirements for Downslope Lots. On downslope lots where the height of the rear elevation of the primary Residential Facility exceeds twenty-eight (28) feet, landscaping that meets the following requirements shall be planted to screen the rear face of the building:

- a) A minimum of one (1) fifteen-gallon tree or five (5) five-gallon shrubs, or substantially equivalent landscaping as approved by the Director of City Planning, shall be provided for each fifteen (15) feet of lot width, measured at the rear face of the residence.
- b) The landscape screening shall be elected and maintained such that it is sufficient in size within five (5) years of planting to screen, at a minimum, the lower ten (10) feet of the structure.

SCA-17 Landscape Requirements for Street Frontages. On streets with sidewalks where the distance from the face of the curb to the outer edge of the sidewalk is at least six and one-half (6 ½) feet and does not interfere with access requirements, a minimum of one (1) twenty-four (24) inch box tree shall be provided for every twenty-five (25) feet of street frontage, unless a smaller

size is recommended by the City arborist. The trees to be provided shall include species acceptable to the Tree Services Division.

SCA-18 Landscape Maintenance. All required planting shall be permanently maintained in good growing condition and, whenever necessary, replaced with new plant materials to ensure continued compliance with applicable landscaping requirements. All required irrigation systems shall be permanently maintained in good condition and, whenever necessary, repaired or replaced.

In addition to the aforementioned Standard Conditions of Approval, SCA-45, SCA-46, and SCA-47 would also be applicable to retaining and *enhancing* the existing visual character. However, these Standard Conditions of Approval apply to both this section and the Biological Resources section. A full description of these conditions (SCA-45 Tree Removal Permit, SCA-46 Tree Replacement Plantings, and SCA-47 Tree Protection During Construction) can be found in Section IV, Biological Resources.

Compliance with the aforementioned *LUTE* policies, *OSCAR Element* policies, previously imposed mitigation measures from the *LUTE EIR*, the *2007-2014 Housing Element* policies and actions, Municipal Code regulations, and Standard Conditions of Approval would reduce impacts to the existing visual character to a less than significant level.

Comments to Question Id: (Light and Glare)

Development under the *2007-2014 Housing Element* could create new sources of light and glare through the use of exterior lighting and reflective materials and could adversely affect nighttime and daytime views. Additional exterior lighting from proposed dwelling units could adversely affect nighttime views in the area. Exterior lighting could also potentially spill off-site and onto nearby residential properties if proper controls are not incorporated. Glare can result from daytime reflection of sunlight off flat and reflective building surfaces, and could annoy residences and impair motorists driving by along roads that have direct views of the reflective material. Without regulation, light and glare would thus result in a potentially significant impact resulting from the *2007-2014 Housing Element*.

However, housing development is subject to requirements from the City's Standard Conditions of Approval and Municipal Code that prevent significant impacts from light and glare. The policies and conditions that would apply to the *2007-2014 Housing Element* are described in more detail below.

Municipal Code. Development under the *2007-2014 Housing Element* would be subject to the following titles and chapters of the Oakland Municipal Code with regard to light and glare:

- *Title 9: Public Peace, Morals, and Welfare*
 - o *Chapter 9.16.060: Lighting* – Approval of the City before energy is supplied. This section mandates that no person shall make any electric service connection to, or supply any electrical energy to, any ornamental street lighting installation until the

Electrical Department shall have inspected and approved such installation as conforming to this code and to ordinances, rules, and regulations of the City.

- *Title 17: Planning Code.* This title discusses the building requirements for residential structures within various zones throughout the City. A majority of the zones have regulations eliminating objectionable glare and spillover light that would affect adjacent residential properties.

Standard Conditions of Approval. The following Standard Conditions of Approval are applicable to the *2007-2014 Housing Element*:

SCA-40 Lighting Plan The proposed lighting fixtures shall be adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties. Plans shall be submitted to the Planning and Zoning Division and the Electrical Services Division of the Public Works Agency for review and approval. All lighting shall be architecturally integrated into the site.

Compliance with Titles 9 and 17 of the Municipal Code and SCA-40 would reduce light and glare impacts to a less than significant level.

Comments to Question Ie – Ii (Shadow Impacts): Development under the *2007-2014 Housing Element* could potentially cast shadows on solar collectors or the passive solar design of neighboring buildings, since solar features are dispersed throughout the City. If new development projects cast shadows on solar features, functionality could be compromised and a significant impact could result. However, the City tracks the locations of solar collectors through the permitting process. New solar collectors are issued an “SE” permit through the Building Services division. This permit is given to new photovoltaic arrays, typically installed on rooftops, as described in the Setting section. As part of the standard design review and environmental review required for each individual development application in the City, potential impacts from new buildings on existing solar collectors are routinely analyzed by staff, and design changes are requested of applicants to avoid such impacts, prior to approval of any project. Therefore, impacts from development under the *2007-2014 Housing Element* on existing solar collectors and/or passive solar design would be reduced to less-than-significant through the City’s design and environmental review process, and no impact would occur.

In addition, development could potentially cast shadows on public and quasi-public parks, lawns, gardens, or open spaces, which could cause a significant impact. The City of Oakland has 104 public parks and many other lawns and open spaces which are all dispersed throughout the City. Likewise, the housing sites proposed under the *2007-2014 Housing Element* are dispersed throughout the City. Therefore, the shadows the new structures generate could potentially impact public and quasi-public parks, lawns, gardens, and open spaces.

Furthermore, development could potentially cast shadows on historical resources, as defined by CEQA Section 15064.5(a), which could cause a significant impact. The City of Oakland contains hundreds of historical resources that are located throughout the City (see Section V, Cultural Resources, of this document for more detailed information on the City’s historical resources). Likewise, the housing sites

proposed under the *2007-2014 Housing Element* are dispersed throughout the City. Therefore, the shadows the new structures generate could potentially impact historical resources.

While the City's *General Plan* objectives and policies, the *LUTE EIR* mitigation measures, and the Standard Conditions of Approval do not expressly contain regulations regarding shadows created by new structures or landscaping, the regular design review criteria in the *Planning Code*¹⁶ does include a finding "that the proposed design will protect, preserve, or enhance desirable neighborhood characteristics;" this finding is used by Planning staff to evaluate potential shadow impacts, often through shadow studies. In addition to this finding, the City's CEQA Initial Study Checklist requires further analysis of shadow impacts from new buildings (Questions Ie-h). As such, shadow impacts on neighboring solar panels, solar collectors, open spaces, parks, or historical structures would be less than significant.

Comments to Question Ii (Exceptions and Variances): All dwelling units proposed under the *2007-2014 Housing Element* would be subject to Title 17 of the City *Planning Code*, which contains lighting requirements for various land uses. In addition, the residential uses proposed in the *2007-2014 Housing Element* would be maintained by private individuals or private homeowner associations, who are expected to install lighting as needed. Therefore, there would be no impact in relation to adequate light being provided for residential uses.

Comments to Question Ij (Winds): Ground-level wind accelerations near buildings are controlled by exposure, massing, and orientation. Exposure is a measure of the extent that the building extends above surrounding structures and into the wind stream. A building that is surrounded by taller structures is not likely to cause adverse wind accelerations at ground level, while even a small building can cause wind problems if it is freestanding and exposed. Massing is important in determining wind impact because it controls how much wind is intercepted by the structure and whether building-generated wind acceleration occur above-ground or ground level. Orientation determines how much wind is intercepted by the structure, a factor that directly determines wind acceleration. In general, buildings that are oriented with their long axis across the prevailing wind direction will have a greater impact on ground-level winds than a building oriented with its long axis along the prevailing wind direction.

Implementation of the *2007-2014 Housing Element* could alter wind speeds because new structures could intercept existing wind flows and alter the winds course, potentially focusing the wind through a break between structures. This disruption and potential focusing of the wind can cause wind speeds to accelerate to levels that are uncomfortable for pedestrians. However, prior to issuance of approvals from the City of Oakland, any individual project that would meet the City of Oakland's criteria for requiring a wind analysis would be subject to CEQA review. The City requires a wind analysis when the project's height is 100 feet or greater (measured to the roof) and one of the following conditions exist: a) the project is located adjacent to a substantial water body (i.e., Oakland Estuary, Lake Merritt or San Francisco Bay); or b) the project is located in Downtown. While the City's *General Plan*

¹⁶ See O.M.C. 17.136.050 (A) 2

objectives and policies, the *LUTE EIR* mitigation measures and the Standard Conditions of Approval do not contain express regulations regarding the impacts of wind created by new structures or landscaping, the regular design review criteria in the *Planning Code*¹⁷ does include a finding “that the proposed design will protect, preserve, or enhance desirable neighborhood characteristics.” This finding is used by Planning staff to evaluate, when appropriate, potential wind impacts from new construction. In addition to this finding, Question Ij of the City’s CEQA Initial Study Checklist requires analysis of wind impacts, in certain situations (see above). As such, wind impacts due to the development of housing under the *2007-2014 Housing Element* would be less than significant.

4. Cumulative Impacts

The geographic area considered for the aesthetic cumulative analysis includes the City of Oakland. As analyzed above, the development of the *2007-2014 Housing Element* housing sites would not result in a significant aesthetic impact. The development of the housing sites would be consistent with the City’s *General Plan* Land Use designation and together with the majority of past, present, existing, pending, and reasonably foreseeable future development projects, would be subject to the City’s design review process. The purpose of the design review process is to consider the design treatment and relationship of buildings to the surrounding built environment and ensure no significant adverse aesthetic impacts would result. Thus, development under the *2007-2014 Housing Element* would not combine with, or augment, any potential adverse aesthetic impacts that may be associated with other cumulative development.

Cumulative development, in combination with the *2007-2014 Housing Element*, has and would continue to result in new buildings of varying size and scale being developed on infill or vacant sites throughout the City. Housing development under the *2007-2014 Housing Element* would be generally consistent with adopted plans and the overall vision for the City. As such, the *2007-2014 Housing Element* would not contribute to any significant adverse cumulative aesthetic impacts when considered together with past, present, current, pending, and reasonably foreseeable future development.

5. Conclusion

The *2007-2014 Housing Element* would comply with the goals, policies, and programs of the City’s *General Plan* (Policies W2.10, W3.2, W3.4, W12.5, W12.6, W12.7, OS-4.1, OS-4.2, OS-4.4, OS-7.3, OS-9.1, OS-9.2, OS-9.3, OS-10.1, OS-10.2, OS-12.1, OS-12.3, CO-7.3, CO-7.4, T6.2, T6.5, D1.1, D1.5, D2.1, D10.3, D10.5, D12.5, N1.8, N3.8, N3.9, N3.10, N7.1, N7.8, N8.2, N9.5, N9.7, and Objectives OS9, OS10, OS12, and D2); Municipal Code (Titles 8, 9, 12, 15, 16, 17,); the Goals and Policies of the Scenic Highway Element; Housing Element Policies 4.2 and 7.4; Standard Conditions of Approval 12, 13, 14, 15, 16, 17, 18, 40, 45, 46, and 47; and *LUTE EIR* Mitigation Measures F2a, F.2c, F.3b, and F.3c. Compliance would ensure that development under the *2007-2014 Housing Element* would not have a substantial adverse effect on a scenic vista, visual character, or create impacts in relation to new sources of light, glare, shadows, and wind, and would not conflict

¹⁷ See O.M.C. 17.136.050 (A) 2

with existing policies and regulations concerning adequate light related to appropriate uses. As such, the proposed project would have a less-than-significant impact on aesthetics, shadow, and wind.

II. AGRICULTURE

1. Setting

The County of Alameda contains 3,957 acres of Prime Farmland, 1,290 acres of Farmland of Statewide Importance, and 2,442 acres of Unique Farmland.¹⁸ However, as discussed in the *General Plan OSCAR Element* and *LUTE*, agricultural resources and/or land(s) currently zoned for agricultural uses are not present within Oakland's planning area.¹⁹ All of the 2007-2014 *Housing Element* housing opportunity sites are located in urbanized and developed areas. Based on the history of development in the area, there are no agricultural resources located on or near the opportunity sites.

2. Environmental Checklist

The proposed project would have a significant impact on the environment if "potentially significant" is checked under items IIa-c, below, and there is no mitigation measure or *Standard Condition of Approval* (SCA) identified that would reduce impacts to a less-than-significant level.

	Potentially Significant	Potentially Significant Unless New Mitigation is Incorporated	Less than Significant with SCA ^a and/or Previously Imposed MM ^b	Less than Significant Impact	No Impact
Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resource Agency, to non-agricultural use?	☐	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☐	☒
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	☐	☐	☐	☐	☒

Notes:

- a. SCA = Standard Conditions of Approval
- b. MM = Mitigation Measures

¹⁸ Department of Conservation, Farmland Mapping and Monitoring Program, "Alameda County Important Farmland 2008," April 2009, accessed at <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2008/ala08.pdf>, on May 10, 2009.

¹⁹ City of Oakland, *Open Space, Conservation, and Recreation Element*, June 1996.

3. Discussion

Comments on Questions IIa-c (Farmland Impacts): According to the 2008 *Farmland Mapping and Monitoring Program* from the State Department of Conservation, the opportunity sites in the City of Oakland are located in an area that is designated as urban, built-up land.²⁰ The opportunity sites are also not zoned for agricultural use or under a Williamson Act contract. The *2007-2014 Housing Element* involves the development of residential land within an already developed area that does not include any farmland, and the construction of the housing would not result in the conversion of farmland to a non-agricultural use. The *2007-2014 Housing Element* would thus have no impact on agricultural resources.

4. Cumulative Impacts

The geographic area considered for the agricultural cumulative analysis is the City of Oakland. Construction activities associated with the *2007-2014 Housing Element* and past, present, current, pending, and reasonably foreseeable future projects within the City would not impact agricultural resources. As stated above, no agricultural lands exist within the City. Therefore, *2007-2014 Housing Element* would result in no cumulative impact to agricultural resources.

5. Conclusion

The opportunity sites identified in the *2007-2014 Housing Element* for potential future development are located within the City of Oakland planning area, which is urbanized. No conversion of agricultural lands to non-agricultural uses would occur and there would be no impacts related to agricultural resources.

²⁰ Department of Conservation, Farmland Mapping and Monitoring Program, “Alameda County Important Farmland 2008,” April 2009, accessed at <ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2008/ala08.pdf>, on May 10, 2009.

III. AIR QUALITY

1. Environmental Checklist

The proposed project would have a significant impact on air quality if 'potentially significant' is checked under items IIIa-o, below, and there is no mitigation measure or SCA identified that would reduce impacts to a less-than-significant level.

	Potentially Significant	Potentially Significant Unless New Mitigation is Incorporated	Less than Significant with SCA ^a and/or Previously Imposed MM ^b	Less than Significant Impact	No Impact
Would the project:					
Project Impacts					
a) Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☒	☐	☐	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐	☐
e) Frequently create substantial objectionable odors affecting a substantial number of people?	☒	☐	☐	☐	☐
f) Contribute to CO concentrations exceeding the State AAQS of 9 ppm averaged over 8 hours and 20 ppm for 1 hour?	☒	☐	☐	☐	☐
g) Result in total emissions of ROG, NOx, or PM10 of 15 tons per year or greater, or 80 pounds (36 kilograms) per day or greater?	☒	☐	☐	☐	☐
h) Result in potential to expose persons to substantial levels of Toxic Air Contaminants (TAC), such that the probability of contracting cancer for the Maximally Exposed Individual (MEI) exceeds 10 in one million?	☒	☐	☐	☐	☐
i) Result in ground level concentrations of non-carcinogenic TACs such that the Hazard Index would be greater than 1 for the MEI?	☒	☐	☐	☐	☐
j) Result in a substantial increase in diesel emissions?	☒	☐	☐	☐	☐

Cumulative Impacts

	☒	☐	☐	☐	☐
k) Result in any of the above project-specific significant impacts?	☒	☐	☐	☐	☐
l) Result in a fundamental conflict with the local general plan, when the general plan is consistent with the regional air quality plan? When the general plan fundamentally conflicts with the regional air quality plan, then if the contribution of the proposed project is cumulatively considerable when analyzed the impact to air quality should be considered significant?	☒	☐	☐	☐	☐

Plan Impacts

m) Fundamentally conflict with the currently adopted Bay Area Clean Air Plan (CAP) because population growth for the jurisdiction exceeds values in the CAP, based on population projections in ABAG's currently adopted Projections?	☒	☐	☐	☐	☐
n) Fundamentally conflict with the CAP because the rate increase in vehicle miles traveled (VMT) in the jurisdiction is greater than the rate of increase in population?	☒	☐	☐	☐	☐
o) Fundamentally conflict with the CAP because the project does not demonstrate reasonable efforts to implement transportation control measures (TCMs) in the CAP?	☒	☐	☐	☐	☐

Notes:

- a. SCA = Standard Conditions of Approval.
- b. MM = Mitigation Measures

2. Discussion

Air Quality impacts will be analyzed in the EIR. Comment on Question XI a-o: The EIR will analyze a) through o) in the checklist above. The EIR will discuss regional and local air quality setting as it pertains to the *2007-2014 Housing Element*, and identify applicable federal, State, and local air quality policies, regulations, and standards. The analysis in the EIR will discuss existing emissions and emissions likely to be generated by the *2007-2014 Housing Element*, including greenhouse gases, which will have a separate EIR section. The latest version of the Urban Emissions Inventory Model, URBEMIS2007, will be used to estimate criteria air pollutant emissions from the *2007-2014 Housing Element*.

IV. BIOLOGICAL RESOURCES

1. Setting

When the City was first settled, groves of coast live oak lined the shoreline and redwood forests crowned the hills. Much of the shoreline was marshy and San Leandro Bay was a vast wetland. The City of Alameda was part of the mainland, and the Lake Merritt channel, which now separates Alameda from the City, was a tidal slough. Until the mid-1800s, Oakland's animal population included grizzly bears and mountain lions, among other wildlife. Today, very little of the City's native landscape remains intact. Even in the City's parks and open spaces, much of the native vegetation has been overtaken by exotic and introduced species. While deer, raccoon, rabbits, and other mammals remain, most of the animal population consists of species that have adapted to an urban environment.²¹

Many natural areas in the City have been completely developed and the hillsides have been graded extensively. Existing vegetation within the City consists primarily of landscaping trees and ornamental shrubs; however, as shown in Figure 5, Natural Communities, the natural communities of the City may be broadly categorized as woodlands, brushlands, grasslands, and marsh/wetlands.²² Also, in some cases, urbanized areas, can provide suitable habitat for wildlife. Nearly 7,000 acres of wildland areas remain within the City, on parks, college campuses, vacant lots, at the airport, and on private lands in the Oakland hills.

According to the California Natural Diversity Database (CNDDB) the following sensitive species and their habitat, have been recorded within the City and surrounding areas;²³ the Alameda whipsnake (*Masticophis lateralis euryxanthus*), Presidio clarkia (*Clarkia franciscana*), and most beautiful jewel-flower (*Streptanthus albidus* ssp. *peramoenus*) have been recorded within the City and surrounding areas. The Presidio clarkia and most beautiful jewel-flower are designated as "endangered" by both the U.S. Fish and Wildlife Service (USFWS) and California Department of Fish and Game (CDFG), and non-listed/sensitive, respectively.²⁴ Alameda whipsnake habitat has been designated as "critical" by the USFWS, with the whipsnake itself being designated as "threatened" by the USFWS. In addition, according to the CNDDB, the northern maritime chaparral community has been known to occur in the Oakland/Berkeley Hills area.²⁵ This vegetation community is considered rare by the CDFG, and provides suitable habitat for sensitive species such as the Alameda whipsnake and the

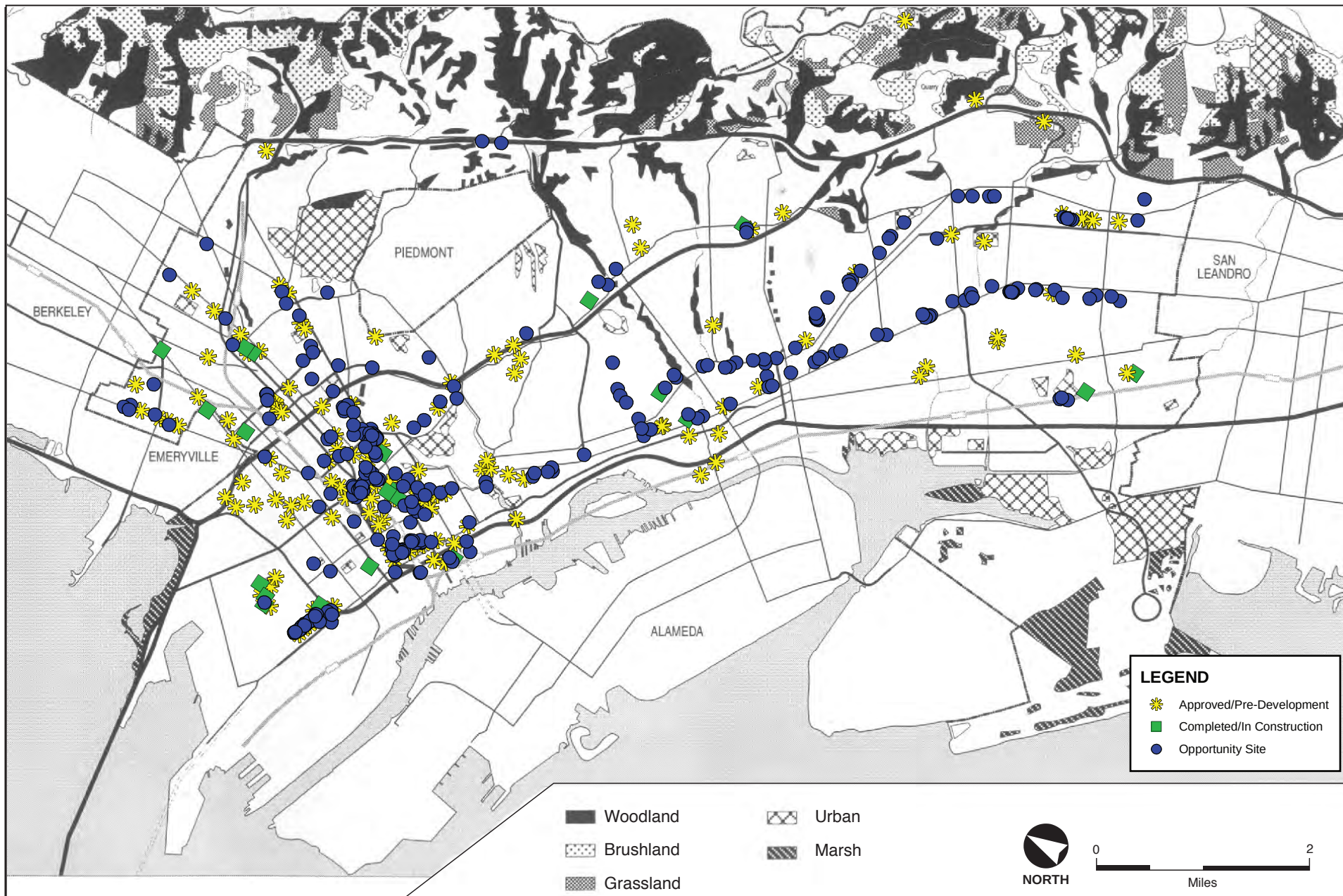
²¹ City of Oakland. *General Plan – Land Use and Transportation Element: Environmental Impact Report*. February 1998. Page III.H-1.

²² City of Oakland. *General Plan – Land Use and Transportation Element: Environmental Impact Report*. February 1998. Page III.H-1.

²³ California Department of Fish and Game. 2009. *California Natural Diversity Database*. April 4.

²⁴ California Department of Fish and Game. 2009. *California Natural Diversity Database*. April 4.

²⁵ California Department of Fish and Game. 2009. *California Natural Diversity Database*. April 4.



Pallid manzanita (*Arctostaphylos pallida*). The Pallid manzanita has been designated as “threatened” by the USFWS, and “endangered” by CDFG.²⁶

2. Environmental Checklist

The proposed project would have a significant impact on the environment if ‘potentially significant’ is checked under items IVa-IVg, below, and there is no mitigation measure or *Standard Condition of Approval* (SCA) identified that would reduce impacts to a less-than-significant level.

	Potentially Significant	Potentially Significant Unless New Mitigation is Incorporated	Less than Significant with SCA ^a and/or Previously Imposed MM ^b	Less than Significant Impact	No Impact
Would the project:					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐	☐
c) Have a substantial adverse effect on federally protected wetlands (as defined by Section 404 of the Clean Water Act) or state protected wetlands, through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐	☐
e) Fundamentally conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☐	☒

²⁶ U.S. Fish and Wildlife Service. 2002. *Draft Recovery Plan for Chaparral and Scrub Community Species East of San Francisco Bay*, California. Region 1, Portland, OR. xvi + 306 pp.

	Potentially Significant	Potentially Significant Unless New Mitigation is Incorporated	Less than Significant with SCA ^a and/or Previously Imposed MM ^b	Less than Significant Impact	No Impact
Would the project:					
f) Fundamentally conflict with the City of Oakland Tree Preservation Ordinance (Oakland Municipal Code (OMC) Chapter 12.36) by removal of protected trees under certain circumstances? Factors to be considered in determining significance include: The number, type, size, location and condition of (a) the protected trees to be removed and/or impacted by construction and (b) the protected trees to remain, with special consideration given to native trees. Protected trees include the following: <i>Quercus agrifolia</i> (California or coast live oak) measuring four inches diameter at breast height (dbh) or larger, and any other tree measuring nine inches dbh or larger except <i>eucalyptus</i> and <i>pinus radiata</i> (Monterey pine); provided, however, that Monterey pine trees on City property and in development-related situations where more than five Monterey pine trees per acre are proposed to be removed are considered to be Protected trees.	☐	☐	☒	☐	☐
g) Fundamentally conflict with the City of Oakland Creek Protection Ordinance (OMC Chapter 13.16) intended to protect biological resources. Although there are no specific, numeric/quantitative criteria to assess impacts, factors to be considered in determining significance include whether there is substantial degradation of riparian and aquatic habitat through:					
i discharging a substantial amount of pollutants into a creek;	☐	☐	☒	☐	☐
ii significantly modifying the natural flow of the water;	☐	☐	☒	☐	☐
iii. depositing substantial amounts of new material into a creek or causing substantial bank erosion or instability; or	☐	☐	☒	☐	☐
iv. adversely impacting the riparian corridor by significantly altering vegetation or wildlife habitat?	☐	☐	☒	☐	☐

Notes:

a. SCA = Standard Conditions of Approval.

b. MM = Mitigation Measures

3. Discussion

Comments to Questions IVa and IVd (Plant and Wildlife Species)

Development under the *2007-2014 Housing Element* would largely occur as infill in an urbanized and built-out City. As stated in the Setting section the Alameda whipsnake, Presidio clarkia, and most beautiful jewel-flower have all been recorded within the City and surrounding areas.²⁷ As shown in Figure 6, Sensitive Species and Critical Habitat, all future development associated with the *2007-2014 Housing Element* is located well outside of whipsnake habitat. Therefore, the proposed project would not impact Alameda whipsnake habitat. In addition, as shown in Figure 6, future development associated with the *2007-2014 Housing Element* is not located within the known range of historic occurrences of the Presidio clarkia and most beautiful jewel-flower.

As shown in Figure 5, housing development could occur in proximity to existing natural communities, including woodland, brushland, and grassland, and urban areas, which can provide suitable habitat for sensitive plant and wildlife species, including the Presidio clarkia and most beautiful jewel-flower. While development under the *2007-2014 Housing Element* would occur primarily in already urbanized areas, and would not have a substantial adverse effect on sensitive plant and wildlife species, the effects of individual, site-specific projects on such species must be determined at the project level. Compliance with the City's *General Plan* Policies CO-7.1, CO-9.1, and CO-11.1 (found in the *OSCAR Element*) would ensure the protection of sensitive plant and wildlife species and their habitats. Therefore, a less-than-significant impact would occur, including potential impacts to any previously undiscovered occurrences of the Presidio clarkia and most beautiful jewel-flower.

While there are no known major wildlife corridors or native wildlife nursery sites, there is the potential for migratory birds to use existing trees for nesting and for migratory fish or other aquatic species to use creeks. Development under the *2007-2014 Housing Element* could result in the removal of existing vegetation, including trees, and creekside development could interfere with the movement of aquatic species. However, compliance with the City's *General Plan* Policy CO-11.2 and the City's SCA-44 (discussed in detail under Comment to Question IVf [Trees]) and 87, discussed below, would ensure the protection of any localized wildlife movement, nesting migratory birds, and migratory fish. Therefore, a less-than-significant impact would occur.

²⁷ California Department of Fish and Game. 2009. California Natural Diversity Database. April 4.

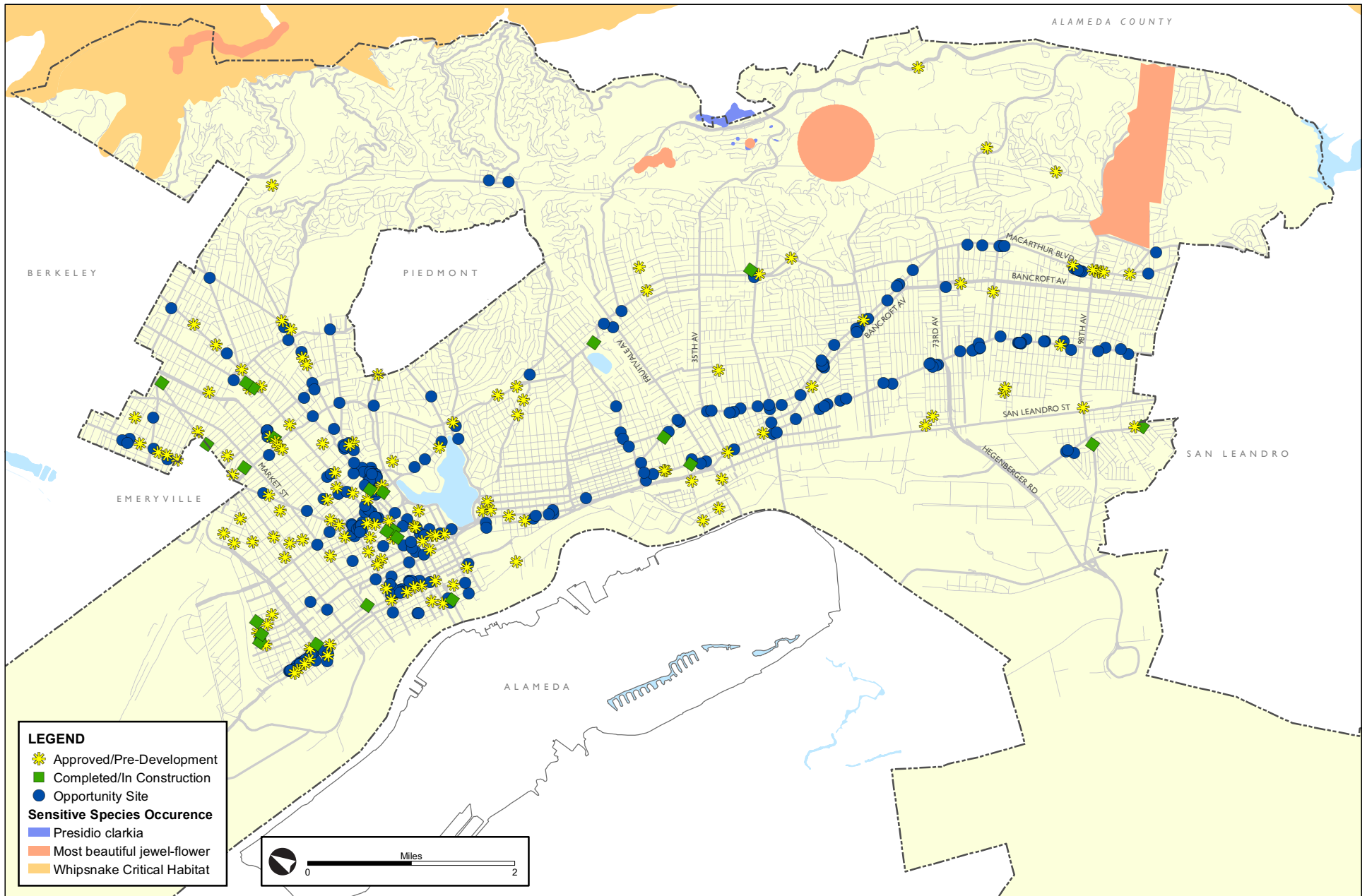


FIGURE 6
Sensitive Species and Critical Habitat

Source: CA Dept. Fish & Game, CNDDB, June 2009.

General Plan. Development under the *2007-2014 Housing Element* would be subject to the following *General Plan* policies with regard to biological resources – impacts to plant and wildlife species (found in the *OSCAR Element*):

Open Space, Conservation, and Recreation Element

- *Policy CO-7.1:* Protect native plant communities, especially oak woodlands, redwood forests, native perennial grasslands and riparian woodlands, from the potential adverse impacts of development. Manage development in a way which prevents or mitigates adverse impacts to these communities.
- *Policy CO-9.1:* Protect rare, endangered, and threatened species by conserving and enhancing their habitat and requiring mitigation of potential adverse impacts when development occurs within habitat areas.
- *Policy CO-11.1:* Protect wildlife from the hazards of urbanization, including loss of habitat and predation by domestic animals.
- *Policy CO-11.2:* Protect and enhance migratory corridors for wildlife. Where such corridors are privately owned, require new development to retain native habitat or take other measures which help sustain local wildlife population and migratory patterns.

Standard Conditions of Approval. Development under the *2007-2014 Housing Element* would be subject to the following Standard Conditions of Approval with regard to biological resources – impacts to plant and wildlife species:

SCA-87 Creek Dewatering and Aquatic Life:

- a) If any dam or other artificial obstruction is constructed, maintained, or placed in operation within the stream channel, ensure that sufficient water is allowed to pass down channel at all times to maintain aquatic life (native fish, native amphibians, and western pond turtles) below the dam or other artificial obstruction.
- b) The project applicant shall hire a biologist, and obtain all necessary State and federal permits (e.g. California Department of Fish and Game (CDFG) Scientific Collecting Permit), to relocate all native fish/native amphibians/pond turtles within the work site, prior to dewatering. The applicant shall first obtain a project-specific authorization from the CDFG and/or the U.S. Fish and Wildlife Service (USFWS), as applicable to relocate these animals. Captured native fish/native amphibians/pond turtles shall be moved to the nearest appropriate site on the stream channel downstream. The biologist/contractor shall check daily for stranded aquatic life as the water level in the dewatering area drops. All reasonable efforts shall be made to capture and move all stranded aquatic life observed in the dewatered areas. Capture methods may include fish landing nets, dip nets, buckets, and by hand. Captured aquatic life shall be released immediately in the nearest appropriate downstream site. This condition does not allow the take or disturbance of any state or federally listed species, nor state-listed species of special concern, unless the applicant obtains a project specific authorization from the CDFG and/or the USFWS, as applicable.

Other. Development under the *2007-2014 Housing Element* would be subject to the aforementioned *General Plan* policies and SCA 87. In addition, the following federal and State regulations would apply to housing construction under the *2007-2014 Housing Element* with regard to biological resources – impacts to plant and wildlife:

Federal Endangered Species Act. The Federal Endangered Species Act (FESA) (16 USC, Section 1531 *et seq.*) defines “endangered” species as those in danger of extinction throughout all or a significant portion of their range. A “threatened” species is any species that is likely to become an “endangered” species within the foreseeable future throughout all, or a significant portion of its range. Additional special-status species include “candidate” species and “species of concern.” “Candidate” species are those for which the USFWS has on file enough information to propose listing as endangered or threatened. “Species of concern” are those for which listing is possibly appropriate but for which the USFWS lacks sufficient information to support a listing proposal. A species that has been “delisted” is one whose population has met its recovery goal target and is no longer in jeopardy of extinction. Taking of a federally listed species is prohibited under Section 9 of the FESA. Taking is defined by FESA (§ 3[19]) to mean “to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct.” An incidental take of a listed species requires consultation with the USFWS, or National Marine Fisheries Service (NMFS), as appropriate.

California Endangered Species Act. The California Endangered Species Act (CESA) and the Native Plant Protection Act authorize the California Fish and Game Commission to designate endangered, threatened, and rare species and to regulate the taking of these species (Fish and Game Code, Sections 2050-2098). CESA defines “endangered” species as those whose continued existence in California is jeopardized. State-listed “threatened” species are those not currently threatened with extinction, but that may become endangered if their environments change or deteriorate. In addition, interim protection is provided to candidate species while they are being reviewed by the Fish and Game Commission. The California Code of Regulations (Title 14, Section 670.5) lists animal species considered by the state to be endangered and threatened. Section 2080 of the Fish and Game Code prohibits the taking of state-listed plants and animals. Formal consultation must be initiated with the CDFG for projects that may have an adverse effect on a state-listed species. If no state-listed species will be affected by a proposed project, environmental documentation is provided to CDFG at the discretion of the lead agency.

California Department of Fish and Game Fully Protected Species and Species of Concern. The CDFG also designates “fully protected” species as those that may not be taken or possessed (Fish and Game Code § 3511 [Fully Protected Birds], § 4700 [Fully Protected Mammals], § 5050 [Fully Protected Reptiles and Amphibians] and § 5515 [Fully Protected Fish]). Species designated as fully protected or protected may or may not be listed as endangered or threatened. The CDFG also maintains a list of animal “Species of Special Concern,” most of which are species whose breeding populations in California may face extirpation. Although these species have no protected legal status, the CDFG recommends consideration of them during analysis of the impacts of proposed projects to protect declining populations and avoid the need to list them as endangered in

the future. Under provisions of the California Environmental Quality Act, the lead agency, and the CDFG, in making a determination of significance, must treat non-listed plant and animal species as equivalent to listed species if such species satisfy the minimum biological criteria for listing. In general, the CDFG considers species of concern and species on Lists 1A, 1B, or 2 of the *California Native Plant Society's Inventory of Rare and Endangered Vascular Plants of California* (Skinner and Pavlik 1994) as qualifying for consideration under this CEQA provision. Species on the Native Plant Society's List 3 or 4 may, but generally do not, qualify for protection under this provision.

Migratory Bird Treaty Act. The Migratory Bird Treaty Act of 1918 (16 USC §§ 703-711) makes it unlawful to take, possess, buy, sell, purchase, or barter any migratory bird listed in 50 CFR 30 Part 10, including feathers or other parts, nests, eggs, or products, except as allowed by implementing regulations (50 CFR 21). Disturbance that causes nest abandonment and/or loss of reproductive effort (e.g., killing or abandonment of eggs or young) may be considered “take” and is potentially punishable by fines and/or imprisonment.

Compliance with *OSCAR* policies, SCA 87, and the above federal and State regulations would reduce impacts on sensitive plant and wildlife species, as identified by the CDFG or the USFWS, to less than significant.

Comment to Question IVb, IVc, and IVg (Wetlands and Other Habitat)

Wetlands and riparian areas are typically found within or adjacent to watercourses such as creeks. In addition, according to the CNDDDB, the northern maritime chaparral community has been known to occur in the Oakland/Berkeley Hills area.²⁸ This vegetation community is considered rare by the CDFG, and provides suitable habitat for sensitive species such as the Alameda whipsnake and pallid manzanita.²⁹ While development under the *2007-2014 Housing Element* would occur primarily in urbanized areas and would not have a substantial adverse effect on riparian or other sensitive natural communities, the effects of individual, site-specific projects on such communities must be determined at the project level. Compliance with the City's *General Plan* Policies CO-2.4, CO-6.1, and CO-6.5, as well as CO-7.1 (discussed under Comment to Question IVf [Trees]), and W-3.1, W-3.2, and W-3.3, Chapter 13.16 of the Municipal Code, and the City's SCA-72 (discussed in Section VII Hazards and Hazardous Materials), 75 through 86 (discussed in Section VIII, Hydrology and Water Quality), 87 (discussed in detail under Comment to Question IVa and IVd [Plant and wildlife species]), and 88 would ensure protection of riparian habitat or other sensitive natural communities. Therefore, a less-than-significant impact would occur.

As development under the *2007-2014 Housing Element* would largely occur in urbanized areas, it not likely that federally- and state-protected wetlands would be impacted. Nonetheless, development in or near a wetland, or improvements that would impair or interrupt hydrological flow into such a wetland,

²⁸ California Department of Fish and Game. 2009. *California Natural Diversity Database*. April 4.

²⁹ U.S. Fish and Wildlife Service. 2002. *Draft Recovery Plan for Chaparral and Scrub Community Species East of San Francisco Bay*, California. Region 1, Portland, OR. xvi + 306 pp.

could result in adverse effects to those wetlands. Compliance with the City's *General Plan* Policies CO-8.1, W-3.1, W-3.2, and W-3.3, Chapter 13.16 of the Municipal Code, and the City's SCA-72 and 75 through 88 would ensure protection of federally- and state-protected wetlands. Therefore, a less-than-significant impact would occur including to any previously undiscovered occurrences of the pallid manzanita.

As all development under the *2007-2014 Housing Element* would be required to comply with the City's Creek Protection Ordinance, conflicts with this ordinance would be less than significant. Moreover, compliance with the City's *General Plan* Policies CO-5.3, CO-6.1, CO-6.4, CO-6.5 (found in the *OSCAR Element*), W-3.1, W-3.2, and W-3.3 (found in the *LUTE*), as well as the City's SCA-72 and 75 through 88 would further ensure protection of riparian and aquatic habitats. Therefore, a less-than-significant impact would occur. Also see Section VIII, Hydrology and Water Quality, for more information on impacts to surface waters, including creeks.

General Plan. Development under the *2007-2014 Housing Element* would be subject to the following *General Plan* and policies with regard to biological resources, impacts to wetlands and other habitat:

- *Policy CO-2.4:* Minimize hillside cuts and fills and the removal of desirable vegetation. Limit large scale grading to those areas where it is essential to development. Where hillside grading does occur, reshape the terrain in smooth, natural appearing contours rather than flat, terraced benches. Immediately replant and reseed graded areas to reduce soil loss.
- *Policy CO-5.3:* Employ a broad range of strategies, compatible with the Alameda Countywide Clean Water Program, to: (a) reduce water pollution associated with stormwater runoff; (b) reduce water pollution associated with hazardous spills, runoff from hazardous material areas, improper disposal of household hazardous wastes, illicit dumping, and marina "live-aboards"; and (c) improve water quality in Lake Merritt to enhance the lake's aesthetic, recreational, and ecological functions.
- *Policy CO-6.1:* Protect Oakland's remaining natural creek segments by retaining creek vegetation, maintaining creek setbacks, and controlling bank erosion. Design future flood control projects to preserve the natural character of creeks and incorporate provisions for public access, including trails, where feasible. Strongly discourage projects which bury creeks or divert them into concrete channels.
- *Policy CO-6.4:* Manage Oakland's lakes to take advantage of their recreational and aesthetic potential while conserving their ecological functions and resource value. Discourage new recreational uses which impair the ability of the lakes to support fish and wildlife. Support improvements which enhance water circulation, water quality, and habitat value, provided they are cost-effective and are compatible with established recreational activities.
- *Policy CO-6.5:* Protect the surface waters of the San Francisco Estuary system, including San Francisco Bay, San Leandro Bay, and the Oakland Estuary. Discourage shoreline activities which negatively impact marine life in the water and marshland areas.
- *Policy CO-8.1:* Work with federal, state, and regional agencies on an on-going basis to determine mitigation measures for development which could potentially impact wetlands. Strongly discourage development with unmitigatable adverse impacts.

- *Policy W-3.1:* Waterfront objectives, policies, and actions regarding geology, land stability, erosion, soils, water quality, flood hazards, wetland plant and animal habitats, and air quality and pollutants, shall be consistent and in compliance with the 1996 *Open Space, Conservation, and Recreation Element* of the City's *General Plan*.
- *Policy W-3.2:* The function, design and appearance, and supplementary characteristics of all uses, activities, and facilities should enhance and should not detract from, or damage the quality of the overall natural and man-made environment along the waterfront.
- *Policy W-3.3:* Native plant communities, wildlife habitats and sensitive habitats should be protected and enhanced.

Municipal Code. Development under the *2007-2014 Housing Element* would be subject to the Oakland Municipal Code with regard to biological resources, impacts to wetlands and other habitat, specifically:

Chapter 13.16: City of Oakland Creek Protection, Storm Water Management, and Discharge Control Ordinance. The storm water management and discharge control ordinance was adopted in 1997 to provide stronger provisions to manage and safeguard creeks. It includes permitting guidelines for construction near creeks within the City of Oakland. According to the ordinance, a creek is defined as a watercourse that is a naturally occurring swale or depression, or engineered channel, which carries fresh or estuarine water either seasonally or year round within City boundaries. Creeks are capable of supporting riparian, wetland and other aquatic habitats within and along the banks of the channels.

Standard Conditions of Approval. Since activities within and alongside creeks (i.e., dewatering) can affect riparian, wetland and other aquatic habitats, development under the *2007-2014 Housing Element* would be subject to the following Standard Conditions of Approval with regard to biological resources – impacts to wetlands and other habitat [see also SCA-72 (discussed in Section VII. Hazards and Hazardous Materials), 75 through 86 (discussed in Section VIII. Hydrology and Water Quality), and 87 (discussed in detail under Comment to Question IVa and IVd):

SCA-88 Creek Dewatering and Diversion: If installing any dewatering or diversion device(s), the project applicant shall develop and implement a detailed dewatering and diversion plan for review and approval by the Building Services Division. All proposed dewatering and diversion practices shall be consistent with the requirements of the Streambed Alteration Agreement issued by the California Department of Fish and Game:

- a) Ensure that construction and operation of the devices meet the standards in the latest edition of the Erosion and Sediment Control Field Manual published by the Regional Water Quality Control Board (RWQCB).
- b) Construct +coffer dams and/or water diversion system of a non-erodible material which will cause little or no siltation. Maintain coffer dams and the water diversion system in place and functional throughout the construction period. If the coffer dams or water diversion system fail, repair immediately based on the recommendations of a qualified

environmental consultant. Remove devices only after construction is complete and the site stabilized.

- c) Pass pumped water through a sediment settling device before returning the water to the stream channel. Provide velocity dissipation measures at the outfall to prevent erosion.

Other. Development under the *2007-2014 Housing Element* would be subject to the following federal and State regulations with regard to biological resources, impacts to wetlands and other habitat:

Clean Water Act. Under Section 404 of the CWA (33 USC, Section 1344), the U.S. Army Corps of Engineers (Corps) regulates the disposal of dredged and fill materials into “waters of the United States.” Waters of the United States include intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, and wetlands adjacent to any water of the United States (CFR 33, Part 328). In areas subject to tidal influence, Section 404 jurisdiction extends to the high tide line. Certain waters of the United States are considered “special aquatic sites” because they are generally recognized as having particular ecological value. Such sites include sanctuaries and refuges, mudflats, wetlands, vegetated shallows, coral reefs, and riffle and pool complexes. Special aquatic sites are defined by the U.S. Environmental Protection Agency and may be afforded additional consideration in the permit process for a project. Special aquatic sites include habitats such as wetlands, mudflats, and eelgrass beds. Currently, EPA’s CWA regulations at 40 CFR 122.3(a) exclude from regulation under the National Pollutant Discharge Elimination System (NPDES), “...any other discharge incidental to the normal operation of a vessel.” Therefore, ballast water discharges have not been and are currently not being regulated under the Clean Water Act.

Rivers and Harbors Act. The Corps also regulates navigable waters under Section 10 of the Rivers and Harbors Act. Navigable waters are defined as “...those waters of the United States that are subject to the ebb and flow of the tide shoreward to the mean high water mark and/or are presently used, or have been used in the past, or may be susceptible to use to transport interstate or foreign commerce” (33 CFR, Part 322.2). A permit from the Corps must be obtained for any work within jurisdictional waters of the United States.

Regional Water Quality Control Board 401 Certification (associated with Section 404 of the Clean Water Act). The Regional Water Quality Control Board (RWQCB) must conduct a separate review of all projects subject to Section 404 to determine whether they require a Section 401 Water Quality Certification or a waiver of discharge requirements. Section 401 refers to the section of the Clean Water Act that gives states authority to issue, waive, or deny certification that the proposed activity is in conformance with state water quality standards.

Section 1602 of the Fish and Game Code of California. The CDFG asserts jurisdiction over fish, wildlife, and plant resources, as well as their habitats. When any alteration of a lake, stream, or river occurs within the State, the CDFG is empowered under Section 1602 of the Fish and Game Code of California to issue a Streambed Alteration Agreement, which is designed to ensure protections of said resources.

Compliance with *OSCAR* policies, *LUTE* policies, Municipal Code Chapter 13.16, Standard Condition of Approval 87, and the above federal and State regulations would reduce impacts on wetland habitats and creeks to less than significant.

Comment to Question IVe (Conflicts with applicable habitat conservation plans)

Development of the opportunity sites identified in the *2007-2014 Housing Element* would not fundamentally conflict with any applicable habitat conservation plan (HCP) or natural community conservation plan (NCCP); as previously stated, development under the *2007-2014 Housing Element* would occur primarily in already urbanized areas. The closest major HCP/NCCP is the East Contra Costa County HCP, which encompasses the County of Contra Costa, and the cities of Brentwood, Clayton, Oakley, and Pittsburg. Therefore, no impact on applicable HCPs would occur.

Comment to Question IVf (Trees)

Removal of any protected trees resulting from housing development under the *2007-2014 Housing Element* would be subject to the provisions of the City's Tree Preservation Ordinance, and thus conflicts with this ordinance would be less than significant. Moreover, compliance with the City's *General Plan* Policies CO-7.1, CO-7.3, and CO-7.4 (found in the *OSCAR Element*), and the City's SCA-43 through 47 would further ensure the protection of trees within the City. Therefore, a less-than-significant impact would occur.

General Plan. Development under the *2007-2014 Housing Element* would be subject to the following *General Plan* policies with regard to biological resources, impacts to trees:

- *Policy CO-7.1:* Protect native plant communities, especially oak woodlands, redwood forests, native perennial grasslands, and riparian woodlands, from the potential adverse impacts of development. Manage development in a way which prevents or mitigates adverse impacts to these communities.
- *Policy CO-7.3:* Make every effort to maintain the wooded or forested character of tree-covered lots when development occurs on such lots.
- *Policy CO-7.4:* Discourage the removal of large trees on already developed sites unless removal is required for biological, public safety, or public works reasons.

Municipal Code. Development under the *2007-2014 Housing Element* would be subject to the Oakland Municipal Code with regard to biological resources, impacts to trees:

Chapter 12.36: City of Oakland Tree Ordinance. The tree ordinance requires property owners to obtain a permit before removing protected trees from their property.

Standard Conditions of Approval. Development under the *2007-2014 Housing Element* would be subject to the following Standard Conditions of Approval with regard to biological resources, impacts to trees:

SCA-43 Tree Removal Permit on Creekside Properties: Prior to removal of any tree located on the project site which is identified as a creekside property, the project applicant must secure the applicable creek protection permit, and abide by the conditions of that permit.

SCA-44 Tree Removal During Breeding Season: To the extent feasible, removal of any tree and/or other vegetation suitable for nesting of raptors shall not occur during the breeding season of March 15 and August 15. If tree removal must occur during the breeding season, all sites shall be surveyed by a qualified biologist to verify the presence or absence of nesting raptors or other birds. Pre-removal surveys shall be conducted within 15 days prior to start of work from March 15 through May 31, and within 30 days prior to the start of work from June 1 through August 15. The pre-removal surveys shall be submitted to the Planning and Zoning Division and the Tree Services Division of the Public Works Agency. If the survey indicates the potential presences of nesting raptors or other birds, the biologist shall determine an appropriately sized buffer around the nest in which no work will be allowed until the young have successfully fledged. The size of the nest buffer will be determined by the biologist in consultation with the CDFG, and will be based to a large extent on the nesting species and its sensitivity to disturbance. In general, buffer sizes of 200 feet for raptors and 50 feet for other birds should suffice to prevent disturbance to birds nesting in the urban environment, but these buffers may be increased or decreased, as appropriate, depending on the bird species and the level of disturbance anticipated near the nest.

SCA-45 Tree Removal Permit: Prior to removal of any protected trees, per the Protected Tree Ordinance, located on the project site or in the public right-of-way adjacent to the project, the project applicant must secure a tree removal permit from the Tree Division of the Public Works Agency, and abide by the conditions of that permit.

SCA-46 Tree Replacement Plantings: Replacement plantings shall be required for erosion control, groundwater replenishment, visual screening and wildlife habitat, and in order to prevent excessive loss of shade, in accordance with the following criteria:

- No tree replacement shall be required for the removal of nonnative species, for the removal of trees which is required for the benefit of remaining trees, or where insufficient planting area exists for a mature tree of the species being considered.
- Replacement tree species shall consist of *Sequoia sempervirens* (Coast Redwood), *Quercus agrifolia* (Coast Live Oak), *Arbutus menziesii* (Madrone), *Aesculus californica* (California Buckeye) or *Umbellularia californica* (California Bay Laurel) or other tree species acceptable to the Tree Services Division.
- Replacement trees shall be at least of twenty-four (24) inch box size, unless a smaller size is recommended by the arborist, except that three fifteen (15) gallon size trees may be substituted for each twenty-four (24) inch box size tree where appropriate.
- Minimum planting areas must be available on site as follows:
 - o For *Sequoia sempervirens*, three hundred fifteen square feet per tree; and
 - o For all other species listed in #2 above, seven hundred (700) square feet per tree.

- In the event that replacement trees are required but cannot be planted due to site constraints, an in lieu fee as determined by the master fee schedule of the city may be substituted for required replacement plantings, with all such revenues applied toward tree planting in city parks, streets and medians.
- Plantings shall be installed prior to the issuance of a final inspection of the building permit, subject to seasonal constraints, and shall be maintained by the project applicant until established. The Tree Reviewer of the Tree Division of the Public Works Agency may require a landscape plan showing the replacement planting and the method of irrigation. Any replacement planting which fails to become established within one year of planting shall be replanted at the project applicant's expense.

SCA-47 Tree Protection During Construction: Adequate protection shall be provided during the construction period for any trees which are to remain standing, including the following, plus any recommendations of an arborist:

- a) Before the start of any clearing, excavation, construction or other work on the site, every protected tree deemed to be potentially endangered by said site work shall be securely fenced off at a distance from the base of the tree to be determined by the City Tree Reviewer. Such fences shall remain in place for duration of all such work. All trees to be removed shall be clearly marked. A scheme shall be established for the removal and disposal of logs, brush, earth and other debris which will avoid injury to any protected tree.
- b) Where proposed development or other site work is to encroach upon the protected perimeter of any protected tree, special measures shall be incorporated to allow the roots to breathe and obtain water and nutrients. Any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter shall be minimized. No change in existing ground level shall occur within a distance to be determined by the City Tree Reviewer from the base of any protected tree at any time. No burning or use of equipment with an open flame shall occur near or within the protected perimeter of any protected tree.
- c) No storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees shall occur within the distance to be determined by the Tree Reviewer from the base of any protected trees, or any other location on the site from which such substances might enter the protected perimeter. No heavy construction equipment or construction materials shall be operated or stored within a distance from the base of any protected trees to be determined by the tree reviewer. Wires, ropes, or other devices shall not be attached to any protected tree, except as needed for support of the tree. No sign, other than a tag showing the botanical classification, shall be attached to any protected tree.
- d) Periodically during construction, the leaves of protected trees shall be thoroughly sprayed with water to prevent buildup of dust and other pollution that would inhibit leaf transpiration.
- e) If any damage to a protected tree should occur during or as a result of work on the site, the project applicant shall immediately notify the Public Works Agency of such damage. If, in the professional opinion of the Tree Reviewer, such tree cannot be preserved in a healthy state, the Tree Reviewer shall require replacement of any tree removed with another tree or trees on the same site deemed adequate by the Tree Reviewer to compensate for the loss of the tree that is removed.

- f) All debris created as a result of any tree removal work shall be removed by the project applicant from the property within two weeks of debris creation, and such debris shall be properly disposed of by the project applicant in accordance with all applicable laws, ordinances, and regulations.

Compliance with *OSCAR* policies, Municipal Code Chapter 12.36, Standard Conditions of Approval 43 through 47, and the above federal and State regulations would reduce impacts on trees to less than significant.

4. Cumulative Impacts

The geographic area considered for the biological resources cumulative analysis is the City of Oakland. As explained above, most natural areas in the City have been completely developed and the hillsides have been graded extensively; however, several sensitive species and a rare vegetation community still exist within the City. As such, development under the *2007-2014 Housing Element*, as well as other past, present, current, pending, and future projects around the City, could have a significant cumulative impact on these species.

Nonetheless, housing projects under the *2007-2014 Housing Element* and other future projects in the area would be required to comply with local, State, and federal laws and policies and all applicable permitting requirements of the regulatory and oversight agencies intended to address potential impacts on biological resources. Additionally, new projects would be required to demonstrate that they would not have significant effects on these biological resources, although it is possible that some projects may be approved even though they would have significant, unavoidable impacts on biological resources. As explained in more detail above, biological impacts resulting from the *2007-2014 Housing Element* are considered less than significant. Therefore, given the heavily urbanized context, the effect of the project on biological resources, in combination with other foreseeable similar projects, would likely be less than significant. Given the number of similar development projects currently in progress, as well as those proposed at this time within the geographic context of this analysis, the incremental contribution of development under the *2007-2014 Housing Element* towards cumulative biological impacts is not considerable and is considered to be less than cumulatively considerable.

5. Conclusion

Development at the opportunity sites identified in the *2007-2014 Housing Element* would largely occur as infill, in an urbanized and built-out City. Compliance with policies CO-2.4, CO-5.3, CO-6.1, CO-6.4, CO-6.5, CO-7.1, CO-7.3, CO-7.4, CO-8.1, CO-9.1, CO-11.1, CO-11.2, W-3.1, and W-3.2 contained in the City's *General Plan*, *OSCAR* and *LUTE* elements, Chapters 13.16 and 12.36 of the Municipal Code, and SCA-43 through 47, 72, 75 through 86, 87, and 88 would ensure that development under the *2007-2014 Housing Element* would comply with federal, State, and local laws, and would result in a less-than-significant impact. The *General Plan* policies listed above have been crafted to ensure that future development would comply with federal and State laws in regards to biological resources, and the City's Municipal Code would ensure that future development is in compliance with the standards established by the State, as enforced by the City, and would have a less-

than-significant impact. In addition, future development under the *2007-2014 Housing Element* would be required to protect trees, wetlands, and other biological resources that may be suitable habitat for sensitive or special status species. As such, the proposed project would have a less-than-significant impact related to biological resources.

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V. CULTURAL RESOURCES

1. Setting³⁰

The East Bay's earliest known inhabitants were aboriginals called Ohlones, or Costanoans, who inhabited the Oakland area for at least 3,500 years. By the time of European contact, the territory of the Ohlone people extended along the coast from the Golden Gate in the north to just beyond Carmel in the south, and as much as 60 miles inland. This territory encompassed a lengthy coastline as well as several inland valleys. The Ohlones were hunter-gathers who relied heavily on acorns and seafood.

The earliest European explorers of the area arrived in 1772 (Fages and Crespi) and in 1776 (Anza). Following, seven Spanish missions were founded in Ohlone territory between 1777 and 1797. The Oakland area was then established as part of the rancho of Luis Maria Peralta, granted in 1820, and divided among his four sons in 1842. In 1850, Edson Adams, Andrew Moon, and Horace Capentier settled on 480 acres of Vicente Peralta's land, and proceeded to sell lots to fellow squatters. This settlement was incorporated in 1852 as the City of Oakland, and included what is now downtown and West Oakland up to approximately 22nd Street. The City quickly expanded and the population more than tripled when Oakland was selected as the land terminus of the first transcontinental railroad, which was completed in 1869. With the extensive rail network and the development of ports and wharfs, the City grew as an industrial and commercial center.

The opportunity sites of the *2007-2014 Housing Element* are located throughout the City of Oakland (see Figure 2, Housing Opportunity Sites and Planning Area Boundaries, in the Project Description), where cultural resources are known to exist. For the purposes of this analysis, cultural resources are defined as archeological resources, historic resources, and paleontological resources.

Historical Resources. "Historical resource" is a term with a defined statutory meaning. (See Public Resources Code, section 21084.1 and CEQA Guidelines, section 15064.5, subdivisions (a) and (b).) An historical resource is defined as any object, building, structure, site, area, place, record, or manuscript that possesses integrity, as defined by 36 CFR 60.4, and meets one of four criteria laid out in the CEQA Guidelines, section 15064.5 (a)(3)). The State Office of Historic Preservation has determined that buildings and structures 50 years and older may be of historic value, depending on the integrity of the structure and other criteria that link it to an historic event, person, or the distinctive characteristics of an architectural type, period, or method of construction.

Since World War II, Oakland has lost large numbers of historically or architecturally significant properties, either through demolition or insensitive alteration. These include hundreds of Victorian houses, most of the downtown's pre-1900 commercial buildings, and several large churches and civic buildings. Nonetheless, Oakland still has a broad array of existing significant older properties, reflective of a rich multicultural history.

³⁰ All setting information is from: City of Oakland, *Historic Preservation Element*, August 1998.

Historical structures and sites are located in different areas and neighborhoods throughout the City. Figure 7, *Selected Areas with High Concentration of Designated Historic Properties*, indicates areas in Oakland with the greatest concentration of historic properties. Figure 7 also shows the project opportunity sites, including sites where housing has been constructed or is approved, in proportion to these historic areas.

Figure 7 depicts historic resources and opportunity sites throughout the City; however, a high proportion of the historic properties and opportunity sites are located Downtown. Half of the City's National Register listings and three of the five preservation zoning districts are in the Downtown area. Other major concentrations of older buildings are located east of Lake Merritt and in West Oakland. Historic Districts and other concentrated areas of historic resources recognized by the City are listed below:³¹

- *Central Business District.* The Central Business District contains Oakland's most concentrated area of historic resources. Historic buildings are concentrated in the southwest quadrant of Downtown, along Broadway, around the County Courthouse, in the retail/entertainment district near Telegraph and 20th, and along Franklin, Webster, and Harrison Streets. Several of the *2007-2017 Housing Element* opportunity sites are located in the Central Business District.
- *Estuary Shoreline.* The Estuary shoreline includes a large concentration of 19th century buildings in the Jack London area, particularly around the Produce Market, and scattered historic sites and buildings to the east along the San Antonio and Fruitvale waterfronts. Opportunity sites under *2007-2017 Housing Element* are located within the Estuary Shoreline area.
- *Coliseum Area (San Leandro Street Industrial Corridor).* The San Leandro Street corridor includes a mix of older, mostly single-family wood-frame cottages and industrial properties ranging from small single story buildings to large manufacturing complexes. Opportunity sites under the *2007-2017 Housing Element* are located within the Coliseum Area.
- *Transit Corridors.* Transit corridors are centered along some of Oakland's earliest streets. Most of the streets date back to the City's establishment and most served as important travel routes between Oakland and outlying communities during the late 1800s. Consequently, the likelihood of historic sites and buildings along the corridors is high. The corridors also include notable examples of "vintage" highway-commercial architecture, including motels along MacArthur and car dealerships along Broadway. Several of the *2007-2017 Housing Element* opportunity sites are located along the main transit corridors.
- *Transit-Oriented Districts.* The transit villages with the greatest potential for impacts on historic structures are within West Oakland and Fruitvale. The West Oakland station lies immediately adjacent to 7th Street, which at one time was a major commercial artery connecting downtown with the ferry and railroad terminals. In addition, the Fruitvale area includes a high concentration of post 1906-earthquake commercial construction, as well as a high number of homes pre-dating 1910. Several of the *2007-2017 Housing Element* opportunity sites are located within transit-oriented districts.

³¹ City of Oakland, Community and Economic Development Agency, *Oakland General Plan Land Use and Transportation Element EIR*, October 31, 1997.

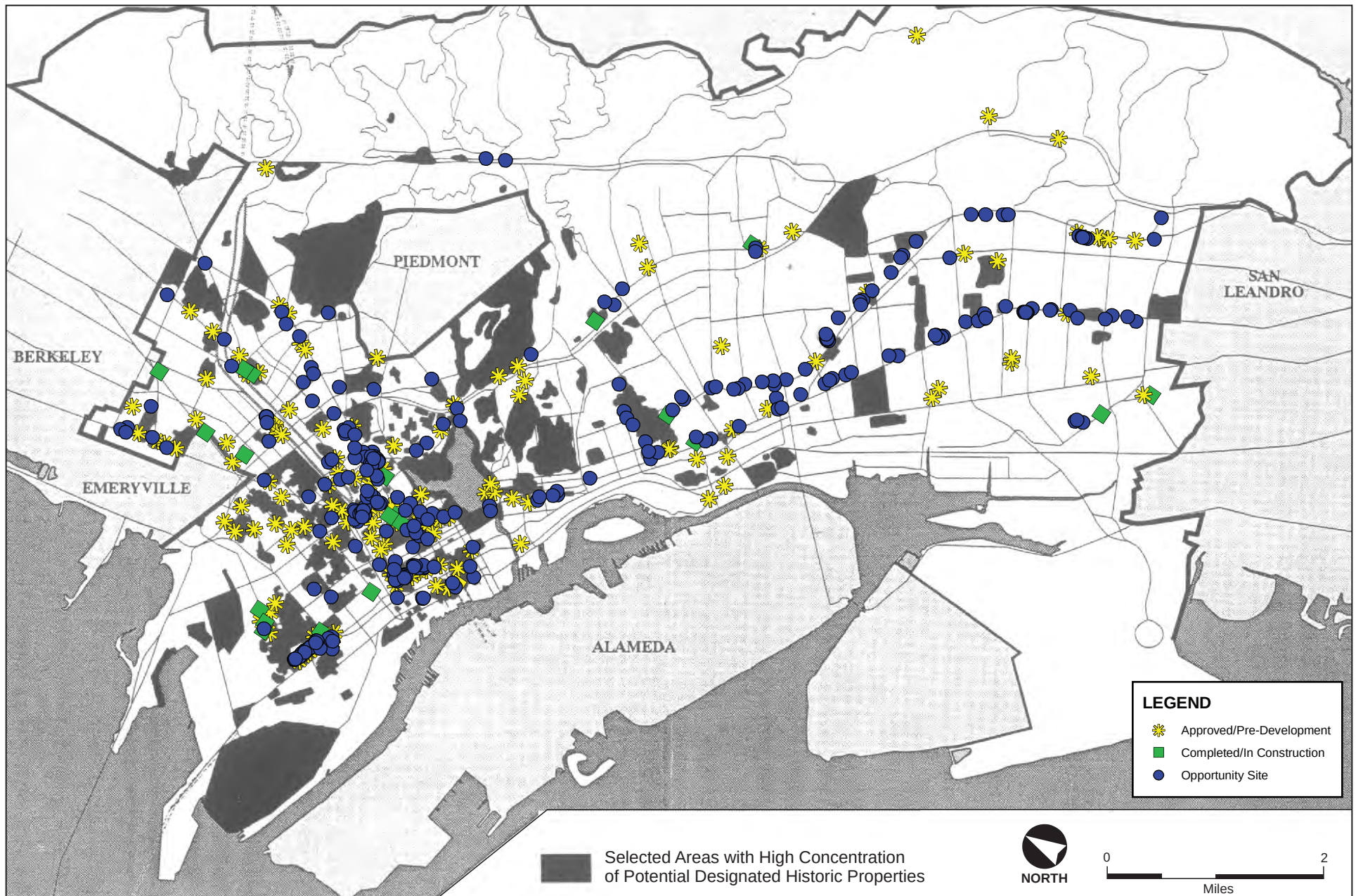


FIGURE 7
Selected Areas with High Concentration of Designated Historic Properties

Source: City of Oakland, General Plan Land Use and Transportation Element EIR, 1997.

As shown in Figure 7, many of the sites are located in areas with high concentrations of designated historic properties, which are scattered across Oakland with a high concentration in the downtown area.

Under CEQA, public agencies must consider the effects of their actions on both “historical resources” and “unique archaeological resources.” Pursuant to Public Resources Code section 21084.1, a “project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment.” Section 21083.2 requires agencies to determine whether proposed projects would have effects on “unique archaeological resources.” The following are the various registers of historical resources including the national, state, and local levels. Historical resources listed or determined eligible for one of these registers is protected under CEQA (CEQA Guidelines, section 15064.5).

National Register of Historic Place and National Historic Landmarks. The National Register is the federal government’s list of properties warranting preservation. Approximately 38 Oakland properties are currently on the National Register and several hundred have been officially determined as eligible. Several thousand more may be eligible, either individually or as part of the National Register districts.

California State Historical Landmarks and Points of Historical Interest. In order to be eligible for a landmark designation, a property must be of statewide historical importance and be the first, last, only, or most significant example of a type in the region. Points of Historical Interest are properties of countywide and regional importance which are not eligible as State Historic Landmarks. There are 11 State Historical Landmarks in Oakland and one Point of Historical Interest.

California Register of Historical Resources. This is intended as a guide for identifying the State’s historical resources and to indicate what properties are to be protected. The Register presently includes properties officially determined eligible for the National Register of Historic Places or State Historical Landmarks Nos. 770 and higher.

Oakland Landmarks. Properties eligible as Oakland landmarks are defined under Section 2002(p) of the Zoning Regulations as those having “special character or special historical, cultural, educational, architectural, aesthetic, or environmental interest or value.” There are now over 110 landmarks in Oakland and at least several hundred additional properties appear eligible as landmarks.

City of Oakland Municipal Code: S-7 and S-20 Preservation Combining Zone. About 40 properties are located within five existing S-7 Zones. S-7 and S-20 zones are mainly located in southeast Oakland, within or adjacent to the Central Business District. Refer to the below discussion about the S-7 and S-20 zones under the Municipal Code for more details.

Archeological Resources. Prehistoric archeological resources typically include chert or obsidian flakes, projectile points, mortars and pestles, and dark friable soil containing shell and bone, dietary debris, heat-affected rock, and/or human burials. Native American prehistoric archeological resources

are generally situated near the San Francisco Bay and on terraces adjacent to intermittent or perennial creeks or springs; along ridges; and on broad or moderately wide mid-slope terraces.

Huge shellmounds left by the Ohlone peoples have been recovered near the mouth of the Temescal Creek in Emeryville and on the shores of Brooklyn Basin in what is now the Oakland Estuary. Buried artifacts and other archeological remains have also been found in various places in Oakland and further discoveries may be expected in the future.

At the time of Spanish settlement of the area, there were an estimated four or five Ohlone villages. Surface traces of these villages have long since disappeared, but all may exist as buried archeological sites. Three of these villages are believed to have been located in the vicinity of 51st Street and Telegraph Avenue, Trestle Glen, and Holy Names College. There are numerous housing opportunity sites located within a half-mile radius from these three potential Ohlone villages.

Paleontological Resources.³² Paleontological resources are the fossilized remains of the area's early plants and animals. The oldest fossils of land animals were deposited about 12.5 million years ago and are found in the lowermost rocks of the Orinda geologic formation. Horse teeth, mastodon tusks, and camel bones from this era have been discovered in the East Bay Hills. Even older remains, including fossilized beds of oysters, scallops, and clams from the Miocene epoch (10 to 30 million years ago), have been found in the hills above Oakland and Berkeley. These remains were deposited at a time when the East Bay Hills were still submerged by the sea. Fossilized plants from the Pliocene and Pleistocene times also occur throughout the Bay Area, including Oakland. Plant and animal fossils are occasionally uncovered during major excavation projects, including quarrying and highway tunnel construction. In fact, fossils are widespread and would be encountered in many places where broad, deep cuts into bedrock would occur.

2. Environmental Checklist

The proposed project would have a significant impact on the environment if “potentially significant” is checked under items Va-d, below, and there is no mitigation measure or *Standard Condition of Approval* (SCA) identified that would reduce impacts to a less-than-significant level.

³² City of Oakland, Community and Economic Development Agency, *Oakland General Plan Land Use and Transportation Element EIR*, October 31, 1997.

	Potentially Significant	Potentially Significant Unless New Mitigation is Incorporated	Less than Significant with SCA ^a and/or Previously Imposed MM ^b	Less than Significant Impact	No Impact
Would the project:					
a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5. Specifically, a substantial adverse change includes physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be "materially impaired." The significance of an historical resource is "materially impaired" when a project demolishes or materially alters, in an adverse manner, those physical characteristics of the resource that convey its historical significance and that justify its inclusion on, or eligibility for inclusion on an historical resource list (including the California Register of Historical Resources, the National Register of Historical Resources, Local Register, or historical resources survey form (DPR Form 523) with a rating of 1-5)?	☐	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐	☐

Notes:

a. SCA = Standard Conditions of Approval.

b. MM = Mitigation Measures

3. Discussion

Comment to Question Va (Historical Resources)

The implementation of the *2007-2014 Housing Element* would not have direct, on-site physical impacts to existing historical resources. Out of the 14,629 housing units under the *2007-2014 Housing Element*, only 1,426 units have yet to be planned, approved, and constructed, and 12,075 have been approved or are in pre-approval. Some of the sites for which approvals have been issued could involve demolition of, or impacts to, historic resources. However, prior to issuance of approvals from the City of Oakland, each of these projects would have been subject to CEQA review, as well as to the Standard Conditions of Approval, described below and the goals and policies of the Historic Preservation Element of the City of Oakland's *General Plan*. Given these requirements, the potential impacts to historic resources resulting from projects on any of the approved sites would be mitigated on a site by site basis, as would the remaining 1,426 housing units, as described below.

While the opportunity sites would be located on vacant or underutilized parcels and would not include the demolition of historical resources, construction of these sites could indirectly impact surrounding historic properties. For example, vibration during construction activities could potentially damage nearby historic properties, or new development could be visually incompatible with the older, historical buildings.

If development was undertaken in a manner that was not sensitive to historic resources, then significant impacts to historical resources as defined by CEQA could result. However, because housing development under the *2007-2014 Housing Element* would be subject to various protective policies and conditions of approval, impacts would be less than significant. The policies and conditions that would apply to the proposed project are described below.

General Plan. Development under the *2007-2014 Housing Element* would be subject to the following *General Plan* goals and policies with regard to historical resources. These policies address preserving design elements of historic buildings, architectural integrity, and ensuring that new development in historic districts are visually interesting and compatible in character with the surroundings.

Historic Preservation Element

- *Goal 2:* To preserve, protect, enhance, perpetuate, use, and prevent the unnecessary destruction or impairment of properties or physical features of special character or special historic, cultural, educational, architectural, or aesthetic interest or value.
- *Policy 2.1:* Preservation Incentives and Regulations for Designated Historic Properties. The City will use a combination of incentives and regulations to encourage preservation of significant older properties and areas which have been designated as Landmarks, Preservation Districts, or Heritage Properties. The regulations will be applied according to the importance of each property, with the more important properties have stronger regulations.
 - o *Action 2.4.1:* Landmark and Preservation District Design Guidelines: Develop and adopt design guidelines for Landmarks and Preservation Districts.
- *Policy 2.6:* Preservation Incentives. (b) Compatible new development on vacant noncontributing Preservation District parcels will be eligible for the following incentives: (iv) broader range of permitted or conditionally-permitted uses; (v) transferable development rights; (vi) priority for economic development and community development project assistance and eligibility for possible historic preservation grants for low-income housing; and (vii) eligibility for acquisition, rehabilitation, and other development assistance from a possible historic preservation revolving fund or possible Marks historical rehabilitation bond program.

Land Use and Transportation Element

- *Policy N9.8: Preserving History and Community.* Locations that create a sense of history and community within the City should be identified and preserved where feasible.

As aforementioned, several of the housing opportunity sites are located in the downtown area. The following policies of the *LUTE* would be applicable to residential infill housing occurring on opportunity sites within the Downtown Oakland:

- *Policy D1.1: Defining Characteristics of Downtown.* The characteristics that make downtown Oakland unique, including... historic areas... should be enhanced and used to strengthen the downtown as a local and regional asset.
- *Policy D2.1: Enhancing the Downtown.* Downtown development should be visually interesting, harmonize with its surroundings, respect and enhance important views in and of the downtown, respect the character, history, and pedestrian-orientation of the downtown, and contribute to an attractive skyline.

To the extent that any of the development occurring under the *2007-2014 Housing Element* would occur in Old Oakland, Jack London Square and/or in neighborhoods that feature historic architecture, or create a sense of history and/or community, the following *LUTE* policies would apply:

- *Policy D1.4: Planning for Old Oakland.* Old Oakland should be respected and promoted as a significant historic resource and character-defining element, with Washington Street as its core.

The inclusion of *LUTE* Policies D1.1, D2.1, D1.4, and N9.8 are indicative of the City's commitment to preserving and enhancing historic resources; therefore, these policies would govern future development under the proposed project.

In the unlikely event that historic properties adjacent to the opportunity sites could be damaged or altered as a result of construction, the following *General Plan* policies would apply:

- *Policy 2.4: Landmark and Preservation District Regulations.* (a) Demolitions and removals involving Landmarks or Preservation Districts will generally not be permitted unless certain findings are made; (b) Alterations or New Construction will normally be approved if they are found to meet the Secretary of Interior's Standards for the Treatment of Historic Properties; (c) Findings involving alterations of Landmarks or Preservation Districts will seek to balance preservation with other concerns; (d) Specific regulations are set forth in Tables 4-1 and 4-2 of the *Historic Preservation Element*.
- *Policy 3.1: Avoid or Minimize Adverse Historic Preservation Impacts Related to Discretionary City Actions.* The City will make all reasonable efforts to minimize adverse effects on the character-defining elements of existing or Potential Designated Historic Properties which could result from private or public projects requiring discretionary City actions.
- *Policy 3.5: Historic Preservation and Discretionary Permit Approvals.* For alterations to Heritage Properties or Potential Designated Historic Properties requiring discretionary City permits, the City will make a finding that: (1) the design matches or is compatible with, but not necessarily identical to, the property's existing or historical design; or (2) the proposed design comprehensively modifies and is at least equal in quality to the existing design and is compatible with the character of the neighborhood; or (3) the existing design is undistinguished and does not warrant retention and the proposed design is compatible with the character of the neighborhood.
- *Policy 3.6: Historic Preservation and City-Sponsored or Assisted Projects.* To the extent consistent with other Oakland *General Plan* provisions, City-sponsored or assisted projects involving an existing or Potential Historic Property will: (a) avoid adverse effects on these

properties; (b) incorporate preservation efforts; (c) be considered to have no effect on the properties if they conform with the Secretary of Interior's Standards.

LUTE EIR.³³ Potential impacts to historic resources were analyzed as part of the *LUTE EIR* (page III.G-1 – III.G-17) and mitigation measures were identified. Those mitigation measures are incorporated by reference here. With the implementation of *General Plan* policies D1.4, D6.2, W10.7, N9.8, and N9.9 and appropriate mitigation measures from the *LUTE EIR* (Mitigation Measure G.3a, and G.3b), impacts to historic resources are less than significant and no new impacts are anticipated as a result of the project. Those mitigation measures are as follows:

Mitigation Measure G.3a: Amend the Zoning Regulations text to incorporate the new preservation regulations and incentives.

Mitigation Measure G.3b: Develop and adopt design guidelines for Landmarks and Preservation Districts.

Municipal Code. The housing opportunity sites are located throughout the City of Oakland. In general, the S-7 and S-20 historical zones are located in southeast Oakland, within or adjacent to the Central Business District. In the event that a housing site is located within an S-7 or S-20 zone, development under the *2007-2014 Housing Element* would be subject to the following titles of the Oakland Municipal Code:

- *Title 17: Planning*
 - o *Chapter 17.84: S-7 Preservation Combining Zone Regulations.* The provisions outlined in this chapter are for the S-7 preservation combining zone. The S-7 zone is intended to preserve and enhance the cultural, educational, aesthetic, environmental, and economic value of structures and areas of special importance due to historical association, basic architectural merit, the embodiment of a style or special type of construction, or other special character or value, and is typically appropriate to selected older locations in the City. This chapter summarizes the required design review process and criteria for construction, alteration, demolition, and removal of historic structures.
 - o *Chapter 17.100B: S-20 Historic Preservation District Combining Zone Regulations.* The provisions outlined in this chapter are for the S-20 historic preservation district combining zone. The S-20 zone is intended to preserve and enhance the cultural, educational, aesthetic, environmental, and economic value of structures and areas of special importance. The S-20 zone is similar to the S-7 preservation combining zone, but is designed for larger areas, often with a large number of residential properties that may not be individually eligible for landmark designation but which as a whole constitute a historic district. The S-20 zone provides generally more expeditious review procedures than those provided in the S-7 zone. These regulations shall apply in the S-20 zone, and are supplementary to the provisions of Section 17.102.030 for designated landmarks and to the other regulations applying in the zones with which the S-20 zone is combined.

³³ City of Oakland, Community and Economic Development Agency, *Oakland General Plan Land Use and Transportation Element EIR*, October 31, 1997.

Standard Conditions of Approval. In the unlikely event that historic properties adjacent to the opportunity sites could be damaged or altered as a result of construction, the following *Standard Conditions of Approval* would apply:

SCA-56 Compliance with Policy 3.7 of the Historic Preservation Element (Property Relocation Rather than Demolition): The project applicant shall make a good faith effort to relocate a historic building to a site acceptable to the Planning and Zoning Division and the Oakland Cultural Heritage Survey. Good faith efforts include, at a minimum, the following:

- a) Advertising the availability of the building by: (1) posting of large visible signs (such as banners, at a minimum of 3 feet x 6 feet size or larger) at the site; (2) placement of advertisements in Bay Area news media acceptable to the City ;and (3) contacting neighborhood associations and for-profit and not-for-profit housing and preservation organizations;
- b) Maintaining a log of all the good faith efforts and submitting that along with photos of the subject building showing the large signs (banners) to the Planning and Zoning Division;
- c) Maintaining the signs and advertising in place for a minimum of 90 days; and
- d) Making the building available at no or nominal cost (the amount to be reviewed by the Oakland Cultural Heritage Survey) until removal is necessary for construction of a replacement project, but in no case for less than a period of 90 days after such advertisement.

SCA-57 Vibrations Adjacent Historic Structures: The project applicant shall retain a structural engineer or other appropriate professional to determine threshold levels of vibration and cracking that could damage a Historic Structure and design means and methods of construction that shall be utilized to not exceed the thresholds.

Compliance with the aforementioned *Historic Preservation Element* policies, *LUTE* policies, Municipal Code Title 17, and SCA-56 and 57, would reduce adverse changes in significant historical resources, as defined by the CEQA Guidelines, to a less-than-significant level.

Comments to Questions Vb-Vd (Archeological and Paleontological Resources and Human Remains)

As indicated in the Setting discussion, other cultural resources, such as paleontological and archeological resources, may be encountered during construction at the opportunity sites. Ground-disturbing activities (such as excavation) associated with the construction of the new housing units at opportunity site, which are widely distributed throughout the City, could potentially unearth undiscovered archaeological or paleontological resources, or human remains. If ground-disturbing activities during construction are not sensitive to those cultural resources, then physical impacts could result. Disruption of such resources could result in a significant impact under CEQA.

However, potential impacts to cultural resources have been addressed in the *General Plan*, the *LUTE EIR* and by the City's Standard Conditions of Approval. Compliance with *General Plan* objectives and policies, the *LUTE EIR* mitigation measure, the Standard Conditions of Approval, and additional mitigation measures would reduce any impacts on paleontological and archeological resources to a less-

than-significant level. The policies and conditions that would apply to the proposed project are described below.

General Plan. Development under the *2007-2014 Housing Element* would be subject to the following *General Plan* objectives and policies with regard to archeological resources:

- *Objective 4: Archeological Resources.* To develop databases identifying existing and potential archeological sites and adopt procedures for protecting significant archeological resources.
- *Policy 4.1: Archeological Resources.* To protect significant archeological resources, the City will take special measures for discretionary project involving ground disturbances located in archeologically sensitive area.

LUTE EIR. Potential impacts to archeological and paleontological resources were analyzed as part of the *LUTE EIR* (page III.G-1 – III.G-17). The *LUTE EIR* addressed the project's impacts to these cultural resources and mitigation measures are incorporated by reference here. With the implementation of *General Plan* policies and appropriate mitigation measures from the *LUTE EIR* (Mitigation Measure G.2), impacts to archeological and paleontological resources are less than significant and no new impacts would result. This mitigation measure is as follows:

Mitigation Measure G.2: Establish criteria and interdepartmental referral procedures for determining when discretionary City approval of ground-disturbing activities should be subject to special conditions to safeguard potential archeological resources.

Standard Conditions of Approval. The City has adopted the following *Standard Conditions of Approval* which would apply to any development project undertaken under the *2007-2014 Housing Element*. Compliance with these *Standard Conditions of Approval* would reduce potentially significant impacts to archeological and paleontological resources and human remains to a less than significant level:

SCA-52 Archaeological Resources:

- a) Pursuant to CEQA Guidelines section 15064.5 (f), "provisions for historical or unique archaeological resources accidentally discovered during construction" should be instituted. Therefore, in the event that any prehistoric or historic subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project applicant and/or lead agency shall consult with a qualified archaeologist to assess the significance of the find. If any find is determined to be significant, representatives of the project proponent and/or lead agency and the qualified archaeologist would meet to determine the appropriate avoidance measures or other appropriate measure, with the ultimate determination to be made by the City of Oakland. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and a report prepared by the qualified archaeologist according to current professional standards.

- b) In considering any suggested measure proposed by the consulting archaeologist in order to mitigate impacts to historical resources or unique archaeological resources, the project applicant shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while measure for historical resources or unique archaeological resources is carried out.
- c) Should an archaeological artifact or feature be discovered on-site during project construction, all activities within a 50-foot radius of the find would be halted until the findings can be fully investigated by a qualified archaeologist to evaluate the find and assess the significance of the find according to the CEQA definition of a historical or unique archaeological resource. If the deposit is determined to be significant, the project applicant and the qualified archaeologist shall meet to determine the appropriate avoidance measures or other appropriate measure, subject to approval by the City of Oakland, which shall assure implementation of appropriate measure measures recommended by the archaeologist. Should archaeologically-significant materials be recovered, the qualified archaeologist shall recommend appropriate analysis and treatment, and shall prepare a report on the findings for submittal to the Northwest Information Center.

SCA-53 Human Remains: In the event that human skeletal remains are uncovered at the project site during construction or ground-breaking activities, all work shall immediately halt and the Alameda County Coroner shall be contacted to evaluate the remains, and following the procedures and protocols pursuant to Section 15064.5 (e)(1) of the CEQA Guidelines. If the County Coroner determines that the remains are Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to subdivision (c) of Section 7050.5 of the Health and Safety Code, and all excavation and site preparation activities shall cease within a 50-foot radius of the find until appropriate arrangements are made. If the agencies determine that avoidance is not feasible, then an alternative plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance and avoidance measures (if applicable) shall be completed expeditiously.

SCA-54 Paleontological Resources: In the event of an unanticipated discovery of a paleontological resource during construction, excavations within 50 feet of the find shall be temporarily halted or diverted until the discovery is examined by a qualified paleontologist (per Society of Vertebrate Paleontology standards (SVP 1995,1996)). The qualified paleontologist shall document the discovery as needed, evaluate the potential resource, and assess the significance of the find. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If the City determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the project on the qualities that make the resource important, and such plan shall be implemented. The plan shall be submitted to the City for review and approval.

Compliance with the aforementioned *Historic Preservation Element* policies, *LUTE EIR* Mitigation Measure G.2, and Standard Conditions of Approval 52, 53, and 54, would reduce significant changes to archeological resources, unique paleontological resources, geologic features, or human remains to a less-than-significant level.

4. Cumulative Impacts

The geographic area considered for the cultural and paleontological resources cumulative analysis is the City of Oakland. Construction activities associated with the *2007-2014 Housing Element* and past, present, pending, and reasonably foreseeable future projects could result in significant impacts to archaeological, historic, and paleontological resources, and human remains. However, similar to construction under the *2007-2014 Housing Element*, past, present, and future projects have or would be subject to the City's Standard Conditions of Approval designed to protect cultural and paleontological resources. The conditions of approval also include provisions to ensure the discovery of human remains is reported to the proper authorities. The *2007-2014 Housing Element* would not result in the demolition of significant historic architectural resources. Therefore, construction of housing units implemented by the *2007-2014 Housing Element*, together with the impact of past, present, current, pending, and reasonably foreseeable future development, would not contribute to a cumulative impact to cultural or paleontological resources.

5. Conclusion

Development at the opportunity sites identified in the *2007-2014 Housing Element* would largely occur as infill, in an urbanized and built-out City. Compliance with the goals, policies, and programs of the City's *General Plan* (Goal 2, Policy 2.1, and 2.6, Action 2.4.1, and Policies N9.8, D1.1, D2.1, D1.4, 2.4, 3.1, 3.5, 3.6, 4.1, and Objective 4); Municipal Code (Title 17), Standard Conditions of Approval 52, 53, 54, 56, and 57, and *LUTE EIR* Mitigation Measure G.2 would ensure that development under the *2007-2014 Housing Element* would comply with federal and State laws protecting cultural resources, resulting in a less-than-significant impact. In addition, should any sensitive resources be discovered during the construction of future development projects under the *2007-2014 Housing Element*, all building activity should cease until a resource mitigation plan and monitoring program is prepared by a qualified professional as described in Standard Conditions of Approval. As such, the proposed project would have a less-than-significant impact to cultural resources.

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VI. GEOLOGY AND SOILS

1. Setting

The City of Oakland is on the eastern shore of San Francisco Bay. The City occupies 56 square miles and is characterized by flatland topography in the west and the Oakland Hills to the east. The flatlands generally are at elevations of less than 100 feet above mean sea level (msl) with most of the urban area between 42 feet and 43 feet msl; the Oakland Hills reach an elevation of 1,760 feet msl at Grizzly Peak. The bedrock formations of the Oakland Hills are divided from the alluvial deposits of the flatlands by the Hayward Fault Zone, an active part of the San Andreas Fault System, which, being approximately 44 miles wide in the Bay Area, encompasses all the communities surrounding San Francisco Bay. Several rugged canyons cut through the Oakland Hills include Strawberry Canyon, Hamilton Gulch, Telegraph Canyon, and Claremont Canyon.

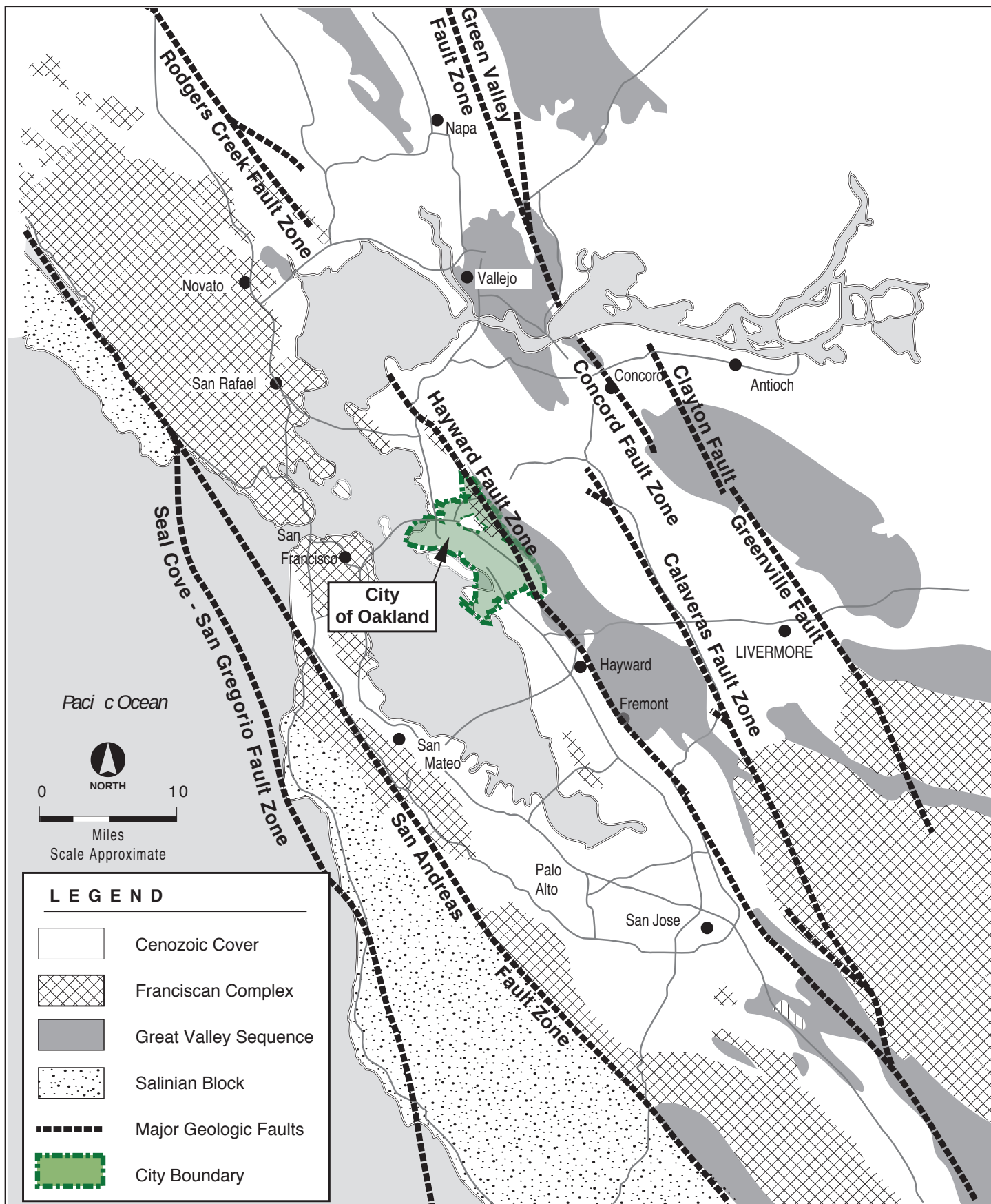
The City is in the Coast Ranges geomorphic province. The major geologic feature of the region is the seismically active San Andreas Fault System. The main trace of the San Andreas fault is about 16 miles southwest of the City, as shown in Figure 8, Regional Geologic Map. The main trace of the Hayward fault passes through the City at the base of the Oakland Hills. During Historic times (the past 200 years), these two faults have produced most of the moderate and large earthquakes in the Bay Area.

There are several other active and potentially active fault zones that affect the City. The San Gregorio, San Andreas, Hayward, Calaveras, and Greenville fault zones all include historically active segments.³⁴ Active segments of the San Gregorio fault are about 40 miles southwest of the City, as shown in Figure 8. The Calaveras fault and Greenville fault are 11 miles and 25 miles east of the City, respectively. The City is crossed by the Alquist-Priolo Earthquake Fault Zone surrounding the Hayward fault.³⁵

Slopes of 30 percent or more occur along the flanks of the Oakland Hills in the City, predominantly east and south of State Route 13 (SR13) and I-580, respectively. In some of these areas, the slope is as great as 75 percent. Slopes of 5 to 30 percent are common from just west of SR13 to the flatlands, which begin at approximately MacArthur Boulevard. The flatlands generally have slopes of less than 5 percent.

³⁴ Bortugno, E.J., R.D. McJunkin, and D.L. Wagner, *Map Showing Recent of Faulting, San Francisco-San Jose Quadrangle*, California Geological Survey, Regional Geologic Map Series, No. 5A, 1991, sheet 5, scale 1:250,000.

³⁵ Hart, E.W., and Bryant, W.A., *Fault-Rupture Hazard Zones in California, Alquist-Priolo Earthquake Fault Zoning Act with index to Earthquake Fault Zones Maps*, California Geological Survey, Special Publication 42, revised 1997, Supplements 1 and 2, 1999, Supplement 3 released May 1, 2003, Online Version updated May 1, 2006.



Along the City's west and southwest borders, adjacent to the Oakland Estuary, much of the existing land surface has been created by filling (i.e., depositing fill materials in the shallow Bay margins). The Bay Bridge approach, the former military depots, and shipping channels are built on land that has been created by filling.

2. Environmental Checklist

The proposed project would have a significant impact on the environment if “potentially significant” is checked under items VIa-f, below, and there is no mitigation measure or *Standard Condition of Approval* (SCA) identified that would reduce impacts to a less-than-significant level.

	Potentially Significant	Potentially Significant Unless New Mitigation is Incorporated	Less than Significant with SCA ^a and/or Previously Imposed MM ^b	Less than Significant Impact	No Impact
Would the project:					
a) Expose people or structures to substantial risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map or Seismic Hazards Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to California Geological Survey Special Publications 42 and 117 and PRC §2690 et. Seq.)?	☐	☐	☒	☐	☐
ii) Strong seismic groundshaking?	☐	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction, lateral spreading, subsidence, collapse?	☐	☐	☒	☐	☐
iv) Landslides?	☐	☐	☒	☐	☐
b) Result in substantial soil erosion or the loss of topsoil, creating substantial risks to life, property, or creek/waterways?	☐	☐	☒	☐	☐
c) Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007, as it may be revised), creating substantial risks to life or property?	☐	☐	☒	☐	☐
d) Be located above a well, pit, swamp, mound, tank vault, or unmarked sewer line, creating substantial risks to life or property?	☐	☐	☒	☐	☐
e) Be located above landfills for which there is no approved closure and post-closure plan, or unknown fill soils, creating substantial risks to life or property?	☐	☐	☒	☐	☐

	Potentially Significant	Potentially Significant Unless New Mitigation is Incorporated	Less than Significant with SCA ^a and/or Previously Imposed MM ^b	Less than Significant Impact	No Impact
Would the project:					
f) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☐	☒

Notes:

- a. SCA = Standard Conditions of Approval.
- b. MM = Mitigation Measures

3. Discussion

Comment on Question VIa and VIc (Hazards)

The City of Oakland and the rest of the Bay Area are in one of the most active seismic regions in the United States. Each year, low and moderate magnitude earthquakes occurring in or near the Bay Area are felt by residents of the City. Since the mid-nineteenth century, there have been about 45 destructive earthquakes in California, of which about a dozen have affected the City. The April 1906 earthquake on the San Andreas fault, estimated at about Moment Magnitude (M_w) 7.9 ($M_{8.3}$ on the Richter scale), was the largest regional seismic event felt in the City. More recently, the M_w 6.9 ($M_{7.1}$) Loma Prieta earthquake of October 1989 on the Santa Cruz Mountains segment of the San Andreas fault caused severe damage throughout the Bay Area, including about \$1.5 billion of property damage throughout Alameda County (including the City of Oakland), with 42 deaths reported in the collapse of the Cypress Structure.³⁶

Allowing new human-occupancy uses in the Hayward fault's Alquist-Priolo Earthquake Fault Zone would pose risks to people and structures in the event of a large earthquake causing ground surface rupture or violent groundshaking. As shown in Figure 6-2, two housing opportunity sites are in close proximity to the Hayward Fault Zone. Compliance with the Alquist-Priolo Earthquake Fault Zoning Act (provided subsequently), the Oakland Building Code (provided subsequently), and the City's Standard Conditions of Approval (SCA) 35 and 59 (provided subsequently) would result in less-than-significant exposures of people and structures to the hazards of groundshaking from earthquakes and surface rupture on a known earthquake fault. These requirements would ensure that homes are built on seismically safe ground by mandating site-specific studies and requiring setbacks.

Subsidence and settling can occur in areas where fill has been placed. Settlement of fill has the potential to crack roads, pipes, and building foundations in the flat areas. In the hilly areas, settlement can occur where slopes have been filled to reduce the gradient. Variations in fill thickness and compaction rates

³⁶ McNutt, S.R., "Summary of Damage and Losses Caused by the Loma Prieta Earthquake," in: *The Loma Prieta (Santa Cruz Mountains), California, Earthquake of 17 October 1989*, S.R. McNutt and R.H. Sydnor, editors, California Geological Survey, Special Publication 104, 1990, pages 131 to 138.

can cause building foundations to crack on contoured hillsides. Fill has been placed along the City's south and west sides and in various other locations throughout the City during previous development. Compliance with the Oakland Building Code (provided subsequently), and the City's SCA-35, 58, and 68 (provided subsequently) would result in less-than-significant exposures of people and structures to the hazards of subsidence and settling.

Landsliding is the rapid downslope movement of soil, rock, and rock debris. Mudslides, the most familiar type of landslide in the City, are caused by the shallow movement of earth saturated by water. Landslides are natural occurrences, but can be exacerbated by improper excavation or construction. Development on susceptible slopes can trigger slide activity, thereby increasing the potential for loss of life and property. The risk of landsliding is highest on slopes steeper than 15 percent containing weak, unconsolidated, or shallow soil units; formations with a high clay content and water content; extensive grading; and vegetation removal, and on artificial slopes, especially where the soil is underlain by weathered or highly fractured bedrock. There is a higher probability of landslides on slopes along earthquake faults, such as the traces of the Hayward fault that pass through the City. A single factor, such as an earthquake, heavy rain, misdirected runoff, or a broken water pipe, can trigger a landslide on a susceptible hillside.

The City's Public Works Department maintains a series of detailed maps (called "grade sheets") that show the locations of reported land stability problems. Hundreds of problem areas are shown, ranging from very destructive slides to minor slides in residential yards and along streams. The slides generally have occurred within a mile-wide band along the Hayward fault, typically within hillside residential areas. The U.S. Geologic Survey (USGS) has mapped the locations of potential future landslides in the City, as well as the locations of areas potentially subject to liquefaction. In general, the hilly areas to the east of the Hayward fault have "high" slide hazards, and the hilly areas west of the fault have "moderate" slide hazards. Potentially liquefiable soils occur along the courses of existing and buried creeks and throughout the filled flatlands adjacent to the Bay. Because most of the identified housing opportunity sites are in the built-out, urban areas of the City, most of them would not be subject potential future landslides. Two sites east of Piedmont and four sites northwest of Knowland Park, identified in Figure 9, Geologic Hazards, are near potential landslide areas.

These opportunity sites also are near the Hayward fault and those east of Piedmont are on the western edge of the Alquist-Priolo Earthquake Fault Zone. Numerous opportunity sites throughout the flatlands are in areas potentially susceptible to liquefaction, as shown in Figure 9. Compliance with the Oakland Building Code (provided subsequently), and the City's SCA-35 and 60 (provided subsequently) would result in less-than-significant exposures of people and structures to the hazards of landsliding and liquefaction through the regulation of design and setting of future development within the City.

Expansive soils have the capacity for volume change with a loss or gain in moisture. If the soil's potential to shrink or swell potential is rated moderate to high, damage to buildings, roads, and other structures can occur. Chapter 16 of the Building Code ensures structures intended for human occupancy built on expansive soils are subject to less-than-significant settling or heaving effects by

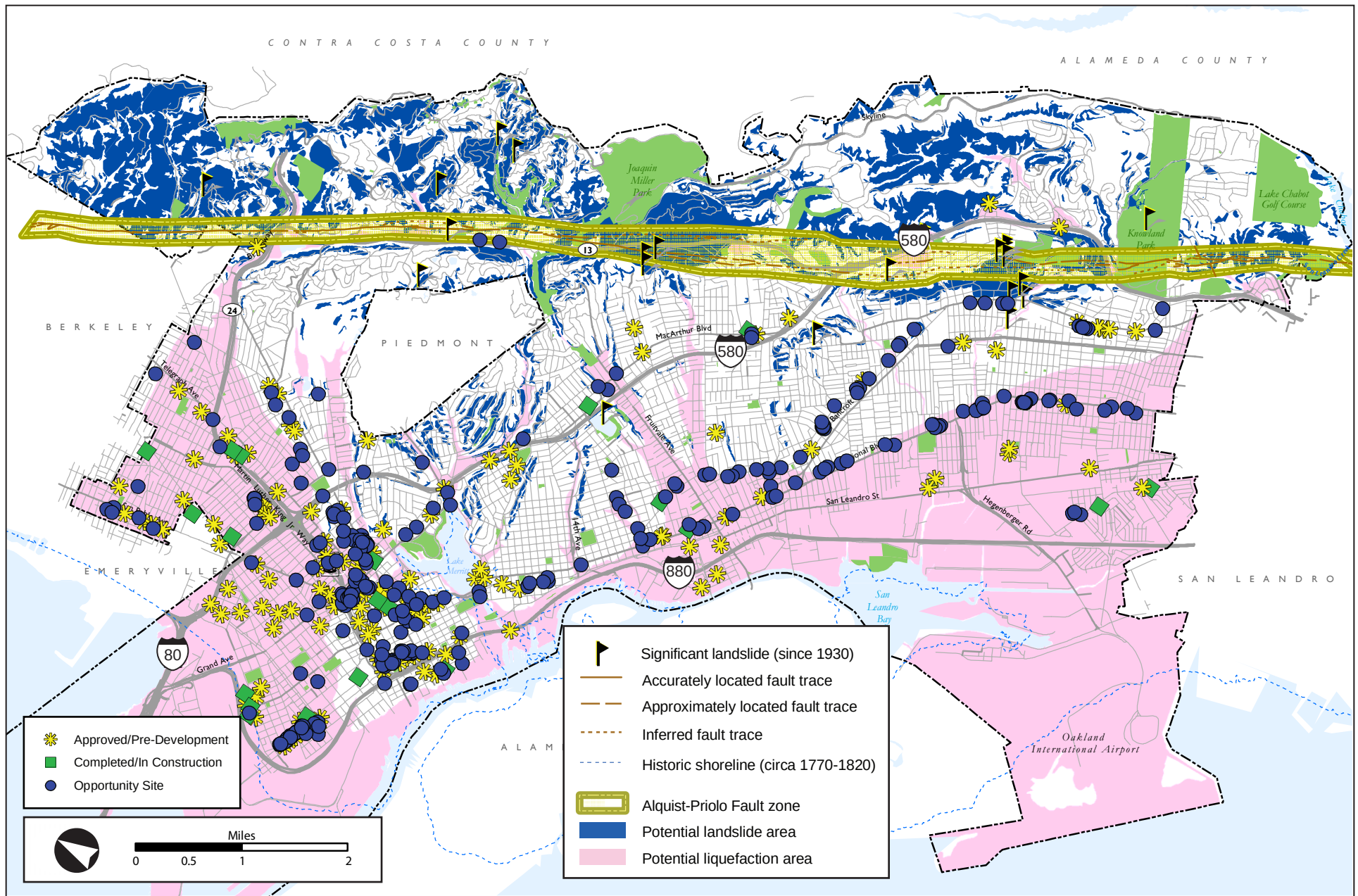


FIGURE 9
Geologic Hazards

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Source: City of Oakland, General Plan Safety Element, 2004.

requiring such development to meet specific minimum structural design standards. The identification and treatment of expansive soils are required to comply with the provisions of Chapter 18 of the Building Code, which specifies the requirements for foundation and soil investigations; excavation, grading, and fill; and the design of footings and foundation support. Geotechnical investigations generally recommend removal and recompaction or replacement of existing fills unsuitable for foundation support. When weak soils are replaced or re-engineered specifically for stability prior to use, the potential effects of expansion can be reduced to an acceptable level or eliminated. An acceptable degree of soil stability can be achieved for expansive or compressible soils by the incorporation of soil treatment programs (replacement, grouting, compaction, drainage control, etc.) in the excavation and construction plans to address site-specific soil conditions. Compliance with the Oakland Building Code (provided subsequently), and the City's SCA-35 and 58 (provided subsequently) would result in less-than-significant exposures of people and structures to the hazards of expansive soil through the regulation of design and setting of future development within the City.

General Plan. Development under the *2007-2014 Housing Element* would be subject to the following *General Plan* and policies with regard to geology and soil hazards:

Open Space, Conservation, and Recreation Element

- *Policy CO-1.1:* Design all construction activities to ensure that soil is well secured so that unnecessary erosion, siltation of streams, and sedimentation of water bodies does not occur.
- *Policy CO-2.1:* Encourage development practices which minimize the risk of landsliding.
- *Policy CO-2.2:* Retain geologic features known to be unstable, including serpentine rock, areas of known landsliding, and fault lines, as open space. Where feasible, allow such lands to be used for low-intensity recreational activities.

Municipal Code. Development under the *2007-2014 Housing Element* would be subject to the Oakland Municipal Code with regard to geology and soil hazards:

Unreinforced Masonry Ordinance (Ordinance No. 11613). Requires the upgrading of unreinforced masonry buildings to promote public safety and welfare by reducing the risk of death or injury that may result from the effects of earthquakes on existing buildings of this construction.

Standard Conditions of Approval. Development under the *2007-2014 Housing Element* would be subject to the following Standard Conditions of Approval with regard to geology and soil hazards:

SCA-35 Hazards Best Management Practices. Prior to commencement of demolition, grading, or construction, The project applicant and construction contractor shall ensure that construction of Best Management Practices (BMPs) are implemented as part of construction to minimize the potential negative effects to groundwater and soils. These shall include the following:

- Follow manufacture's recommendations on use, storage, and disposal of chemical products used in construction. Avoid overtopping construction equipment fuel gas tanks;

- During routine maintenance of construction equipment, properly contain and remove grease and oils;
- Properly dispose of discarded containers of fuels and other chemicals.
- Ensure that construction would not have a significant impact on the environment or pose a substantial health risk to construction workers and the occupants of the proposed development. Soil sampling and chemical analyses of samples shall be performed to determine the extent of potential contamination beneath all UST's, elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition, or construction activities would potentially affect a particular development or building.
- If soil, groundwater or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums or other hazardous materials or wastes are encountered), the applicant shall cease work in the vicinity of the suspect material, the area shall be secured as necessary, and the applicant shall take all appropriate measures to protect human health and the environment. Appropriate measures shall include notification of regulatory agency(ies) and implementation of the actions described in the City's Standard Conditions of Approval, as necessary, to identify the nature and extent of contamination. Work shall not resume in the area(s) affected until the measures have been implemented under the oversight of the City or regulatory agency, as appropriate.

SCA-58 Soils Report: Required as part of the submittal of a Tentative Tract or Tentative Parcel Map. A preliminary soils report for each construction site within the project area shall be required as part if this project and submitted for review and approval by the Building Services Division. The soils reports shall be based, at least in part, on information obtained from on-site testing. Specifically the minimum contents of the report should include:

- a) Logs of borings and/or profiles of test pits and trenches:
 - i) The minimum number of borings acceptable, when not used in combination with test pits or trenches, shall be two (2), when in the opinion of the Soils Engineer such borings shall be sufficient to establish a soils profile suitable for the design of all the footings, foundations, and retaining structures.
 - ii) The depth of each boring shall be sufficient to provide adequate design criteria for all proposed structures.
 - iii) All boring logs shall be included in the soils report.
- b) Test pits and trenches
 - i) Test pits and trenches shall be of sufficient length and depth to establish a suitable soils profile for the design of all proposed structures.
 - ii) Soils profiles of all test pits and trenches shall be included in the soils report.
- c) A plat shall be included which shows the relationship of all the borings, test pits, and trenches to the exterior boundary of the site. The plat shall also show locations of all proposed site improvements. All proposed improvements shall be labeled.
- d) Copies of all data generated by the field and/or laboratory testing to determine allowable soil bearing pressure, sheer strength, active and passive pressures, maximum allowable

- slopes where applicable and any other information which may be required for proper design of foundations, retaining walls, and other structures to be erected subsequent to or concurrent with work done under the grading permit.
- e) Soils Report. A written report shall be submitted which shall include, but is not limited to, the following:
 - i. Site description
 - ii. Local and site geology
 - iii. Review of previous field and laboratory investigations for the site ;
 - iv. Review of information on or in the vicinity of the site on file at the Information Counter, City of Oakland, Office of Planning Building;
 - v. Site stability shall be addressed with particular attention to existing conditions and proposed corrective attention to existing conditions and proposed corrective actions at locations where land stability problems exist;
 - vi. Conclusions and recommendations for foundations and retaining structures, resistance to lateral loading slopes, and specifications, for fills, and pavement design required;
 - vii. Conclusions and recommendations for temporary and permanent erosion control and drainage. If not provided in a separate report they shall be appended to the required soils report;
 - viii. All other items which a Soils Engineer deems necessary;
 - ix. The signature and registration number of the Civil Engineer preparing the report.
 - f) The Director of Planning and Building may reject a report that she/he believes is not sufficient. The Director of Planning and Building may refuse to accept a soils report if the certifications date of the responsible soils engineer on said document is more than three years old. In this instance, the Director may be required that the old soils report be recertified, that an addendum to the soils report be submitted, or that a new soils report be provided.

For any development projects that require an application for a Tentative Tract Map or Tentative Parcel Map and are wholly or partially within an Alquist-Priolo Earthquake Fault Zone, SCA-59 would apply; with the following exceptions; condominium conversions and single family wood or steel frame dwellings not exceeding two stories, when not part of a development of four or more dwellings.

SCA-59 Geotechnical Report: Required as part of the submittal of a Tentative Tract Map or Tentative Parcel Map:

- a) A site-specific, design level, Fault Zone geotechnical investigation for each construction site within the project area shall be required as part if this project and submitted for review and approval to the Building Services Division. Specifically:
 - i. Each investigation shall include an analysis of expected ground motions at the site from identified faults. The analyses shall be accordance with applicable City ordinances and polices, and consistent with the most recent version of the California Building Code, which requires structural design that can accommodate ground accelerations expected from identified faults.

- ii. The investigation shall determine final design parameters for the walls, foundations, foundation slabs, surrounding related improvements, and infrastructure (utilities, roadways, parking lots, and sidewalks).
 - iii. The investigation shall be reviewed and approved by a registered geotechnical engineer. All recommendations by the project engineer, geotechnical engineer, shall be included in the final design, as approved by the City of Oakland.
 - iv. The geotechnical report shall include a map prepared by a land surveyor or civil engineer that shows all field work and location of the “No Build” zone. The map shall include a statement that the locations and limitations of the geologic features are accurate representations of said features as they exist on the ground, were placed on this map by the surveyor, the civil engineer or under their supervision, and are accurate to the best of their knowledge.
 - v. Recommendations that are applicable to foundation design, earthwork, and site preparation that were prepared prior to or during the projects design phase, shall be incorporated in the project.
 - vi. Final seismic considerations for the site shall be submitted to and approved by the City of Oakland Building Services Division prior to commencement of the project.
 - vii. A peer review is required for the Geotechnical Report. Personnel reviewing the geologic report shall approve the report, reject it, or withhold approval pending the submission by the applicant or subdivider of further geologic and engineering studies to more adequately define active fault traces.
- b) Tentative Tract or Parcel Map approvals shall require, but not be limited to, approval of the Geotechnical Report.

For any development projects that require an application for a Tentative Tract Map or Tentative Parcel Map and are located wholly or partially within the Seismic Hazards Zone, SCA-60 would apply; with the following exceptions; condominium conversions and single family wood or steel frame dwellings not exceeding two stories, when not part of a development of four or more dwellings.

SCA-60 Geotechnical Report: Required as part of the submittal of a tentative Tract Map or Tentative Parcel Map:

- a) A site-specific, design level, Landslide or Liquefaction geotechnical investigation for each construction site within the project area shall be required as part if this project and submitted for review and approval by the Building Services Division. Specifically:
 - i. Each investigation shall include an analysis of expected ground motions at the site from identified faults. The analyses shall be accordance with applicable City ordinances and polices, and consistent with the most recent version of the California Building Code, which requires structural design that can accommodate ground accelerations expected from identified faults.
 - ii. The investigation shall determine final design parameters for the walls, foundations, foundation slabs, surrounding related improvements, and infrastructure (utilities, roadways, parking lots, and sidewalks).

- iii. The investigation shall be reviewed and approved by a registered geotechnical engineer. All recommendations by the project engineer, geotechnical engineer, shall be included in the final design, as approved by the City of Oakland.
 - iv. The geotechnical report shall include a map prepared by a land surveyor or civil engineer that shows all field work and location of the “No Build” zone. The map shall include a statement that the locations and limitations of the geologic features are accurate representations of said features as they exist on the ground, were placed on this map by the surveyor, the civil engineer or under their supervision, and are accurate to the best of their knowledge.
 - v. Recommendations that are applicable to foundation design, earthwork, and site preparation that were prepared prior to or during the projects design phase, shall be incorporated in the project.
 - vi. Final seismic considerations for the site shall be submitted to and approved by the City of Oakland Building Services Division prior to commencement of the project.
 - vii. A peer review is required for the Geotechnical Report. Personnel reviewing the geologic report shall approve the report, reject it, or withhold approval pending the submission by the applicant or subdivider of further geologic and engineering studies to more adequately define active fault traces.
- b) Tentative Tract or Parcel Map approvals shall require, but not be limited to, approval of the Geotechnical Report.

SCA-68 Best Management Practices for Soil and Groundwater Hazards: Ongoing throughout demolition, grading, and construction activities the project applicant shall implement all the City-required BMPs regarding potential soil and groundwater hazards.

- a) Soil generated by construction activities shall be stockpiled onsite in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Specific sampling and handling and transport procedures for reuse or disposal shall be in accordance with applicable local, state and federal agencies laws, in particular, the Regional Water Quality Control Board (RWQCB) and /or the Alameda County Department of Environmental Health (ACDEH) and policies of the City of Oakland.
- b) Groundwater pumped from the subsurface shall be contained onsite in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies of the City of Oakland, the RWQCB and/or the ACDEH. Engineering controls shall be utilized, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building (pursuant to the Standard Condition of Approval regarding Radon or vapor Intrusion from Soil and Groundwater Sources)
- c) Prior to issuance of any demolition, grading or building permit, the applicant shall submit for review and approval by the City of Oakland, written verification that the appropriate federal, state or county oversight authorities, including but not limited to RWQCB and/or the ACDEH, have granted all required clearances and confirmed that the applicable standards, regulations and conditions for all previous contamination at the site. The applicant also shall provide evidence from the City’s Fire Department, Office of Emergency Services, indicating compliance with the Standard Condition of Approval requiring a Site Review by the Fire Services Division pursuant to City Ordinance No.

12323, and compliance with the Standard Condition of Approval Phase I and/or Phase II Reports.

Other. Development under the *2007-2014 Housing Element* would be subject to the following State and local regulations with regard to geology and soils – hazards:

State – California Building Code and City of Oakland Building Code. The California Building Code (CBC) is another name for the body of regulations found in the California Code of Regulations (CCR), Title 24, Part 2. Title 24 is assigned to the California Building Standards Commission, which, by law, is responsible for coordinating all building standards. Until January 1, 2008, the CBC was based on the then-current Uniform Building Code and contained Additions, Amendments, and Repeals specific to building conditions and structural requirements in the State of California. The 2007 CBC, effective January 1, 2008, is based on the current (2006) International Building Code, published by the International Conference of Building Officials, and contains prominent enhancement of the sections dealing with fire safety, equal access for disabled persons, and environmentally friendly construction. Cities and counties are required to enforce the regulations of the 2007 CBC beginning January 1, 2008. Each jurisdiction may adopt its own building code based on the 2007 CBC. Local codes are permitted to be more stringent than Title 24, but must, at a minimum, meet all state standards. The City of Oakland has adopted the 2007 CBC as the basis for the City Building Code, Title 15 of the Municipal Code (Ordinance No. 12843, adopted December 18, 2007). The City's enforcement of its Municipal Code would ensure that the design and construction of buildings in the City would be consistent with the CBC.

State – Alquist-Priolo Earthquake Fault Zoning Act (Public Resources Code, Division 2, Chapter 7.5, Sections 2621 et seq.). The Alquist- Priolo Earthquake Fault Zoning Act prohibits the construction of buildings for human occupancy across the traces of active faults and thereby mitigates the hazard of surface fault-line rupture. The Act assumes an area of 50 feet on either side of an active fault trace is underlain by the fault, unless proven otherwise through a fault location investigation. Construction anywhere in an Earthquake Fault Zone is permitted only following the completion of a fault location report prepared by a California-registered Professional Geologist (Section 2623 of the Act).

State – Seismic Hazards Mapping Act (Public Resources Code, Division 2, Chapter 7.8, Sections 2690 et seq.). The Seismic Hazards Mapping Act protects public safety from the effects of strong groundshaking, and earthquake induced liquefaction, landslides, or other ground failures. In accordance with the Act, the State Geologist is required to compile maps of seismic hazard zones throughout the State. Section 2697 of the Act requires that a geotechnical report be prepared prior to City approval of projects in a seismic hazard zone designated by the State Geologist. Section 2699 of the Act requires that the Safety Element prepared for each city *General Plan* takes into account the information provided in the seismic hazard zone maps. Seismic hazard zone maps have been prepared for Oakland delineating potential liquefaction and landslide hazard zones.

Local – City Building Services Division. In addition to compliance with building standards set forth by the City Building Code, the project sponsor for housing projects would be required to submit an engineering analysis accompanied by detailed engineering drawings to the Building Services Division prior to excavation, grading, or construction activities on the project site. This is consistent with standard City practices to ensure that all buildings are designed and built in conformance with the seismic requirements of the City Building Code. An engineering analysis report and drawings and relevant grading or construction activities on a project site would be required to address constraints and incorporate recommendations identified in geotechnical investigations. These required submittals ensure that the buildings are designed and constructed in conformance with the requirements of all applicable building code regulations, pursuant to standard City procedures.

Compliance with the aforementioned *OSCAR* policies, Municipal Code, Standard Conditions of Approval, and applicable federal, State, and local regulations would reduce geologic hazards to a less-than-significant level.

Comment on Question VIb (Erosion)

Hillside construction usually involves the extensive movement of earth to ensure that roads, utilities, and structures are stabilized. On steeper sites, grading may include major cutting and filling. Such grading can decrease slope stability and increase the potential for erosion by the removal of vegetation. Grading activities are subject to the provisions of the City's Grading Ordinance (Ordinance No. 10312) and Sedimentation and Erosion Control Ordinance (Ordinance No. 10446), the full text of both ordinances are located below. The ordinances require a permit for most earth movements of greater than 50 cubic yards of soil and preparation of a sedimentation and erosion control plan where appropriate, compliance with the Ordinances would result in less-than-significant exposures of people and structures to the hazards of erosion.

General Plan. Development under the *2007-2014 Housing Element* would be subject to the following *General Plan* policies with regard to geology and soils – erosion:

Open Space, Conservation, and Recreation Element

- *Policy CO-2.4:* Minimize hillside cuts and fills and the removal of desirable vegetation. Limit large scale grading to those areas where it is essential to development. Where hillside grading does occur, reshape the terrain in smooth, natural appearing contours rather than flat, terraced benches. Immediately replant and reseed graded areas to reduce soil loss.
- *Policy W3.1:* Waterfront objectives, policies, and actions regarding geology, land stability, erosion, soils, water quality, flood hazards, wetland plant and animal habitats, and air quality and pollutants, shall be consistent and in compliance with the Open Space, Conservation, and Recreation Element of the City's *General Plan*.
- *Policy N7.6:* Permit the development of subdivided parcels provided that site and building design minimize environmental impacts, building intensity and activity can be accommodated

by available and planned infrastructure, and site and building designs are compatible with neighborhood character.

Standard Conditions of Approval. Development under the *2007-2014 Housing Element* would be subject to the following SCA-with regard to geology and soils, erosion:

SCA-72 Vegetation Management Plan on Creekside Properties. The full text and description of SCA-72 is located in Section VII, Hazards. This SCA-requires that a vegetation management plan be submitted to the City for project sites that are creekside, within a wildfire hazard zone. SCA-72 includes suggested measure for erosion control.

For development occurring on a project site where a Category III or IV Creek Protection permit is required, SCA-83, 85 and 86 would apply.³⁷

SCA-83 Creek Protection Plan: Prior to and ongoing throughout demolition, grading, and/or construction activities, a project applicant is required to submit an approved creek protection plan:

- a) The approved creek protection plan shall be included in the project drawings submitted for a building permit (or other construction-related permit). The project applicant shall implement the creek protection plan to minimize potential impacts to the creek during and after construction of the project. The plan shall fully describe in plan and written form all erosion, sediment, stormwater, and construction management measures to be implemented on-site.
- b) If the plan includes a stormwater system, all stormwater outfalls shall include energy dissipation that slows the velocity of the water at the point of outflow to maximize infiltration and minimize erosion. The project shall not result in a substantial increase in stormwater runoff volume or velocity to the creek or storm drains.

SCA-85 Creek Monitoring: Prior to issuance of a demolition, grading, or building permit within vicinity of the creek, a project applicant is require to retained a qualified geotechnical engineer and/or environmental consultant paid for by the project applicant to make site visits during all grading activities and submit to the Building Services Division a letter certifying that the erosion and sedimentation control measures set forth in the Creek Protection Permit submittal material have been instituted during the grading activities.

SCA-86 Creek Landscaping Plan: Prior to issuance of a demolition, grading, or building permit within vicinity of the creek, a project applicant shall develop a final detailed landscaping and irrigation plan for review and approval by the Planning and Zoning Division prepared by a licensed landscape architect or other qualified person. Such a plan shall include a planting schedule, detailing plant types and locations, and a system for temporary irrigation of plantings.

- a) Plant and maintain only drought-tolerant plants on the site where appropriate as well as native and riparian plants in and adjacent to riparian corridors. Along the riparian corridor,

³⁷ City of Oakland Public Works Agency, Oakland Creeks Watershed Improvement Program, <http://www.oaklandpw.com/creeks>, June 2009.

- native plants shall not be disturbed to the maximum extent feasible. Any areas disturbed along the riparian corridor shall be replanted with mature native riparian vegetation and be maintained to ensure survival.
- b) All landscaping indicated on the approved landscape plan shall be installed prior to the issuance of a Final inspection of the building permit, unless bonded pursuant to the provisions of Section 17.124.50 of the Oakland *Planning Code*.
 - c) All landscaping areas shown on the approved plans shall be maintained in neat and safe conditions, and all plants shall be maintained in good growing condition and, whenever necessary replaced with new plant materials to ensure continued compliance with all applicable landscaping requirements. All paving or impervious surfaces shall occur only on approved areas.

For any new construction occurring within the 100 year floodplain as mapped in a Federal Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map, SCA-89 would apply.

SCA-89 Regulatory Permits and Authorizations: Prior to construction within the floodway or floodplain, the project applicant shall obtain all necessary regulatory permits and authorizations from the Alameda County Flood Control and Water Conservation District and shall comply with all conditions issued by that agency. Compliance with SCA-89 is required prior to issuance of a demolition, grading, or building permit.

Other. Development under the *2007-2014 Housing Element* would be subject to the following local regulations with regard to geology and soils, erosion:

Grading Ordinance (Ordinance No. 10312). This Ordinance requires grading permits for earth moving activities under specified conditions of volume of earth to be moved, slope characteristics, areas where "land disturbance" or stability problems have been reported. To obtain a grading permit, a soils report, a grading plan, and an erosion and sedimentation control plan must be submitted to the Department of Public Works and approved.

The Sedimentation and Erosion Control Ordinance (Ordinance No. 10446). This Ordinance requires any person who performs grading, clearing, and grubbing or other activities that disturb the existing soil to take appropriate preventative measures to control erosion; prevent sedimentation of eroded materials onto adjacent lands, public streets, or rights-of-way; and prevent carrying of eroded materials to any water course by any route.

Compliance with the above *OSCAR* policies, *LUTE* policies, Standard Conditions of Approval, and local regulations would reduce soil erosion or loss of topsoil to a less-than-significant level.

Comment on Question VI d, VI e, and VI f (Soil Suitability): In the City, there are three types of soil: 1) the bay muds along the shoreline and in the filled areas; 2) the alluvium and sand dune (Merritt Sand) deposits in the flatland and foothill areas; and 3) sandstones and shale fragments of the hill areas. Certain shoreline areas have coarsely textured sand as a result of activity by water, whereas igneous rock outcrops exist in some hill areas. Most of the soil types in the City are classified by the Soil Conservation Service as having "severe" limitations on development based on one or more of the

following characteristics: shrink/swell potential, wetness, strength, depth, slope, or flooding potential. Slope is the primary constraining factor for development in the hill areas. Shrink/swell (expansive soil) is the primary constraining factor in the flatland areas, with the highest potential for shrink/swell being in areas underlain by young bay mud and fine-grained basin and alluvial deposits, which are composed largely of clay. Potentially unsuitable features such as undocumented abandoned wells, filled pits or swamps, buried mounds, tank vaults, unmarked sewer lines, unknown fill soils, or landfills for which there are no approved closure and post-closure plans would be revealed by the soils and geotechnical investigations required by the City's Standard Conditions of Approval. Sewer mains are available in the City that would be used for wastewater disposal from new development. As a result, there would be no impact related to the capability of the City's soils to support septic tanks or alternative disposal systems. Compliance with the Oakland Building Code (provided subsequently), and the City's SCA-58, 68, and 69 (provided subsequently) would result in less-than-significant exposures of people and structures to the hazards of unsuitable soil conditions.

General Plan. Development under the *2007-2014 Housing Element* would be subject to *Policy CO-1.1, Policy CO-2.1 and Policy CO-2.2* of the *General Plan* with regard to geology and soils, soil suitability. *Policy CO-1.1, Policy CO-2.1 and Policy CO-2.2* are listed, in their entirety under geology and soils, hazards, above. These policies address the issue of soils that are unique, unstable and/or prone to landsliding and recommend suitable uses (such as low-intensity recreational uses, where possible) on less stable sites where preservation of unique geologic features is desirable.

Standard Conditions of Approval. Development under the *2007-2014 Housing Element* would be subject to SCA-58 through 60, and 68 through 69, with regard to geology and soils – soil suitability. SCA-58 through 60, and 68, are listed, in their entirety, under geology and soils – hazards, above. SCA-69 is listed in Section VII. Hazards and Hazardous Materials. SCA-58 through 60 require a soils report and a geotechnical investigation as part of the submittal of a Tentative Tract or Tentative Parcel Map (within the exception of single-family wood or steel framed dwellings not exceeding two stories unless part of a development with four or more dwelling units). The soils report and geotechnical investigation minimally must include subsurface investigation (soil borings, trenching, pits, as appropriate), a site-specific, design level, fault location, landslide, and liquefaction investigation for the construction site, earthwork, site preparation and foundation design recommendations, and conclusions and recommendations for erosion control. SCA-68 requires BMPs for handling excavated soil and groundwater on sites with historic commercial or industrial uses, to the extent that housing would be developed on any of these sites. SCA-69, applicable to sites with contaminated soils or groundwater would safeguard against radon or vapor intrusion thus mitigating for soil suitability issues with regard to contamination.

Other. Development under the *2007-2014 Housing Element* would be subject to the State's Building Code and City's Building Code and Building Services Division, described above.

Compliance with the above *General Plan* policies, Standard Conditions of Approval, and Building Codes would reduce the soil suitability impacts to less than significant.

4. Cumulative Impacts

Potential cumulative geology and seismic impacts do not extend far beyond a project's boundaries since such geological impacts are typically confined to discrete spatial locations and do not combine to create an extensive cumulative impact. The exception to this generalization would occur where a large geologic feature (e.g., fault zone, massive landslide) might affect an extensive area, or where the development effects from the project could affect the geology of an off-site location. These circumstances are not applicable to the infill development anticipated under the *Housing Element*.

Present and future projects within the City's geographic area are subject to the aforementioned *General Plan*, Municipal Code, and federal, State, and local requirements, resulting in reduced geologic and seismic hazards. As present and future projects throughout the City replace aging infrastructure and older structures with new, more rigorously regulated projects, the potential for cumulative seismic risks is incrementally reduced over time.

In addition, the Standard Conditions of Approval discussed above, including appropriate grading requirements, and compliance with the Uniform Building Code as locally amended, would reduce the potential for cumulative geologic and seismic effects from the housing sites and their surrounding areas. Therefore, implementation of the *2007-2014 Housing Element*, together with the impact of past, present, existing, pending, and reasonably foreseeable future development, would not result in any significant cumulative geologic and seismic impacts.

5. Conclusion

Development at the opportunity sites identified in the *2007-2014 Housing Element* would largely occur as infill, in an urbanized and built-out City. Compliance with policies CO-1.1, CO-2.1, CO-2.2, CO-2.4, CO-5.3, W3.1, and N7.6 contained in the City's *General Plan*, *Open Space*, *Conservation*, and *Recreation* and *Land Use and Transportation* elements, applicable sections of the Municipal Code, and *Standard Conditions of Approval* 35, 58, 59, 60, 68, 72, 83, 85, 86, and 89 would ensure that development under the *2007-2014 Housing Element* would comply with federal, State, and local laws, and have less than significant impacts. In addition, *Standard Conditions of Approval* 77 and 82 from Section VIII, Hydrology and Water Quality, and SCA-69 in Section VII, Hazards, and Hazards Materials, address erosion issues. The *General Plan* policies listed above have been crafted to ensure that future development would comply with federal and State laws in regards to geology and soils, and the City's Municipal Code would ensure that future development is in compliance with the standards established by the State, as enforced by the City, thus resulting in less-than-significant impacts. In addition, future development under the *2007-2014 Housing Element* would be required to prove site suitability, with regard to geologic hazards, through a geological investigation. As such, the proposed project would have a less-than-significant impact related to seismic failures, geologic instability, erosion, and expansive soils. There would be no impact related to the City's soils capacity to support septic tanks.

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VII. HAZARDS AND HAZARDOUS MATERIALS

1. Setting

To provide a discussion of the potential for hazardous substances that exist in the City of Oakland and the potential impacts from the *2007-2014 Housing Element*, this section provides a general overview of the regulatory framework for hazards and hazardous materials and worker health and safety requirements as well as a discussion of potential hazards that exist within the City of Oakland. The information presented in this section is general information suitable for a programmatic review. Individual development projects would be subject to a site-specific review as later in this section.

Physical Setting. This setting section describes the potential environmental, health, and safety hazards in the City of Oakland. Potential environmental health and safety hazards identified under CEQA include risks associated with wildland fires, proximity to public or private airports or airstrips, and/or exposure to hazardous materials. Hazardous materials exposure is another hazard that could occur, as a result of disturbing contaminated soil or groundwater or handling hazardous materials. Hazardous materials are those chemicals or substances that pose hazards to human health or safety, or to the environment, particularly if released. Hazardous wastes are a subset of hazardous materials that pose potential hazards to human health or the environment when improperly treated, stored, transported, disposed of or otherwise managed.

Wildland Fire Hazards. The City of Oakland is urbanized and defined by a mixture of land uses including residential, commercial, industrial, and retail uses. However, as described in Section IV, Biological Resources, nearly 7,000 acres of wildlands remain within the City, in parks, on college campuses, in vacant lots, at the airport, and on private lands in the Oakland hills. These natural communities are broadly categorized as woodlands, brushlands, grasslands, and wetlands.³⁸ Wildland fires are still a concern, particularly where wildlands abut residential development and steep terrain slows emergency vehicle access, as shown in Figure 10, Fire Hazards.

Airport Hazards. The City of Oakland is home to the Metropolitan Oakland International Airport (MOIA), located on the west side of I-880, accessible by Hegenberger Road. The airport is bordered by San Francisco Bay to the west and the San Leandro Bay to the east. The flights paths used for take-off and landing at the airport are in the direction of the Bay and/or the commercial/industrial areas of Alameda to the northwest. Some portions of the City of Oakland are within the ALUC Height Referral Area,³⁹ which is a 20,000-foot radius buffer around the east side of the airport. The ALUC Safety Zone includes Bay Farm Island and the Alameda Municipal Golf Course, but does not include

³⁸ City of Oakland. *General Plan – Land Use and Transportation Element: Environmental Impact Report*. February 1998. Page III.H-1.

³⁹ Map VI, Metropolitan Oakland International Airport, ALUC Height Referral Area, page 38. Alameda County Airport Land Use Policy Plan. Airport Land Use Commission of Alameda County. Adopted July 16, 1986.

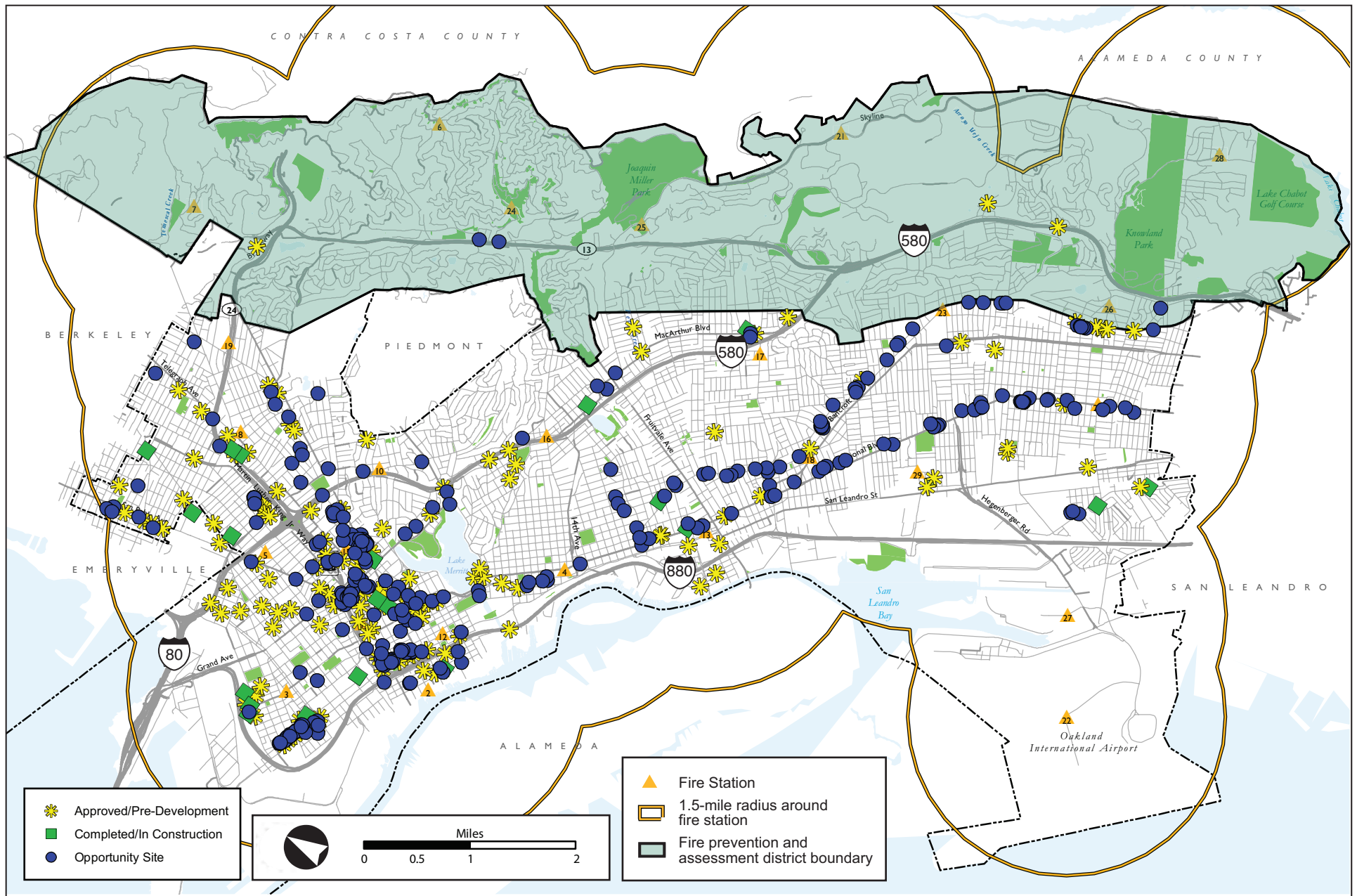


FIGURE 10
Fire Hazards

100006401

Source: City of Oakland, General Plan Safety Element, 2004.

any area within the City of Oakland other than the northwest tip of the airport's runways.⁴⁰ A small area of Oakland is located within the Oakland North Airport Master Development Plan Area, the majority of which is west of I-880 and is occupied with commercial or industrial uses. A portion of the City of Oakland is located within the Comprehensive Airport Land Use Plan 60 CNEL (Community Noise Equivalent Level) contour for the Metropolitan Oakland International Airport.⁴¹ The implications of this designation with respect to noise are discussed further in Section VI., Noise. The City of Oakland is not in close proximity to a private air strip. Therefore, hazards related to airports are low to nil in the City.

Emergency Plans and Access. The City of Oakland has a local equivalent of the State and federal emergency management agencies called the Oakland Office of Emergency Services (OES), a division of the Oakland Fire Department (OFD). The Oakland (OES) is the certified unified program agency (CUPA) for the City, enforcing federal, State, and local legislation related to hazardous materials, and operates the City's Emergency Operations Center (EOC).⁴² The Oakland OES operates an emergency operations center (EOC) from which centralized emergency management would be performed during a disaster. The Standardized Emergency Management System (SEMS) is a framework for standardizing emergency-response procedures in California to facilitate the flow of information and resources among agencies in responding to multi-agency emergencies. The City has adopted the SEMS emergency plan along with five other emergency management plans. In 2002, the City of Oakland, Alameda, and San Leandro, and the University of California at Berkeley installed a network of outdoor warning sirens to alert the public in the case of an emergency.

The Oakland OES has also identified a network of evacuation routes and potential emergency shelters as identified in Figure 2.1 of the *General Plan – Public Safety Element*.⁴³ Emergency Evacuation Routes are typically along major thoroughfares including: San Leandro Street, International Boulevard, Foothill Road, Broadway, Webster, Telegraph Avenue, San Pablo Avenue, Grand Avenue, Seventh Street, and others. As shown in Figure 11, Public Safety, an overwhelming majority of the housing opportunity sites are located along these Emergency Evacuation Routes.

Presence of Hazardous Materials. Many current and historic uses of hazardous materials occur in the City of Oakland, as identified in Figure 7.2 of the *General Plan – Public Safety Element* and in Figure 12, Hazardous Materials, of this document.⁴⁴ Figure 12 shows the physical locations of hazardous materials such as: aboveground storage tanks (ASTs), underground storage tanks (USTs), emitters of Toxic Air Contaminants (TACs) (discussed further in Section III, Air Quality), CalARP facilities and CalSites, defined below.

⁴⁰ Map VII, Oakland North Airport ALUC Safety Zone (Bay farm Island), page 39. Alameda County Airport Land Use Policy Plan. Airport Land Use Commission of Alameda County. Adopted July 16, 1986.

⁴¹ San Mateo County Comprehensive Airport Land Use Plan, December 1996.

⁴² City of Oakland. *General Plan – Chapter 2 – Public Safety*. 2004.

⁴³ Figure 2.1, Public Safety. City of Oakland General Plan – Public Safety Element.

⁴⁴ Figure 5.1, Hazardous Materials. City of Oakland General Plan – Public Safety Element.

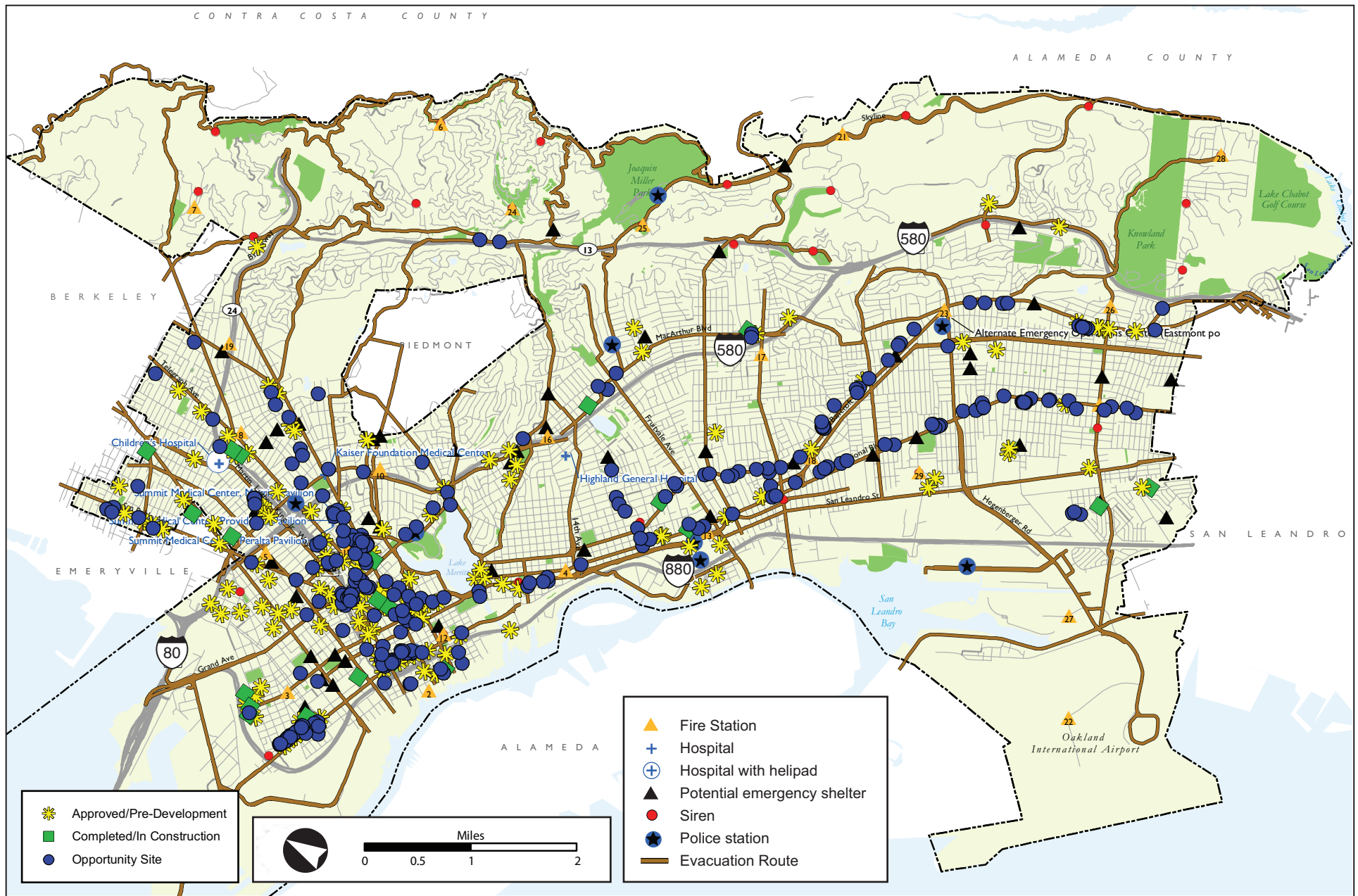


FIGURE 11
Public Safety

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Source: City of Oakland, General Plan Safety Element, 2004.

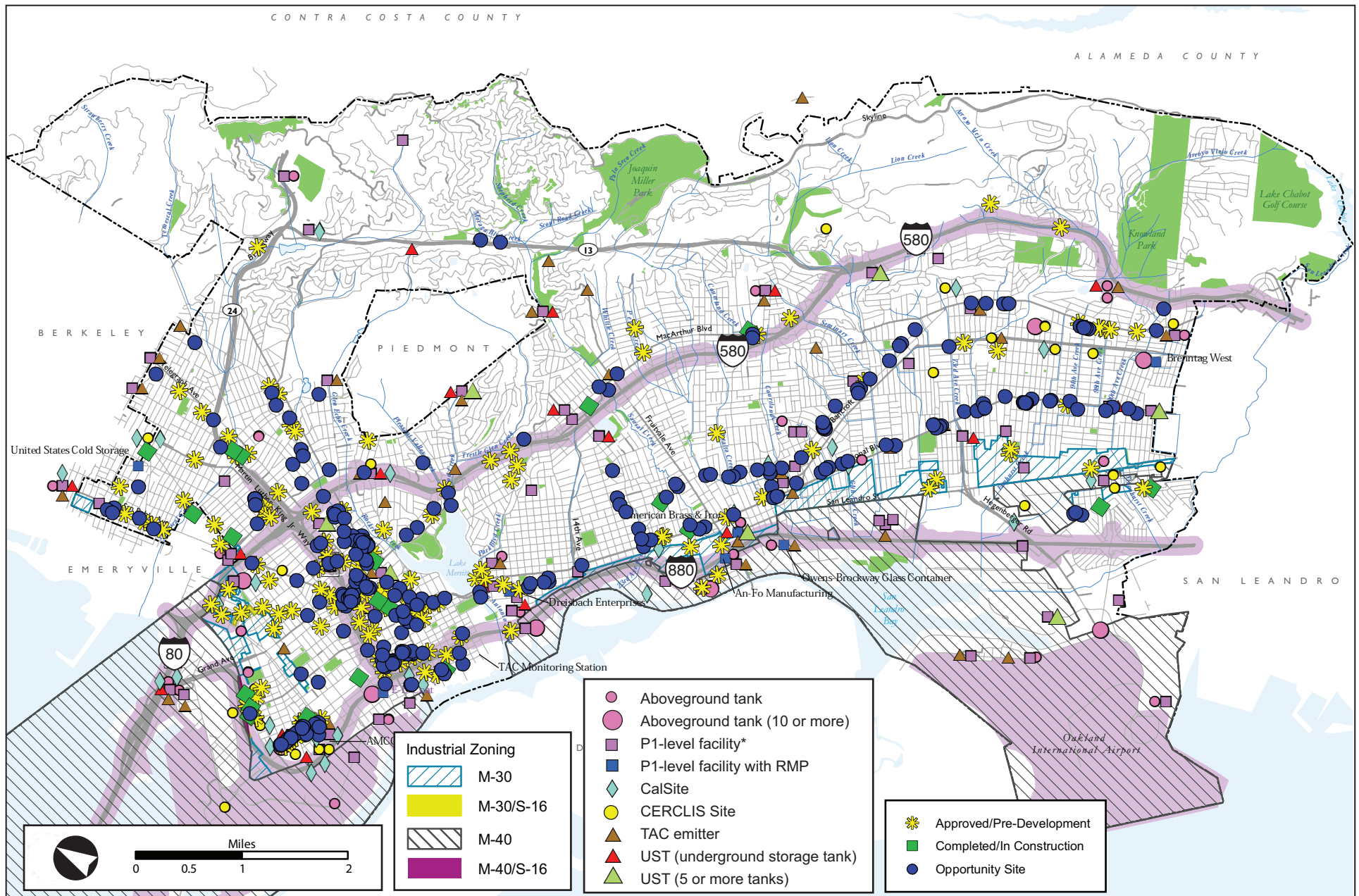


FIGURE 12
Hazardous Materials

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Source: City of Oakland, *General Plan Safety Element*, 2004.
* Most P1-level facilities indicated on this map obtained closure by 2006.
For a current list of P1-facilities contact: The City of Oakland-
Fire Prevention Bureau-Hazardous Materials Management Program

CalARP facilities are sites identified by the California Accidental Release Prevention Program. Some of these facilities are classified as P1. P1 indicates a remedial action priority, which requires a remedial action plan. Typically, a P1 remedial action plan can include an Environmental Protection Agency (EPA) Risk Management Plan (RMP). Some of the CalARP P1 facilities identified in Figure 11 indicate that an RMP is already in place. Figure 11 is based on the hazards map compiled for the *Public Safety Element* in 2004. The majority of the P1 Sites indicated in Figure 11 were closed by 2006. For a current list of P1-level facilities contact the City of Oakland-Fire Prevention Bureau-Hazardous Materials Management Program.

CalSites are identified by the California Environmental Protection Agency, Department of Toxic Substances Control (DTSC) as part of the Historical Abandoned Site Survey Program, which identified certain potential hazardous waste sites. The identification of these sites were generally not made via sampling and site characterization; rather, they were made as a result of file searches and windshield surveys. Some of the sites may have had a site inspection with sampling. The survey information has been compiled into this database by the EPA DTSC in accordance with Section 25359.6 of the California Health and Safety Code. This database was previously known as The Abandoned Sites Program Information System ASPIS.

However, some of the sites on the CalSite list have been flagged for no further action by the EPA DTSC in accordance with Section 25359.6 of the California Health and Safety Code. As shown in Figure 12, identified hazardous materials sites are scattered throughout the City. Those identified in Figure 12 are only from the DTSC list and were current as of 2004. The 1998 *LUTE EIR* identified over 100 sites in the City of Oakland as being on the state's "Cortese List" of hazardous waste sites and devotes in excess of 50 pages discussing hazardous materials. The California State Regional Water Quality Control Board "Geo Tracker" database identifies underground hazardous substance storage tanks on 23 of the 224 opportunity sites listed in Table C-9 of the *2007-2014 Housing Element*. Of the 23, there are three sites with a status of "remediation" and 20 sites with a status of "site assessment."

Regulatory Setting. Hazardous materials and hazardous wastes, collectively called hazardous substances, are defined in Title 22 of the California Code of Regulations, Sections 66260 through 66261.10. As defined in Title 22 of the California Code of Regulations, hazardous substances are grouped into four general categories based on their properties. They can be classified as one or more of the following: toxic (causes human health effects), ignitable (has the ability to burn), corrosive (causes severe burns or damage materials), or reactive (causes explosions or generates toxic gases). Federal regulations regarding the classification of hazardous wastes are contained in Title 40 Code of Regulations, Part 264. They are similar to the California Regulations; however the California regulations are usually more stringent.

The California Department of Toxic Substances Control (DTSC) defines the term "hazardous material" as a substance or combination of substances that, because of its quantity; concentration; or physical, chemical, or infectious characteristics, may (1) cause or significantly contribute to an increase in mortality or an increase in serious, irreversible, or incapacitating illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored,

transported, disposed of, or otherwise managed. Hazardous wastes are a subset of hazardous materials that pose potential hazards to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed. The Department of Toxic Substances Control maintains a database of known hazardous sites called the EnviroStor Database.⁴⁵

Government Code Section 65962.5, mandates that the California EPA develop and maintain an updated Hazardous Waste and Substances Site List (Cortese List). The requirements of Government Code Section 65962.5 are met by EPA with a number of separate lists provided by the appropriate regulatory agency, including the DTSC, the San Francisco Regional Water Quality Control Board (RWQCB), and the California Integrated Waste Management Board's (CIWMB). Lists include Federal Superfund; Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS); Resource Conservation and Recovery Act (RCRA); and Brownfields; and State and Local Cortese, SLIC and Leaking Underground Storage Tanks (LUST) and active Underground Storage Tanks (UST) site, et al. These lists are used as planning documents by State and local agencies, and developers. A Phase I Environmental Assessment, as prepared for a project site, includes a records search accessing the lists identified above.

Local regulations regarding hazardous materials including relevant sections of the Municipal Code are discussed subsequently.

2. Environmental Checklist

The proposed project would have a significant impact on the environment if 'potentially significant' is checked under items VIIa-h, below, and there is no mitigation measure or *Standard Condition of Approval* (SCA) identified that would reduce impacts to a less-than-significant level.

	Potentially Significant	Potentially Significant Unless New Mitigation is Incorporated	Less than Significant with SCA ^a and/or Previously Imposed MM ^b	Less than Significant Impact	No Impact
Would the project:					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐	☐

⁴⁵ DTSC website: <http://www.envirostor.dtsc.ca.gov>

	Potentially Significant	Potentially Significant Unless New Mitigation is Incorporated	Less than Significant with SCA ^a and/or Previously Imposed MM ^b	Less than Significant Impact	No Impact
Would the project:					
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?	☐	☐	☒	☐	☐
e) Be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, and would result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☒
f) Be located within the vicinity of a private airstrip, and would result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐	☐

Notes:

a. SCA = Standard Conditions of Approval.

b. MM = Mitigation Measures

3. Discussion

Comment to Question VIIa (Hazardous Materials Transport, Use, and Disposal)

Construction of the proposed 13,501 housing units in the City of Oakland would involve use of paints, solvents, oil and grease, and petroleum hydrocarbons that are typically used during construction. Following construction completion, hazardous materials exposure from the project site would be limited to slight amounts of household hazardous materials, including paints, solvents, cleaners, metals, fuels, oils, and pesticides associated with each housing unit. In most circumstances, the potential risks posed by hazardous materials use and storage are primarily local and, therefore, limited to the immediate vicinity of such use.

Many of the opportunity sites are already developed and construction of housing units would not substantially increase hazardous material use and disposal. Although hazardous materials would be used in the construction of housing units, once the construction is complete, the level of hazardous materials use and disposal associated with residential uses would not be significant. Therefore, the proposed housing units would not introduce a significant amount of new hazardous materials in any one localized area. Moreover, the transport, use and disposal of even household hazardous chemicals are

heavily regulated. Compliance with existing federal, State, and local laws and regulations that are administered and enforced by the City would reduce risks associated with the routine use, storage, and transportation of hazardous materials in connection with construction activities to acceptable levels. After construction, the proposed project would not emit hazardous materials and/or be expected to pose an unacceptable risk of accidental release of hazardous substances. Consequently, adherence to existing regulations, as described further below, would reduce potential impacts to less than significant levels.

General Plan. The addition of residential development could involve hazardous materials transport, use, and disposal during construction of the proposed housing. However, development under the *2007-2014 Housing Element* would be subject to the following *Safety Element* policy and actions from the City's *General Plan* with regard to hazardous materials:

Safety Element

- *Policy HM-1:* Minimize the potential risks to human and environmental health and safety associated with the past and present use, handling, storage, and disposal of hazardous materials.
 - *Action HM-1.2:* Continue to enforce provisions under the zoning ordinance regulating the location of facilities which use or store hazardous materials.
 - *Action HM-1.3:* Consider adopting a health and safety protection overlay zone or set of procedures to ensure that new activities which use or store hazardous materials on a regular basis near residential zones do not endanger public health or the environment.
 - *Action HM-1.4:* Continue to participate in the Alameda County Waste Management Authority and, as a participant, continue to implement policies under the county's hazardous-waste management plan to minimize the generation of hazardous wastes.
 - *Action HM-1.5:* Continue to implement the City's household hazardous-waste element (including educating residents about waste-disposal options and the consequences of illegal disposal) in order to reduce the generation of household hazardous waste and the amount of such waste that is disposed inappropriately.
 - *Action HM-1.6:* Through the Urban Land Redevelopment program, and along with other participating agencies, continue to assist developers in the environmental clean-up of contaminated properties.

Municipal Code. Development under the *2007-2014 Housing Element* would be subject to the following titles of the Oakland Municipal Code:

- *Title 8: Health and Safety*
 - *Chapter 8.12: Hazardous Materials.* This chapter explains how the City of Oakland assumes the authority and responsibility for the implementation of Chapter 6.95 of the California Health and Safety Code (Health and Safety Code Section 25500 et seq.), as to the handling of the hazardous materials in the City. Pursuant to Section 25502 of Chapter 6.95, the City shall have exclusive jurisdiction within its boundaries for the purposes of carrying out Chapter 6.95.

- *Title 17: Planning Code*
 - o *Chapter 17.100A: S-19 Health and Safety Protection Overlay Zone.* The intent of the Health and Safety Protection Overlay Zone is to promote the public health, safety and welfare by ensuring that activities which use hazardous material substances or store hazardous materials, hazardous wastes, or explosives locate in appropriate locations and develop in such a manner as not to be a serious threat to the environment, or to public health, particularly to residents living adjacent to industrial areas where these materials are commonly used, produced or found.

The construction and occupation of housing developed under the *2007-2014 Housing Element* would involve the transport, use, and/or disposal of hazardous materials, including relatively small quantities of hazardous materials for routine purposes, such as cleaners, disinfectants, and lawn care chemicals. These commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling procedures. Most of these materials are consumed through use, resulting in relatively little waste. Further, compliance with *General Plan* Policy HM-1 and Actions HM-1.2 – HM-1.6, along with Chapter 8.12 and 17.100A of the Municipal Code, would further reduce impacts associated with the handling of hazardous materials.

Therefore, impacts associated with hazardous materials transport, use, and disposal would be less-than-significant.

Comment to Question VIIIb (Release of Hazardous Materials)

Residential development under the *2007-2014 Housing Element* would not involve the routine handling of hazardous materials (other than the small quantities of household chemicals mentioned above) once the housing has been built; therefore, release of hazardous materials after demolition and construction is unlikely.

However, residential development would occur on sites throughout the City of Oakland, some of which might contain sediments and soils contaminated with hazardous materials, as shown on Figure 12. Improper handling of contaminated soil and/or groundwater could result in inadvertent release into the environment, which would have an adverse impact.

The sites selected as housing opportunity sites are vacant or underutilized parcels. Some of these sites are parking lots, used car lots, or some similar use and may contain minor improvements/structures such as parking kiosks, etc. Any development under the *2007-2014 Housing Element* which includes the demolition of existing buildings containing Hazardous Building Materials such as asbestos, lead-based paint and/or PCBs could expose construction workers to harmful contaminants. Construction on sites with naturally occurring asbestos would also pose a risk to the health and safety of construction workers if asbestos fibers were released.

Construction activities could involve the standard use of fuels and lubricants that are considered potentially hazardous materials. Individual development projects would be required to comply with all hazardous materials regulations, which are codified in Title 8 of the California Code of Regulations (CCR), and their enabling legislation set forth in Chapter 6.95 of the California Health and Safety

Code to reduce the risk to human health and to the environment from the routine use of potentially hazardous substances. These regulations must be implemented by employers/businesses, as appropriate for any construction project, and are monitored by the State (e.g., Cal/OSHA in the workplace or DTSC for hazardous waste) and/or local jurisdictions (e.g., the Oakland Fire Services Agency and the Alameda County Health Care Services Agency, Environmental Health Department). Hazards to construction workers and the general public during demolition and construction shall be further mitigated by the preparation and implementation of site-specific health and safety plans, as recommended by the Occupational Health and Safety Administration, per SCA-67, below.

To the extent that any development under the *2007-2014 Housing Element* would involve the demolition of existing structures that could contain asbestos, SCA-41 would apply.

SCA-41 Asbestos Removal in Structures: Prior to issuance of a demolition permit; if asbestos-containing materials (ACM) are found to be present in building materials to be removed, demolition and disposal, the project applicant shall submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business and Professions Code; Division 3; California Health & Safety Code 25915-25919.7; and Bay Area Air Quality Management District, Regulation 11, Rule 2, as may be amended.

To the extent that any development under the *2007-2014 Housing Element* would involve construction on soils that contain naturally-occurring asbestos, serpentine soils, and/or ultramafic rock, SCA-42 would apply.

SCA-42 Asbestos Removal in Soil: Prior to issuance of a demolition, grading, or building permit; to minimize the release of naturally occurring asbestos in the soil during construction, the project applicant shall require the construction contractor to demonstrate compliance with Bay Area Air Quality Management District's (BAAQMD) Asbestos Airborne Toxic Control Measures for Construction, Grading, Quarrying and Surface Mining Operations (implementing CCR section 93105) for activities that disturb the soil, such as grading, etc.

- A. Minimum Requirements where area to be disturbed with Construction Grading Operations is 1 acre or less

Administrative Requirements

- a) No notification is required to the BAAQMD office; unless
- b) Upon discovery of naturally occurring asbestos, serpentine, or ultramafic rock the project applicant must notify the BAAQMD's Air Pollution Control Officer (APCO) by the next business day.

Dust Control Requirements

- a) Vehicle speed shall be $\leq$ 15 mph

- b) Sufficient water shall be applied to the area prior to disturbance to prevent visible emissions from crossing project boundaries.
 - c) Areas to be graded or excavated shall be kept adequately wetted to prevent visible emissions from crossing project boundaries.
 - d) Storage piles kept shall be adequately wetted, treated with dust suppressant, or covered when the material is not being added or removed.
 - e) Equipment must be washed down before moving from the property onto the paved roadway.
 - f) Visible track-out on paved public road must be cleaned using wet sweeping or High Efficiency Particulate Air (HEPA) filter equipped vacuum device within 24 hours.
 - g) Implement the preceding dust control measures within 24 hours upon discovery of naturally occurring asbestos, serpentine, or ultramafic rock.
- B. Minimum Requirements where area to be disturbed with Construction Operations is More than 1 acre

Administrative (Prior to the start of work)

- a) Asbestos Dust Minimization Plan shall be submitted to BAAQMD and approved prior to engaging in the any construction or grading operation.
- b) The Asbestos Dust Minimization Plan provisions shall be implemented at the beginning and maintained throughout the duration of the construction or grading activity.

Dust Control Requirements

The Asbestos Dust Minimization Plan shall include one or more provisions to address the following topics:

- Control for traffic on on-site unpaved roads, parking lots, and staging areas shall include: limiting vehicle speed to less than 15 mph, and one or more of the following: watering every two hours of active operations or sufficiently often to keep area wetted; applying chemical dust suppressants to consistent with manufacturer's directions; maintaining gravel cover with a silt content less than 5% and asbestos content less than .25% as determined using the asbestos bulk test method; or any other measure as effective as those listed above.
- Control for earthmoving activities shall include one or more of the following: pre-wetting the ground to the depth of the anticipated cuts; suspending grading operations when wind speeds are high enough to result in dust emissions crossing the property line despite applicable of dust measures; application of water prior to any land clearing; or any other measure as effective.
- Storage piles shall be kept adequately wetted or covered with tarps when the material is not being added or removed.
- Storage piles must be stabilized when inactive for more than 7 days by implementing one or more of the following: adequately wetting the site, establishing and maintaining surface crusting material, chemical dust suppressant or stabilizer, covering with tarps

or vegetative cover, installation of wind barriers of 50% porosity around three sides of the pile areas, or any measure as effective.

- Equipment must be washed down before moving from the property onto paved roadway.

Track-out prevention and control measures shall include:

- i. Removal of visible track-out on paved public road at any location where vehicles exit the work site using wet sweeping or High Efficiency Particulate Air (HEPA) filter equipped vacuum device at least one time per day.
 - ii. Installation of one or more of the following track-out prevention devices: gravel pad, tire shaker, wheel wash system, not less than 50 feet of pavement extending from intersection with paved public road, or other measure as effective.
- Control for offsite-transport shall include the following: maintenance of trucks such that no spillage can occur from holes or openings in cargo compartments; loads are adequately wetted; and either covered with tarps or loaded such that the material does not touch the front, back, or sides of the cargo compartment at any point less than 6" from the top and that at no point of the load extends above the top of the cargo compartment.
 - Post project stabilization of disturbed surfaces shall occur using one or more of the following: establishing vegetative cover; placement of at least 3" of non-asbestos-containing material, paving, or other measure deemed sufficient to prevent 10 mph winds from causing visible emissions.

Administrative (After completion of work)

- If required by the BAAQMD's APCO, the plan must include an air-monitoring component which shall specify the following: type of air sampling device; siting of the device; sampling of the device; sampling duration and frequency; and analytical method.
- The plan shall state the frequency with which the information will be reported to BAAQMD.
- The owner/operator shall keep maintain the following records for at least 7 years following completion of the project: results of any required air monitoring; documentation for any geologic evaluation conducted for the purposes of obtaining an exemption; and results of any bulk sampling conducted by the owner/operator to document applicability done or at the request of APCO. The housing opportunity sites identified in the *2007-2014 Housing Element* are largely vacant and/or underutilized. All of the housing opportunity sites are designated for residential development under the *General Plan*. However, it is possible that some of these sites were historically used for commercial and/or industrial purposes. Many current and historic uses of hazardous materials were identified in Figure 7.2 of the *General Plan – Public Safety Element*⁴⁶ including; aboveground storage tanks (ASTs), underground storage tanks (USTs), emitters of Toxic Air Contaminants (TACs), CalARP facilities and CalSites. However, the sites identified in Figure 7.2 are not comprehensive, and the

⁴⁶ Figure 5.1, Hazardous Materials. City of Oakland General Plan – Public Safety Element, 1997.

identification of current and historic uses of hazardous materials is only the first step. The extent of soil and/or groundwater contamination at these, or any of the housing opportunity sites, and/or the presence of hazardous building materials is largely unknown. Demolition of buildings containing hazardous building materials and/or grading, excavation, or construction on sites with soil or groundwater contamination could result in a release of hazardous materials into the environment resulting in a potentially significant impact.

SCA-61 through 66, and 69, provided subsequently in this section, require a Phase I and/or Phase II Environmental Site Assessment ESA(s) for development projects meeting certain criteria. A Phase I ESA prepared for a project site typically lists current and past operations, reviews environmental agency databases (including the State Cortese List), records and identifies site reconnaissance observations, and summarizes potential contamination issues. A Phase I ESA is typically prepared for a development site prior to submission of a development application to the City. If the Phase I ESA identifies known or potential contamination issues, a Phase II ESA is conducted. A Phase II ESA typically includes collecting soils and/or groundwater samples at the project site and transmitting the samples to a laboratory for analysis. A Phase II can also include inspecting existing structures to identify hazardous building components. A Phase II typically includes recommendations for remediation and/or safe handling of identified contaminants.

The City's of Oakland's SCA-61 through 66, and 69 tie the Phase I and Phase II requirements to the permit application process, as described below. SCA-67 requires a Health and Safety Plan to protect construction workers per the Phase I or II recommendations. SCA-68 promulgates Best Management Practices (BMPs) for handling contaminated soils and groundwater.

General Plan. Development under the *2007-2014 Housing Element* would be subject to the following *Safety Element* policies and actions with regard to site contamination and proximity of housing to land uses that could be accidentally released into the environment:

- *Policy HM-3:* Seek to prevent industrial and transportation accidents involving hazardous materials, and enhance the City's capacity to respond to such incidents.
 - o *Action HM-3.1:* Continue to enforce regulations limiting truck travel through certain areas of the City to designated routes, and consider establishing time-based restrictions on truck travel on certain routes to reduce the risk and potential impact of accidents during peak traffic hours.
 - o *Action HM-3.2:* Continue to support the prohibition of trucks on I-580 through Oakland.
 - o *Action HM-3.3:* Support State and federal legislative efforts that seek to increase the safety of transporting hazardous materials.
 - o *Action HM-3.4:* Continue to rely on, and update, the City's hazardous materials area plan to respond to emergencies related to hazardous materials.

Existing City policy and well-established regulations mitigate the impacts associated with soil contamination hazards. The following actions and policies of the *General Plan*, *OSCAR* and *LUTE Elements* would further reduce construction-related impacts:

- *Policy CO-1.2: Soil Contamination Hazards.* Minimize hazards associated with soil contamination through appropriate storage and disposal of toxic substances, monitoring of dredging activities, and cleanup of contaminated sites. In this regard, require soil testing for development of any site (or dedication of any parkland or community garden) where contamination is suspected due to prior activities on the site.
 - *Action CO-1.2.1: Further Study of Soil Contamination.* Conduct further study of soil contamination and toxics during the update of the *Oakland General Plan Safety Element*.
 - *Action CO-1.2.2: Monitoring of Dredge Spoils Disposal.* Monitor the Galbraith Dredge Spoils Disposal Project to ensure that there are no negative impacts on soil, wetlands, and adjacent waters. Ensure community representation on any task force created to monitor future dredge spoils disposal projects, including the Galbraith Disposal Project.
- *Policy I/C4.2:* The potential for new or existing industrial or commercial uses, including seaport and airport activities, to create nuisance impacts on surrounding residential land uses should be minimized through efficient and appropriate implementation and monitoring of environmental and developmental controls.
- *Policy N5.1:* Residential areas should be buffered from conflicting uses through the establishment of performance based regulations, the removal of nonconforming uses, and other tools.
- *Policy W1.2: Land Use Compatibility.* Land uses and impacts generated from such activities should be sensitive to one another, and appropriate buffering (e.g., landscaping, fencing, transitional uses, etc.) should minimize the incompatibility of uses.
- *Policy W6.2: Buffering of Heavy Industrial Uses.* Appropriate buffering measures for heavy industrial uses and transportation uses on adjacent residential neighborhoods should be developed.

In the unlikely event that historic industrial buildings are re-used for housing under the *2007-2014 Housing Element*:

- *Policy I/C2.2:* The reuse of abandoned buildings by non-traditional activities should be encouraged where the uses are consistent with, and will assist in the attainment of the objectives of the Plan.

Standard Conditions of Approval. SCA-61 through 68 would apply to: (a) all development projects that include the redevelopment or reuse of historically industrial or commercial buildings; (b) if the site has been identified in the City records for hazardous materials, such as the Permit Tracking System (PTS), or (c) if the site has been identified on the State Cortese List, which is discussed further under Comment to VIId, later in this section. Presence on the State Cortese List precludes use of a Categorical Exemption under CEQA and would trigger the preparation of a project-level Initial Study which could lead to the preparation of either a Mitigated Negative Declaration or an Environmental Impact Report.

SCA-61 Site Review by the Fire Services Division: Prior to the issuance of demolition, grading or building permit the project applicant shall submit plans for site review and approval to the Fire Prevention Bureau Hazardous Materials Unit. Property owner may be required to obtain or perform a Phase II hazard assessment.

SCA-62 Phase I and/or Phase II Reports: Prior to issuance of demolition, grading, or building permits the project applicant shall submit to the Fire Prevention Bureau, Hazardous Materials Unit, a Phase I environmental site assessment report, and a Phase II report if warranted by the Phase I report for the project site. The reports shall make recommendations for remedial action, if appropriate, and should be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer.

SCA-63 Lead-Based Paint/Coatings, Asbestos, or PCB Occurrence Assessment: Prior to issuance of any demolition, grading or building permit the project applicant shall submit a comprehensive assessment report to the Fire Prevention Bureau, Hazardous Materials Unit, signed by a qualified environmental professional, documenting the presence or lack thereof of asbestos-containing materials (ACM), lead-based paint, and any other building materials or stored materials classified as hazardous waste by State or federal law.

SCA-64 Environmental Site Assessment Reports Remediation: Prior to issuance of a demolition, grading, or building permit; if the environmental site assessment reports recommend remedial action, the project applicant shall:

- a) Consult with the appropriate local, State, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination, or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps.
- b) Obtain and submit written evidence of approval for any remedial action if required by a local, State, or federal environmental regulatory agency.
- c) Submit a copy of all applicable documentation required by local, State, and federal environmental regulatory agencies, including but not limited to: permit applications, Phase I and II environmental site assessments, human health and ecological risk assessments, remedial action plans, risk management plans, soil management plans, and groundwater management plans.

SCA-65 Lead-based Paint Remediation: Prior to issuance of any demolition, grading or building permit; if lead-based paint is present, the project applicant shall submit specifications to the Fire Prevention Bureau, Hazardous Materials Unit signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: Cal/OSHA's Construction Lead Standard, 8 CCR1532.1 and DHS regulation 17 CCR Sections 35001 through 36100, as may be amended.

SCA-66 Other Materials Classified as Hazardous Waste: Prior to issuance of any demolition, grading or building permit; if other materials classified as hazardous waste by State or federal law are present, the project applicant shall submit written confirmation to Fire Prevention Bureau, Hazardous Materials Unit that all State and federal laws and regulations shall be followed when profiling, handling, treating, transporting and/or disposing of such materials.

SCA-67 Health and Safety Plan per Assessment: Prior to issuance of any demolition, grading or building permit; if the required lead-based paint/coatings, asbestos, or PCB assessment finds presence of such materials, the project applicant shall create and implement a health and safety plan to protect workers from risks associated with hazardous materials during demolition, renovation of affected structures, and transport and disposal.

SCA-68 Best Management Practices for Soil and Groundwater Hazards: Ongoing throughout demolition, grading, and construction activities; the project applicant shall implement all of the following Best Management Practices (BMPs) regarding potential soil and groundwater hazards.

- a) Soil generated by construction activities shall be stockpiled onsite in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Specific sampling and handling and transport procedures for reuse or disposal shall be in accordance with applicable local, State and federal agencies laws, in particular, the Regional Water Quality Control Board (RWQCB) and/or the Alameda County Department of Environmental Health (ACDEH) and policies of the City of Oakland.
- b) Groundwater pumped from the subsurface shall be contained onsite in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies of the City of Oakland, the RWQCB and/or the ACDEH. Engineering controls shall be utilized, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building (pursuant to the Standard Condition of Approval regarding Radon or Vapor Intrusion from Soil and Groundwater Sources
- c) Prior to issuance of any demolition, grading, or building permit, the applicant shall submit for review and approval by the City of Oakland, written verification that the appropriate federal, state or county oversight authorities, including but not limited to the RWQCB and/or the ACDEH, have granted all required clearances and confirmed that the all applicable standards, regulations and conditions for all previous contamination at the site. The applicant also shall provide evidence from the City's Fire Department, Office of Emergency Services, indicating compliance with the Standard Condition of Approval requiring a Site Review by the Fire Services Division pursuant to City Ordinance No. 12323, and compliance with the Standard Condition of Approval requiring a Phase I and/or Phase II Reports.

To the extent that any development occurring under the *2007-2014 Housing Element* would include 1) habitable space below the ground and/or 2) the redevelopment or reuse of historically industrial or commercial buildings or 3) soil and/or groundwater hazards, SCA-69 would apply.

SCA-69 Radon or Vapor Intrusion from Soil or Groundwater Sources: The project applicant shall submit documentation to determine whether radon or vapor intrusion from the groundwater and soil is located on-site as part of the Phase I documents. The Phase I analysis shall be submitted to the Fire Prevention Bureau, Hazardous Materials Unit, for review and approval, along with a Phase II report if warranted by the Phase I report for the project site. The reports shall make recommendations for remedial action, if appropriate, and should be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer. Applicant shall implement the approved recommendations.

The construction phase of any residential development under the *2007-2014 Housing Element* could result in soil or groundwater contamination from hazardous materials used in the construction, therefore SCA-35 is incorporated. The full text of SCA-35 is described in Section VI, Geology and Soils.

Municipal Code. Development under the *2007-2014 Housing Element* would be subject to the following title of the Oakland Municipal Code:

- *Title 8: Health and Safety*
 - o *Chapter 8.42: Certified Unified Program Agency (CUPA).* The City of Oakland, pursuant to the State of California Environmental Protection Agency's approval of the City's application to serve as the certified unified program agency ("CUPA") for the City, assumes authority and responsibility for the administration and enforcement of the unified hazardous waste and hazardous materials management regulatory program established by Chapter 6.11 of the California Health and Safety Code (section 25404, et seq.), to consolidate the administration and enforcement of six hazardous materials management programs and ensure the coordination and consistency of any regulations adopted pursuant to such program requirements.

Compliance with the City of Oakland SCA-41, 42, 61 through 66, and 68, and 69, and Policy HM-3, CO-1.2, I/C4.2, N5.1, W1.2, W6.2, I/C2.2, and CO-1.2; Actions HM-3.1 through HM-3.4 of the *General Plan*; and Chapter 8.42 of the Municipal Code would ensure that hazardous building materials and/or contaminated soils and/or groundwater would be properly identified, handled, removed, and/or remediated. Compliance with SCA-67 would protect the health and safety of construction workers on sites where hazardous materials have been identified. Compliance with SCA-35 would reduce the risk of construction-related soil and groundwater contamination. As a result, the risk of an upset or accident resulting in the release of hazardous materials during demolition or construction would be less than significant.

Comment to Question VIIc (Vicinity to Existing or Proposed School)

Development projects under the *2007-2014 Housing Element* could be undertaken within one-quarter mile of an existing or proposed school. In the event that construction on a site within one-quarter mile of an existing school would involve the removal or remediation of contaminated soils, groundwater or building materials, an impact could occur. Individual development projects would be required to comply with SCA-35, 41-42, and 61-69, as described above. In addition, compliance with SCA-67

would not only protect workers on the site, but would also mitigate impacts beyond the site, including potential impacts to sensitive receptors at nearby schools. Project-level CEQA review and compliance with SCA-35, 41, 42, and 61 through 69, along with *General Plan* Policy HM-1 and HM-3, and Actions HM-1.2 through HM-1.6, and HM-3.1 through HM-3.4, as listed above, would mitigate impacts to existing schools to a less-than-significant level. Since the occupation of residential housing does not involve handling of acutely hazardous substances or wastes, once construction is complete, the proximity of residential development(s) would have a less-than-significant impact to existing or proposed schools.

Comment to Question VIIId (Listed Hazardous Materials Sites)

As discussed under Question VIIb, above, SCA-61 through 66, and 69 require a Phase I and/or Phase II Environmental Site Assessment ESA(s) for development projects meeting certain criteria. A Phase I ESA is typically prepared for a development site prior to submission of a development application to the City since preparation is triggered by a title transfer. A Phase I ESA prepared for a project site typically lists current and past operations, reviews environmental agency databases (including the State Cortese List), records and identifies site reconnaissance observations, and summarizes potential contamination issues. The Cortese database identifies public drinking water wells with detectable levels of contamination, hazardous substance sites selected for remedial action, sites with known toxic material identified through the abandoned site assessment program, sites with known toxic material identified through the abandoned site assessment program, sites with USTs having a reportable release and all solid waste disposal facilities from which there is known migration.

If the Phase I ESA identifies known or potential contamination issues, including presence on the Cortese list, a Phase II ESA is conducted. A Phase II ESA typically includes collecting soils and/or groundwater samples at the project site and transmitting the samples to a laboratory for analysis. A Phase II typically includes recommendations for remediation and/or safe handling of identified contaminants.

The City's of Oakland's SCA(s) 61 through 66, and 69 tie the Phase I and Phase II requirements to the permit application process, as described above. SCA-67 requires a Health and Safety Plan to protect construction workers per the Phase I or II recommendations. SCA-68 promulgates Best Management Practices (BMPs) for handling contaminated soils and groundwater. Therefore, in the event that a development application for a project under the *2007-2014 Housing Element* does not already include a Phase I ESA, one will be required through the permit application process. The Phase I ESA will identify whether or not the site is on the State Cortese List. Presence on the State Cortese List precludes use of a Categorical Exemption under CEQA and would trigger the preparation of a project-level Initial Study which could lead to the preparation of either a Mitigated Negative Declaration or an Environmental Impact Report. Presence on the Cortese list does not preclude development on the site; it just requires adequate CEQA review to determine whether development of the site would result a significant hazard to the public or the environment.

SCA-61 through 66 would insure that presence on the Cortese list and associated impacts are identified on a project-by-project basis, therefore impacts would be less than significant.

Comments to Questions VIIe and VIIf (Airports)

A portion of the City of Oakland is located within the Comprehensive Airport Land Use Plan 60 CNEL (Community Noise Equivalent Level) contour for the Metropolitan Oakland International Airport.⁴⁷ The implications of this designation with respect to noise are discussed further in Section VI., Noise. None of the sites identified for housing in the *2007-2014 Housing Element* are located within the Oakland International Airport Master Plan area. There are no other implications with respect to safety and proximity to the Metropolitan Oakland International Airport. The City of Oakland is not in close proximity to a private air strip, therefore no impact would occur.

General Plan. Development under the *2007-2014 Housing Element* would be subject Policy I/C4.2 of the *General Plan*. As discussed above, Policy I/C4.2 requires new or existing industrial or commercial uses, including seaport and airport activities that could create nuisance impacts on surrounding residential land uses to be minimized.

Comments to Questions VIIg (Emergency Evacuation Plan)

The Oakland OES has also identified a network of evacuation routes and potential emergency shelters as identified in Figure 2.1 of the *General Plan – Public Safety Element*.⁴⁸ Emergency Evacuation Routes are typically along major thoroughfares including: San Leandro Street, International Boulevard, Foothill Road, Broadway, Webster, Telegraph Avenue, San Pablo Avenue, Grand Avenue, Seventh Street, and others. Many of the housing opportunity sites identified under the *2007-2014 Housing Element* are located along San Leandro Street, International Boulevard, Foothill Road, Broadway, Webster, Telegraph Avenue, San Pablo Avenue, Grand Avenue, and Seventh Street, the major thoroughfares identified as Emergency Evacuation Routes, as shown in Figure 11. If construction along these routes inhibited vehicular circulation, an impact could occur. However, road closures during construction are unlikely, and since construction equipment would be minimal and used for only short durations, construction would not change the existing traffic circulation network in the vicinity, and would therefore not affect any emergency response plan or evacuation plan. Therefore, impacts to emergency response plans or emergency evacuation plans would be less than significant.

Comments to Question VIIh (Wildland Fires)

Wildland fires in Oakland are still a concern, particularly where wildlands abut residential development and steep terrain slows emergency vehicle access, namely in the Oakland Hills, along Highway 13. In 2004, the City of Oakland delineated a Wildfire Prevention Assessment District, referred to as the “fire prevention and assessment district” on Figure 10. There is a higher concentration of emergency sirens

⁴⁷ San Mateo County Comprehensive Airport Land Use Plan, December 1996.

⁴⁸ Figure 2.1, Public Safety. City of Oakland General Plan – Public Safety Element.

in this area, as shown in Figure 11.⁴⁹ Based on Figure 10 only three of the identified housing opportunity sites are within the Wildfire Prevention Assessment District as are three sites on which housing is approved or in pre-development. In addition, five opportunity sites and five other sites either approved or in pre-development are located along the western border of the Wildfire Prevention Assessment District. SCA-70 is applicable to all projects within the district.

General Plan. The additional residential development could expose additional people to the risks of wildland fires. However, development under the *2007-2014 Housing Element* would be subject to the following *Safety Element* policy and actions of the City's *General Plan* with regard to wildland fires:

Safety Element

- *Policy FI-3:* Prioritize the reduction of the wildfire hazard, with an emphasis on prevention.
 - o *Action FI-3.1:* Implement and administer the 2004 wildfire-prevention assessment district for the Oakland Hills, and carry out the programs funded by the district, including fire-safety inspections of private properties, vegetation management practices, roving firefighter patrols on high fire-hazard days, and public education efforts.
 - o *Action FI-3.2:* Consistent with the City's pedestrian master plan, develop unused pedestrian rights-of-way in the Oakland Hills as walkways to serve as additional evacuation routes, and provide and maintain lighting facilities for new and existing walkways.
 - o *Action FI-3.3:* Continue to participate in multi-jurisdictional programs and task forces, such as the Hills Emergency Forum and Diablo FireSafe Council, that work to reduce the threat of wildfire.

Standard Conditions of Approval. The following Standard Conditions of Approval would apply:

SCA-70 Vegetation Management Plan: Prior to issuance of a demolition, grading, and/or construction and ongoing: a) the project applicant shall submit a vegetation management plan to the Planning and Zoning Division and Fire Services Division that includes if deemed appropriate, but not limited to the, following measures:

- a) The project applicant shall enter into a maintenance agreement with the City that ensures that landscaping will be maintained and adhere to measures listed below.
 - i. Removal of dead vegetation overhanging roof and chimney areas;
 - ii. Removal of leaves and needles from roofs;
 - iii. Planting and placement of fire-resistant plants around the house and phasing out flammable vegetation;
 - iv. Trimming back vegetation around windows;
 - v. Removal of flammable vegetation on hillside slopes greater than 20%;
 - vi. Pruning the lower branches of tall trees;
 - vii. Clearing out ground-level brush and debris;

⁴⁹ "Wildfire Prevention Assessment District," accessed at: <http://www.oaklandnet.com/wildfirePrevention/WildfirePreventionAssessmentDistrictMap.pdf>, accessed on May 31, 2009.

- viii. Stacking woodpiles away from structures.

In addition, SCA-71 applied to all phased projects either planned unit developments (PUDs) or projects with development agreements, regardless of whether or not they are in the Wildfire Prevention Assessment District, as delineated.

SCA-71 Fire Safety Phasing Plan: Prior to issuance of a demolition, grading, and/or construction and concurrent with any p-job submittal permit the project applicant shall submit a separate fire safety phasing plan to the Planning and Zoning Division and Fire Services Division for their review and approval. The fire safety plan shall include all of the fire safety features incorporated into the project and the schedule for implementation of the features. Fire Services Division may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or the individual phase.

On sites within the Wildfire Assessment District, that are also identified as creekside properties, SCA-72 and 73 would apply.

*SCA-72 Vegetation Management Plan on Creekside Properties:*⁵⁰ Prior to issuance of a demolition, grading, and/or construction and Ongoing, a) The project applicant shall submit a vegetation management plan for review and approval by the Planning and Zoning Division, Fire Services Division, and Environmental Services Division of the Public Works Agency that includes, if deemed appropriate, the following measures:

- i. Identify and do not disturb a 20-foot creek buffer from the top of the creek bank. If the top of bank cannot be identified, leave a 50-foot buffer from the centerline of the creek or as wide a buffer as possible between the creek centerline and the proposed site development.
- ii. Identify and leave "islands" of vegetation in order to prevent erosion and landslides and protect nesting habitat.
- iii. Leave at least 6 inches of vegetation on the site.
- iv. Trim tree branches from the ground up (limbing up) and leave tree canopy intact.
- v. Leave stumps and roots from cut down trees to prevent erosion.
- vi. Plant fire-appropriate, drought-tolerant, preferably native vegetation.
- vii. Err on the side of caution. If you don't know if a plant, tree or area is sensitive, ask for a second opinion before you cut.
- viii. Provide erosion and sediment control protection if cutting vegetation on a steep slope.
- ix. Leave tall shrubbery at least 3-feet high.
- x. Fence off sensitive plant habitats and creek areas to protect from goat grazing.
- xi. Obtain a tree protection permit for a protected tree (includes all mature trees except eucalyptus and Monterey pine).
- xii. Contact the City Tree Department (615-5850) for dead trees.

⁵⁰ See also: <http://www.oaklandnet.com/wildfirePrevention/DosandDonts.pdf>.

- xiii. Do not clear-cut vegetation. This can lead to erosion and severe water quality problems and destroy important habitat.
- xiv. Do not remove vegetation within 20-feet of the top of bank. If the top of bank cannot be identified, do not cut within 50-feet of the centerline of the creek or as wide a buffer as possible between the creek centerline and the proposed site development.
- xv. Do not trim/prune branches that are larger than 4 inches in diameter.
- xvi. Do not remove tree canopy.
- xvii. Do not dump cut vegetation in a creek.
- xviii. Do not cut tall shrubbery to less than 3-feet high.
- xix. Do not cut of short vegetation (grasses, ground-cover) to less than 6-inches high.

SCA-73 Fire Safety: Prior to and ongoing throughout demolition, grading, and/or construction the project applicant and construction contractor will ensure that during project construction, all construction vehicles and equipment will be fitted with spark arrestors to minimize accidental ignition of dry construction debris and surrounding dry vegetation.

To the extent that they are applicable to sites that could be developed under the *2007-2014 Housing Element*, compliance with SCA-70 through 74, along with *General Plan* Policy FI-3 and Actions FI-3.1 through FI-3.3, would reduce impacts associated with wildland fires to a less-than-significant level.

4. Cumulative Impacts

The general geographic area considered for potential public health or hazards cumulative impacts consists of an area within a quarter-mile of the housing sites, and the area along transportation routes used during demolition and construction activities associated with projects within this radius. Hazards and hazardous materials impacts are generally site-specific and/or have limited mobility, and would not be expected to have cumulatively considerable effects beyond this distance.

Development and construction activities could increase the exposure of persons to hazardous materials, including contaminated soil, soil gas, groundwater, hazardous construction materials, and lead and asbestos. However, the use, storage, and disposal of hazardous materials has been increasingly regulated by local, State, and federal laws and regulations, as explained in more detail above. The historical trend within the regulatory community has been to strengthen the standards regarding the use, handling, and transport of hazardous materials, thereby minimizing the risk to public health, safety, and welfare. Many past projects have been, all present projects are, and all future projects, including development under the *2007-2014 Housing Element*, will be subject to these more rigorous controls for site remediation and development. The current and future handling of hazardous materials within the geographic area will be subject to these escalating regulations and the City's Standard Conditions of Approval, as outlined above, and as a result, the cumulative hazardous materials risks will not be significant. Additionally, compliance with the strict regulatory requirements associated with handling of hazardous materials would reduce the potential for any cumulatively considerable contribution from the housing sites to any potential cumulative impact. Therefore, implementation of the *2007-2014*

Housing Element, together with the impact of past, present, existing, current, pending and reasonably foreseeable future development, would not result in any significant cumulative public health or hazards impacts.

5. Conclusion

Development at the opportunity sites identified in the *2007-2014 Housing Element* would largely occur as infill, in an urbanized and built-out City. Impacts associated with hazardous materials transport, use and disposal would be less-than-significant and compliance with Chapters 8.12, 8.50.060 and 17.100A of the Municipal Code would further reduce impacts. Compliance with the City of Oakland Standard Conditions of Approval 41 and 42, 61 through 66, and 68, and 69, and Policy HM-1, HM-3, CO-1.2, I/C4.2, N5.1, W1.2, W6.2, and I/C2.2 of the *General Plan* as well as Chapter 8.42 of the Municipal Code would ensure that hazardous building materials and/or contaminated soils and/or groundwater would be properly identified, handled, removed, and/or remediated. Compliance with SCA-67 would protect the health and safety of construction workers on sites where hazardous materials have been identified. Compliance with SCA-67 would not only protect workers on the site, but would also mitigate impacts beyond the site, including potential impacts to sensitive receptors at nearby schools. Compliance with SCA-35 would reduce the risk of construction-related soil and groundwater contamination. As a result, the risk of an upset or accident resulting in the release of hazardous materials during demolition or construction would be less than significant. To the extent that they are applicable to sites that could be developed under the *2007-2014 Housing Element*, compliance with SCA-70 through 73, along with *General Plan* Policy FI-3 and Actions FI-3.1 through FI-3.3, would reduce impacts associated with wildland fires to a less-than-significant level.

VIII. HYDROLOGY AND WATER QUALITY

1. Setting

The City lies within the overall regional drainage of the San Francisco Bay (Bay) and within the San Francisco Basin Regional Water Quality Control Board (SFBRWQCB) jurisdictional boundaries. Average annual rainfall varies within the City, from about 16 inches near the Bay to 26 inches towards the hills. The City is located along the eastern margin of the Bay, with over 19 miles (mi) of shoreline. Major water features of the Bay along the City's shoreline include, from north to south, the Outer Harbor, Middle Harbor, Estuary or Inner Harbor, and San Leandro Bay.⁵¹ Topography ranges from over 1,760 feet above mean sea level (msl) in the Oakland Hills area to less than 10 feet above msl near the Bay. Most of the City's existing urban development is located on the coastal shelf near the Bay and Estuary, which varies in width from about two to four miles at an elevation of about 42 to 43 feet above msl.

The City of Oakland overlays the Santa Clara Valley Groundwater Basin, East Bay Plain Groundwater Subbasin (DWR No. 2-9.04). The East Bay Plain Subbasin is a northwest trending alluvial plain bounded on the north by San Pablo Bay, on the east by the contact with Franciscan Basement rock, on the south by the Niles Cone Groundwater Basin. The East Bay Plain Basin extends beneath San Francisco Bay to the west.⁵² Designated beneficial uses for the groundwater basins include Municipal and Domestic Supply, Industrial Process Supply, Industrial Service Supply, and Agriculture. Surface drainage within the City is controlled by a combination of natural creeks, modified creeks, and man-made stormwater drainage facilities that discharge to lakes or shoreline water bodies, and ultimately to the Central San Francisco Bay. About 14 major creeks and 30 tributaries run through the City, flowing west from the hills to the Bay. In their upper reaches, the creeks generally follow natural channels, while downstream in the flatlands, most creek channels have been routed through man-made channels lined with concrete or buried in culverts and pipes (undergrounded). In addition to the creeks, there are three major lakes (Lake Chabot, Lake Merritt, and Lake Temescal) in the City plus several East Bay Municipal Utility District (EBMUD) water supply distribution reservoirs.⁵³

All surface waters within the San Francisco Regional Water Quality Control Board (SFRWQCB) jurisdiction must meet water quality objectives outlined in the Basin Plan.⁵⁴ Designated beneficial uses, together with their water quality objectives, comprise the relevant water quality standards. Designated beneficial uses for City inland surface waters are listed in Table 2, Designated Beneficial Uses of Surface Waters Within the City of Oakland.

⁵¹ City of Oakland Community and Economic Development Agency, *Oakland General Plan Land Use and Transportation EIR*, October 31, 1997.

⁵² California Department of Water Resources, *Santa Clara Valley Groundwater Basin, East Bay Plain Subbasin*, in California's Groundwater Bulletin 118, February 27, 2004.

⁵³ City of Oakland Community and Economic Development Agency, *Oakland General Plan Land Use and Transportation EIR*, October 31, 1997.

⁵⁴ San Francisco Bay Regional Water Quality Control Board (SFRWQCB), *San Francisco Bay Basin (Region 2) Water Quality Control Plan (Basin Plan)* Adopted into Administrative Law January 18, 2007.

Table 2
Designated Beneficial Uses of Surface Waters Within the City of Oakland

	MUN	FRSH	COLD	EST	MIGR	SPAWN	WARM	WILD	REC1	REC2
Lake Merritt		X		X		X		X	X	X
Lower San Leandro Creek		X			P	P	P	X	P	P
Lake Chabot (Alameda)	X		X			X	X	X	X	X
Upper San Leandro Reservoir	X		X			X	X	X	L	P
San Leandro Creek		X	X		P	P	P	X	P	P
Lake Temescal			X			X	X	X	X	X

Source: SFRWQCB, 2007⁵⁵

Notes:

MUN = Municipal and Domestic Supply;
FRSH = Freshwater Replenishment
COLD = Cold Freshwater Habitat
EST = Estuarine Habitat
MIGR = Fish Migration

SPAWN = Fish Spawning
WARM = Warm Freshwater Habitat
WILD = Wildlife Habitat
REC1 = Water Contact Recreation
REC2 = Noncontact Water Recreation

X = existing beneficial use
P = potential beneficial use;
L = limited beneficial use

Because the majority of streams and creeks have been channelized or undergrounded, there are no specific designated beneficial uses for them and they are not considered water quality impaired because there are no defined water quality standards. However, because they discharge to the shoreline water bodies or lakes that have designated beneficial uses and applicable water quality objectives, even these undergrounded creeks and streams must be managed to protect the receiving-water water quality standards. Currently, the major source of contaminants to waters in the City is from nonpoint sources, which include *polluted* Ed stormwater runoff, dredging, marine vessel waste (including from vessel “liveboards” and illicit dumping), infiltration/inflow from sewage pipes, accidental spills or leaching of hazardous materials, and construction activities.⁵⁶

⁵⁵ San Francisco Bay Regional Water Quality Control Board (SFRWQCB), *San Francisco Bay Basin (Region 2) Water Quality Control Plan (Basin Plan)* Adopted into Administrative Law January 18, 2007.

⁵⁶ City of Oakland Community and Economic Development Agency, *Oakland General Plan Land Use and Transportation EIR*, October 31, 1997. Page III.I-3.

Total Maximum Daily Loads⁵⁷ (TMDLs) are in effect for some pollutants within the San Francisco Bay Basin including TMDLs for San Francisco Bay Mercury, Urban Creeks Pesticide Toxicity, and San Francisco Bay PCBs. Other TMDLs will be developed for the above listed impairments by the scheduled completion date on the 303(d) list.

The shoreline waters and Central Bay, to which the City ultimately drains to, are impaired by a number of pollutants as listed on the 2006 Clean Water Act (CWA) Section 303(d) List of Water Quality Limited Segments Requiring TMDLs.⁵⁸ Some of these pollutants include chlordane, dichlorodiphenyltrichloroethane (DDT), dieldrin, dioxins, exotic species, furan compounds, mercury, polychlorinated biphenyls (PCBs), sediment toxicity, heavy metals, polyaromatic hydrocarbons (PAHs), and others that may be present in the water or sediment. Sources of pollutants include unknown sources, atmospheric deposition, point sources, natural sources, nonpoint sources, and others.

Lake Chabot and Lake Merritt are considered water quality impaired. Lake Chabot is impaired by chlordane, DDT, dieldrin, mercury, and polychlorinated biphenyls (PCBs) from unknown sources, but the City does not discharge substantially to Lake Chabot; Lake Chabot is physically up-gradient of the majority of the City. Lake Merritt is impaired by organic enrichment/low dissolved oxygen from unknown sources and by trash from urban runoff/storm sewers.⁵⁹ Large urbanized areas of the City drain to Lake Merritt.

2. Environmental Checklist

The proposed project would have a significant impact on the environment if ‘potentially significant’ is checked under items VIIIa-VIII m, below, and there is no mitigation measure or *Standard Condition of Approval* (SCA) identified that would reduce impacts to a less-than-significant level.

⁵⁷ A Total Maximum Daily Load is a regulatory requirement, adopted into the Basin Plan. It is the amount of pollutants that can be discharged by various sources without cause or contributing to water quality impairment. Allocations of allowable pollutant load are defined for contributing sources, including background contributions.

⁵⁸ San Francisco Regional Water Quality Control Board, USEPA Approval Date: June 28, 2007.

⁵⁹ San Francisco Regional Water Quality Control Board, 2006 CWA Section 303(d) List of Water Quality Limited Segments Requiring TMDLs, USEPA Approval Date: June 28, 2007.

	Potentially Significant	Potentially Significant Unless New Mitigation is Incorporated	Less than Significant with SCA ^a and/or Previously Imposed MM ^b	Less than Significant Impact	No Impact
Would the project:					
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐	☐
c) Result in substantial erosion or siltation on- or off-site that would affect the quality of receiving waters?	☐	☐	☒	☐	☐
d) Result in substantial flooding on- or off-site?	☐	☐	☒	☐	☐
e) Create or contribute substantial runoff which would exceed the capacity of existing or planned stormwater drainage systems?	☐	☐	☒	☐	☐
f) Create or contribute substantial runoff which would be an additional source of pollUTED runoff?	☐	☐	☒	☐	☐
g) Otherwise substantially degrade water quality?	☐	☐	☒	☐	☐
h) Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map that would impede or redirect flood flows?	☐	☐	☐	☒	☐
i) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒	☐
j) Expose people or structures to a substantial risk of loss, injury or death involving flooding?	☐	☐	☐	☒	☐
k) Result in inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒	☐
l) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course, or increasing the rate or amount of flow, of a Creek, river or stream in a manner that would result in substantial erosion, siltation, or flooding, both on- or off-site?	☐	☐	☒	☐	☐
m) Fundamentally conflict with elements of the City of Oakland Creek Protection (OMC Chapter 13.16) ordinance intended to protect hydrologic resources. Although there are no specific, numeric/quantitative criteria to assess impacts, factors to be considered in determining significance include whether there is substantial degradation of water quality through (a) discharging a substantial amount of pollutants into a creek; (b) significantly modifying the natural flow of the water or capacity; (c) depositing substantial amounts of new material into a creek or causing substantial bank erosion or instability; or (d) substantially endangering public or private property or threatening public health or safety?	☐	☐	☒	☐	☐

Notes:

a. SCA = Standard Conditions of Approval.

b. MM = Mitigation Measures

3. Discussion

Comment on Question VIIIa, VIIIb, VIIIc, and VIIm (Water Quality)

Like all urban communities, the quality of water resources within the City has been and continues to be affected by the diverse range of urban uses, from industrial uses to recreation. Pollutant sources include both point and nonpoint sources. Point source pollutants are pollutants discharged at a discrete location, such as a pipe. These sources are primarily municipal and industrial discharges, and are regulated by federal and State laws under the National Pollutant Discharge Elimination System (NPDES) and Porter Cologne Water Quality Act to protect the quality of receiving waters. Non-point source pollutants are diffuse sources of pollutants that are discharged over a large area, such as sheet flow runoff from a large field, and are not regulated under the NPDES program. Although stormwater runoff is a diffuse source of pollutants, because it is conveyed within a storm drainage system and discharged at discrete locations, stormwater runoff is regulated as a point-source discharge.

The City of Oakland has an extensive natural drainage system consisting of creeks and tributaries which collect and convey stormwater from the hills out into the Bay. Some of the creeks near the Bay are tidally-influenced which likely results in a mixture of fresh and salt-water forming an estuarial habitat. These creeks may also support sensitive wetland species dependent on estuarial habitat (see Section IV. Biological Resources for a further discussion of sensitive species).

The proposed project would involve construction activities, generate stormwater runoff, and potentially increase sewage requiring treatment at the wastewater treatment facility. Therefore, the applicable NPDES permits, which also serve as Waste Discharge Requirements (WDRs), include the Municipal NPDES permit for stormwater discharges (Alameda Countywide NPDES Municipal Stormwater Permit Water Quality Order No. R2-2003-0021, NPDES No. CAS0029831); the Construction General Permit for construction activities with land disturbance of more than one acre (WDRs) for Discharges of Storm Water Associated with Construction Activity Water Quality Order No. 99-08-DWQ, NPDES No. CAS000002); and Individual NPDES permits/WDRs for discharges that do not fall under the above categories; and, discharges from the municipal wastewater treatment facilities (e.g., Waste Discharge Requirements for the East Bay Municipal Utility District, Special District No. 1 Wet Weather Facilities (WWFs) Alameda and Contra Costa Counties Water Quality Order No. R2-2009-0004, NPDES NO. CA0038440) and US HUD Oakland City of Housing Authority NPDES No. CA0038512). Because the proposed project would only involve residential land development or redevelopment, the proposed project does not include new or increased industrial or commercial uses within the City of Oakland. Therefore, the Industrial General Permit WDR would not be violated. The proposed project is also not expected to result in discharge of water supply water requiring compliance with the General Permit for such discharges or an individual WDR/NPDES permit, unless substantial groundwater dewatering is required. Applicable water quality standards are listed in the San Francisco Bay Basin (Region 2) Water Quality Control Plan (Basin Plan).⁶⁰

⁶⁰ SFRWQCB, 2007.

Construction activities would disturb surfaces and expose underlying soil to wind and water erosion. Construction equipment could also track sediment onto roads and other impervious surfaces to be washed off into storm drains during rain events. Trash and construction materials and spills and leaks from construction equipment could also end up in the storm drain system. Work within or next to exposed creeks would directly affect creek water quality. Construction activities that would cumulatively disturb one or more acres of land surface would be subject to the requirements of the Construction General Permit, including development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would include construction stormwater quality best management practices (BMPs) designed to protect water resources from construction activity degradation.

Post-construction, the proposed project would have to comply with the requirements of the Municipal NPDES Permit and wastewater treatment facility (WWTF) Individual NPDES Permit. Additional population supported by the proposed project would increase waste loads to the WWTF. If additional loads would exceed the permitted flow rates, discharges would violate the WWTF WDR. The ability of the WWTF to handle additional loads within its existing and/or planned permit operation conditions is discussed in Section XVI. Utilities and Service Systems of this document.

Following construction activities, the proposed project would increase the land use density and is expected to create additional impervious surfaces. New development and new impervious surfaces would be expected to increase the amount of stormwater runoff and the amount of pollutants in stormwater runoff. Pollutants deposited on impervious surfaces are more likely to be transported in runoff than pollutants deposited on pervious surfaces; reduced contact with soil and vegetation does not allow for as much sorption (both adsorption and absorption), degradation of pollutants (biological, physical, and chemical), and infiltration. Pollutants that could be expected to increase with implementation of the proposed project would be gross debris (e.g., trash, landscape litter, bacteria), metals and hydrocarbons (building materials, increased traffic, machine wear), household hazardous waste, and nutrients and pesticides (landscape maintenance). Increased density of land use could also directly affect surface waters by recreational activities, illicit activities near or within surface waters, and removal of protective vegetation. However, the *General Plan* contains several policies designed to minimize potential impacts associated with the proposed project.

General Plan. Development under the *2007-2014 Housing Element* would be subject to the following *General Plan* policies with regard to hydrology and water quality (as previously described in Section IV. Biological Resources):

- *Policy CO-5.3:* Employ a broad range of strategies, compatible with the Alameda Countywide Clean Water Program, to: (a) reduce water pollution associated with stormwater runoff; (b) reduce water pollution associated with hazardous spills, runoff from hazardous material areas, improper disposal of household hazardous wastes, illicit dumping, and marina “liveaboards;” and (c) improve water quality in Lake Merritt to enhance the lake’s aesthetic, recreational and ecological functions.

- *Policy CO-6.4:* Manage Oakland's lakes to take advantage of their recreational and aesthetic potential while conserving their ecological functions and resource value. Discourage new recreational uses which impair the ability of the lakes to support fish and wildlife. Support improvements which enhance water circulation, water quality, and habitat value, provided they are cost-effective and are compatible with established recreational activities.
- *Policy CO-8.1:* Work with federal, state, and regional agencies on an on-going basis to determine mitigation measures for development which could potentially impact wetlands. Strongly discourage development with unmitigatable adverse impacts.
- *Policy W-3.1:* Waterfront objectives, policies, and actions regarding geology, land stability, erosion, soils, water quality, flood hazards, wetland plant and animal habitats, and air quality and pollutants, shall be consistent and in compliance with the Open Space, Conservation, and Recreation Element of the City's *General Plan*.

The Regional Board establishes and enforces the WDRs for point- and nonpoint- source of pollutants at levels necessary to meet Basin Plan numerical and narrative water quality objectives. These water quality objectives are considered necessary to protect the present and potential beneficial uses and to protect existing high quality waters of the state. In addition to proposed project policy features, City Municipal Code and Standard Conditions of Approval would ensure that WDRs are not violated and that the proposed project fundamentally complies with the Creek Protection Ordinance. Compliance with the applicable WDRs would ensure that water quality standards are not substantially violated and that substantial additional sources of pollutants are not generated, and potential impacts would be less than significant.

Municipal Code. The City of Oakland places great value on its creeks both as natural drainage and valuable habitat. As a result, the City has codified creek protection policies in the Municipal Code and included more than a dozen policies pertaining specifically to creek protection in its Standard Conditions of Approval, discussed below. Development under the *2007-2014 Housing Element* would be subject to the following sections of the Oakland Municipal Code with regard to hydrology and water quality and creek protection. These Ordinances and Codes would reduce the potential for activities that would encroach upon creeks and could affect their water quality and they would serve to help control erosion and sediment transport potential.

Chapter 13.16: City of Oakland Creek Protection, Storm Water Management, and Discharge Control. The storm water management and discharge control ordinance was adopted in 1997 to provide stronger provisions to manage and safeguard creeks. It includes permitting guidelines for construction near creeks within the City of Oakland. According to the ordinance, a creek is defined as a watercourse that is a naturally occurring swale or depression, or engineered channel, which carries fresh or estuarine water either seasonally or year round within City boundaries. Municipal Code Section 13.26.100 requires compliance with any applicable General Permit (including the Construction General Permit) and BMPs to reduce pollutants in stormwater runoff.

Grading Ordinance (Ordinance No. 10312). Requires grading permits for earth moving activities under specified conditions of volume of earth to be moved, slope characteristics, areas where "land

disturbance" or stability problems have been reported. To obtain a grading permit, a soils report, a grading plan, and an erosion and sedimentation control plan must be submitted to the Department of Public Works and approved.

The Sedimentation and Erosion Control Ordinance (Ordinance No. 10446). Requires any person who performs grading, clearing, and grubbing or other activities that disturb the existing soil to take appropriate preventative measures to control erosion; prevent sedimentation of eroded materials onto adjacent lands, public streets, or rights-of-way; and prevent carrying of eroded materials to any water course by any route.

Standard Conditions of Approval. Construction of residential development under the *2007-2014 Housing Element* would also be subject to SCA-23, 24, 34, 55, and 75 through 86, below, with regard to hydrology and water quality. In addition, the *2007-2014 Housing Element* would be subject to SCA-88 from Section IV, Biological Resources, which regulates creek dewatering and diversion.

The following Standard Conditions of Approval are specifically targeted at protecting creeks and other water bodies from activities and conditions that could negatively affect water quality and at ensuring that protective measures are complied with. These Standard Conditions of Approval, Municipal Code, and other regulations would ensure that violation of WDRs is not substantial, additional sources of pollutants are not substantial, and the Creek Protection Ordinance is fundamentally complied with:

SCA-23 Compliance Matrix: Prior to issuance of a demolition, grading, or building permit, the project applicant shall submit to the Planning and Zoning Division and the Building Services Division a Conditions/ Mitigation Measures compliance matrix that lists each condition of approval and/or mitigation measure, the City agency or division responsible for review, and how/when the project applicant has met or intends to meet the conditions and/or mitigations. The applicant will sign the Conditions of Approval attached to the approval letter and submit that with the compliance matrix for review and approval. The compliance matrix shall be organized per step in the plancheck/construction process unless another format is acceptable to the Planning and Zoning Division and the Building Services Division. The project applicant shall update the compliance matrix and provide it with each item submittal.

SCA-24 Construction Management Plan: Prior to issuance of a demolition, grading, or building permit, the project applicant shall submit to the Planning and Zoning Division and the Building Services Division for review and approval a construction management plan that identifies the conditions of approval and mitigation measures related to construction impacts of the project and explains how the project applicant will comply with these construction-related conditions of approval and mitigation measures.

SCA-34 Erosion and Sedimentation Control: Ongoing throughout demolition grading, and/or construction activities the project applicant shall implement Best Management Practices (BMPs) to reduce erosion, sedimentation, and water quality impacts during construction to the maximum extent practicable. Plans demonstrating the Best Management Practices shall be

submitted for review and approval by the Planning and Zoning Division and the Building Services Division. At a minimum, the project applicant shall provide filter materials deemed acceptable to the City at nearby catch basins to prevent any debris and dirt from flowing into the City's storm drain system and creeks.

SCA-55 Erosion and Sedimentation Control Plan:

- a) Prior to any grading activities the project applicant shall obtain a grading permit if required by the Oakland Grading Regulations pursuant to Section 15.04.660 of the Oakland Municipal Code. The grading permit application shall include an erosion and sedimentation control plan for review and approval by the Building Services Division. The erosion and sedimentation control plan shall include all necessary measures to be taken to prevent excessive stormwater runoff or carrying by stormwater runoff of solid materials on to lands of adjacent property owners, public streets, or to creeks as a result of conditions created by grading operations. The plan shall include, but not be limited to, such measures as short-term erosion control planting, waterproof slope covering, check dams, interceptor ditches, benches, storm drains, dissipation structures, diversion dikes, retarding berms and barriers, devices to trap, store and filter out sediment, and stormwater retention basins. Off-site work by the project applicant may be necessary. The project applicant shall obtain permission or easements necessary for off-site work. There shall be a clear notation that the plan is subject to changes as changing conditions occur. Calculations of anticipated stormwater runoff and sediment volumes shall be included, if required by the Director of Development or designee. The plan shall specify that, after construction is complete, the project applicant shall ensure that the storm drain system shall be inspected and that the project applicant shall clear the system of any debris or sediment.
- b) Ongoing throughout grading and construction activities the project applicant shall implement the approved erosion and sedimentation plan. No grading shall occur during the wet weather season (October 15 through April 15) unless specifically authorized in writing by the Building Services Division.

SCA-75 Stormwater Pollution Prevention Plan (SWPPP): Prior to and ongoing throughout demolition, grading, and/or construction activities the project applicant must obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the State Water Resources Control Board (SWRCB). The project applicant must file a notice of intent (NOI) with the SWRCB. The project applicant will be required to prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Building Services Division. At a minimum, the SWPPP shall include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; Best Management Practices (BMPs), and an inspection and monitoring program. Prior to the issuance of any construction-related permits, the project applicant shall submit to the Building Services Division a copy of the SWPPP and evidence of submittal of the NOI to the SWRCB. Implementation of the SWPPP shall start with the commencement of construction and continue through the completion of the project. After construction is completed, the project applicant shall submit a notice of termination to the SWRCB.

SCA-76 Drainage Plan for Projects on Slopes Greater than 20%: Prior to issuance of building permit (or other construction-related permit) the project drawings submitted for a building permit (or other construction-related permit) shall contain a drainage plan to be reviewed and approved by the Building Services Division. The drainage plan shall include measures to reduce the post-construction volume and velocity of stormwater runoff to the maximum extent practicable. Stormwater runoff shall not be augmented to adjacent properties or creeks. The drainage plan shall include and identify the following:

- i. All proposed impervious surface on the site;
- ii. Anticipated directional flows of on-site stormwater runoff;
- iii. Site design measures to reduce the amount of impervious surface area and directly connected impervious surfaces;
- iv. Source control measures to limit the potential for stormwater pollution; and
- v. Stormwater treatment measures to remove pollutants from stormwater runoff.

SCA-77 Erosion, Sedimentation, and Debris Control Measures: Prior to issuance of demolition, grading, or construction-related permit the project applicant shall submit an erosion and sedimentation control plan for review and approval by the Building Services Division. All work shall incorporate all applicable “Best Management Practices (BMPs) for the construction industry, and as outlined in the Alameda Countywide Clean Water Program pamphlets, including BMP’s for dust, erosion and sedimentation abatement per Chapter Section 15.04 of the Oakland Municipal Code. The measures shall include, but are not limited to, the following:

- a) On sloped properties, the downhill end of the construction area must be protected with silt fencing (such as sandbags, filter fabric, silt curtains, etc.) and hay bales oriented parallel to the contours of the slope (at a constant elevation) to prevent erosion into the street, gutters, stormdrains.
- b) In accordance with an approved erosion control plan, the project applicant shall implement mechanical and vegetative measures to reduce erosion and sedimentation, including appropriate seasonal maintenance. One hundred (100) percent degradable erosion control fabric shall be installed on all graded slopes to protect and stabilize the slopes during construction and before permanent vegetation gets established. All graded areas shall be temporarily protected from erosion by seeding with fast growing annual species. All bare slopes must be covered with staked tarps when rain is occurring or is expected.
- c) Minimize the removal of natural vegetation or ground cover from the site in order to minimize the potential for erosion and sedimentation problems. Maximize the replanting of the area with native vegetation as soon as possible.
- d) Install filter materials acceptable to the Engineering Division at the storm drain inlets nearest to the project site prior to the start of the wet weather season (October 15); site dewatering activities; street washing activities; saw cutting asphalt or concrete; and in order to retain any debris flowing into the City storm drain system. Filter materials shall be maintained and/or replaced as necessary to ensure effectiveness and prevent street flooding.
- e) Ensure that concrete/granite supply trucks or concrete/plaster finishing operations do not discharge wash water into the creek, street gutters, or storm drains.

- f) Direct and locate tool and equipment cleaning so that wash water does not discharge into the street, gutters, or stormdrains.
- g) Create a contained and covered area on the site for storage of bags of cement, paints, flammables, oils, fertilizers, pesticides, or any other materials used on the project site that have the potential for being discharged to the storm drain system by the wind or in the event of a material spill. No hazardous waste material shall be stored on site.
- h) Gather all construction debris on a regular basis and place them in a dumpster or other container which is emptied or removed on a weekly basis. When appropriate, use tarps on the ground to collect fallen debris or splatters that could contribute to stormwater pollution.
- i) Remove all dirt, gravel, refuse, and green waste from the sidewalk, street pavement, and storm drain system adjoining the project site. During wet weather, avoid driving vehicles off paved areas and other outdoor work.
- j) Broom sweep the street pavement adjoining the project site on a daily basis. Caked-on mud or dirt shall be scraped from these areas before sweeping. At the end of each workday, the entire site must be cleaned and secured against potential erosion, dumping, or discharge to the street, gutter, stormdrains.
- k) All erosion and sedimentation control measures implemented during construction activities, as well as construction site and materials management shall be in strict accordance with the control standards listed in the latest edition of the Erosion and Sediment Control Field Manual published by the Regional Water Quality Board (RWQB).
- l) All erosion and sedimentation control measures shall be monitored regularly by the project applicant. The City may require erosion and sedimentation control measures to be inspected by a qualified environmental consultant (paid for by the project applicant) during or after rain events. If measures are insufficient to control sedimentation and erosion then the project applicant shall develop and implement additional and more effective measures immediately.

SCA-78 Site Design Measures for Post-Construction Stormwater Management: Prior to issuance of building permit (or other construction-related permit) the project drawings submitted for a building permit (or other construction-related permit) shall contain a final site plan to be reviewed and approved by Planning and Zoning. The final site plan shall incorporate appropriate site design measures to manage stormwater runoff and minimize impacts to water quality after the construction of the project. These measures may include, but are not limited to, the following:

- i. Minimize impervious surfaces, especially directly connected impervious surfaces;
- ii. Utilize permeable paving in place of impervious paving where appropriate;
- iii. Cluster buildings;
- iv. Preserve quality open space; and
- v. Establish vegetated buffer areas.

The approved plan shall be implemented and the site design measures shown on the plan shall be permanently maintained.

SCA-79 Source Control Measures to Limit Stormwater Pollution: Prior to issuance of building permit (or other construction-related permit) the applicant shall implement and maintain all structural source control measures imposed by the Chief of Building Services to limit the generation, discharge, and runoff of stormwater pollution.

The applicant, or his or her successor, shall implement all operational Best Management Practices (BMPs) imposed by the Chief of Building Services to limit the generation, discharge, and runoff of stormwater pollution.

SCA-80 Post-Construction Stormwater Management Plan: Prior to issuance of building permit (or other construction-related permit) the applicant shall comply with the requirements of Provision C.3 of the National Pollutant Discharge Elimination System (NPDES) permit issued to the Alameda Countywide Clean Water Program. The applicant shall submit with the application for a building permit (or other construction-related permit) a completed Construction-Permit-Phase Stormwater Supplemental Form to the Building Services Division. The project drawings submitted for the building permit (or other construction-related permit) shall contain a stormwater management plan, for review and approval by the City, to manage stormwater runoff and to limit the discharge of pollutants in stormwater after construction of the project to the maximum extent practicable.

- a) The post-construction stormwater management plan shall include and identify the following:
 - i. All proposed impervious surface on the site;
 - ii. Anticipated directional flows of on-site stormwater runoff;
 - iii. Site design measures to reduce the amount of impervious surface area and directly connected impervious surfaces;
 - iv. Source control measures to limit the potential for stormwater pollution;
 - v. Stormwater treatment measures to remove pollutants from stormwater runoff; and
 - vi. Hydromodification management measures so that post-project stormwater runoff does not exceed the flow and duration of pre-project runoff, if required under the NPDES permit.
- b) The following additional information shall be submitted with the post-construction stormwater management plan:
 - i. Detailed hydraulic sizing calculations for each stormwater treatment measure proposed; and
 - ii. Pollutant removal information demonstrating that any proposed manufactured/mechanical (i.e. non-landscape-based) stormwater treatment measure, when not used in combination with a landscape-based treatment measure, is capable or removing the range of pollutants typically removed by landscape-based treatment measures and/or the range of pollutants expected to be generated by the project.

All proposed stormwater treatment measures shall incorporate appropriate planting materials for stormwater treatment (for landscape-based treatment measures) and shall be designed with

considerations for vector/mosquito control. Proposed planting materials for all proposed landscape-based stormwater treatment measures shall be included on the landscape and irrigation plan for the project. The applicant is not required to include on-site stormwater treatment measures in the post-construction stormwater management plan if he or she secures approval from Planning and Zoning of a proposal that demonstrates compliance with the requirements of the City's Alternative Compliance Program.

The applicant shall implement the approved stormwater management plan.

SCA-81 Maintenance Agreement for Stormwater Treatment Measures: Prior to final zoning inspection for projects incorporating stormwater treatment measures, the applicant shall enter into the "Standard City of Oakland Stormwater Treatment Measures Maintenance Agreement," in accordance with Provision C.3.e of the NPDES permit, which provides, in part, for the following:

- a) The applicant accepting responsibility for the adequate installation/construction, operation, maintenance, inspection, and reporting of any on-site stormwater treatment measures being incorporated into the project until the responsibility is legally transferred to another entity; and
- b) Legal access to the on-site stormwater treatment measures for representatives of the City, the local vector control district, and staff of the Regional Water Quality Control Board, San Francisco Region, for the purpose of verifying the implementation, operation, and maintenance of the on-site stormwater treatment measures and to take corrective action if necessary. The agreement shall be recorded at the County Recorder's Office at the applicant's expense.

SCA-82 Erosion, Sedimentation, and Debris Control Measures: Prior to issuance of demolition, grading, or construction-related permit the project applicant shall submit an erosion and sedimentation control plan for review and approval by the Building Services Division. All work shall incorporate all applicable "Best Management Practices (BMPs) for the construction industry, and as outlined in the Alameda Countywide Clean Water Program pamphlets, including BMP's for dust, erosion and sedimentation abatement per Chapter Section 15.04 of the Oakland Municipal Code. The measures shall include, but are not limited to, the following:

- a) On sloped properties, the downhill end of the construction area must be protected with silt fencing (such as sandbags, filter fabric, silt curtains, etc.) and hay bales oriented parallel to the contours of the slope (at a constant elevation) to prevent erosion into the creek.
- b) In accordance with an approved erosion control plan, the project applicant shall implement mechanical and vegetative measures to reduce erosion and sedimentation, including appropriate seasonal maintenance. One hundred (100) percent degradable erosion control fabric shall be installed on all graded slopes to protect and stabilize the slopes during construction and before permanent vegetation gets established. All graded areas shall be temporarily protected from erosion by seeding with fast growing annual species. All bare slopes must be covered with staked tarps when rain is occurring or is expected.

- c) Minimize the removal of natural vegetation or ground cover from the site in order to minimize the potential for erosion and sedimentation problems. Maximize the replanting of the area with native vegetation as soon as possible.
- d) All work in or near creek channels must be performed with hand tools and by a minimum number of people. Immediately upon completion of this work, soil must be repacked and native vegetation planted.
- e) Install filter materials (such as sandbags, filter fabric, etc.) acceptable to the Engineering Division at the storm drain inlets nearest to the project site prior to the start of the wet weather season (October 15); site dewatering activities; street washing activities; saw cutting asphalt or concrete; and in order to retain any debris flowing into the City storm drain system. Filter materials shall be maintained and/or replaced as necessary to ensure effectiveness and prevent street flooding.
- f) Ensure that concrete/granite supply trucks or concrete/plaster finishing operations do not discharge wash water into the creek, street gutters, or storm drains.
- g) Direct and locate tool and equipment cleaning so that wash water does not discharge into the creek.
- h) Create a contained and covered area on the site for storage of bags of cement, paints, flammables, oils, fertilizers, pesticides, or any other materials used on the project site that have the potential for being discharged to the storm drain system by the wind or in the event of a material spill. No hazardous waste material shall be stored on site.
- i) Gather all construction debris on a regular basis and place them in a dumpster or other container which is emptied or removed on a weekly basis. When appropriate, use tarps on the ground to collect fallen debris or splatters that could contribute to stormwater pollution.
- j) Remove all dirt, gravel, refuse, and green waste from the sidewalk, street pavement, and storm drain system adjoining the project site. During wet weather, avoid driving vehicles off paved areas and other outdoor work.
- k) Broom sweep the street pavement adjoining the project site on a daily basis. Caked-on mud or dirt shall be scraped from these areas before sweeping. At the end of each workday, the entire site must be cleaned and secured against potential erosion, dumping, or discharge to the creek, street, gutter, stormdrains.
- l) All erosion and sedimentation control measures implemented during construction activities, as well as construction site and materials management shall be in strict accordance with the control standards listed in the latest edition of the Erosion and Sediment Control Field Manual published by the Regional Water Quality Board (RWQB).
- m) Temporary fencing is required for sites without existing fencing between the creek and the construction site and shall be placed along the side adjacent to construction (or both sides of the creek if applicable) at the maximum practical distance from the creek centerline. This area shall not be disturbed during construction without prior approval of Planning and Zoning.
- n) All erosion and sedimentation control measures shall be monitored regularly by the project applicant. The City may require erosion and sedimentation control measures to be inspected by a qualified environmental consultant (paid for by the project applicant) during or after rain events. If measures are insufficient to control sedimentation and erosion then the project applicant shall develop and implement additional and more effective measures immediately.

SCA-83 Creek Protection Plan:

- a) Prior to issuance of demolition, grading, or construction-related permit the approved creek protection plan shall be included in the project drawings submitted for a building permit (or other construction-related permit). The project applicant shall implement the creek protection plan to minimize potential impacts to the creek during and after construction of the project. The plan shall fully describe in plan and written form all erosion, sediment, stormwater, and construction management measures to be implemented on-site.
- b) If the plan includes a stormwater system, all stormwater outfalls shall include energy dissipation that slows the velocity of the water at the point of outflow to maximize infiltration and minimize erosion. The project shall not result in a substantial increase in stormwater runoff volume or velocity to the creek or storm drains.

SCA-84 Regulatory Permits and Authorizations: Prior to issuance of a demolition, grading, or building permit within vicinity of the creek, the project applicant shall obtain all necessary regulatory permits and authorizations from the U.S. Army Corps of Engineers (Corps), Regional Water Quality Control Board (RWQCB), California Department of Fish and Game, and the City of Oakland, and shall comply with all conditions issued by applicable agencies. Required permit approvals and certifications may include, but not be limited to the following:

- a) U.S. Army Corps of Engineers (Corps): Section 404. Permit approval from the Corps shall be obtained for the placement of dredge or fill material in Waters of the U.S., if any, within the interior of the project site, pursuant to Section 404 of the federal Clean Water Act.
- b) Regional Water Quality Control Board (RWQCB): Section 401 Water Quality Certification. Certification that the project will not violate state water quality standards is required before the Corps can issue a 404 permit, above.
- c) California Department of Fish and Game (CDFG): Section 1602 Lake and Streambed Alteration Agreement. Work that will alter the bed or bank of a stream requires authorization from CDFG.

SCA-85 requires the retention of a geotechnical engineer or environmental consultant to monitor grading activities for adherence to erosion or sedimentation control measures. SCA-86 is a detailed landscaping and irrigation plan. Both SCA-85 and 86 are required prior to issuance of a demolition, grading or building permit for construction within the vicinity of a creek.

Other. Development under the *2007-2014 Housing Element* would also be subject to the following federal, State, and local regulations with regard to hydrology and water quality, and compliance with these regulations is ensured with implementation of the Standard Conditions of Approval:

Clean Water Act. Under Section 404 of the CWA (33 USC, Section 1344), the U.S. Army Corps of Engineers (Corps) regulates the disposal of dredged and fill materials into “waters of the United States.” Waters of the United States include intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, and wetlands adjacent to any water of the United States (CFR 33, Part 328). In areas subject to tidal influence, Section 404 jurisdiction extends to the high tide line. Certain

waters of the United States are considered “special aquatic sites” because they are generally recognized as having particular ecological value. Such sites include sanctuaries and refuges, mudflats, wetlands, vegetated shallows, coral reefs, and riffle and pool complexes. Special aquatic sites are defined by the U.S. Environmental Protection Agency and may be afforded additional consideration in the permit process for a project. Special aquatic sites include habitats such as wetlands, mudflats, and eelgrass beds. Currently, EPA’s CWA regulations at 40 CFR 122.3(a) exclude from regulation under the National Pollutant Discharge Elimination System (NPDES), “...any other discharge incidental to the normal operation of a vessel.” Therefore, ballast water discharges have not been and are currently not being regulated under the Clean Water Act.

Rivers and Harbors Act. The Corps also regulates navigable waters under Section 10 of the Rivers and Harbors Act. Navigable waters are defined as “...those waters of the United States that are subject to the ebb and flow of the tide shoreward to the mean high water mark and/or are presently used, or have been used in the past, or may be susceptible to use to transport interstate or foreign commerce” (33 CFR, Part 322.2). A permit from the Corps must be obtained for any work within jurisdictional waters of the United States.

Regional Water Quality Control Board 401 Certification (associated with Section 404 of the Clean Water Act). The Regional Water Quality Control Board (RWQCB) must conduct a separate review of all projects subject to Section 404 to determine whether they require a Section 401 Water Quality Certification or a waiver of discharge requirements. Section 401 refers to the section of the Clean Water Act that gives states authority to issue, waive, or deny certification that the proposed activity is in conformance with state water quality standards.

Alameda Countywide Clean Water Program (NPDES Permit). The Alameda Countywide Clean Water Program consists of 17 participating agencies, including the City, that are cooperatively complying with RWQCB requirements to prevent storm water pollution and to protect and restore creek and wetland habitat. Implemented since 1991, this program includes a storm water management plan through reduction of discharge of pollutants in stormwater and urban runoff, public information and participation, construction site controls, illicit discharge identification and elimination, monitoring and runoff control. The member agencies have developed performance standards to clarify the requirements of the stormwater pollution prevention program, adopted stormwater management ordinances, conducted extensive education and training programs, and reduced storm water pollutants from industrial areas and construction sites. In July 1996, the County developed its second five-year plan, which address the following major program areas: regulatory compliance, focused watershed management, public information/participation, municipal maintenance activities, new development and construction controls, illicit discharge controls, industrial and commercial discharge controls, monitoring and special studies, and local agency program areas with performance standards. The award-winning County program has served as a model for other programs in the Bay Area as well as in the nation.

Compliance with the above *General Plan* policies, Municipal Code regulations, Standard Conditions of Approvals, and federal, State, and local regulations would reduce impacts to water quality to a less-than-significant level.

Comment on Question VIIIb (Groundwater)

The East Bay Plain Groundwater Subbasin is an important groundwater basin underlying the City, extending from the City of Richmond to the City of Hayward and including the City of Oakland.⁶¹ The basin is identified for municipal, industrial, and agricultural water supply, although the EBMUD is the major water purveyor for the City and the groundwater basin is currently not being used for municipal water supply. However, groundwater is currently used by industry and undergoes water quality testing and monitoring. The depth to groundwater varies, but is generally more than ten feet below ground surface. The quality of the shallow groundwater has been affected by urban uses, including leakage from sewer pipes, underground storage tanks, and improper handling or storage of hazardous materials.⁶²

The proposed project would not implement any new groundwater wells and there would be no direct impacts. However, development of the proposed project could increase the amount of impervious surfaces and thereby, reduce the recharge potential. Additionally, contamination by construction pollutants or other pollutant spills on pervious surfaces could migrate to groundwater resources.

As mentioned above, the groundwater is not a substantial source of drinking water. Section XVI. Utilities and Service Systems addresses potential proposed project effects on water supplies. It is unlikely that the proposed project would create substantial amounts of new impervious surfaces that would reduce groundwater recharge and substantially lower the local groundwater table such that water supplies are affected; development and redevelopment would not occur in substantial groundwater recharge areas and proposed project policy would minimize potential effect on groundwater supplies. High salinity limits⁶³ use of groundwater for water supply and over half the groundwater recharge occurs artificially or through subsurface inflows.

The potential for contamination during construction would not be substantial. The development would require compliance with Standard Conditions of Approval that would serve to protect groundwater from the introduction of pollutants. Therefore, potential impacts on groundwater would be less than significant.

⁶¹ California Regional Water Quality Control Board, 1995. *Water Quality Control Plan, San Francisco Bay Basin (Region 2)*, June 21.

⁶² City of Oakland Community and Economic Development Agency, *Oakland General Plan Land Use and Transportation EIR*, October 31, 1997 Page III.I-2.

⁶³ California Department of Water Resources, *Santa Clara Valley Groundwater Basin, East Bay Plain Subbasin*, in California's Groundwater Bulletin 118, February 27, 2004.

General Plan. Development under the *2007-2014 Housing Element* would also be subject to the following *General Plan* policies with regard to hydrology and water quality, groundwater:

Open Space, Conservation and Recreation Element

- *Policy CO-5.1:* Encourage groundwater recharge by protecting large open space areas, maintaining setbacks along creeks and other recharge features, limiting impervious surfaces where appropriate, and retaining natural drainage patterns within newly developing areas.
- *Policy CO-5.2:* Support efforts to improve groundwater quality, including the use of non-toxic herbicides and fertilizers, the enforcement of anti-litter laws, the clean-up of sites contaminated by toxics, and on-going monitoring by the Alameda County Flood Control and Water Conservation District.

Existing requirements and *General Plan* policies would minimize the potential for groundwater contamination and substantial reductions in the groundwater table/groundwater supplies. Therefore, potential impacts on groundwater are less than significant.

Standard Conditions of Approval. The *2007-2014 Housing Element* would be subject to SCA-35, discussed in Section VI, Geology and Soils, and Section VII, Hazards and Hazardous Materials, and SCA-68 in Section VII, Hazards and Hazardous Materials. SCA-35 and 68 include BMPs for soil and groundwater hazards and hazards BMPs in regard to groundwater, as well as SCA-75 and 77, described above, requiring stormwater pollution prevention BMPs and materials/waste handling BMPs.

Compliance with the above *OSCAR Element* policies and Standard Conditions of approval would result in less-than-significant impacts to groundwater.

Comment on Question VIIIc and VIII (Drainage Pattern/Siltation):

Erosion or siltation can occur when rainwater comes in contact with graded soil that has not been stabilized or re-planted. Erosion and siltation are discussed in greater detail in Section VI, Geology and Soils, as related to soil instability and loss of topsoil. Erosion and siltation can also affect water quality if soil is contaminated with pesticides or other hazardous chemicals, as discussed further in Section VII. Hazards and Hazardous Materials. Contaminated soils can be carried via stormwater runoff onto adjacent properties and into natural drainage swales (such as creeks and sloughs) as well as into the municipal stormwater system. Stormwater laden with *polluted* soils can clog or slow flows through natural and man-made drainage systems. Where flows are slowed, the contaminated soils are re-deposited causing an increase in local pollutant concentrations. Recreational uses, such as boating, can also negatively impact water quality, particularly standing water bodies such as lakes.

The potential impacts to water quality with respect to runoff and erosion would be attributed primarily to grading activities associated with the construction of new housing and increased drainage or impervious surfaces that might occur with development and/or redevelopment. To the extent that the housing opportunity sites are affected by contaminated soils, potential impacts could be increased (see Section VII, Hazards and Hazardous Materials, for a further discussion of contaminated soils). The

potential for substantial additional sources of pollutants associated with contaminated sediment are addressed above.

Increases in small to medium storm flows can also have a substantial effect on stream bed and bank erosion and, ultimately, stream form and function when discharges are to a susceptible (e.g., non-lined or tidal) creek. Higher storm events have a large effect on stream bed and bank erosion, but during the large storm events, even pervious surfaces get saturated and essentially act as impervious surfaces. Therefore, effects of development are not as substantial during large storm events as they are during smaller ones.

General Plan. Development under the *2007-2014 Housing Element* would be subject to the following *General Plan* policies (found in the *OSCAR Element*) designed to protect soil degradation and minimize erosion and sediment transport:

Open Space, Conservation and Recreation Element

- *Policy CO-1.1:* Regulate new development in a manner which protects soil from degradation and misuse or other activities which significantly reduce its ability to support plant and animal life. Design all construction activities to ensure that soil is well secured so that unnecessary erosion, siltation of streams, and sedimentation of water bodies does not occur.
- *Policy CO-2.4:* Minimize hillside cuts and fills and the removal of desirable vegetation. Limit large scale grading to those areas where it is essential to development. Where hillside grading does occur, reshape the terrain in smooth, natural appearing contours rather than flat, terraced benches. Immediately replant and reseed graded areas to reduce soil loss.
- *Policy CO-6.1:* Protect Oakland's remaining natural creek segments by retaining creek vegetation, maintaining creek setbacks, and controlling bank erosion. Design future flood control projects to preserve the natural character of creeks and incorporate provisions for public access, including trails, where feasible. Strongly discourage projects which bury creeks or divert them into concrete channels.
- *Policy CO-6.5:* Protect the surface waters of the San Francisco Estuary system, including San Francisco Bay, San Leandro Bay, and the Oakland Estuary. Discourage shoreline activities which negatively impact marine life in the water and marshland areas.

Municipal Code. Development under the *2007-2014 Housing Element* would be subject to the sections of the Oakland Municipal Code with regard to creek protection, runoff controls, erosion controls, and sediment transport minimization identified above. In addition to those addressed above, the following Municipal Codes and Ordinances would apply to protect susceptible areas from erosion and sedimentation:

Chapter 15.04.660 California Building Code Chapter 18B, Section 1802B.7 Permit Application--Erosion and Sedimentation Control Plans. Erosion Control and Sedimentation Control Plans are required and must incorporate both interim and permanent control measures to minimize erosion, excessive stormwater runoff, and sedimentation.

Section 1810B General Requirements Applicable for All Grading Work Unless Modified by the City Engineer. This section ensures that all grading and erosion and sediment controls have been completed in accordance with approved plans and are in a stable condition:

1. Grading, erosion control and sedimentation control work shall be done in accordance with plans hereinbefore described.
2. No grading work shall be done during the wet season except for emergency stabilization of geotechnical instability.
3. Temporary erosion and sedimentation control facilities shall be completely in place prior to October 15th, and shall be diligently maintained to ensure effectiveness through April 15th.
4. The hours of grading operations shall be only between 7:00 a.m. to 9:00 p.m. weekdays, 8:30 a.m. to 6:00 p.m. Saturdays, and prohibited on Sundays and Holidays unless otherwise approved by the City Engineer. Exceptions will only be granted if it can be shown that there is a compelling public interest to grade during prohibited times.
5. No clearing and grubbing shall take place on any site for which a Grading Permit is required prior to the issuance of a valid Grading Permit.
6. Where required, a valid Tree Removal Permit must be obtained prior to the issuance of a Grading Permit. No tree removal shall take place until both Tree Removal Permit and a Grading Permit, if required, have been issued.
7. No grading shall be approved on properties adjacent to the site without the written permission of the adjacent property owner. Such written permission shall be notarized and acknowledged and presented to the City Engineer as a part of the items required with the application for a Grading Permit.
8. The rate of slope of the surface of permanent fills shall not be steeper than 2 to 1 and the rate of permanent cut slopes shall not be steeper than 1.5 to 1, unless otherwise recommended in the Soils Report and approved by the City Engineer.
9. Areas to receive fill shall be adequately prepared by stripping unsuitable material and by benching slopes. Where past sliding is known or suspected or where unstable material exists, all such unstable material shall be stripped, with slip surfaces destroyed by benching and subdrainage installed before the fill is placed.
10. Drainage facilities shall be provided to convey stormwater to a natural watercourse, swale or other drainage way, or to a public storm drainage system at locations and in a manner satisfactory to the City Engineer. Adequate temporary measures shall be taken to control stormwater during grading operations.
11. Erosion control shall include planting of all graded areas to be left exposed to the elements in accordance with the planned maintenance of such areas.

The Creek Protection, Stormwater Management and Discharge Control Ordinance (Ordinance No. 11590). Establishes comprehensive guidelines for the regulation of discharges to the City's storm drain system. The ordinance directs and guides control of surface water quality by identifying specific protective measures required by the City for development projects. The ordinance requires the implementation of best management practices for new developments and redevelopments. The Public Works Department must issue permits for storm drainage facilities that would be connected to existing city drainage facilities, and the ordinance identifies specific mechanisms for the

inspection and enforcement of the ordinance's provisions. In 1997, the ordinance was amended to include the requirement for a Creek Protection Permit for any construction or related activity on creekside property, and it includes enforcement provisions to provide more effective methods to deter and reduce the discharge of pollutants to the storm drain system, local creeks, lakes and the Bay. The Creek Protection Permit provides clear guidelines and best management practices to creekside residents for protecting the creek and habitat. Section 13.25.120 of the Municipal Code requires a Creek Protection Permit for any development or work within the boundaries of a creekside property or public ROW fronting a creekside property.

Chapter 13.16 Creek Protection, Storm Water Management and Discharge Control. Requires a hydrology report if the proposed construction activity falls into Category IV of a creek protection permit or if the proposed activity has the potential to:

- A. Discharge concentrated stormwater into or connect any stormwater pipe or stormwater channel to a creek;
- B. Modify the natural flow of water in a creek;
- C. Cause development within a creek floodway, riparian corridor, or within twenty (20) feet from the top of bank of a creek.
- D. Deposit in, plant non-native vegetation in, or remove any material from a creek including its banks, except as required for necessary maintenance of creeks; or
- E. Construct, alter, enlarge, connect to, change, or remove any structure in a creek. (Ord. 12024 § 1 (part), 1997)

The following are the applicable minimum elements that must be addressed in a hydrology report that is to be prepared by a licensed civil engineer with creek hydrology expertise and submitted for city review and approval prior to the issuance of a creek protection permit for development or work that is described in Section 13.16.160. (The Chief of Building Services may require additional reasonable information due to special circumstances) (Section 13.16.170 Hydrology report requirements):

- A. Property identification;
- B. Name of the property owner;
- C. California Department of Fish and Game approval, if appropriate;
- D. Alameda County Flood Control and Water Conservation District approval, if appropriate;
- E. Five year, ten year, twenty-five (25) year and one hundred (100) year flows and water surface levels;
- F. How future development in the area (unrelated to the proposed work) may impact flows;
- G. Creek bank stability, before and after the project;
- H. Impact of proposed work with regard to direction, as well as quantity of flow in the creek;
- I. Upstream and downstream conditions, before and after project construction;
- J. Location of major drainage facilities (e.g. trash racks, culverts, discharge points, etc.);

- M. Proposed improvements to the creek, including any vegetative or other natural screening enhancements utilized;
- N. Impacts of proposed project on existing vegetation or wildlife within the affected riparian corridor; and
- O. Special circumstances/additional information. (Ord. 12024 § 1 (part), 1997)

Standard Conditions of Approval. In addition to SCA-23, 34, 55, 75, 77, 78, 80, 82 through 86, and 88, described above, construction of residential development under the *2007-2014 Housing Element* would also be subject to SCA-43, 46, 47, and 72 from Section VII, Hazards and Hazardous Materials, which would minimize the potential for soil surface and creek bank destabilization that could negatively impact water quality.

Other. In addition to the regulations presented above, development under the *2007-2014 Housing Element* would also be subject to the following local regulation that would reduce the potential for altered runoff conditions that could cause or contribute to erosion and sediment transport in surface waters:

Alameda Countywide Clean Water Program/Municipal NPDES Permit. The Alameda Countywide Clean Water Program, mentioned above, also includes a Hydromodification Management Plan. The Hydromodification Management (HM) Standard requires that projects in which the combined amounts of impervious surfaces created and replaced totals one acre or more, shall not cause an increase in the erosion potential of the receiving stream over the pre-project (existing) condition. Increase in runoff flow and volume shall be managed so that post-project runoff shall not exceed estimated pre-project rates and durations, where such increased flow and/or volume is likely to cause increased potential for erosion of creek beds and banks, silt pollutant generation, or other adverse impacts to beneficial uses due to increased erosive force. Such management shall be through implementation of the hydromodification requirements. Applicable projects are required to meet the HM Standard when such projects are located in HM control areas shown in Attachment A of Order No. R2-2007-0025. For exempt projects, site design/landscape characteristics which maximize infiltration (where appropriate), provide retention or detention, slow runoff, and minimize impervious land coverage must be incorporated to the maximum extent practicable.

These proposed project policies and existing regulations would reduce the potential for erosion and sediment transport and altered flow regime such that off-site stream bed or bank erosion would not be substantial. Existing regulations and Standard Conditions of Approval would prevent substantial erosion and sediment transport and impacts would be less than significant.

Comment on Question VIIIId and VIIE (Local Flooding/Stormwater System Capacity):

The natural drainage pattern of large portions of the City has been highly altered by channelization of creeks and by routing them through underground culverts. In some areas, the natural creeks remain and receive stormwater runoff from the developed areas. Increased impervious surfaces and changes in

drainage patterns could alter the peak flow rates and flow volumes draining to the existing storm drain system. Increases in flow rates, volume, or changes in the timing of peak flow rates could cause or contribute to exceedance of the existing storm drain system or planned storm drain system where effects of the proposed project were not accounted for. Where existing flow already exceeds the drainage system capacity, these discharges would still contribute to storm drain system capacity exceedance, even if flows from the development site are not substantially altered compared to existing conditions. Existing regulatory requirements and Standard Conditions of Approval, as noted below, would ensure that changes in drainage patterns would not substantially exceed the capacity of existing or planned storm drain systems and impacts would be less than significant.

Standard Conditions of Approval. Construction of residential development under the *2007-2014 Housing Element* would be subject to SCA-20, 21, and 91, below, with regard to the storm drain system, including street-routed flows, along with SCA-76 and 80, described above, to minimize stormwater runoff, and SCA-68 from Section VII, Hazards and Hazardous Materials. These Standard Conditions of Approval are specifically targeted at ensuring adequate drainage and inclusion of pervious surfaces to minimize drainage effects of development:

SCA-20 Improvements in the Public Right-of-Way (General): The following shall be approved prior to the issuance of a P-job or building permit:

- a) The project applicant shall submit Public Improvement Plans to Building Services Division for adjacent public rights-of-way (ROW) showing all proposed improvements and compliance with the conditions and/or mitigations and City requirements including but not limited to curbs, gutters, sewer laterals, storm drains, street trees, paving details, locations of transformers and other above ground utility structures, the design specifications and locations of facilities required by the East Bay Municipal Utility District (EBMUD), street lighting, on-street parking and accessibility improvements compliant with applicable standards and any other improvements or requirements for the project as provided for in this Approval. Encroachment permits shall be obtained as necessary for any applicable improvements- located within the public ROW.
- b) Review and confirmation of the street trees by the City's Tree Services Division is required as part of this condition and/or mitigations.
- c) The Planning and Zoning Division and the Public Works Agency will review and approve designs and specifications for the improvements. Improvements shall be completed prior to the issuance of the final building permit.
- d) The Fire Services Division will review and approve fire crew and apparatus access, water supply availability and distribution to current codes and standards.

SCA-21 Improvements in the Public Right-of Way (Specific): Final building and public improvement plans submitted to the Building Services Division shall be approved prior to the issuance of a grading or building permit and shall include the following components:

- a) Install additional standard City of Oakland streetlights.
- b) Remove and replace any existing driveway that will not be used for access to the property with new concrete sidewalk, curb and gutter.

- c) Reconstruct drainage facility to current City standard.
- d) Provide separation between sanitary sewer and water lines to comply with current City of Oakland and Alameda Health Department standards.
- e) Construct wheelchair ramps that comply with Americans with Disability Act requirements and current City Standards.
- f) Remove and replace deficient concrete sidewalk, curb and gutter within property frontage insert location.
- g) Provide adequate fire department access and water supply, including, but not limited to currently adopted fire codes and standards.
- h) Others as applicable.

SCA-91 Stormwater and Sewer: Prior to completing the final design for the project's sewer service confirmation of the capacity of the City's surrounding stormwater and sanitary sewer system and state of repair shall be completed by a qualified civil engineer with funding from the project applicant. The project applicant shall be responsible for the necessary stormwater and sanitary sewer infrastructure improvements to accommodate the proposed project. In addition, the applicant shall be required to pay additional fees to improve sanitary sewer infrastructure if required by the Sewer and Stormwater Division. Improvements to the existing sanitary sewer collection system shall specifically include, but are not limited to, mechanisms to control or minimize increases in infiltration/inflow to offset sanitary sewer increases associated with the proposed project. To the maximum extent practicable, the applicant will be required to implement Best Management Practices to reduce the peak stormwater runoff from the project site. Additionally, the project applicant shall be responsible for payment of the required installation or hook-up fees to the affected service providers.

Compliance with the above Standard Conditions of Approval would result in less-than-significant impacts to local flooding and stormwater system capacity.

Comment on Question VIIIh, VIIIi, VIIIj, and VIIIk (Flood Zones/Tsunami)

Flood hazard areas are depicted on Figure 13, Flood Hazards. The *2007-2014 Housing Element* includes housing sites that could be located in a 100-year floodplain near Lake Merritt area and along several creeks/tributaries. As discussed below, under the applicable municipal code/ordinances and

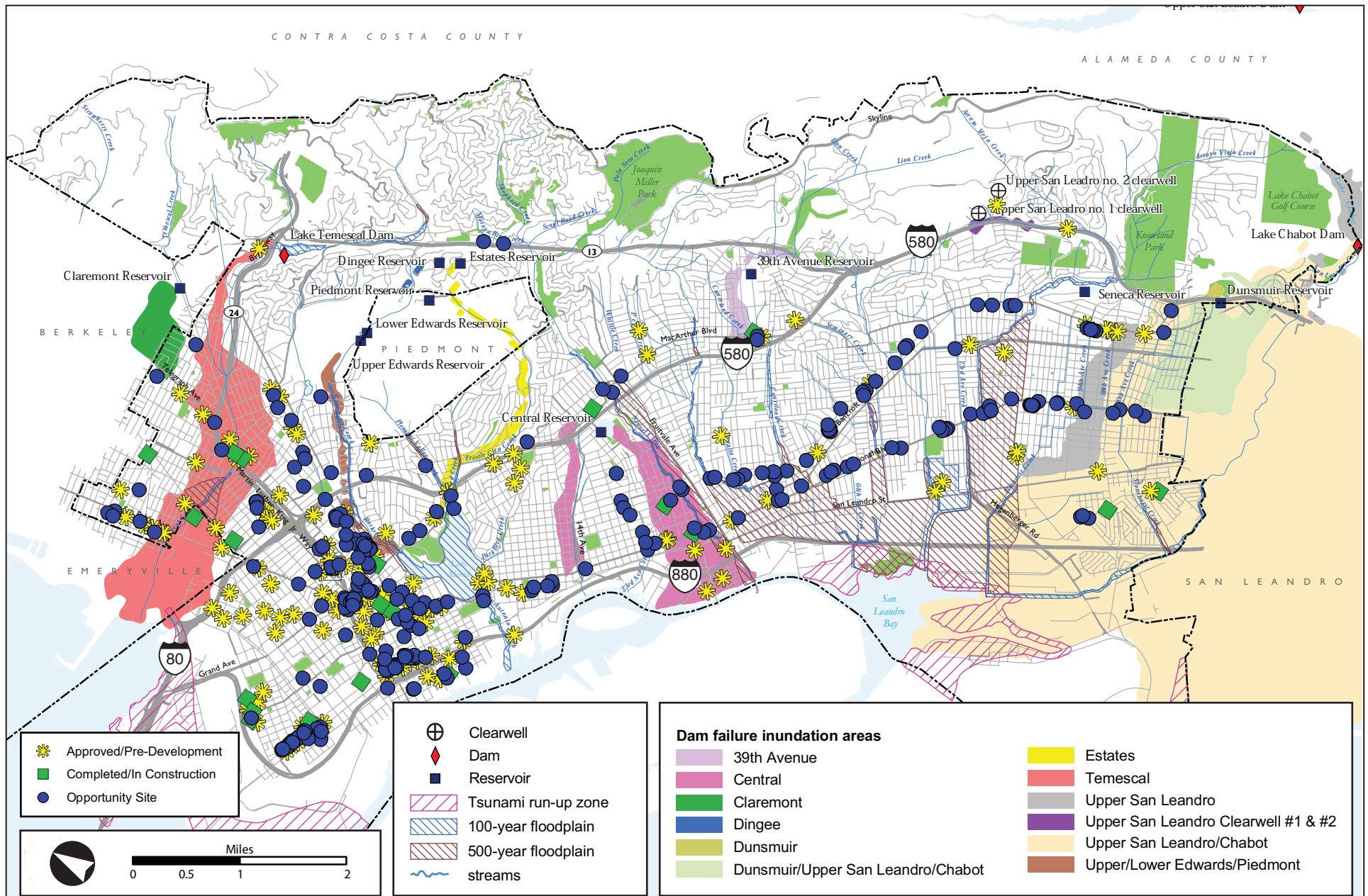


**FIGURE 13
Flood Hazards**

100006401

Source: City of Oakland, General Plan Safety Element, 2004.

Standard Conditions of Approval, future development, including that under the *2007-2014 Housing Element*, must provide sufficient mitigation to minimize potential risks in order to obtain a Grading Permit if it is within a Flood Hazard Area. In addition, project applicants would be required to retain the civil engineer of record to ensure that each project's development plans and design contain finished site grades and floor elevations that are elevated above the Base Flood Elevation (BFE). Furthermore, the majority of housing sites are not located in a flood hazard area. Therefore, potential impacts associated with flooding as a result of location within a 100-year floodplain would be less than significant.

Tsunamis are large sea waves generated by submarine earthquakes, or similar large-scale, short-duration phenomena, such as volcanic eruptions, that can cause considerable damage to low-lying coastal areas. Construction of residential development under the *2007-2014 Housing Element* would not be expected to occur in a tsunami run-up zone and impacts would be less than significant (Figure 13).

Seiches are waves, also caused by large-scale, short-duration phenomena, that result from the oscillation of confined bodies of water (such as reservoirs and lakes) that also may damage low-lying adjacent areas, although not as severely as a tsunami. Except for areas around Lake Merritt, no new development would be located near and down gradient of large standing bodies of water that could be subject to seiche and no substantial historical seiche effects have been identified. Furthermore, although the Bay is susceptible to seiche effects, these would not be as substantial as tsunami effects. The housing developments under the *2007-2014 Housing Element* would not be affected by tsunamis; therefore the proposed project would not be affected by a seiche in the Bay and potential seiche impacts would be less than significant.

Mudflow hazards typically occur where unstable hill slopes are located above gradient or where site soils are unstable and subject to liquefaction, and when substantial rainfall saturates soils causing failure. The majority of housing sites are not located near steep unstable hill slopes susceptible to mudslide. Potential effects of mudflows are addressed in Section VI. Geology and Soils, under the liquefaction and landslide impacts analysis.

However, residential structures would likely be located within inundation zones from failure of major dams, including areas inundated by failure of the Temescal Dam and Central Dam. The Temescal Dam is 116 feet tall, with 14.5 feet of freeboard, and impounds about 200 acre-feet of water.⁶⁴ The Central Dam is 44 feet tall with five feet of freeboard and impounds about 485 acre-feet of water.⁶⁵ Both dams are earthen dams under the jurisdiction of the State of California Division of Safety of Dams. Earthen dams are considered less susceptible to seismic failure because they can deform with earth movement. As part the normal maintenance program, all jurisdictional dams are generally inspected at least once per year. High hazard dams are typically inspected twice a year, and special

⁶⁴ California Division of Dam Safety. N.d. California Jurisdictional Dams. <http://www.water.ca.gov/damsafety/damlisting/index.cfm>. accessed June 2, 2009

⁶⁵ California Division of Dam Safety. N.d. California Jurisdictional Dams. <http://www.water.ca.gov/damsafety/damlisting/index.cfm>. accessed June 2, 2009

inspections may be made in response to follow-up work. The likelihood of a seismic failure of these major dams is small and regular inspection ensures that potential defects in dam integrity are quickly identified. Other dams potentially subject to failure are smaller and inundation areas are not substantial.

Municipal Code and Standard Conditions of Approval further reduce the potential effects of flooding. FEMA provides the Oakland Fire Department grant funds to support the CORE (Citizens of Oakland Respond to Emergencies) program. CORE was created to train the citizens of Oakland to be better prepared in emergency situations in their communities. When emergencies occur, CORE members provide critical support to first responders, provide immediate assistance to victims, and organize spontaneous volunteers at a disaster site. Therefore, potential impacts associated with dam failure inundation would be less than significant.

Municipal Code. Development under the *2007-2014 Housing Element* would be subject to the sections of the Oakland Municipal Code emergency management:

Chapter 8.50.060 Emergency Plan. The Emergency Services Manager shall be responsible for the development, maintenance, testing and training associated with the Oakland NIMS/SEMS Emergency Plan to ensure and provide for the effective mobilization of all of the resources of Oakland according to Resolution No. 80021 C.M.S. dated July 18, 2006, and approved by City Council. Such NIMS/SEMS Emergency Plan shall be reviewed on an annual basis and revised as needed by the Emergency Services Manager. (Ord. 12841 § 1 (part), 2007)

Chapter 15.04.660 California Building Code Chapter 18B Grading, Excavations, and Fills. Section 1802B.13 requires that development within a Flood Hazard Area must provide sufficient mitigation to minimize potential risks in order to obtain a Grading Permit.

Standard Conditions of Approval. Development under the *2007-2014 Housing Element* would be subject to the following Standard Conditions of Approval with regard to hydrology and water quality – flooding/hazards:

SCA-89 Regulatory Permits and Authorizations: Prior to issuance of a demolition, grading, or building permit within the floodway or floodplain, the project applicant shall obtain all necessary regulatory permits and authorizations from the Alameda County Flood Control and Water Conservation District and shall comply with all conditions issued by that agency.

SCA-90 Structures within a Floodplain: Prior to issuance of a demolition, grading, or building permit:

- a) The project applicant shall retain the civil engineer of record to ensure that the project's development plans and design contain finished site grades and floor elevations that are elevated above the Base Flood Elevation (BFE) if established within a 100-year flood event.
- b) The project applicant shall submit final hydrological calculations that ensure that the structure will not interfere with the flow of water or increase flooding.

The housing developments under the *2007-2014 Housing Element* would not be affected by tsunamis; therefore the proposed project would not be affected by a seiche in the Bay and potential seiche impacts would be less than significant. In addition, compliance with the above Municipal Code and Standard Conditions of Approvals would further reduce the potential effects of flooding to less than significant.

4. Cumulative Impacts

The geographic area considered for the hydrology and water quality cumulative analysis consists of the area within the City of Oakland whose storm sewers discharge to the San Francisco Bay.

Stormwater runoff that currently enters the storm sewers within most of the City discharges to the San Francisco Bay. The stormwater contains urban-type pollutants from past, present, and existing projects in the sewered area, which have contributed to impairment of the quality of the San Francisco Bay. Applicable stormwater regulations have become progressively more rigorous since the adoption of the Federal Clean Water Act in 1977, with the derivative requirements imposed and enforced by the State Water Resources Control Board and Regional Water Boards through the NPDES permitting process. Stormwater runoff from past, present, and existing development is treated in accordance with NPDES requirements. These requirements have resulted in policies and regulations, incrementally strengthened by a series of amendments and adopted by Water Board Orders, mandating greater levels of protection to water quality for past, present, existing, and current projects. Recently approved, currently pending, and future projects, including the housing developed under the *2007-2014 Housing Element*, would continue to discharge stormwater during construction and operation of these projects. However, these future projects, which would replace existing land uses and would be subject to current and any subsequent NPDES permitting requirements. Therefore, no significant adverse cumulative impacts would occur.

5. Conclusion

Development at the opportunity sites identified in the *2007-2014 Housing Element* would largely occur as infill, in an urbanized and built-out City. Moreover, compliance with policies CO-1.1, CO-2.4, CO-5.1, CO-5.2, CO-5.3, CO-6.1, CO-6.4, CO-6.5, CO-8.1, and W-3.1, contained in the City's *General Plan, Open Space, Conservation, and Recreation* and *Land Use and Transportation* elements, Chapter 13.16 and Ordinances 10312, 10446, and 11590 of the Municipal Code, and *Standard Conditions of Approval* 20, 21, 23, 24, 34, 35, 43, 46, 47, 55, 68, 72, 75 through 86, and 88 through 91 would ensure that development under the *2007-2014 Housing Element* would not result in significant impacts as a result of runoff/erosion, groundwater depletion, and/or flooding/hazards. Thus, the proposed project would have a less-than-significant impact regarding hydrology and water quality.

IX. LAND USE

1. Setting

The City of Oakland encompasses approximately 56 square miles of land and is comprised of about 103,000 parcels. The City was incorporated in 1852, and its current city limits were established in 1909. For over 100 years, the City has been urbanizing, and today offers residents extensive housing and occupational opportunities, with a broad transportation system, neighborhoods with small commercial districts, regional attractions, areas with natural beauty, a central business district with private and public sector employees, and industrial areas. According to the 1998 *Land Use and Transportation Element (LUTE)* of Oakland's *General Plan*, the City is built-out and there is relatively little vacant land or space that does not require improvements to make it suitable for future development.

Land uses in the City of Oakland are distributed in a pattern which reflects natural features such as the waterfront and hills, transportation improvements, and the various stages of Oakland's development. Transportation and utility uses are concentrated at the harbor and airport. Industrial uses are generally located in West Oakland and in a broad corridor extending along the Southern Pacific Railroad from West Oakland to San Leandro. Commercial uses are located in activity "nodes" such as downtown and in "strips" along the City's arterial streets. Residential uses occupy most of the remainder of the City, with densities generally decreasing towards the hills. The highest residential densities are found Downtown and in the neighborhoods around Lake Merritt. A summary of land uses in six major, geographical Planning Areas within the City is provided below:

- **West Oakland/Harbor.** The West Oakland Planning Area is one of Oakland's oldest communities and contains a mix of residential and industrial uses. The Harbor Planning Area is entirely non-residential and consists mostly of maritime terminals, railyards, and former military bases on land filled during the 1930s. The two areas comprise 5,571 acres, or about 17 percent of the City. More than three-quarters of this acreage is presently in transportation or utility use. About seven percent is residential, and six percent is industrial.
- **Central/Chinatown.** The Central/Chinatown Planning Area includes Downtown Oakland, Chinatown, Pill Hill, the Jack London Waterfront, and the residential neighborhoods of Adams Point, Richmond Boulevard, and the Gold Coast. At 1,170 acres, it is one of the smallest planning areas in the City. However, it is Oakland's primary employment and civic center and its transportation hub. About 23 percent of the area is residential, nine percent is industrial, and nine percent consists of transportation or utility uses. Commercial uses, including more than 13 million square feet of office space, comprise 32 percent of the area.
- **San Antonio/Fruitvale/Lower Hills.** This Planning Area extends from the east side of Lake Merritt to High Street and includes the mostly single family residential neighborhoods east of Piedmont between Highways 580 and 13. The area covers 4,417 acres, or about 13 percent of the City's area. Although three quarters of the land area is residential, this is one of the most diverse parts of the City in its land use mix. Some 51 percent of the area consists of one-family homes and 25 percent consists of attached and multi-family housing. Most of the higher density housing is located in San Antonio and Fruitvale, often in a land use pattern in which single family homes and apartments are mixed on the same blocks. Concentrations of high

density housing are located on the eastern edge of Lake Merritt and along Foothill and Park Boulevards.

- **East Oakland.** This Planning Area encompasses Central East Oakland, Elmhurst, and the International Airport. Its 6,700 acres represent 20 percent of Oakland's land area. Residential uses comprise one third of the East Oakland area and about 80 percent of the residential acreage consists of single-family housing. Although portions of the area are exclusively single-family, large portions contain mixes of single and multi-family dwellings. East Oakland also includes more than 800 acres of industry, 500 acres of public and institutional uses, 300 acres of parkland, and 400 acres of commercial land use. The separation between industrial and residential uses is more distinct here than it is in West Oakland, although there are land use conflicts at some of the edge locations where the two uses meet.
- **North and South Hills.** This is the largest Planning Area in size, extending more than 12 miles from Berkeley to San Leandro and encompassing 30 percent of Oakland's land area. Nearly half of this area consists of parks, open space, and vacant land, while the remainder is mostly developed with single-family homes. The land use pattern reflects the area's steep terrain and its development during more recent times than the flatlands.
- **North Oakland.** At 1,588 acres, North Oakland comprises about five percent of Oakland's land area. Some 73 percent of this area is residential, including more than 700 acres of single-family residences. The area also contains 337 acres of duplexes, triplexes, and fourplexes, and 123 acres of multi-family housing. These varied housing types can be found on almost every block in North Oakland, creating a very diverse housing mix in a relatively small area. Seven percent of the Planning Area is in public or institutional use.

Development of various land uses within the City is governed by adopted regulations, plans, and policies, including the *General Plan*, *Planning Code*, and applicable specific or redevelopment plans. State law requires each city to adopt a general plan for the physical development of the city, and any land outside its boundaries which bears relation to its planning (California Government Code Section 65300). While the City's *General Plan* provides policies and objectives that guide development within the City, the City's *Planning Code* serves as an implementation tool for those policies and objectives. Specific plans and redevelopment also serve as implementation tools for the *General Plan* policies and objectives.

City of Oakland General Plan. The *General Plan* breaks the City into five separate focus areas for the purpose of land use planning: Industry and Commerce, Transportation, Downtown, Waterfront, and Neighborhoods. The overall planning goals for these focus areas are summarized below. A list of applicable policies and objectives for the focus areas is provided under the discussion of environmental impacts later in this section. Since the proposed housing sites under the *2007-2014 Housing Element* are located throughout the City and within these focus areas.

- **Industry and Commerce.** The economic hubs in the City of Oakland are located in the Seaport, Airport, Downtown, Waterfront, and Coliseum areas. The *General Plan* seeks to strengthen these "Showcase Districts" with plans that will increase economic strength, provide better access to the Pacific Rim, create urban satellite campuses for bioscience, and provide linkages to the City's universities and laboratories. Housing sites under the *2007-2014 Housing Element* would be located in these areas; however, they would not involve industry and commerce uses.

- **Transportation and Transit-Oriented Development.** Oakland provides a transportation system with many options including buses, BART, automobiles, shuttles, ferries, bicycling, and walking. The *General Plan* seeks to create “transit-oriented districts” around the major transportation hubs that would offer a wide range of local services, housing, and retail shops. Several housing sites, especially those in the downtown area, would be developed for the purposes of transit-oriented development.
- **Downtown.** The downtown area of Oakland currently contains buildings of architectural and historic distinction, a skyline with regional visibility, vital neighborhoods, transportation networks, and Lake Merritt Park. The *General Plan* includes policies to increase housing development, capitalize on the communications infrastructure, and increase office locations. In addition, the *General Plan* strategies provide opportunities for added high density residences, entertainment, commercial, retail, and educational uses in the downtown area. The *2007-2014 Housing Element* would develop housing in the downtown district.
- **Waterfront.** Oakland has a diverse waterfront supporting the fourth largest Port in the United States, the fastest growing airport in California, and a mixed-use waterfront area that ranges from intensive commercial mixed-uses to wetlands and shoreline parks. In addition, the closure of several large military bases near the seaport has provided the City with additional opportunities to plan for an integrated set of new land uses that could benefit the community. Some housing sites under the *2007-2014 Housing Element* would be located along the waterfront.
- **Neighborhoods.** Neighborhoods in the City include hill area districts, solid single-family tracts in the flatlands, “live-work” lots in industrial districts, and urban density living in the downtown area. The diversity in neighborhood types supports a range of lifestyles and incomes in over 60 neighborhoods. Some Oakland neighborhoods, however, are negatively impacted by industries that abut residences. The existing *General Plan* applies policies and classifications to ensure that the character of established neighborhoods will be maintained and enhanced, while new housing, new businesses, and new City services will be concentrated in neighborhood centers and along key corridors. The housing sites that would be developed in established neighborhoods would maintain the existing character as per the policies outlined in the *General Plan*, described in more detail below.

Planning Code. The City is in the process of updating its zoning regulations in order to make the City’s zoning consistent with the vision established by the City’s *LUTE* of the *General Plan*, in a process called the Citywide Zoning Update. Oakland has not comprehensively revised its zoning regulations since 1965 and therefore, the existing regulations are not entirely consistent with the *LUTE*, which was adopted in 1998. The City has completed the zoning regulation update for some areas, including the City’s industrial and open space areas, as well as areas at the edges of the City’s industrial areas, in which a mix of housing and businesses are allowed. However, three components of Citywide Zoning Update remain and still need to be updated by the City: residential zoning, commercial zoning, and institutional zoning.

The focus of the Update is on uses and development standards (e.g. height, setback, gross bulk/building envelope). Other standards that cover both residential and commercial/corridor zones (such as parking, landscaping, buffering, and design guidelines) will be addressed after the base residential and commercial zones are updated. Once completed, the Citywide Zoning Update will be consistent with the *2007-2014 Housing Element*.

Other City of Oakland Plans. The City of Oakland has adopted several land use plans throughout the City ranging from specific plans to redevelopment plans. The other City plans are not legal planning documents that regulate development. However, to the extent that there would be housing sites within these areas, development would consider the following plans: Acorn Redevelopment Plan; Broadway/MacArthur Redevelopment Plan; Central District Redevelopment Plan; Central City East Redevelopment Plan; Coliseum Redevelopment Plan; Oak Center Redevelopment Plan; Oak Knoll Redevelopment Plan; Stanford/Adeline Redevelopment Plan; West Oakland Redevelopment Plan, and the North Oakland Hills Area Specific Plan (NOHASP).

In addition, the City of Oakland is currently preparing three Specific Plans: Broadway/Valdez District Specific Plan, Lake Merritt BART Station Specific Plan, and Central Estuary Specific Plan. These specific plans have just been started, and are estimated to take 18-24 months to complete, and have not yet been approved by the City.

2. Environmental Checklist

The proposed project would have a significant impact on the environment if 'potentially significant' is checked under items IXa-d, below, and there is no mitigation measure or *Standard Condition of Approval* (SCA) identified that would reduce impacts to a less-than-significant level.

	Potentially Significant	Potentially Significant Unless New Mitigation is Incorporated	Less than Significant with SCA ^a and/or Previously Imposed MM ^b	Less than Significant Impact	No Impact
Would the proposed project:					
a) Physically divide an established community?	☐	☐	☐	☐	☒
b) Result in a fundamental conflict between adjacent or nearby land uses?	☐	☐	☒	☐	☐
c) Fundamentally conflict with applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect and actually result in a physical change in the environment?	☐	☐	☒	☐	☐
d) Fundamentally conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☐	☒

Notes:

a. SCA = Standard Conditions of Approval.

b. MM = Mitigation Measures

3. Discussion

Comments to Question IXa (Division of Communities). The housing sites under the *2007-2014 Housing Element* would consist of urban infill projects at individual parcels. As described above in the Setting, six Planning Areas exist in the City: West Oakland/Harbor, Central/Chinatown, San Antonio/Fruitvale/Lower Hills, East Oakland, North and South Hills, and North Oakland. All of these planning areas contain a mix of uses, including residential. No physical barriers would be added that would physically separate the Planning Areas the housing sites from their surroundings. In addition, existing land use connectivity and circulation routes within the areas of the housing sites would be maintained and no new roadways that could divide a community would be constructed as a result of the *2007-2014 Housing Element*. The *2007-2014 Housing Element* would ensure the continued maintenance and conservation of existing residential neighborhoods; therefore, project implementation would not physically divide an established community. No impact would occur.

Further, the proposed project would be subject to the following policies that regulate against division of communities and also promote development of communities and districts.

General Plan. Development under the *2007-2014 Housing Element* would be subject to the following *LUTE* objectives and policies from the *General Plan* specifically focused on promotion and protection of established communities and districts.

Downtown Objectives and Policies

- *Policy D1.7:* Planning for the Gold Coast: The Gold Coast should be recognized and conserved as an established neighborhood providing urban density housing in a unique urban setting.
- *Objective D10:* Maximize housing opportunities in the downtown to create a better sense of community.
- *Policy D10.6:* Creating Infill Housing. Infill housing that respects surrounding development and the streetscape should be encouraged in the downtown and to strengthen or create distinct districts.

Waterfront Objectives and Policies

- *Policy W9.3:* Defining Development Characteristics Along the Estuary. Mixed use and residential developments should be sensitive to adjacent properties and designed to enhance the existing and unique characteristics of the waterfront and immediate surroundings. Individual properties should be designed to encourage and provide sufficient public access to the waterfront and designed to avoid the feeling of “gated” or private communities.

Goals for Oakland’s Neighborhoods

- *Objective N9:* Promote a strong sense of community within the City of Oakland, and support and enhance the district character of different areas of the City, while promoting linkages between them.

Compliance with the above listed *LUTE* policies and objectives would ensure that the *2007-2014 Housing Element* would not divide an established community, resulting in no impact.

Comments to Questions IXb (Land Use Conflicts): Citywide land use planning efforts, including the *General Plan*, Specific Plans, Redevelopment Plans, and zoning are aimed at planning growth that is cohesive and that minimizes land use conflicts. In general, fundamental land use conflicts occur when one land use significantly impedes the function of another existing nearby land use. Residential uses are considered sensitive receptors and environmental hazards from surrounding land uses must be considered. The function of a land use would be impacted if localized noise, air emissions, or hazardous materials exposure would disrupt its neighboring operations. For example, construction of housing next to a heavy industrial plant would result in health risk to the housing, impeding residents from living in this area. As explained in Section VII, Hazardous Materials, less-than-significant land use conflicts regarding these hazards would occur. However, the sensitive receptors at the new residential units planned under the *2007-2014 Housing Element* could be impacted by potentially significant air and noise exposure. This impact will be discussed in detail in the EIR.

The above notwithstanding, one method used to identify housing sites for the *2007-2014 Housing Element* was by mapping areas throughout the City that allow residential uses at 30 units or greater. These areas occur mostly along major corridors and in the downtown, which are areas planned for high-density and mixed-use development in the *General Plan*. Therefore, since the housing sites were identified based on the location of existing residential areas, the *2007-2014 Housing Element* would not conflict with existing uses and would be consistent with the actual land uses in the vicinity.

In addition, the *2007-2014 Housing Element* would comply with the following policies and regulations outlined in the *General Plan* and the *LUTE EIR* regarding conflicts with nearby or adjacent land uses.

General Plan. As stated above, the *General Plan*, and in particular the *LUTE*, was designed to limit the impacts of proposed projects on surrounding land uses. Development under the *2007-2014 Housing Element* would be subject to the following *LUTE* objectives and policies from the *General Plan* specifically focused on compatibility of land uses:

Industry and Commerce

- *Policy I/C4.1: Protecting Existing Activities.* Existing industrial, residential, and commercial activities and areas which are consistent with long term land use plans for the City should be protected from the intrusion of potentially incompatible land uses.

Downtown Objectives and Policies

- *Policy D1.5: Planning for the Gateway District.* New development and rehabilitation in the Gateway district should contribute to greater neighborhood cohesion and identity, emphasizing mixed housing type and urban density residential development.
- *Policy D10.2: Locating Housing.* Housing in the downtown should be encourage in identifiable districts, within walking distance of the 12th Street, 19th Street, City Center, and Lake Merritt BART stations to encourage transit use, and in other locations where compatible with surrounding uses.
- *Policy D10.7: Developing Live-Work Spaces.* Locational and performance criteria should be developed for live-work developments.

- *Policy D11.1: Promoting Mixed-Use Development.* Mixed-use development should be encouraged in the downtown for such purposes as to promote its diverse character, provide the needed goods and services, support local art and culture, and give incentive to reuse existing vacant or underutilized structures.
- *Policy D11.2: Locating Mixed-Use Development.* Mixed-use development should be allowed in commercial areas, where the residential component is compatible with the desired commercial function of the area.

Waterfront Objectives and Policies

- *Policy W1.3: Reducing Land Use Conflicts.* Land uses and impacts generated from Port or neighborhood activities should be buffered, protecting adjacent residential areas from the impacts of industrial uses. Appropriate siting of industrial activities, buffering, truck traffic management efforts, and other mitigations should be used to minimize the impact of incompatible uses.
- *Policy W9.2: Encouraging Mixed Land Uses Along the Estuary.* Mixed land uses should be encouraged in areas where the integration of housing with other compatible uses will add to the overall environmental, social, and economic vitality of the waterfront, and will create a safe environment.
- *Policy W9.7: Supporting Existing Residential Communities Along the Estuary.* The existing residential communities within and adjacent to the waterfront should be supported and enhanced.
- *Policy W12.5: Mitigating Land Use Conflicts.* Since this area is and may continue to be an area that has a variety of uses, incompatibilities should be mitigated.

Goals for Oakland's Neighborhoods

- *Policy N3.4: Constructing Housing on Orphan Lots.* Construction of housing units on “orphan lots” in residential areas should be allowed where the proposed unit meets other applicable standards.
- *Policy N5.2: Buffering Residential Areas.* Residential areas should be buffered and reinforced from conflicting uses through the establishment of performance-based regulations, the removal of non-conforming uses, and other tools.
- *Policy N5.3: Supporting Live-Work Development.* The City should support and encourage residents desiring to live and work at the same location where neither the residential use nor the work occupation adversely affects nearby properties or the character of the surrounding area.
- *Policy N7.2: Defining Compatibility.* Compatibility factors should be balanced with the citywide need for additional housing.
- *Policy N7.5: Respecting the Existing Development Pattern.*
- *Objective N8: Direct urban density and mixed use housing development to locate near transit or commercial corridors, transit stations, the Downtown, waterfront, underutilized properties where residential uses do not presently exist but may be appropriate, areas where this type of development already exists and is compatible with desired neighborhood character, and other suitable locations.*

- *Policy N8.1: Developing Transit Villages:* “Transit Village” areas should consist of attached multi-story development on properties near or adjacent to BART stations or other well-used or high volume transit facilities, such as light rail, train, ferry stations, or multiple-bus transfer locations. While residential units should be encouraged as part of any transit village, other uses may be included where they will not negatively affect the residential living environment.
- *Policy N9.7: Creating Compatible but Diverse Development.* Diversity in Oakland’s built environment should be as valued as the diversity in population. Regulations and permit processes should be geared towards creating compatible and attractive development, rather than “cookie cutter” development.
- *Policy N11.6: Suggested Proactive Developer and Community Relations.* Prior to submitting required permit application(s), project sponsors of medium and large scale housing developments should be encouraged to meet with neighborhood groups and community members, hear their concerns regarding the proposed project, and take those concerns into consideration.

LUTE EIR.⁶⁶ Potential impacts to established communities and land use compatibilities were analyzed as part of the *LUTE EIR* (pages III.A-1 – III.A-32), and mitigation measures were identified. Those mitigation measures are incorporated by reference here. With the implementation of the *General Plan* policies listed above and appropriate mitigation measures from the *LUTE EIR* (Mitigation Measures LU-1a, LU-1b, and LU-1c, below), impacts to established communities and compatibility are less than significant and no new impacts would be anticipated as a result of the project. Those previously adopted mitigation measures are as follows:

Mitigation Measure LU-1a: Establish performance based standards which designate appropriate levels of noise, odors, light/glare, traffic volumes, or other such characteristics for industrial activities located near commercial or residential areas. (1998 *LUTE EIR - Mitigation Measure A.1a*)

Mitigation Measure LU-1b: Develop “performance” zoning regulations which permit industrial and commercial uses based upon their compatibility with other adjacent or nearby land uses. (1998 *LUTE EIR - Mitigation Measure A.1b*)

Mitigation Measure LU-1c: Develop strategies to mitigate conflicts associated with live/work and home occupation uses. (1998 *LUTE EIR - Mitigation Measure A.1c*)

Mitigation Measure LU-1d: Establish design requirements for large-scale commercial development that requires adequate buffers from residential uses. Use of open space, recreation space, or transit installations as buffers should be encouraged. (1998 *LUTE EIR - Mitigation Measure A.2a*)

Mitigation Measure LU-1e: Develop distinct definitions for home occupation, live/work and work/live operations; define appropriate locations for these activities and performance criteria for their establishment; and create permitting procedures and fees that facilitate the establishment of those activities which meet the performance criteria. (1998 *LUTE EIR - Mitigation Measure A.2b*)

⁶⁶ City of Oakland, Community and Economic Development Agency, *Oakland General Plan Land Use and Transportation Element EIR*, October 31, 1997.

Mitigation Measure LU-1f: Develop an incentive program to encourage the relocation of non-conforming industrial/commercial businesses or residential uses to more appropriate locations in the City. (1998 LUTE EIR - Mitigation Measure A.2f)

Compliance with the *LUTE* policies and objectives and the *LUTE EIR* mitigation measures, listed above, would result in less-than-significant conflicts between existing adjacent or nearby land uses.

Comments to Question IXc (Policy Conflicts): As discussed further below, State law requires consistency between general plan elements, and between a general plan and zoning ordinance and other implementation mechanisms for general plans.

Conflicts with the General Plan

Conflicts with a *General Plan* do not inherently result in a significant effect on the environment within the context of CEQA. As stated in Section 15358(b) of the CEQA Guidelines, “[e]ffects analyzed under CEQA must be related to a physical change.” Section 15125(d) of the Guidelines states that environmental documents shall discuss any inconsistencies between Housing Elements and applicable *General Plans*.

Further, Appendix G of the CEQA Guidelines (Environmental Checklist Form) makes explicit the focus on *environmental* policies and plans, asking if the project would “conflict with any applicable land use plan, policy, or regulation . . . adopted for the purpose of avoiding or mitigating an *environmental effect*” (emphasis added). Even a response in the affirmative, however, does not necessarily indicate the project would have a significant effect, unless a physical change would occur. To the extent that physical impacts may result from such conflicts, such physical impacts are analyzed elsewhere in this document.

Regarding a project’s consistency with the *General Plan* in the context of CEQA, the Oakland *General Plan* states the following:

The *General Plan* contains many policies which may in some cases address different goals, policies, and objectives and thus some policies may compete with each other. The Planning Commission and City Council, in deciding whether to approve a proposed project, must decide whether, on balance, the project is consistent (i.e., in general harmony) with the *General Plan*. The fact that a specific project does not meet all *General Plan* goals, policies, and objectives does not inherently result in a significant effect on the environment within the context of the California Environmental Quality Act (CEQA). (City Council Resolution No. 79312 C.M.S.; adopted June 2005)

In addition, State law requires that a *General Plan* and its constituent elements must “...comprise an integrated, internally consistent and compatible statement of policies for the adopting agency.”⁶⁷ The California Government Code requires that that a general plan be integrated and internally consistent,

⁶⁷ California Government Code, Section 65300.5.

both among the elements and within each element.⁶⁸ This implies that all elements have equal legal status and no one element is subordinate to any other element. Therefore, the *2007-2014 Housing Element* must be consistent with land use goals and policies set forth in all affected parts of other *General Plan* elements.

Policies in the other *General Plan* elements will advance the ability of the City to achieve the objectives contained in the updated *Housing Element*, and will implement specific housing policies and programs. Similarly, policies in the *Housing Element* will advance the implementation of policies and programs in the other *General Plan* elements. The City has therefore determined that the *2007-2014 Housing Element* is consistent with the *General Plan*, and included detailed analysis of other *General Plan* policies in Appendix F of the *Housing Element*.

Conflicts with Zoning

The Zoning Regulations are an important tool in controlling land development activities. Although the Regulations have been amended many times, there has not been a comprehensive update since August 1965. Past amendments have addressed changing laws, land use and zoning issues, changes in economic and community dynamics, and neighborhood concerns.

The Zoning Ordinance translates the *LUTE*'s land use classifications and Policy Framework into a regulatory format. As a charter city, Oakland is exempt from the statutory requirements that zoning be consistent with the *General Plan*. However, the City is electing to have and maintain zoning consistency. The Land Use and Transportation Plan Diagram, in concert with the Policy Framework and other *General Plan* Elements, establishes the City's general intent regarding future zoning.

As described in the project description and briefly above, the City of Oakland is undertaking a comprehensive Zoning Update to make the City's zoning consistent with the vision of the *General Plan*. The Zoning Update is on-going and the *2007-2014 Housing Element* is a citywide program encompassing all of the Planning Areas, *General Plan* land use classifications, and zoning districts. Therefore, the land use discussion for the purposes of this document focuses on consistency with the policies of the *General Plan* since it is the *General Plan* that is guiding the Zoning Update. Moreover, development occurring under the *2007-2014 Housing Element* would also be subject to the City's *Guidelines for Determining Project Conformity With the General Plan and Zoning Regulations*, a guidance document adopted by the Oakland City Planning Commission in May of 1998 on a project-by-project basis, until such time as the Zoning Update process is completed. This guidance document was designed to "bridge the gap" between the City's *General Plan* and zoning; it is a "living document" which is periodically updated. Once completed, the Citywide Zoning Update will make the *Planning Code* consistent with the *General Plan* and the *2007-2014 Housing Element*.

⁶⁸ California Office of Planning and Research, *General Plan Guidelines*, 2003.

Conflicts with Other Plans

As explained above, there are several existing redevelopment plans and a specific plan that pertain to certain areas of the City. In addition, the City of Oakland is currently preparing three specific plans, as described in the project description. To the extent that the housing sites are located within these plan areas, the *2007-2014 Housing Element* would comply with these plans. State law also requires that these plans are consistent with the *General Plan*, and in turn, individual elements of the *General Plan*. Therefore, since the *2007-2014 Housing Element* is required to be consistent with these redevelopment and specific plans, no conflict would occur.

In addition, the *2007-2014 Housing Element* would comply with the following *General Plan* policies, Municipal Code, and Standard Conditions of Approval, as explained below.

General Plan. Development under the *2007-2014 Housing Element* would be subject to the following *General Plan* objectives and policies with regard to conflicting with applicable land use plan, policy, or regulation:

Land Use and Transportation Element

- *Policy N3.11: Enforcing Codes.* The City should aggressively enforce the requirements of the City's Housing Code and other applicable regulations on housing of all types.
- *Policy W6.9: Developing Housing Along the Estuary: Quality, Type, and Services.* Housing quality, type, and services should be developed in a manner that is consistent with the policies and requirements of: future detailed plans created for the Waterfront; the *Housing Element* of the *General Plan*; the City's Building Code; and/or other appropriate codes per regulations.

Municipal Code. Development under the *2007-2014 Housing Element* would be subject to the following title of the Oakland Municipal Code:

- *Title 17: Planning.* Title 17 of the Municipal Code discusses the title and scope of the zoning regulations in the City. The purpose of these provisions is to specify the title purposes and applicability of the zoning regulations and to require conformity to the regulations. The general purposes of the zoning regulations are to protect and promote the public health, safety, comfort, convenience, prosperity, and general welfare of the City and its residents.

In addition, Chapter 17.01.050 states that until the *Planning Code* is updated, land use designations, zoning controls, and subdivision controls specified by the *Planning Code* and Subdivision Regulations shall apply, except where such action would conflict with the *General Plan*. Where a conflict does arise, the *General Plan* policies and land use designation shall apply and take precedent.

Standard Conditions of Approval. The City has adopted the following SCA which would apply to any development project undertaken under the *2007-2014 Housing Element*. Compliance with these Standard Conditions of Approval would further reduce the less-than-significant impacts associated with compliance with applicable City plans and policies.

SCA-4 Conformance with other Requirements

- a) The project applicant shall comply with all other applicable federal, State, regional and/or local laws/codes, requirements, regulations, and guidelines, including but not limited to those imposed by the City's Building Services Division, the City's Fire Marshal, and the City's Public Works Agency. Compliance with other applicable requirements may require changes to the approved use and/or plans. These changes shall be processed in accordance with the procedures contained in Condition of Approval 3.

SCA-5 Conformance to Approved Plans; Modification of Conditions or Revocation

- a) Site shall be kept in a blight/nuisance-free condition. Any existing blight or nuisance shall be abated within 60-90 days of approval, unless an earlier date is specified elsewhere.
- b) The City of Oakland reserves the right at any time during construction to require certification by a licensed professional that the as-built project conforms to all applicable zoning requirements, including but not limited to approved maximum heights and minimum setbacks. Failure to construct the project in accordance with approved plans may result in remedial reconstruction, permit revocation, permit modification, stop work, permit suspension or other corrective action.
- c) Violation of any term, conditions/mitigation measures or project description relating to the Approvals is unlawful, prohibited, and a violation of the Oakland Municipal Code. The City of Oakland reserves the right to initiate civil and/or criminal enforcement and/or abatement proceedings, or after notice and public hearing, to revoke the Approvals or alter these conditions/mitigation measures if it is found that there is violation of any of the conditions/mitigation measures or the provisions of the *Planning Code* or Municipal Code, or the project operates as or causes a public nuisance. This provision is not intended to, nor does it, limit in any manner whatsoever the ability of the City to take appropriate enforcement actions. The project applicant shall be responsible for paying fees in accordance with the City's Master Fee Schedule for inspections conducted by the City or a City-designated third-party to investigate alleged violations of the Conditions of Approval.

Therefore, compliance with the *General Plan*, Municipal Code, and Standard Conditions of Approval would result in less-than-significant impacts regarding conflicts with applicable land use plans, policies, or regulations of an agency with jurisdiction over the project.

Comments to Questions IXd (Conflicts with Conservation Plans). Development under the *2007-2014 Housing Element* would occur primarily in already urbanized areas. As stated in the Section IV, Biological Resources, development of the housing sites identified in the *2007-2014 Housing Element* would not fundamentally conflict with any applicable habitat conservation plan (HCP) or natural community conservation plan (NCCP). The closest major HCP/NCCP is the East Contra Costa County HCP, which encompasses the County of Contra Costa, and the cities of Brentwood, Clayton, Oakley, and Pittsburg. As such, no impact would occur.

4. Cumulative Impacts

The geographic area considered for the land use cumulative analysis includes the City of Oakland. As analyzed above, the *2007-2014 Housing Element* would not result in a significant land use impact by potentially physically dividing an established community; conflicting with adjacent or nearby land uses; or conflicting with applicable land use plans, policies, or regulations adopted for the purpose of

avoiding or mitigating an environmental effect. In addition, the City is not located in or near an area guided by a habitat conservation plan or natural community conservation plan. The housing developed under the *2007-2014 Housing Element* would be consistent with the City's *General Plan* Land Use designations. Thus, the *2007-2014 Housing Element* would not combine with, or add to, any potential adverse land use impacts that may be associated with other cumulative development.

Cumulative development in the area consists of residential, commercial, transit, and other typical urban uses. Cumulative development, in combination with development under the *2007-2014 Housing Element*, has and would continue to result in the development and redevelopment of infill or vacant sites throughout the City. Nonetheless, development would be consistent with adopted plans and the overall vision for the City. As such, the *2007-2014 Housing Element* would not contribute to any significant adverse cumulative land use impacts when considered together with past, present, current, pending and reasonably foreseeable future development.

5. Conclusion

Development at the opportunity sites identified in the *2007-2014 Housing Element* would largely occur as infill, in an urbanized and built-out City. Compliance with the goals, policies, and programs of the City's *General Plan* (Policies I/C4.1, D1.5, D1.7, D10.1, D10.2, D10.6, D11.1, D11.2, W1.3, W6.9, W9.2, W9.7, W12.5, N3.4, N3.11, N4.4, N5.2, N5.3, N7.2, N7.5, N8.1, N9.7, N11.6, and Objectives D10, N8, and N9); Municipal Code (Title 17); Standard Conditions of Approval 4 and 5; and Mitigation Measures LU-1a, LU-1b, LU-1c, LU-1d, LU-1e, and LU-1f would ensure that development under the *2007-2014 Housing Element* would not conflict with adjacent land uses, divide an existing community, or conflict with applicable land use policies. As such, the proposed project would have a less-than-significant impact with regard to land use.

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X. MINERAL RESOURCES

1. Setting

Within the City of Oakland, there is one mining site that is identified by the Surface Mining and Reclamation Act (SMARA) as a Regionally Significant Resource. The Leona Quarry, Sector P, located between Claremont Canyon and the San Leandro border, contains rhyolite deposits and has been partially developed into Monte Vista Villages, a townhome development. However, none of the housing opportunity sites identified in the *2007-2014 Housing Element* are near the Leona Quarry. Nor are any of the housing opportunity sites designated as a Regionally Significant Construction Aggregate Resources by the State Mining and Geology Board.⁶⁹

2. Environmental Checklist

The proposed project would have a significant impact on the environment if ‘potentially significant’ is checked under items Xa-b, below, and there is no mitigation measure or *Standard Condition of Approval* (SCA) identified that would reduce impacts to a less-than-significant level.

	Potentially Significant	Potentially Significant Unless New Mitigation is Incorporated	Less than Significant with SCA ^a and/or Previously Imposed MM ^b	Less than Significant Impact	No Impact
Would the project:					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☐	☒

Notes:

a. SCA = Standard Conditions of Approval.

b. MM = Mitigation Measures

3. Discussion

Comments to Questions Xa and b: There are no known mineral resources at any of the opportunity sites. The CGS Mineral Resource Zones and Resource Sectors Alameda County map classifies most of the opportunity sites as located in an MRZ-1 zone, which constitutes an area “where adequate information indicates that no significant mineral deposits are present, or where it is judged that little likelihood exists for their presence.” In addition, a few opportunity sites are located in an MRZ-4 zone, which is classified as an area “where available information is inadequate for assignments to any

⁶⁹ City of Oakland. *General Plan Open Space, Conservation, and Recreation Element*. 1996. .

other MRZ zone.” According to the CGS maps, the nearest mineral deposit classified area is Sector P, which is approximately 0.75 miles north of the closest opportunity site.⁷⁰

4. Cumulative Impacts

The geographic area considered for the mineral resources cumulative analysis is the City of Oakland. Construction activities associated with the *2007-2014 Housing Element* and past, present, current, existing, pending, and reasonably foreseeable future projects within the City would not result in significant impacts to agricultural resources. As stated above, no significant mineral resources exist within the vicinity of the housing units that would be constructed under the *2007-2014 Housing Element*. Therefore, no cumulative impacts would result.

5. Conclusion

Development occurring under the *2007-2014 Housing Element* would have no impact on known mineral resources or significant mineral resources.

⁷⁰ California Geological Survey, *Special Report 146 – Mineral Land Classification: Aggregate Materials in the San Francisco-Monterey Bay Area, Part II: Classification of Aggregate Resource Areas South San Francisco Bay Production-Consumption Region*, Plates 2.1, 2.19, 2.20, and 2.60. 1983.

XI. NOISE

1. Environmental Checklist

The proposed project would have a significant impact on noise if ‘potentially significant’ is checked under items XIa-k, below, and there is no mitigation measure or *Standard Condition of Approval* (SCA) identified that would reduce impacts to a less-than-significant level.

	Potentially Significant	Potentially Significant Unless New Mitigation is Incorporated	Less than Significant with SCA ^a and/or Previously Imposed MM ^b	Less than Significant Impact	No Impact
Would the project:					
a) Exposure of persons to or generate noise levels in excess of standards established in the Oakland general plan or applicable standards of other agencies (e.g., OSHA)?	☒	☐	☐	☐	☐
b) Violate the City of Oakland Noise Ordinance (Oakland <i>Planning Code</i> Section 17.120.050) regarding operational noise?	☒	☐	☐	☐	☐
c) Violate the City of Oakland Noise Ordinance (Oakland <i>Planning Code</i> Section 17.120.050) regarding construction noise, except if an acoustical analysis is preformed?	☒	☐	☐	☐	☐
d) Violates the City of Oakland Noise Ordinance (Oakland <i>Municipal Code</i> Section 8.18.020) regarding nuisance of persistent construction-related noise?	☒	☐	☐	☐	☐
e) Create a vibration not associated with motor vehicles, trains, and temporary construction or demolition work, which is perceptible without instruments by the average person at or beyond any lot line containing vibration-causing activities, except vibration causing activities located within the (a) M-40 zone or (b) M-30 zone more than 400 feet from any legally occupied residential property (Oakland <i>Planning Code</i> Section 17.120.060)?	☒	☐	☐	☐	☐
f) Expose person to or generate rail-related groundbourne vibration in excess of standards established by the Federal Transit Administration?	☒	☐	☐	☐	☐
g) Generate interior Ldn or CNEL greater than 45 dBA for multi-family dwellings, hotels, motels, dormitories and long-term care facilities (and may be extended by local legislative action to include single family dwellings) per California Noise Insulation Standards (CCR Part 2, Title 24):	☒	☐	☐	☐	☐
h) Result in a 5dBA permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐	☐

	Potentially Significant	Potentially Significant Unless New Mitigation is Incorporated	Less than Significant with SCA ^a and/or Previously Imposed MM ^b	Less than Significant Impact	No Impact
Would the project:					
i) Conflicts with state land use compatibility guidelines for all specified land uses for determination of acceptability of noise after incorporation of all applicable Standard Conditions of Approval?	☒	☐	☐	☐	☐
j) Be located within an airport land use plan and would expose people residing or working in the project area to excessive noise levels?	☒	☐	☐	☐	☐
k) Be located within the vicinity of a private airstrip, and would expose people residing or working in the project area to excessive noise levels?	☒	☐	☐	☐	☐

Notes:

a. SCA = Standard Conditions of Approval.

b. MM = Mitigation Measures

2. Discussion

Comment on Question XI a-k: The existing noise environment within the vicinity of the 2007-2014 *Housing Element* opportunity sites will be described based upon 24-hour sample noise measurements and short-term noise measurements. Relative noise ordinances and policies shall be discussed as well as likely noise levels to be generated by construction and operation. The noise increases will be analyzed with respect to their potential to affect sensitive land uses or conflict with the ordinances and policies. Issues a) through k) will be analyzed in the EIR.

XII. POPULATION AND HOUSING

1. Setting

Population. According to the California Department of Finance, the City of Oakland had a population of 420,183 residents in 2008 and was the eighth largest city in California.⁷¹ Although the City has not grown as rapidly as Alameda County or State of California, the growth experienced during the last three decades represents a significant turnaround for the City. For the first time since the 1940s, Oakland experienced significant and sustained population growth, increasing from about 339,000 in 1980 to over 420,000 in 2008. The increase is particularly significant in light of the fact that Oakland was almost completely developed by 1980. Before 1980, Oakland had experienced three decades of population decline due to changes in the local economy, migration to suburban communities, and other factors.⁷² In 1998, the *LUTE* projected that the population of Oakland would increase to 413,170 by 2015;⁷³ however, the City had already exceeded this projected population figure by about 1.7 percent as of 2008.

City policies and investments have contributed to the recent population growth by encouraging development downtown and along transportation corridors and by stimulating investment in housing. New residents have also moved to Oakland because housing costs are lower than in other centrally located Bay Area communities. Most of Oakland's population growth, however, has come from immigration not necessarily related to development trends in the central city and major corridors. Population growth and the resulting occupancy changes in Oakland over the past decade have also been affected by a low estimated percentage of vacant housing units (at approximately four percent in 2008) and an estimated increase in new housing construction (about 6,500 new units between 2000 to 2008).

Every two years the Association of Bay Area Governments (ABAG) makes long-term forecasts of population, households, and employment within the Bay Area, which is designed to be a realistic assessment of growth in the region. The ABAG population projections differ slightly from the estimates by the California Department of Finance (DOF). Since ABAG projects population, households, and employment over a long-term horizon, the future population numbers from the *ABAG Projections 2007* will be used in this document. In addition, the *2007-2014 Housing Element* uses ABAG statistics to determine the amount of housing needed in the City.

⁷¹ State of California, Department of Finance, *E-1 Population Estimates for Cities, Counties and the State with Annual Percent Change — January 1, 2008 and 2009*. Sacramento, California, May 2009.

⁷² City of Oakland, *Housing Element 2007-2014*, 2009.

⁷³ City of Oakland Community and Economic Development Agency, *Oakland General Plan Land Use and Transportation EIR*, Section III.C: Population, Housing, and Employment. October 31, 1997.

Table 3 was applied to the development of the *2007-2014 Housing Element*. The table compares past Census Bureau statistics for 1990 and 2000, current DOF statistics for 2008, and project ABAG population growth in both the City of Oakland and Alameda County. According to the projections, the City of Oakland is expected to reach a population of more than 440,000 by 2020. For Oakland, ABAG projected a six percent population growth rate between 2000 and 2010 and a four percent increase between 2010 and 2020. Checking the progress of that projection, as of 2008, the percentage growth rate since 2000 is five percent. The ABAG population growth projections for Alameda County are nine percent between 2000 and 2010 and five percent between 2010 and 2020. Checking the progress of that projection, as of 2008, the percentage growth rate since 2000 is six percent. As such, the ABAG numbers are the basis for the population projections as outlined in the *2007-2014 Housing Element*.

Table 3						
City of Oakland and Alameda County Population						
	Population					
	1990^a	2000^a	2008^b	2010^c	2015^c	2020^c
Oakland	372,242	399,484	420,183	425,300	445,700	464,700
Alameda County	1,279,182	1,443,741	1,543,000	1,571,400	1,635,700	1,700,700

Source: *City of Oakland Housing Element Update 2007-2014*, Table 3-55, page 3-84.

Notes:

- a. U.S. Census Bureau, 1990 and 2000.
- b. 2008 data from Demographics Research Unit of California Department of Finance Table E-5.
- c. Association of Bay Area Governments, Projections 2007. Based on the Oakland 'subregional study area.'

Households. In 2008, the City was home to 164,053 households, which represents an increase since 1990. In addition, approximately 7,257 Oakland residents lived in group quarters such as college dormitories, nursing homes, correctional facilities, and other shelter facilities not constituting individual dwelling units.⁷⁴ Table 4, below, compares the statistics for the City of Oakland and Alameda County households over a 30 year period. As shown in the table, household growth in Oakland is projected to be slightly less than population growth due to an increase in the average household size. Checking the progress of that projection, as of 2008, the percentage growth for households has exceeded ABAG's projections with an eight percent increase. DOF 2008 projections for persons per household is 16 percent, on track with ABAG projections.

⁷⁴ City of Oakland, *Housing Element 2007-2014*, 2009.

Table 4
City of Oakland and Alameda County Households

	1990 ^a	2000 ^a	2008 ^b	2010 ^c	2015 ^c	2020 ^c
Households						
Oakland	144,521	150,790	164,053	159,610	168,910	177,440
Alameda County	479,518	523,366	570,619	564,880	589,780	614,790
Persons per Household						
Oakland	2.52	2.20	2.63	2.62	2.59	2.57
Alameda County	2.59	2.70	2.47	2.73	2.72	2.71

Source: *City of Oakland Housing Element Update 2007-2014*, Table 3-55, page 3-84.

Notes:

- a. U.S. Census Bureau, 1990 and 2000.
- b. 2008 data from Demographics Research Unit of California Department of Finance Table E-5.
- c. Association of Bay Area Governments, Projections 2007. Based on the Oakland 'subregional study area.'

Regional Housing Need Allocation. Under State law, new housing need is determined, at a minimum, through a Regional Housing Needs Allocation (RHNA) process.⁷⁵ In the RHNA process, the State Housing and Community Development Department (HCD) determines the amount of housing needed for all income groups in each region, based on existing housing need and expected population growth. In April 2007, the State HCD determined that, at a minimum, the nine-county Bay Area needed to provide 214,500 units between 2007 and 2014 to satisfy regional demand.

Each city's share of regional housing demand is based on a plan prepared by ABAG called the Regional Housing Needs Determination, which was adopted in May 2008. The City of Oakland (along with all other cities and counties in the State) must plan to accommodate its share of the housing need of persons at all income levels. Under the ABAG plan, the City must accommodate 14,629 new housing units between January 2007 and June 2014 to meet its "fair share" of the State's housing need. The allocation is equivalent to an annual need of 1,951 housing units for the seven-and-a-half-year planning period (2007-2014). The City's responsibility under State law in accommodating its regional housing allocation is to identify adequate sites that will be made available through appropriate zoning and development standards and with services and facilities, including sewage collection and treatment, domestic water supply, and septic tanks and wells to encourage the development of a variety of types of housing for all income levels.⁷⁶

⁷⁵ California Government Code, Section 65584.

⁷⁶ City of Oakland, *Housing Element 2007-2014*, 2009, pg. 1-1.

Jobs/Housing Balance. According to the U.S. Census, 174,740 people living in Oakland were employed in 2000, representing 56 percent of the working age population (the population 16 years of age and older) and 92 percent of the civilian labor force (those 16 years of age and older working or looking for work). However, job opportunities have declined recently and unemployment among Oakland residents has remained the same high percentage as reported in the last *Housing Element*. Despite the setback in the City's employment outlook, ABAG projects significant job growth over the 20-year period from 2000 to 2020. According to ABAG, employment in Oakland should increase by 26 percent, or about 1.2 percent per year. By comparison, employment growth throughout Alameda County is anticipated to be 35 percent over the same 20-year period, or about 1.5 percent per year.⁷⁷

Census data indicate that about 39 percent of the employed residents of Oakland held jobs in Oakland in 2000. Another 16 percent worked in nearby cities of the Inner East Bay, indicating that the majority (55 percent) of Oakland's employed residents work close to home, in Oakland and adjacent cities. About 36 percent of the jobs in Oakland in 2000 were held by people who also lived in the city. Another 15 percent of jobs were held by residents of nearby cities in the Inner East Bay, indicating that over half (51 percent) of Oakland's jobs are held by residents of Oakland and its adjacent cities.

The jobs to employed residents ratio is a means of measuring the relationship between jobs and housing units within a community. The overall relationship between jobs and employed residents in an area identifies the extent to which a community enjoys a balanced mix of land uses thereby offering job opportunities to local residents and housing opportunities for workers employed in local jobs. As shown in Table 5, according to ABAG Projections 2007, the City is anticipated to have a job to employed residents ratio of 1.18 in 2010, decreasing to 1.11 in 2020.

Another means of measuring the relationship between jobs and housing units within a community is the jobs to housing ratio. Data and projections for Oakland indicate that Oakland has a good balance of jobs and housing and that the ratio will remain stable over time. According to ABAG Projections 2007, the City will have approximately 218,350 jobs and 159,610 housing units by 2010. The resulting jobs to housing ratio would be approximately 1.37 jobs per housing unit, or 1.37 times as many jobs as there are households within the City. As shown in Table 5, the jobs to housing ratio is anticipated to remain stable at 1.37 through 2020.

These ratios mean that the City has a larger population in the daytime, when most employees commute into the City for work, than at nighttime. However, these ratios do not take into account whether: the skills of local workers coincide with local job requirements; the salaries paid to the workers enable them to live in the community where they work; or if personal and life choices are the reasons for why they do not live where they work.

⁷⁷ City of Oakland, *Housing Element 2007-2014*, 2009, pg. 3-88.

Table 5
City of Oakland Jobs to Employed Residents and Jobs to Housing Ratios

	2005	2010	2015	2020
Jobs to Employed Residents				
Jobs	202,570	218,350	231,250	243,100
Employed Residents	175,180	184,930	202,150	219,910
Jobs to Employed Residents Ratio	1.16	1.18	1.14	1.11
Jobs to Housing Ratio				
Jobs	202,570	218,350	231,250	243,100
Housing	154,580	159,610	168,910	177,440
Jobs to Housing Ratio	1.31	1.37	1.37	1.37

Source: ABAG, *Projections 2007*, City of Oakland Subregional Study Area

2. Environmental Checklist

The proposed project would have a significant impact on the environment if “potentially significant” is checked under items XIIa-c, below, and there is no mitigation measure or *Standard Condition of Approval* (SCA) identified that would reduce impacts to a less-than-significant level.

	Potentially Significant	Potentially Significant Unless New Mitigation is Incorporated	Less than Significant with SCA ^a and/or Previously Imposed MM ^b	Less than Significant Impact	No Impact
Would the project:					
a) Induce substantial population growth in a manner not contemplated in the General Plan either directly (for example by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure), such that additional infrastructure is required but the impacts of such were not previously considered or analyzed?	☐	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere in excess of that contained in the City's Housing Element?	☐	☐	☐	☒	☐

	Potentially Significant	Potentially Significant Unless New Mitigation is Incorporated	Less than Significant with SCA ^a and/or Previously Imposed MM ^b	Less than Significant Impact	No Impact
Would the project:					
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere in excess of that contained in the City's Housing Element?	☐	☐	☐	☒	☐

Notes:

a. SCA = Standard Conditions of Approval.

b. MM = Mitigation Measures

3. Discussion

Comments on Question XII a (Population Growth):

The *2007-2014 Housing Element* is an amendment to the City's *General Plan*, required every seven years to reassess housing needs, based on current population trends and projections of future population growth. The goal of the *2007-2014 Housing Element* is to accommodate projected population growth and resulting housing needs, based on the RHNA, described under the Setting. As stated previously, based on ABAG projections and the resulting RHNA, 14,629 housing units would be required to accommodate population growth in the City through 2014. The *2007-2014 Housing Element* would be consistent with the RHNA. In developing the proposed project, the City has not only demonstrated its capability to adequately meet Oakland's housing allocation set forth under the RHNA, but also to surpass the formulated requirement.⁷⁸ The *2007-2014 Housing Element* includes a total of: 1,128 units already constructed, or under construction; 5,005 units with planning approvals; and 7,070 units in stages of pre-development. In addition, a remaining 1,426 units would be accommodated through 2014. As an update to the General Plan, the proposed project in and of itself would comprise growth per the General Plan and would not exceed growth projected in the General Plan.

There are two ways to measure the jobs/housing balance. The jobs to housing ratio and the jobs to employed residents ratio. As stated in the Setting section, the jobs to housing ratio is currently 1.37 jobs per housing unit, and the jobs to housing ratio is anticipated to remain 1.37 jobs per housing unit through 2020. According to ABAG Projections 2007, the City is anticipated to have a job to employed residents ratio of 1.18 in 2010, decreasing to 1.11 in 2020. Given that by one ratio no change would occur with buildout of the *Housing Element*, and the other shows only an incremental decrease, no impact to the jobs/housing balance would occur.

⁷⁸ City of Oakland, *City of Oakland Housing Element 2007-2014*, 2009, pg. 1-2.

Based on the City's significance criteria, growth under the proposed project would result in a significant impact if it would require additional infrastructure that was not previously considered or analyzed. For the purposes of this analysis, "infrastructure" is comprised of (1) roads and (2) utility systems, including water, sewer, stormwater, solid waste, and electrical distribution, processing, or storage systems. In general, development under the *2007-2014 Housing Element* would occur as in-fill on sites that are currently served with existing infrastructure; therefore extension of infrastructure to an under-served area is not anticipated. However, this analysis also addresses the potential for the proposed project to result in unplanned expansions of existing infrastructure within current service areas.

Roads. Impacts to roadways will be discussed in the EIR. Although growth under the *Housing Element* would result in a decrease in the level of service on the existing roadways, roadway expansions are not recommended. As a result, the *Housing Element* would not trigger the need for roadway expansions that were not previously contemplated. Thus, no growth inducing impact related to roadway expansion would occur.

Utilities. As discussed in Section XVI, Utilities, the City of Oakland's sanitary sewer collection and conveyance infrastructure is aging. Deteriorated pipes are subject to infiltration of stormwater, resulting in high flow levels and overflow of untreated wastewater during wet weather events. However, the City of Oakland has a 25-year inflow and infiltration collection maintenance and rehabilitation program that will help eliminate overflow by upgrading the existing system. In addition, SCA-91 requires the project applicant for individual development projects to be responsible for the necessary stormwater and sanitary sewer infrastructure improvements to accommodate the individual project. As a result, growth under the *Housing Element* would likely result in the need for upgraded sewer and stormwater conveyance infrastructure. Since growth under the *Housing Element* would be mostly infill, improvements to utilities infrastructure would not result in extension of utilities to previously unserved areas. As a result, infrastructure improvements resulting from the *2007-2014 Housing Element* would not be considered growth inducing.

Comments on Questions XII b and c (Displacement):

As noted above, the *2007-2014 Housing Element* includes 1,128 housing units which are already-constructed or under construction; 5,005 units with planning approvals; and 7,070 units in stages of pre-development. In addition, a remaining 1,426 units would be accommodated through 2014. To determine the opportunity sites for the 1,426 remaining housing units, a citywide search of 2008 Alameda County property tax records was conducted, and assessor data was inventoried for parcels coded as "vacant," "parking lots," or other uses signifying that the property was underutilized. The inventory included sites with minimal structural improvements such as used car lots and open storage areas. Field surveys were also conducted to verify that the parcel was either vacant or underdeveloped. Therefore, the 1,426 remaining housing units at the opportunity sites would not displace existing residences.

However, the 12,075 units already approved with entitlements and the units which are in pre-development could displace existing residences *if* they are required to demolish existing housing units in order to accommodate new and expanded residential buildings. While a search was not made through all the applications which were either entitled or in pre-development to determine the possibility of displacement, any displacement that resulted from these projects would be subject to redevelopment relocation assistance, as required by the California Relocation Assistance Law. In the event that relocation is required due to code enforcement activities, condo conversions, or redevelopment, the City has established policies in the Municipal Code and Redevelopment Plans, as explained in more detail below, to mitigate potential displacement. See the discussions below. As such, development under the *2007-2014 Housing Element* would necessarily comply with programs designed to assist displaced residents. Given this requirement, any potential displacement of residents or housing would be mitigated to less than significant impacts

Redevelopment Relocation Assistance Plan. The Redevelopment Agency is required by State and federal Laws to establish a Relocation Assistance Plan in the event that private property is purchased under eminent domain for redevelopment activities. The statutes under each law are essentially the same, and require a relocation assistance program for residents if property is purchased by the City. The City establishes redevelopment plans separately for each project area. In each of these plans, the requirements under California Relocation Assistance Law (Government Code Section 7260 et seq.) are cited. The Redevelopment Agency provides both counseling and financial assistance pursuant to the requirements under California Redevelopment Law.

Municipal Code. Development under the *2007-2014 Housing Element* would be subject to the following titles and chapters of the Oakland Municipal Code with regards to the displacement of existing residents:

- *Title 15 Buildings and Construction*
 - *Chapter 15.60.080 - Relocation payments and assistance by city.* The City shall use reasonable efforts, subject to budget staffing constraints, to assist tenant households displaced by its code enforcement activities by providing information, referrals, and other relocation advisory assistance aimed at facilitating the household's move. In addition, the city, in the sole discretion of the Housing Official and subject to funding availability, may make from city funds any of the payments required of a property owner.
- *Title 16 Condominium Conversions*
 - *Chapter 16.36.050 - Tenant rights and the preliminary tenant assistance program and Chapter 16.36.080 Final tenant assistance program.* A subdivider is required to prepare a preliminary tenant assistance Program (PTAP) that addresses efforts to minimize tenant displacement, and to provide tenant relocation assistance. The final tenant assistance program (FTAP) is developed in conformity with any conditions of approval relating to the tenant assistance program.

Compliance with the above Municipal Code regulations and the Redevelopment Relocation Assistance Plan would reduce the already improbable displacement impacts to a less-than-significant level.

4. Cumulative Impacts

The *2007-2014 Housing Element* would have no cumulative impact on population and housing or the jobs/housing balance within the City. The *2007-2014 Housing Element* is expected to account for all housing developments within the City through 2014, since it includes the number of housing units projected to be required by natural population increases. Therefore, since there would not be additional population-driven market demand for further housing units, no additional housing projects would be considered during this period. Although the *2007-2014 Housing Element* would increase the population in Oakland, this increase would be consistent with the RHNA for the City. As such, no cumulative impacts would occur.

5. Conclusion

The *2007-2014 Housing Element* would have no significant impact on the City's population or housing, or jobs/housing balance, either directly or indirectly, nor would it result in the displacement of people that could result in the need to provide relocation housing. However, in the unlikely event that the *2007-2014 Housing Element* would displace existing residents, the proposed project would comply with Municipal Code Titles 15 and 16, along with the California Redevelopment Relocation Assistance Plan. As such, the *2007-2014 Housing Element* would result in less-than-significant population and housing impacts.

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XIII. PUBLIC SERVICES

1. Setting

The City provides its residents with municipal public services including fire and police protection, schools, libraries, and parks.

Fire Facilities and Emergency Medical Services. The Oakland Fire Department (OFD) provides a wide range of services and programs designed to prevent, prepare for, and respond to any and all emergencies that face the City. The OFD responded to over 56,000 emergency calls in 2007, of which 80 percent were medically related.⁷⁹ 1,325 structural fires, just over 2 percent of the total call volume, were reported in 2007.

The 500 uniformed personnel of the OFD are distributed across 25 fire stations, including a station at the Oakland Airport.⁸⁰ As first responders, all firefighters are certified as Emergency Medical Technicians. Staffing ratios equate to 1.19 sworn staff per 1,000 residents. These employees are assigned to six divisions: Operations, Fire Prevention, Support Services, Administration, Education and Training, and Emergency Services. The Operations Division is responsible for emergency response and fire suppression.

According to Action FI-1.2 of the City's *Safety Element*, the City's fire and emergency service standard is to respond to fires and other emergencies within seven minutes of notification 90 percent of the time. The Department is currently exceeding this standard approximately 90 percent of the time.⁸¹ While the OFD is currently meeting its response time standards, the Department reports that there is not an excess of facility capacity.

Current response time varies between hill and flatland neighborhoods. In the hills, the varied topography, lower densities, and narrow streets result in the longer response times. Typically, the Fire Department responds with two engines, one truck, and one chief for a residential structural fire; however, the actual number of personnel sent to a fire correlates with the intensity of the specific fire.⁸²

As the population in the City has increased, the OFD has experienced a corresponding increase in emergency response calls, including EMS, fires, and rescues. At this time, facilities are adequate to meet demand for service.⁸³

⁷⁹ Oakland Fire Department, "2007 Operational Statistics," accessed at: <http://www.oaklandnet.com/fire/operations/statistics.asp>, accessed on July 16, 2009.

⁸⁰ Oakland Fire Department, "Operations," accessed at: <http://www.oaklandnet.com/fire/operations/>, accessed on July 16, 2009.

⁸¹ James Edwards, Deputy Chief, Fire Prevention /Communications, Oakland Fire Department. Email communication July 30, 2009 with Vernazza Wolfe Associates, Inc.

⁸² City of Oakland Community and Economic Development Agency, *Oakland General Plan Land Use and Transportation EIR*, October 31, 1997.

⁸³ James Edwards, Deputy Chief, Fire Prevention /Communications, Oakland Fire Department. Email communication July 30, 2009 with Vernazza Wolfe Associates, Inc.

Police Facilities. The Oakland Police Department (OPD) provides law enforcement and crime prevention services. On average, Oakland's crime rate is somewhat higher than the rate in other mid-sized American cities. In 2008, there were 29,394 total Part 1 (violent) offenses reported in the City of Oakland, including 116 murders, 3,323 robberies, and 4,129 felony assaults. This marked a 0.07 percent decrease from 2007.⁸⁴

The OPD currently has 803 sworn officers assigned to six service areas and 57 police beats.⁸⁵ There are currently 1.9 sworn officers per 1,000 residents,⁸⁶ which is lower than corresponding State and national average rates of 2.0 and 2.8 sworn staff per 1,000 residents, respectively. The OPD does not set a standard ratio of sworn police officers to residents. However, due to budget constraints, future layoffs of policing staff may be required.⁸⁷

The primary performance standard utilized by the OPD is "dispatch time," that is, the time that elapses between when a call is received at the communications center and when an officer is dispatched. This measure identifies how rapidly the Department's internal communications procedures and staff availability result in an officer being sent on a call. Calls for service are defined and dispatched based on their urgency. Urgency is assigned based on Priority Codes 1 through 4.⁸⁸ Priority Code 1 calls are the most serious, since they pertain to imminent potential for injury to persons or the need to prevent a crime of violence. In 2008, the Department received 31,755 Code 1 calls. Priority Code 2 calls represent the greatest volume of calls and consist of offenses such as disputes with violence potential and stolen vehicles. In 2008, the Department received 181,244 Code 2 calls. Priority Code 3 calls represent "cold reports." These are non-emergency calls which do not indicate danger to life or property. Finally Priority Code 4 calls are non-emergency assignments which are to receive alternative processing, such as mail, phone or fax reports. Priority Code 3 and 4 calls take lower precedence. In 2008, there were 59,573 and 11,978 calls for service that were categorized as Priority Code 3 and Priority Code 4, respectively.⁸⁹

The OPD works with the City Council to establish performance measures (goals) for response times to calls. The performance measures are updated every two years, according to the budget cycle. The current goals, adopted for the 2009-2011 budget, are to dispatch 75 percent of Priority 1 Code calls in less than one minute and the other 25 percent in one to five minutes so that 100 percent of Priority 1

⁸⁴ Oakland Police Department, "Summary of Part 1 Crime Offenses, 1969 – 2008," accessed at: <http://gismaps.oaklandnet.com/crimewatch/pdf/HistoricalData.htm>, accessed on July 16, 2009.

⁸⁵ City of Oakland, Oakland Police Department, *Oakland Information Technology – Crimewatch*. Retrieved on 2009-06-22. <http://gismaps.oaklandnet.com/crimewatch/>

⁸⁶ Jeffrey Thomason, Public Information Officer, Oakland Police Department. Email communication June 19, 2009 with Vernazza Wolfe Associates, Inc.

⁸⁷ Jeffrey Thomason, Public Information Officer, Oakland Police Department. Phone communication June 17, 2009 with Vernazza Wolfe Associates, Inc.

⁸⁸ City of Oakland Police Department, *Communications Division Policy & Procedures, Priority Codes, Revised July 5, 2006*. Provided by Michael F. Johnson, Lieutenant, Commander of Communications Division, to Vernazza Wolfe Associates, Inc., July 30, 2009.

⁸⁹ Michael F. Johnson, Lieutenant, Commander Communications Division, Oakland Police Department. Phone communication July 30, 2009 with Vernazza Wolfe Associates, Inc.

Code calls are dispatched within five minutes. At present, the OPD is not reaching these goals. Currently, 28 to 37 percent of Priority Code 1 calls are dispatched within one minute, and within five minutes, 68 to 70 percent of Priority Code 1 calls are dispatched.⁹⁰ There are no set goals for Priority 2, 3, or 4 calls, and performance is not tracked.⁹¹ Since performance standards are not currently being met, additional demands on the OPD would exacerbate this deficiency.

Oakland Schools. The Oakland Unified School District (OUSD) operates the public school system in the City of Oakland. OUSD administers 68 elementary schools, 19 middle schools, and 27 high schools. Of these, approximately 32 are public charter schools.⁹² School enrollment has declined during the 2000s due to out-migration of families from Oakland and growth of private schools and non-OUSD charter schools. Total enrollment in OUSD schools was approximately 54,863 students in the 2000-2001 school year, declining to 46,538 students in the 2008-2009 school year.⁹³ Attendance at non-OUSD schools comprised 15 percent of Oakland's public school enrollment as of June 2007.⁹⁴

According to the OUSD's *Long Range Facilities Master Plan*, most of the schools operated by the OUSD have generally excellent or good classroom capacities, indicating that the schools will be able to accept new students for at least five more years.⁹⁵ However, many schools require modernization improvements and ADA upgrades.

Library Services. The Oakland Public Library (OPL) serves the population of Oakland, Piedmont, and Emeryville. The library network currently includes 15 branches, a Main Library, a Second Start Adult Literacy Program, the Bookmobile, the Tool Lending Library, and the African-American Museum and Library. Many branch libraries in the City are antiquated, small in size, and cannot accommodate the services provided in modern libraries.

In 2006, the OPL completed a Master Facilities Plan in response to the community's need for improved services and to plan for facilities to support projected population growth. The Plan states that existing facilities are extended beyond their service capacity and identified under-served areas of the City without adequate access to library facilities, including the neighborhoods of Laurel/Redwood Heights, Oak Knoll, and San Antonio.⁹⁶ The Plan measured OPL service levels in 2000 and set guidelines to

⁹⁰ Michael F. Johnson, Lieutenant, Commander Communications Division, Oakland Police Department. Phone communication July 30, 2009 with Vernazza Wolfe Associates, Inc.

⁹¹ Michael F. Johnson, Lieutenant, Commander Communications Division, Oakland Police Department. Phone communication August 6, 2009 with Vernazza Wolfe Associates, Inc.

⁹² Oakland Unified School District, "Schools Listing," accessed at <http://webportal.ousd.k12.ca.us/Schools.aspx> on June 30, 2009.

⁹³ California Department of Education, "DataQuest," accessed at: <http://dq.cde.ca.gov/dataquest/>, accessed on July 28, 2009.

⁹⁴ Lapkoff & Gobalet Demographic research, Inc., *Demographic update for Oakland Unified School District* (June 2007), page 1

⁹⁵ Oakland Unified School District, 2008. *Long Range Facilities Master Plan*. Accessed July 20, 2009 at: <http://webportal.ousd.k12.ca.us/docs/OUUSD%20Facilities%20Master%20Plan.ppt> on June 30, 2009

⁹⁶ *Oakland Public Library Master Facilities Plan: 2006 Draft Report*. City of Oakland, Oakland Public Library. June 2006.

meet the projected demand for OPL services in 2020, including the number of books in collections, seating for storytelling, community and group work rooms, computers and library space. To meet Oakland residents' needs, the Library needs to increase its total square footage system wide from approximately 170,700 square feet, or 0.42 square foot per person, to approximately 350,000 square foot, or 0.80 square foot per person. In response, the OUSD has provided land to the City of Oakland at the northeast corner of 81st Avenue and Ruidsdale Street in East Oakland to build a new community library. In addition to the 81st Avenue Branch, the summary of recommended development strategies identifies nine libraries in need of building expansion and calls for the construction of five new libraries, including the 81st Avenue Branch.

To fund this Plan, the City of Oakland placed a \$150 million bond measure (Measure N) on the ballot in 2006. Measure N did not pass; therefore, the majority of the improvements recommended in the Plan remain unfunded. However, the City was able to fund the construction of the new 81st Avenue Branch library (located in the Coliseum Redevelopment Area) that was identified in the Plan.⁹⁷ The OPL's ability to address existing deficiencies is limited by budgetary constraints.⁹⁸

Parks. The City of Oakland Office of Parks & Recreation (OPR) is responsible for 2,500 acres of open space, including 100 parks and public grounds, and 25 recreation, community, and interpretive centers. In addition, the City of Oakland offers 59 outdoor tennis courts, three golf courses, 53 athletic fields, and five public pools. According to the City's *Open Space, Conservation, and Recreation (OSCAR) Element*, which was adopted in 1996, Oakland's total park acreage standard is 10 acres per 1,000 residents.⁹⁹ This standard has been in place since the 1976 *OSCAR Element*. The City of Oakland has approximately 6.1 acres of parkland per 1,000 residents,^{100,101} which is below the City's standard of 10 acres per 1,000 residents. As such, there is currently a deficit of parklands based on the City standard. See Section XIV, Recreation, for more details.

2. Environmental Checklist

The proposed project would have a significant impact on the environment if "potentially significant" is checked under items XIIIa (i – v), below, and there is no mitigation measure or *Standard Condition of Approval* (SCA) identified that would reduce impacts to a less-than-significant level.

⁹⁷ Jerry Garazon, Oakland Public Library. Phone communication on July 8, 2009 with Vernazza Wolfe Associates, Inc.

⁹⁸ Jerry Garazon, Oakland Public Library. Phone communication on July 8, 2009 with Vernazza Wolfe Associates, Inc.

⁹⁹ City of Oakland, *Open Space, Conservation, and Recreation Element*, June 1996, page 4-9.

¹⁰⁰ Association of Bay Area Governments, *Projections 2007: Forecasts for the San Francisco Bay Area to the Year 2035*, December 2006.

¹⁰¹ Based on a 2005 City of Oakland population of 410,600 persons and 2,500 acres of open space.

	Potentially Significant	Potentially Significant Unless New Mitigation is Incorporated	Less than Significant with SCA ^a and/or Previously Imposed MM ^b	Less than Significant Impact	No Impact
Would the project:					
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:					
i) Fire protection?	☐	☐	☒	☐	☐
ii) Police protection?	☐	☐	☒	☐	☐
iii) Schools? ^c	☐	☐	☐	☒	☐
iv) Libraries	☐	☐	☐	☒	☐
v) Parks	☐	☐	☐	☒	☐

Notes:

a. SCA = Standard Conditions of Approval.

b. MM = Mitigation Measures

c. Although impacts to schools are exempt from CEQA review and mitigation (see SB 50), the impacts are still analyzed below.

3. Discussion

Comment to Question XIIIa (i) (Fire protection): The proposed project does not in and of itself include construction of new or expanded fire facilities, which could result in adverse physical impacts. However, the potential for the proposed project to trigger the need for such construction, in order to maintain City service standards, is addressed below.

Any major housing and population increases in the City of Oakland resulting from implementation of the *2007-2014 Housing Element* would need to be evaluated by the OFD. At this time, the OFD is adequately staffed for existing conditions. Future adjustments in the OFD's facilities and level of staffing would be determined as new housing is constructed in specific areas of the City. In some areas, new housing units and associated population growth could be accommodated by modifying existing stations to accommodate more staff. In other areas, new facilities, such as new fire stations could be required.¹⁰²

The 35,103 additional residents who would occupy the 13,501 housing units planned under the *2007-2014 Housing Element*, which have not yet been constructed would increase the number of service calls to the OFD. At this time, it is difficult for the OFD to estimate the number of increased staff that will

¹⁰² James Edwards, Deputy Chief, Fire Prevention /Communications, Oakland Fire Department. Email communication July 30, 2009 with Vernazza Wolfe Associates, Inc.

be needed to respond to this increase in service calls. Typically, the factors that determine the number of additional staff and/or facilities required include; density of new housing units, location with regard to flatlands or hills, proximity to existing fire stations, and the presence of physical barriers to these locations. Currently, OFD response time is generally acceptable in the City, including the Hiller Highlands (North Hills) area which is now served by the North Hills Fire Station, and the OFD has not identified specific requirements for new facilities.¹⁰³ However, all future development would occur pursuant to *General Plan* policies, Municipal Code regulations, mitigation measures adopted for the *LUTE EIR* and the Standard Conditions of Approval that would reduce the potential impact on services to less-than-significant levels. Moreover, separate CEQA review would be implemented, as needed, for new construction as required by State law, and additional mitigation measures would be implemented to reduce impacts. As such, impacts from the proposed project would be less than significant.

The City does not currently charge impact fees to pay for infrastructure, such as fire stations, and/or additional personnel. However, the City is studying the potential for assessing such fees. Therefore, it is possible that needed improvements or construction of new facilities for the OFD may be facilitated through impact fees or other agreements with developers, in the future.¹⁰⁴

The "Oakland Community Services" study¹⁰⁵ indicated that future development should be planned to be accessible for emergency services: an evaluation of topography, road widths, building materials, water availability, and vegetation should be completed before any development approvals are granted. To the extent that future reductions in the department budget could occur, resources needed to respond adequately to emergencies could be limited. These reductions would not inhibit growth or redevelopment in any particular part of the City, but the City overall may experience a decline in fire response service.¹⁰⁶

According to the Oakland Building Code (Chapter 15.04 of the Municipal Code) and the Fire Code (Chapter 15.12 of the Municipal Code), new buildings would be required to incorporate sprinkler systems and other features designed to prevent future fires. In addition, the increased economic base could increase tax revenue and create greater financial resources for fire services in the future. Conversely, the increased amount of traffic projected by *2007-2014 Housing Element* (see Section XV, Transportation) could have the indirect effect of slowing down emergency vehicles and increasing response times.

¹⁰³ James Edwards, Deputy Chief, Fire Prevention /Communications, Oakland Fire Department. Email communication July 30, 2009 with Vernazza Wolfe Associates, Inc.

¹⁰⁴ James Edwards, Deputy Chief, Fire Prevention /Communications, Oakland Fire Department. Email communication July 10, 2009 with Vernazza Wolfe Associates, Inc.

¹⁰⁵ The "Oakland Community Services" study was prepared as a resource document for the *Land Use and Transportation Element*. It was provided as Technical Report #5.

¹⁰⁶ City of Oakland Community and Economic Development Agency, *Oakland General Plan Land Use and Transportation EIR*. "Public Services." October 31, 1997. The "Oakland Community Services"

The City's *Safety Element* Policy FI-1, Action FI-1, and Action FI-2 call for maintaining adequate fire and emergency service within Oakland, and the construction of 13,501 housing units as allowed under the proposed project could trigger the need for new or expanded facilities to meet the City's standard. Other *General Plan* policies, Municipal Code regulations, previously-imposed mitigation measures in the *LUTE*, and SCA's listed below would help reduce the demand on fire or emergency service, but would not offset the need for new facilities. Construction of new or expanded facilities could result in adverse physical impacts; however, future fire or emergency facilities would be subject to separate CEQA review and would also be subject to various City regulations that are listed throughout this document. Compliance with these requirements would minimize physical environmental impacts from construction of new or expanded facilities, and impacts would be less than significant.

General Plan. The addition of residential development could increase the demand for fire services, which could potentially result in the need for new fire facilities. However, the *General Plan* policies set forth below are intended to address potential impacts on fire services resulting from an increased level of population. Impacts are to be mitigated primarily by expanding fire protection services commensurate with growth, and assessing the need for such services as individual projects are proposed. As such, development under the *2007-2014 Housing Element* would be subject to the following *Safety Element* and *LUTE* policies from the City's *General Plan* with regard to fire services:

Public Safety Element

- *Policy FI-1:* Maintain and enhance the City's capacity for emergency response, fire prevention, and fire fighting.
- *Action FI-1.1:* Periodically assess the need for new or relocated fire stations and other facilities, changes in staffing levels, and additional or updated supplies, equipment, technologies and in-service training classes.
- *Action FI-1.2:* Strive to meet a goal of responding to fires and other emergencies within seven minutes of notification 90 percent of the time.
- *Policy FI-2:* Continue, enhance, or implement programs that seek to reduce the risk of structural fires.
- *Action FI-2.2:* Continue to enforce provisions under the local housing code requiring the use of fire-resistant construction and the provision of smoke detectors and fire-extinguishing systems.
- *Action FI-2.3:* Continue to review development proposals to ensure that they incorporate required and appropriate fire-mitigation measures, including adequate provisions of occupant evacuation and access by fire-fighting personnel and equipment.

Land Use and Transportation Element

- *Policy N2.2:* Provision of services by civic and institutional uses should be distributed and coordinated to meet the needs of City residents.
- *Policy N12.1:* The development of public facilities and staffing of safety-related services, such as fire stations, should be sequenced and timed to provide a balance between land use and population growth, and public services at all times.

LUTE EIR. Mitigation measures in the *LUTE EIR* require the City of Oakland to: consider the availability of existing fire services; develop target ratios of firefighters to the population; analyze distribution services; and solicit comments from the OFD regarding the impact that a development could have on the department. The previously imposed mitigation measures that apply to the *2007-2014 Housing Element* are listed below.

Mitigation Measure D.5-1a: In reviewing major land use or policy decisions, consider the availability of police and fire protection services, park and recreation services, schools, and library services in the affected areas, as well as the impact of the project on current service levels.

Mitigation Measure D.5-1e: Solicit comments from the Oakland Police and Fire Departments on major new development proposals to ensure that law enforcement and fire protection impacts are appropriately addressed and mitigated.

Municipal Code. The housing sites under the *2007-2014 Housing Element* would be required to comply with all regulations of the 2007 California Fire Code, which establishes requirements pertaining to fire protection systems, including the provision of state-mandated smoke alarms, fire extinguishers, appropriate building access, and emergency response notification systems. In addition, development under the *2007-2014 Housing Element* would be subject to the following title of the Oakland Municipal Code:

- *Chapter 15.12: Oakland Fire Code.* This chapter of the Municipal Code outlines the provisions of the Oakland Fire Code. Included are the City's amendments to the 2007 California Fire Code.

Standard Conditions of Approval. The following Standard Conditions of Approval are applicable to the *2007-2014 Housing Element*; SCA-4, 61, 71 and 73.

As stated in Section IX, Land Use, SCA-4 requires building plans for development projects to be submitted to the Fire Services Division for review and approval. SCA-61 and 71 (Section VII, Hazards) also require Fire Services Division Approval to ensure that the site design and fire safety features of the project adequately address fire hazards. SCA-73 (Section VII, Hazards) requires spark arrestors on construction equipment to further reduce the risk of construction-period fires.

Comment to Question XIIIa (ii) (Police Protection): The proposed project does not in and of itself include construction of new or expanded police facilities, which could result in adverse physical impacts. However, the potential for the proposed project to trigger the need for such construction, in order to meet and maintain City service standards, is addressed below.

The number of police officers that would be needed to accommodate potential population growth under the *2007-2014 Housing Element* would depend on the type and location of housing constructed.¹⁰⁷ Other factors to consider when assessing potential impacts on staffing levels include how effectively new developments incorporate best practices in the program called "Crime Prevention Through

¹⁰⁷ David Kozicki, Deputy Chief of Police. Phone and email communication, July 10, 2009 with Vernazza Wolfe Associates, Inc.

Environmental Design” or CPTED. These practices promote collaborative design of urban environments, incorporating the input of law enforcement officers, architects, city planners, landscape and interior designers and resident volunteers. Implementation of such practices can create a climate of safety in a community.¹⁰⁸

At present, the OPD is not meeting the performance goals established by the City Council. If the City were to expand staff to meet increased service needs associated with projected population growth under the *2007-2014 Housing Element*, it is possible that this increase in staff will result in the need to expand facilities at the Downtown Oakland location. At present, there is excess capacity at the Eastmont Precinct to accommodate additional staff. However, space at the second OPD Station (Downtown Oakland) is more limited and expanded facilities could be required.¹⁰⁹

With build-out of the *2007-2014 Housing Element*, the policing needs in some geographic areas would increase more substantially than in others. Reconfiguration of police beats might be needed as the number of persons working Downtown and along the waterfront grows. Increased population along the transit corridors, around the transit stations, and along the Estuary shoreline would probably increase the number of calls in these areas. The overall number of emergency calls may increase as population and employment increases. If additional staffing and equipment needs would require the construction of new stations and/or facilities, the construction of such facilities could have adverse physical impacts.

The *LUTE*’s Policy N2.2 and Mitigation Measure D.5-1a from the *LUTE EIR* call for maintaining adequate police service within Oakland, and the construction of 13,501 housing units as allowed under the proposed project could trigger the need for new or expanded facilities to meet the City’s dispatch standard. However, criminal activity could potentially be reduced as increased residential densities were introduced in areas that are presently economically depressed or devoid of public activity. The development of higher density housing along transit corridors would introduce more informal street surveillance and pedestrian activity, and reduce the number of underutilized and vacant lots, which are often difficult to police. The design of new buildings to create “defensible space” could reduce the potential for vandalism, vagrancy, and other forms of criminal activity within new development. The increased economic base could increase tax revenue and create greater financial resources for police services in the future. Nonetheless, these benefits would not offset the need for new facilities. Construction of new or expanded facilities could result in adverse physical impacts; however, future police facilities would be subject to separate CEQA review and would also be subject to various City regulations that are listed throughout this document. These requirements would minimize physical environmental impacts from construction of new or expanded facilities. Adverse physical impacts for construction of new or expanded police facilities would be mitigated to less than significant. As such, impacts of the proposed project would be less than significant. The below paragraphs summarize *LUTE* and *LUTE EIR* policies and requirement that call for maintaining police service as growth occurs.

¹⁰⁸ CPTED’s goals are defined at the CPTED Watch website accessed at <http://www.cpted-watch.com> on July 10, 2009.

¹⁰⁹ Michael F. Johnson, Lieutenant, Commander Communications Division, Oakland Police Department. Phone communication July 30, 2009 with Vernazza Wolfe Associates, Inc.

General Plan. The addition of residential development could increase the demand for police services, which could potentially result in the need for new police facilities. However, *General Plan* Policy N2.2 (as outlined above) from the *LUTE* require coordination of civic service with the needs of residents. These *LUTE* policies primarily mitigate impacts by expanding law enforcement services commensurate with growth, and assessing the need for additional police services as individual projects are proposed.

LUTE EIR. Mitigation measures in the *LUTE EIR* require the City of Oakland to: consider the availability of police services; develop target ratios of police officers to the population; increase police foot patrol and cruisers; analyze distribution services; and solicit comments from the OPD regarding the impact that a development could have on the department. The previously imposed Mitigation Measures D.5-1a and D.5-1e of the *LUTE EIR*, as outlined in more detail under “Fire Services,” above, would apply to the *2007-2014 Housing Element*.

Comment to Question XIIIa (iii) (Schools): Classroom overcrowding constitutes a significant impact on the environment if the overcrowding would result in construction of new or expanded school facilities, the construction of which would result in adverse physical changes to the environment. Minor changes in annual operating budgets and cash flows (fiscal impacts) are not considered to be environmental impacts and are therefore not discussed in this section.

The proposed project does not in and of itself include construction of new or expanded school facilities, which could result in adverse physical impacts. However, the potential for the proposed project to trigger the need for such construction, in order to maintain service standards, is addressed below.

A student generation rate, or average number of students living in each dwelling unit, has been applied to the projected number of housing units. This student generation rate is based on the OUSD’s Developer Impact Fee Justification Study and is equal to 0.364 students per household.¹¹⁰ Based on the additional 13,501 housing units proposed under the *2007-2014 Housing Element*, the increase in student population would be 4,914 students across all grade levels (13,501 multiplied by 0.364). These figures are conservative, as they do not consider diversions to private school, or the fact that much of the planned new housing would consist of live-work units, lofts, and apartments in the waterfront and downtown areas that might not be attractive to families with children. Additionally, *LUTE* Policy N.12.2 (see below) calls for providing adequate school capacity to Oakland residents.

As stated in above, OUSD student enrollment has dropped by approximately 8,325 students since the 2000-2001 school year due to out-migration of families from Oakland and the growth of private schools and non-OUSD charter schools. In addition, since 2000, OUSD has opened 40 new schools throughout the City of Oakland.¹¹¹ As such, the conservative anticipated increase of 4,914 students generated under the *2007-2014 Housing Element* would not exceed past school district capacity, since 4,914 new

¹¹⁰ City of Oakland Community and Economic Development Agency, *Oakland General Plan Land Use and Transportation EIR*, October 31, 1997.

¹¹¹ Oakland Unified School District, “Annual Report 2007,” accessed July 28, 2009 at: <http://webportal.ousd.k12.ca.us/docs/13668.pdf>

students does not even equal the 8,325 student decline over the last nine years. Therefore, since OUSD enrollment has declined and new schools have opened since 2000, the *2007-2014 Housing Element* would result in a less-than-significant impact to schools and would not trigger the need for new school construction.

Comment to Question XIIIa (iv) (Libraries): The proposed project would not in and of itself include construction of new or expanded library facilities, which could result in adverse physical impacts. However, the potential for the proposed project to trigger the need for such construction, in order to maintain City service standards, is addressed below.

Additional residential development could indirectly impact Oakland libraries by increasing the number of library patrons. The population growth anticipated under the *2007-2014 Housing Element* (35,103 residents) would cause an increase in the demand for library services.

OPL's Master Facilities Plan includes a needs assessment and long-range strategy to address the community's growing needs for library services. This Plan takes into account the long-term population growth anticipated for the City, which does not exceed the population level anticipated under the *2007-2014 Housing Element*. Only one of the library system improvements is under construction (construction of the 81st Avenue Branch). The remaining improvements have been delayed, since there is no funding available at present. However the increased population from the *2007-2014 Housing Element* would not require additional expansion of library facilities beyond what is proposed in the Master Facilities Plan. Consequently, the *2007-2014 Housing Element* would not require new facilities.¹¹² Impacts would be less than significant.

Comment to Question XIIIa (v) (Parks): The proposed project does not in and of itself include construction of new or expanded park facilities. However, there is an existing deficit of parkland in Oakland, and construction of 13,501 housing units as allowed under the proposed project would trigger the need for new or expanded parks to meet the City's standard of 10 acres per 1,000 residents. While policies REC-3.1, REC-6.2, REC-10.4, OS-4.1, and OS-4.2 of the City's *General Plan OSCAR Element* and Municipal Code Titles 16 and 17 would help reduce demand on parks, there would still be a need for new parkland based on the City's standard of 10 acres per 1,000 residents. *General Plan* Policies REC-10.2, Parkland Dedication and Impact Fee, and Action REC-10.2.1, Adoption of Quimby Act Fee, call for contribution of land or funding for park-related improvements due to growth. Park expansions could occur due to the need triggered by the proposed project and potential corresponding fees that would contribute to park development.

Construction of parks could result in adverse environmental impacts. For example, if grading would occur in constructing parkland, increased erosion could occur that could in turn degrade surface waters. If trees would be removed to accommodate fields or trails, adverse impacts on nesting birds or visual resources could occur. However, development of parklands would not typically involve intensified construction activities or building mass that would result in substantial visual degradation, traffic

¹¹² Jerry Garazon, Oakland Public Library. Phone communication on July 8, 2009 with Vernazza Wolfe Associates, Inc.

generation, and noise or air emissions. Due to the nature of recreational use, development of parks would not be expected to occur near uses or sites that could expose persons to hazards. Development of parks would not result in substantial demand on utilities or public services or populations growth. Moreover, the type of impacts associated with parkland development are generally mitigated through existing State or County requirements and would also be subject to various City regulations that are listed throughout this document. These requirements would minimize physical environmental impacts from construction of new or expanded facilities. Physical impacts from development of future park facilities, resulting from the need triggered by the *2007-2014 Housing Element*, would be less than significant. As such, impacts of the *2007-2014 Housing Element* would be less than significant.

4. Cumulative Impacts

The geographic area considered for the public services cumulative analysis includes the entire City of Oakland since the majority of the services provided are provided throughout the City. The increased population and density resulting from the *2007-2014 Housing Element*, in conjunction with population and density of past, present, existing, pending and reasonably foreseeable future development in the City, would result in a cumulative increase in the demand for public service facilities. This cumulative increase could result in the need for new or physically altered governmental facilities in order to maintain acceptable service ratios, response times, or other performance objectives. However, all future development would occur pursuant to *General Plan* policies, Municipal Code regulations, mitigation measures adopted for the *LUTE EIR* and the Standard Conditions of Approval that would reduce the potential impact on services to less-than-significant levels.

Schools. As discussed above, the *2007-2014 Housing Element* would have a less-than-significant impact on the OUSD and would not trigger the need to construct new education facilities. However, development under the *2007-2014 Housing Element* could result, with other foreseeable development within the City, in a potentially significant cumulative impact. In the event that a cumulative impact would occur, the Leroy F. Greene School Facilities Act of 1998 (Senate Bill 50 [SB 50]) would apply. SB 50 restricts the ability of local agencies, such as the City of Oakland, to impose additional mitigation measures or deny land use approvals on the basis that public school facilities are inadequate. According to the State Office of Public School Construction, SB 50 establishes the base amount of allowable developer fees which can be charged on new development. In 2009, this base amount is \$1.93 per square foot of residential construction. The local school district can decide to levy additional fees on new development.¹¹³ According to Oakland's Building Services Department, the OUSD fee is \$2.24 per square foot in 2009, and OUSD is considering an increase to this fee.¹¹⁴ These fees are intended mitigate residential project impacts. Payment of these required fees is the State mandated mitigation measure for impacts to affected public schools under CEQA. Given this fee requirement, cumulative school-related impacts would be less than cumulatively considerable.

¹¹³ Jeremy McCarroll, State Office of Public School Construction. Phone communication on July 6, 2009 with Vernazza Wolfe Associates, Inc.

¹¹⁴ Guillermo Loyola, City of Oakland Building Services. Telephone Communication on July 7, 2009 with Vernazza Wolfe Associates, Inc.

General Plan. In addition to SB 50, cumulative development would be subject to the following *LUTE* policies from the City's *General Plan* with regard to school services:

- *Policy N.12.2:* Adequate public school capacity should be available to meet the needs of Oakland's growing community. The City and the Oakland Unified School District (OUSD) should work together to establish a continuing procedure for coordinating residential and commercial development and exploring the imposition of mutually agreed upon reasonable and feasible strategies to provide for adequate school capacity. The City and OUSD should jointly consider where feasible and appropriate, funding mechanisms such as assessment districts, Redevelopment Agency funding (AB 1290), use of surplus, City-owned land, bond issues, and adjacent or shared use of land or school facilities with recreation, libraries, child care and other public uses.

As a result, implementation of the *2007-2014 Housing Element*, together with the impact of past, present, current, pending, and reasonably foreseeable future development, would not result in significant cumulative public service impacts as described above.

5. Conclusion

The proposed project would not result in construction of library facilities or the need for such facilities. The proposed project may result in the need for new or expanded fire, police, school, and park facilities. The construction of new or expanded fire, police, school or park facilities could result in adverse environmental impacts. However, all future development would occur pursuant to *General Plan* policies, Municipal Code regulations, mitigation measures adopted for the *LUTE EIR*, and the Standard Conditions of Approval that would reduce the potential impact on services to less-than-significant levels. Moreover, separate CEQA review would be implemented, as needed, for new construction as required by State law, and additional mitigation measures would be imposed to reduce impacts. As such, impacts from the proposed project would be less than significant.

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XIV. RECREATION

1. Setting

The City of Oakland Office of Parks & Recreation (OPR) is responsible for 2,500 acres of open space, including 100 parks and public grounds, and 25 recreation, community, and interpretive centers. In addition, the City of Oakland offers 59 outdoor tennis courts, three golf courses, 53 athletic fields, and five public pools.¹¹⁵

More than half of the City's park acreage consists of "Resource Conservation Areas," which are passive open space that is undeveloped. Most of this land consists of steeply sloping hillsides with limited potential for recreation. Only approximately one-quarter of the park acreage in the City consists of traditional region-serving, community, neighborhood, and mini-parks. These parks are distributed throughout the City on approximately 1,200 acres of land.¹¹⁶

Oakland's per capita park standards are based on National Recreation and Park Association (NRPA) guidelines, with modifications made to reflect the fact that Oakland is a mature, relatively dense city with a limited supply of vacant land. According to the City's *OSCAR Element*, which was adopted in 1996, Oakland's total park acreage standard is 10 acres per 1,000 residents.¹¹⁷ This standard has been in place since the 1976 *OSCAR Element*. The City of Oakland has approximately 6.1 acres of parkland per 1,000 residents,^{118,119} which is below the City's standard of 10 acres per 1,000 residents.

Additionally, according to the 1996 *OSCAR Element*, many of Oakland's parks and recreation programs were hard hit by cutbacks in funding for programs, maintenance, and capital improvements. In addition, social problems like drug and crime activities have negatively impacted many parks and have prevented their use by residents of surrounding areas. In some areas, changing recreational preferences and neighborhood demographics have made park facilities obsolete, while aging facilities in other areas have made rehabilitation or replacement necessary. West Oakland and the North Hills tend to be better served than other areas, but even these neighborhoods are deficient in active recreational facilities. The greatest deficiencies are in Fruitvale and Central East Oakland.¹²⁰

¹¹⁵ City of Oakland Parks and Recreation, "Inside Oakland," accessed at http://www.oaklandnet.com/parks/inside_oakland/, accessed on May 11, 2009.

¹¹⁶ City of Oakland, Office of Parks and Recreation, "Parks Listing," accessed at: <http://www.oaklandnet.com/parks/parks/parkslisting.asp?pgSet=all>, accessed on June 1, 2009.

¹¹⁷ City of Oakland, *Open Space, Conservation, and Recreation Element*, June 1996, page 4-9.

¹¹⁸ Association of Bay Area Governments, *Projections 2007: Forecasts for the San Francisco Bay Area to the Year 2035*, December 2006.

¹¹⁹ Based on a 2005 City of Oakland population of 410,600 persons and 2,500 acres of open space.

¹²⁰ City of Oakland, *Open Space, Conservation, and Recreation Element*, June 1996, page 4-10.

2. Environmental Checklist

The proposed project would have a significant impact on the environment if ‘potentially significant’ is checked under items XIVa-b, below, and there is no mitigation measure or *Standard Condition of Approval* (SCA) identified that would reduce impacts to a less-than-significant level.

	Potentially Significant	Potentially Significant Unless New Mitigation is Incorporated	Less than Significant with SCA ^a and/or Previously Imposed MM ^b	Less than Significant Impact	No Impact
Would the project:					
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒	☐
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☐	☒

Notes:

- a. SCA = Standard Conditions of Approval.
- b. MM = Mitigation Measures

3. Discussion

Comments on Questions XIVa (Existing Parks and Recreational Facilities)

The goal of the *2007-2014 Housing Element* is to show how the City could accommodate the 14,629 housing units that the Regional Housing Needs Allocation has assigned to Oakland. Out of these total units, 1,128 units have already been constructed, 5,005 units have planning approvals, 7,070 units are planned, and 1,426 additional units need to be accommodated through 2014. Construction of these remaining 13,501 units would increase the City’s population, and, in turn, would increase the demand for parks and recreation.

As explained above, the City currently has a parkland deficiency and the addition of dwelling units could further exacerbate the existing parks-to-residents ratio. Based on ABAG projections of 2.62 persons per household in the City of Oakland in 2010, the *2007-2014 Housing Element* could increase the population of the City by up to 35,975 residents.¹²¹ Therefore, the *2007-2014 Housing Element* could worsen existing conditions to approximately 5.6 residents per 1,000 acres of parkland, which would be significantly below the City’s standard of 10 residents per 1,000 acres. This would result in a potentially significant impact to regional and neighborhood parks.

However, compliance with the open space requirements under the Municipal Code, as described in more detail below, would reduce some of the impacts on parks by creating onsite open space. In

¹²¹ Association of Bay Area Governments, “Projections 2007: Forecasts for the San Francisco Bay Area to the Year 2035,” December 2006.

addition, Policy REC-10.2 mandates that all residential developments contribute to a park impact fee, which would fund acquisition of land and improvements for neighborhood and district parks. However, the City has not adopted a Parks Impact Fee on Residential development. The development of dwelling units under the *2007-2014 Housing Element* would be subject to the goals, policies, and programs of the City's *General Plan* and the Municipal Code (which includes the City's Planning and Building Codes), as outlined below. Compliance with applicable plans and policies would result in a less-than-significant impact regarding the use of existing neighborhood and regional parks that would lead to a substantial physical deterioration.

General Plan. The addition of residential development could indirectly impact existing recreational facilities by increasing the local population and potentially the level of use of such facilities. However, development under the *2007-2014 Housing Element* would be subject to the following *General Plan* policies and actions with regard to recreation:

- *Policy REC-3.1: Level of Service Standards.* Use the level of service standards in Table 15 [of the *OSCAR Element*] as a means of determining where unmet needs exist and prioritizing future capital investments.
- *Policy REC-6.2: Public-Private Partnerships.* Encourage “public-private partnerships” as a means of providing new recreational facilities on privately-owned sites. Promote joint use partnerships with local churches, private recreational service providers, and local non-profits.
- *Policy REC-10.2: Parkland Dedication and Impact Fee.* To the extent permitted by law, require recreational needs created by future growth to be offset by resources contributed by that growth. In other words, require mandatory land dedication for large-scale residential development and establish a park impact fee for smaller-scale residential development, including individual new dwelling units. Calculate the dedication or fee requirement based on a standard of four acres of local-serving parkland per 1,000 residents.
- *Action REC-10.2.1: Adoption of Quimby Act Fee.* Adopt an ordinance authorizing a Quimby Act parkland dedication and in-lieu/impact fee requirement.
- *Policy REC-10.4: Private Sector Provisions of Public Services.* Promote and support partnerships with the non-profit and private sectors in the development and operation of facilities which serve a public recreational need.
- *Policy OS-4.1: Provision of Usable Open Space.* Continue to require new multi-family development to provide usable outdoor open space for its residents.
- *Policy OS-4.2: Protection of Residential Yards.* Recognize the value of residential yards as a component of the City's open space system and discourage excessive coverage of such areas by buildings or impervious surfaces.

Municipal Code. Under the *Planning Code* (Title 17 of the Municipal Code), every zone within the City requires that new residential developments provide a minimum amount of open space within the proposed project area for the residents. Each zone has its own requirements; however, a minimum amount of between 75 to 150 sf of group open space per regular dwelling unit is required for all residential projects. According to Section 17.126.020, each square foot of private usable open space is considered equivalent to two square feet of required group usable open space and may be substituted, subject to minimum requirements for group space as prescribed in the applicable individual zone

regulations. The dwelling units constructed under the *2007-2014 Housing Element* would comply with the minimum open space requirement under the *Planning Code*.

In addition to these open space regulations under individual zones, the development of housing opportunity sites would be subject to the following titles of the Oakland Municipal Code:

- *Title 16: Subdivisions*
 - o *Chapter 16.20.040: Open Spaces Other Than Streets.* This chapter mandates that consideration shall be given to the allocation of suitable areas for schools, parks, and playgrounds to be dedicated for public use, or reserved for the common use of all property owners within the proposed subdivision by covenant in the deeds. In addition, consideration shall be given to the allocation of suitable areas for open space, parks, and playgrounds to be dedicated for the common use of all property owners within the proposed subdivision by covenant in the deeds.
 - o *Chapter 16.20.050: Tentative Map – reservation of land for public use.* This chapter explains that the Advisory Agency may require that areas of real property within the subdivision be reserved for schools, parks, recreational facilities, fire stations, libraries or other public uses.
- *Title 17: Planning*
 - o *Chapter 17.11: OS Open Space Regulations.* The provisions of this chapter outline the OS open space zone regulations. The OS zone is intended to create, preserve, and enhance land for permanent open space to meet the active and passive recreational needs of Oakland residents and to promote park uses which are compatible with surrounding land uses and the city's natural environment. The chapter summarizes permitted activities, permitted facilities, sign limitations, maximum building heights, minimum yards, maximum impervious surfaces, buffering, and other zoning provisions.
 - o *Chapter 17.126: Usable Open Space Standards.* The provisions of this chapter outlines the standards for required usable open space. The purpose of these provisions is to prescribe standards for the development and maintenance of open areas which serve the need for leisure, recreation, and space. These standards apply to all usable open space required by other provisions of the zoning regulations, except within the S-17 downtown residential open space combining zone.

Compliance with the above *OSCAR Element* policies and the Municipal Code regulations would result in a less-than-significant impact related to the use of existing neighborhood and regional parks or other recreational facilities.

Comments on Questions XIVb (New Parks and Recreational Facilities)

Development under the *2007-2014 Housing Element* would not include the construction or expansion of additional recreational facilities that would adversely impact the environment. The *2007-2014 Housing Element* would not add new public open spaces, but would include private open spaces for residents, which are considered as part of the opportunity sites. As mandated by the *Planning Code*, Title 17, the housing opportunity sites would include private onsite group open spaces, which could include common areas such as courtyards, landscaped areas, play areas, and/or recreation rooms. However, these common spaces are assumed to be a component of the opportunity sites and impacts of construction at

these sites are discussed on a programmatic level throughout the document. As such, compliance with the *General Plan* policies and Municipal Code would ensure that the development of recreational facilities at the opportunity sites would have no impact on the environment.

4. Cumulative Impacts

As stated in the *OSCAR Element* and noted above, the City is falling short of meeting its goal of providing 10 acres per 1,000 residents. The *2007-2014 Housing Element*, in conjunction with other past, present, current, planned, pending and foreseeable development under the cumulative scenario, would contribute to the need for new or expanded park and recreational facilities citywide necessary to achieve the goals set forth in the *OSCAR Element*. However, the fact that this goal is not met would not necessarily result in a physical environmental impact. Moreover, it is not expected that there will be a substantial or accelerated physical deterioration of existing park and open space facilities due to the construction of housing units under the *2007-2014 Housing Element*, as explained above. All future development would occur pursuant to *General Plan* policies, Municipal Code regulations, mitigation measures adopted for the *LUTE EIR* and the Standard Conditions of Approval that would reduce the potential impact on recreation services and facilities to less-than-significant levels. Therefore, no significant cumulative impacts are expected.

5. Conclusion

The addition of residential development could increase the use of existing neighborhood and regional parks, as well as other recreational facilities, resulting in a potentially significant impact. However, compliance with policies REC-3.1, REC-6.2, REC-10.2, REC-10.4, OS-4.1, OS-4.2, and Action REC-10.2.1 contained in the City's *OSCAR Element* and Municipal Code Titles 16 and 17 would ensure that future development under the *Housing Element* would comply with federal and State laws in regard to recreational facilities. Compliance with the goals and policies of the *General Plan* and the Municipal Code, the mitigation measures adopted for the *LUTE EIR* and the City's Standard Conditions of Approval would ensure that future development under the *2007-2014 Housing Element* would provide adequate onsite open space areas for residents, while minimizing the environmental impacts thereof. As such, the proposed project would have a less-than-significant impact on recreation.

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XV. TRANSPORTATION/TRAFFIC

1. Environmental Checklist

The proposed project would have a significant impact on transportation and traffic if 'potentially significant' is checked below, and there is no mitigation measure or *Standard Condition of Approval* (SCA) identified that would reduce impacts to a less-than-significant level.

	Potentially Significant	Potentially Significant Unless New Mitigation is Incorporated	Less than Significant with SCA ^a and/or Previously Imposed MM ^b	Less than Significant Impact	No Impact
Would the project:					
Cause an increase in traffic which is substantial in relation to the traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections), or change the condition of an existing street (i.e.) street closures, changing direction of travel) in a manner that would substantially impact access or traffic load capacity of the street system?	☒	☐	☐	☐	☐

Notes:

- a. SCA = Standard Conditions of Approval.
- b. MM = Mitigation Measures

2. Discussion

Comment on Topic XV. Transportation/Traffic: The *2007-2014 Housing Element* would increase vehicular traffic in the vicinity of the opportunity sites, which is substantial in relation to the traffic load and capacity of the street system. Therefore, the EIR will analyze traffic and transportation impacts.

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XVI. UTILITIES AND SERVICE SYSTEMS

1. Setting

Wastewater. The East Bay Municipal Utility District's (EBMUD) Main Wastewater Treatment Plant (MWWTP) serves approximately 650,000 people in Alameda and Contra Costa Counties.¹²² The plant is located in West Oakland near the San Francisco Bay Bridge. Primary wastewater treatment involves the removal of floating materials, oils and greases, sand and silt, and heavier organic solids, while secondary treatment further removes suspended organic and chemical impurities.

The average annual flow of treated wastewater from the service area is currently 80 million gallons per day (mgd). The EBMUD MWWTP has an average dry weather flow design capacity of 120 mgd. During peak wet weather events, the MWWTP has a primary treatment capacity of up to 320 mgd and a secondary treatment capacity of 168 mgd. However, the EBMUD MWWTP can provide capacity for a short-term hydraulic peak of 415 mgd through operation of an on-site wet weather storage basin.¹²³

Maximum flow can exceed capacity during storms. However, EBMUD additionally operates storage basins that provide plant capacity for a short-term hydraulic peak of 415 mgd as well as two wet weather treatment facilities (WWF) in Oakland (the San Antonio Creek WWF and the Oakport WWF). EBMUD's wet weather facilities handle excess sewage during storms when flows exceed the capacity of the district's main wastewater treatment plant due to infiltration of stormwater into sanitary sewage pipes. EBMUD also operates a water recycling facility at the MWWTP that treats wastewater for non-potable uses such as golf courses, agricultural uses, and industrial uses (see Water Supply subsection, above).

In Oakland, wastewater that flows into the MWWTP through the City's sanitary sewer system, which is comprised of over 1,000 miles of interconnecting sewer pipes built mostly before the 1960s. Portions of the collection system are about 100 years old. These pipes function together with interceptors (large collection pipes that deliver wastewater to treatment points), pump stations, and other infrastructure to transport wastewater from homes and businesses to the MWWTP. Typical trunk lines serving residential areas are eight inches in diameter. These lines generally provide adequate capacity for wastewater collection, as long as residents do not use them to dispose of fat and grease. However, due to the age of the system, sedimentation can also reduce the flow capacity, and affect EBMUD's interceptors. EBMUD and the City of Oakland collaboratively maintain the transport system.¹²⁴

¹²² East Bay Municipal Utility District, "Wastewater," accessed on July 30, 2009 at: <http://www.ebmud.com/wastewater/>.

¹²³ Vince De Lange, P.E., Senior Civil Engineer, Supervisor of Wastewater Planning, EBMUD, email correspondence on August 12, 2009 with Vernazza Wolfe Associates, Inc.

¹²⁴ Loren Little, Senior Supervisor, City of Oakland Public Works Agency. Telephone conversation on July 9, 2009 with Vernazza Wolfe Associates, Inc.

The MWWTP and interceptor system have adequate dry weather capacity to treat the wastewater flows from future development. EBMUD's projections for future flows at the wastewater plant are based on assumptions about the amount of development that will take place within the service area. In areas considered to be fully developed, including most of Oakland, a 20 percent increase in sanitary flow was assumed, taking possible higher densities into consideration. Much higher levels of growth were assumed Downtown and in any other areas where redevelopment was encouraged by City policy. EBMUD spent \$325 million between 1988 and 1998 to construct a wet weather collection and treatment system that was designed to prevent raw sewage from entering San Francisco Bay when heavy rainfall overwhelms the collection and treatment system. The wet weather system, including new large diameter pipelines and three wet weather treatment facilities, was designed to collect wastewater from the seven communities in the EBMUD wastewater service area. EBMUD has been issued an NPDES permit that prohibits discharge from the three existing wet weather facilities.¹²⁵ There are no current plans to expand wastewater treatment capacity.¹²⁶

However, when there are major storms, there can be infiltration of stormwater into the aging sanitary sewer system from misconnections, cracks, and other imperfections in system pipes, joints and manholes. This infiltration can lead to a 10-fold increase in the volume of wastewater that reaches EBMUD's sewer interceptor pipes and wastewater treatment plant. During wet weather, flows have occasionally exceeded the capacity of the treatment infrastructure, resulting in wastewater discharges into the San Francisco Bay. EBMUD reached a settlement in January 2009 with the Environmental Protection Agency (EPA) and the State Water Resources Control Board to address inadequately treated sewage discharges into the San Francisco Bay during heavy storms. This settlement requires EBMUD to repair leaking private sewer pipes, improve maintenance, and deploy flow meters to identify areas with high wet weather sewage flows and needed repairs. The EPA expects a final solution, which will include EBMUD and the contributing cities, to be developed in the next several years based on the data gathered and the work initiated under the order.¹²⁷

Another issue with respect to sanitary sewer collection in Oakland has been inflow and infiltration of storm water into the EBMUD and Oakland sewer lines, resulting in high flow levels and overflow of untreated wastewater during wet weather events. Most of the storm water enters sewer systems by infiltration (storm water that passes through the soil and into deteriorated sewer pipes). Inflow originates from storm water inlets and manholes that connect to the sanitary sewer system rather than the storm water system. In 1986, with EBMUD as the lead agency, the Wet Weather Program was initiated to improve treatment capacity for wet weather flows and reduce the amount of inflow and infiltration throughout the EBMUD collection system. The cities of Alameda, Albany, Berkeley,

¹²⁵ Vince De Lange, P.E., Senior Civil Engineer, Supervisor of Wastewater Planning, EBMUD, email correspondence on August 12, 2009 with Vernazza Wolfe Associates, Inc.

¹²⁶ David Rehnstrom, EBMUD, email correspondence on July 7, 2009 with Vernazza Wolfe Associates, Inc.

¹²⁷ Environmental Protection Agency (January 15, 2009). U.S. EPA, state reach settlement with EBMUD to protect San Francisco Bay from inadequately treated wastewater discharges / New discharge permit, order require action to control wet weather discharges. Press release. Retrieved on June 23, 2009. <http://yosemite.epa.gov/opa/admpress.nsf/6427a6b7538955c585257359003f0230/954c764abb0c8c828525753f0081f877!OpenDocument&Start=1.3&Count=5&Expand=1.5>

Emeryville, Kensington, Oakland, Piedmont, and portions of El Cerrito and Richmond participate in EBMUD's Wet Weather Program. The program has resulted in four new wet weather treatment facilities, two storage basins, 7.5 miles of new interceptors, and expansion of the main wastewater treatment plant. These new facilities accommodate an increase in peak wet weather treatment capacity from 290 mgd to 775 mgd. The City of Oakland's long-range sewer improvements are anticipated to reduce peak regional flows from 1.1 billion gallons per day to 775 mgd. The City of Oakland has a 25-year inflow and infiltration collection maintenance and rehabilitation program that will help eliminate overflow by reducing inflow and infiltration of storm water to upgrade the existing system. The City's collection system is comprised of local collection mains and a network of trunk systems. The City's system capacity improvements have targeted the trunk network only and assume that the remainder of the system – the local mains – has sufficient capacity.

Stormwater. The Alameda County Flood Control and Water Conservation District (ACFCWCD) provides flood control services to the City of Oakland. The ACFCWCD's flood control infrastructure includes hundreds of miles of pipelines, channels, creeks, erosion control measures and pump stations. The City of Oakland is within Zone 12, which also includes the City of Emeryville. Zone 12 is the largest of the ACFCWCD's zones and has approximately 50 miles of closed conduits, approximately 10 miles of earthen and concrete channels, and existing natural waterways. Stormwater flows through these facilities to the San Francisco Bay.¹²⁸

The City of Oakland is responsible for building and maintaining the local storm drains that feed into the ACFCWCD's flood control system. Oakland maintains a storm drain system built between 1920 and 1950 consisting of 370 miles of pipes, 40 miles of creeks, five pump stations as well as other facilities including flood control dams, erosion control devices and tide gates.¹²⁹ New developments in the City of Oakland are required to mitigate peak flows through use of detention basins. If there is concern about possible contaminants in the water, bioswales or other filtration features may also be required.¹³⁰

Solid Waste. The City of Oakland sent approximately 327,951 tons of solid waste to landfills in 2008. This figure is down from the roughly 392,000 tons per year disposed of in 2005-2007, and represents the largest one-year decrease since at least 1995. This reduction in solid waste diversion is attributed to the economic slowdown. Thirty-two percent, or roughly 106,069 tons of the total landfilled annual waste in 2008 was generated by the residential sector, which includes 1-4 unit single-family dwellings, and 5-plus unit multi-family dwellings.¹³¹ It is estimated that in 2008, the City's single-family

¹²⁸ Alameda County Flood Control and Water Conservation District, 2005. *Report to the Community, Fiscal Year 2005*.

¹²⁹ Public Work Agency: Facts About Oakland's Infrastructure. City of Oakland. February 2009. Accessed June 23, 2009 at: www.oaklandpw.com/Asset722.aspx

¹³⁰ Moses Tsang, ACFCWCD, Supervising Civil Engineer. Telephone interview with Vernazza Wolfe Associates, Inc. on July 9, 2009.

¹³¹ Alameda County Waste Management Authority, 2008 Alameda County Waste Characterization Study. R.W. Beck, Inc. June 2009. Accessed June 18, 2009. http://stopwaste.org/docs/r1310_2008_alameda_wcs_rpt_final_6-4-09.pdf

dwellings recycled 54 percent of their waste stream, and the City's multi-family dwellings recycled 13 percent of their waste stream.¹³²

Waste Management of Alameda County (WMAC) provides solid waste collection and disposal services to Oakland homes and businesses through an exclusive franchise agreement with the City. This agreement includes collection and processing of residential yard trimmings and recyclables, the latter for only one-half of the City. California Waste Solutions, Inc., a privately owned recycling and waste management company, provides residential recycling collection and processing services to the other half of Oakland. Commercial recycling and organics collection and processing services are provided by independent service providers on the open market. WMAC hauls Oakland's solid waste to the Davis Street Transfer Station (DSTS), a Waste Management facility in San Leandro. WMAC also delivers source-separated residential recyclables and yard trimmings to DSTS, where they are processed and transported to end markets. DSTS operates a Construction & Demolition Material Recovery Facility (MRF) that handles Oakland solid waste, which is typically collected from construction sites or other "dry" accounts. The DSTS, which has a maximum allowable capacity of 5,600 tons of waste per day, received an average of 3,028 tons per day in 2003.¹³³ Based on the 2003 volume, the Davis Street Transfer Station can accommodate an increased volume of compostable or recyclable material.

Solid waste delivered to DSTS, and residuals from recycling and MRF operations at DSTS, are transferred to the Altamont Landfill in Livermore for disposal. The Altamont Landfill comprises 480 acres of permitted landfill area, has a maximum disposal rate of 11,150 tons per day, and has an average input of 7,505 tons per day.¹³⁴ In 2008, the City of Oakland contributed 767 tons per day, roughly ten percent of the average daily input.¹³⁵ Based on current disposal rates, there is sufficient capacity to meet the City's solid waste disposal needs through 2050.¹³⁶

The City of Oakland is subject to several waste reduction targets. Assembly Bill 939, adopted by the State of California in 1989, requires that 50 percent of a local jurisdiction's total waste stream be diverted from landfills. The Alameda County Waste Reduction and Recycling Act of 1990 (Measure D) established a countywide goal to annually divert a volume of waste equivalent to 75 percent of the waste generated in 2000 by 2010, and the City of Oakland adopted the 75 percent diversion goal by resolution in 2002. The Measure D diversion target can be met through reduction of the total waste stream as well as through diversions of waste produced. In 2006, the Oakland City Council adopted a Zero Waste Goal striving for diversion of all solid waste generated in the City. Progress toward the Zero Waste Goal will be measured by the tons of annual waste placed in landfills, with key milestones at five-year intervals between 2006 and 2020. To date, Oakland has successfully achieved the State's 50 percent waste reduction goal through voluntary participation in residential and commercial recycling

¹³² City of Oakland, Public Works Agency, Solid Waste Division.

¹³³ Alameda County Waste Management Authority, 2003. *Alameda County Integrated Waste Management Plan*. Accessed June 23, 2009. <http://stopwaste.org/docs/coiwwmp-2003.pdf>

¹³⁴ Ibid.

¹³⁵ Ibid.

¹³⁶ Ibid.

collection programs. Oakland's residential and non-residential disposal rate has decreased approximately 22 percent since 2000, helping the City move closer to the Measure D targets.¹³⁷ The volume of construction debris produced by new development projects is partially mitigated by a construction and demolition recycling program that keeps 75,000 to 200,000 tons out of the landfill every year, depending on the volume of new construction, demolition and remodeling projects.¹³⁸

Water Supply. EBMUD is a publicly owned utility that provides potable water for the City of Oakland. It delivers water to approximately 1.3 million people in a 325-square-mile area that includes parts of Alameda and Contra Costa Counties.¹³⁹

The EBMUD water supply system collects water from the Mokelumne River, located on the western slope of the Sierra Nevada, and then transports, treats, and distributes water to customers in Alameda and Contra Costa counties. The supply system consists of a network of reservoirs, aqueducts, treatment plants, pumping stations, and distribution facilities. The reservoirs are collectively known as the "terminal reservoirs", comprised of the Briones, Chabot, Lafayette, San Pablo, and Upper San Leandro reservoirs. Briones, San Pablo, and Upper San Leandro supply water to EBMUD customers throughout the year, whereas, the Chabot and Lafayette reservoirs serve as emergency supply sources. The EBMUD water system serves 1.3 million people in 20 incorporated cities and 15 unincorporated communities. On an average annual basis, 90 percent of the water used by EBMUD comes from the Mokelumne River watershed. EBMUD has water rights and facilities to divert up to a daily maximum of 325 million gallons, which equates to approximately 364,000 acre-feet annually (AFA) from the Mokelumne River. The normal year water supply for 2005 was 222 mgd and is expected to increase to 232 mgd by the year 2040~~30~~, according to the EBMUD's Water Supply Management Program 2040 (WSMP 2040) adopted in October 2009.¹⁴⁰ ~~the Urban Water Management Plan of EBMUD~~

Water Treatment. EBMUD operates six water treatment plants with a combined capacity of 430 million gallons per day (mgd). The water treatment plants are Upper San Leandro in Oakland, San Pablo in Kensington, Sobrante in El Sobrante, and plants located in and named for Orinda, Lafayette, and Walnut Creek. The water treatment plant in Orinda has the largest water output of the six plants, with a capacity of 200 mgd, and serves most of the cities of Alameda, Albany, Berkeley, El Cerrito, Emeryville, Moraga, other parts of Oakland, Orinda, Piedmont, Richmond, and San Leandro. The

¹³⁷ 2008 Alameda County Waste Characterization Study. R.W. Beck, Inc. June 2009. Accessed June 18, 2009. http://stopwaste.org/docs/r1310_2008_alameda_wcs_rpt_final_6-4-09.pdf

¹³⁸ Construction and Demolition Recycling. City of Oakland Public Works Agency. Accessed June 26, 2009. <http://www.oaklandpw.com/Page39.aspx>

¹³⁹ All About EBMUD Brochure. East Bay Municipal Utility District, Public Affairs Office. 2007. Accessed June 25, 2009. http://www.ebmud.com/about_ebmud/publications/all_about_ebmud/default.htm

¹⁴⁰ East Bay Municipal Utilities District, Water Supply Master Plan 2040. October 2009. ~~2005 Urban Water Management Plan~~

Orinda WTP has a nominal capacity of 175 mgd.¹⁴¹ ~~Orinda processes 119 mgd of untreated water, which accounts for approximately 63 percent of its total capacity.~~¹⁴²

Water Storage. Water storage is required to meet water demand for periods when peak hour demand exceeds maximum daily supply rates. These high demand periods usually occur for four to six hours during hot summer days and for potentially longer periods during large fire events. EBMUD's terminal reservoirs are located throughout the local water distribution system. EBMUD has 175 smaller water storage reservoirs throughout its service area. Water storage reservoirs allow treated water supply to be delivered at a relatively constant rate over a 24-hour period, accommodate hourly fluctuations in demand, and provide the required fire flows and emergency reserves in normal years. In order to meet projected storage requirements through buildout of the EBMUD service areas, additional water storage reservoirs will be needed. The exact sizes of these reservoirs and the timing of their construction are dependent upon the water usage patterns of future development and buildout projections (see Water Demands and Water Supply Planning and Reliability, below).

Water Distribution System. The water distribution system is composed of a system of pipes sized to deliver water at sufficient volumes and pressures. Generally, water distribution mains range from 4 inches to 12 inches in diameter and convey water for municipal, industrial, and fire services. Transmission mains are 18 inches and larger and are used to transport large volumes of water from the treatment plants throughout the distribution system. New development is required to provide an average water pressure of no less than 40 pounds per square inch (psi) and no more than 125 psi water service meter. Peak-hour pressure periods must be at least 30 psi, and during fire suppression periods, pressure must be at least 20 psi.

Recycled Water Supply. EBMUD is also expanding its recycled water programs, with the assistance of local municipalities. In 2008 EBMUD recycled 12 mgd of wastewater.¹⁴³ Use of recycled water is limited to non-potable uses, such as golf courses, agricultural uses, and industrial uses. EBMUD encourages the use of recycled water through recycled water rate discounts and low-interest loans to retrofit buildings to accommodate recycled water. The City of Oakland adopted a dual plumbing ordinance in 2002, which requires new developments to install a dual plumbing system to accommodate future recycled water use. It is estimated that recycled water demand will account for ~~be~~ up to 10 9.3 mgd in 2030.¹⁴⁴ As part of the current WSMP 2040 process, the EBMUD Board of Directors will consider an enhanced goal of recycling 20 mgd by year 2040, continuing EBMUD's long-standing commitment to recycled water.

¹⁴¹ East Bay Municipal Utilities District, Letter to City of Oakland, dated October 9, 2009. Re: Notice of Preparation of a Draft Environmental Impact Report for the City of Oakland General Plan, Housing Element Update 2007 – 2014.

¹⁴² ~~East Bay Municipal Utility District, 2005. *Daily Water Supply Report*. Accessed July 1, 2009. https://portal.ebmud.com/ces/err/WSE_DailyReport_Menu.asp~~

¹⁴³ East Bay Municipal Utility District, 2008. *Annual Report 2008*. http://www.ebmud.com/about_ebmud/publications/annual_reports/EBMUD%2008%20Annual%20Report.pdf

¹⁴⁴ East Bay Municipal Utility District, WSMP 2040 October 2009. ~~Agenda for Board of Directors Workshop #6, February 13, 2008, page 20~~

Water Demands. In 2009¹⁴⁵, EBMUD completed its WSMP 2040 the Update of Water Demand Projections (2000 Demand Study), which calculates future potable water demands up to the year 2040¹⁴⁶. The WSMP 2040 2000 Demand Study provided a methodology to prepare more accurate demand projections. Future water demands were projected through 2040 ~~calculated~~ using existing and future demands for various land use categories and future changes in land use as stated in the respective general plans of communities within the service area.¹⁴⁵ The WSMP 2000 Demand Study reflects the future land uses designated by adopted general and specific plans. The demand projections listed in WSMP were developed prior to the onset of the economic recession in December 2007.¹⁴⁶ EBMUD anticipates the economic development and associated demand could be realized at a slower rate but over time, demand would average out close to the projected 2040 value.¹⁴⁷ In addition, continuation of drought, conservation measures or rationing policies and the local and regional economics will have an effect on the demands with EBMUD's service area.

By applying land use information, based on residential and non-residential land use categories, EBMUD forecasts that service area demands would be about 267 mgd by 2030.¹⁴⁸ With implementation of conservation techniques and recycled water use, water demand could be reduced to approximately 232 mgd, as shown in Table 6. Therefore, EBMUD would be able to meet normal year water supply projections through 2030.¹⁴⁹

Table 6
East Bay Municipal Utility District Water Demands (mgd)

	2010	2015	2020	2025	2030
Gross System Demands	<u>251</u> 246	<u>266</u> 261	<u>280</u> 275	<u>291</u> 286	<u>304</u> 299
Baseline Conservation	<u>-25</u> 22.5	<u>-32</u> 22.5	<u>-40</u> 22.5	<u>-47</u> 22.5	<u>-55</u> 22.5
Baseline Recycled Water	<u>-10</u> 9.3	<u>-17</u> 9.3	<u>-19</u> 9.3	<u>-20</u> 9.3	<u>-20</u> 9.3
System Demands (adjusted)	<u>216</u> 214	<u>217</u> 229	<u>221</u> 243	<u>224</u> 254	<u>229</u> 267

Source: WSMP 2040, October 2009, page 4-22. Agenda for EBMUD BOD Workshop #6, February 13, 2008

Water Supply Planning and Reliability. There are many factors that affect the reliability of water supplies. The most important factors are the occurrences of hydrologic changes, mainly droughts, and the vulnerability of the Delta aqueducts. Other factors that could affect the availability of water supply include contamination, high turbidity, power outages, fires, and/or civil disturbances.

¹⁴⁵ East Bay Municipal Utilities District, *2005 Urban Water Management Plan*, pg 4.

¹⁴⁶ East Bay Municipal Utilities District, *Water Supply Master Plan. October 2009, pg 4-2.*

¹⁴⁷ East Bay Municipal Utilities District, *Water Supply Master Plan. October 2009, pg 4-2.*

¹⁴⁸ Assuming demand reductions through conservation and recycled water use. East Bay Municipal Utilities District, WSMP 2040 Agenda for Board of Directors Workshop #6, February 13, 2008, page 20

¹⁴⁹ Normal year, as forecasted from April through the end of September, total system storage would be 500.000 AF or greater and East Bay Municipal Utilities District would not institute any Demand Management strategies.

In October ~~2009~~1993, EBMUD adopted a long-term Water Supply Management Program (WSMP) that serves as a water supply planning guide through year ~~2020~~2040. ~~EBMUD updated its Urban Water Management Plan in 2005 (Adopted November 22, 2005). EBMUD is currently preparing its WSMP 2040 for release in late 2009 or early 2010.~~ The WSMP 2040 is a complex planning document that EBMUD will now use to assess supplies and analyze demands over a thirty-year planning horizon. Since inception of the WSMP 2040, EBMUD ~~has~~ surveyed the jurisdictions in its service area to properly evaluate future demands, and is investigating various supply reliability sources. Throughout this planning process, public relations materials were distributed and EBMUD ~~has~~ conducted numerous public workshops in various jurisdictions. With ~~Upon~~ the completion of the WSMP, EBMUD can ~~then~~ compare its future supply and demand using land use base-~~current~~ demand data and current and future supply information. As part of the process, EBMUD also prepared a Programmatic EIR for the WSMP 2040. The Programmatic EIR evaluated the impacts associated with implementation of the WSMP 2040; individual projects identified in the WSMP could be subject to project-specific environmental review. EBMUD adopted the WSMP 2040 Programmatic EIR on October 13, 2009.

The main objective of the WSMP 2040 was to identify and recommend solutions to meet or overcome dry-year water demands now and through the year 2040. These documents identify that, during severe droughts, EBMUD would be unable to meet water demands with Mokelumne River supplies, without imposing extreme rationing measures. EBMUD's planning objective is to not impose greater than 25 percent rationing on customers during a critical drought; however, under the current situation EBMUD would experience a supply shortfall. The WSMP recommended two principal options for EBMUD's supplemental water supply: 1) additional surface or underground storage with conjunctive use and acquiring new surface water supplies, and 2) add surface water supply by either enlarging the existing Pardee Reservoir and/or by using EBMUD's American River contract entitlement.^{150,151} According to EBMUD's 2005 UWMP, as much as 131 mgd of additional supply would be needed during the next 25 years. The WSMP 2040 Preferred Portfolio would provide two programs that 1) meet projected growth in customer demand through aggressive conservation and recycled water development; and 2) lowers customers rationing burdens during an extended drought through development of new supplemental supplies initiatives.

Future development in EBMUD's service area is expected to be infill projects that would increase the densities in those land use areas but would be more water efficient (high-efficiency fixtures) and conservation-oriented (recycled water). With this understanding, much of the new development could be met with existing water supplies used more efficiently.

~~EBMUD's current projects are geared towards relieving future water demand shortfalls and meeting projected demand. The WSMP 2040 2005 UWMP discusses current projects that EBMUD is currently engaged in to relieve rationing burdens currently imposed on customers during dry-years future water~~

¹⁵⁰ ~~Underground storage employs a "conjunctive use" program that involves using surface water when surplus surface water is available in wet years and then extracting "stored" or "banked" water in drier years to supplement reduced surface water supplies.~~

¹⁵¹ East Bay Municipal Utilities District, *2000 Urban Water Management Plan*, pg. 2-14.

~~demand shortfalls.~~ Two ~~Three~~ main projects are either currently under construction, or in the planning, testing, or feasibility phases.¹⁵² These projects include:

- The Freeport Regional Water Project (FRWP) would divert water from the Sacramento River and construct a regional water treatment plant in Sacramento County in order to guarantee water for East Bay customers in dry years. EBMUD contract amount in single dry years is 112,000 AF and 165,000 AF over a three-year drought condition.^{153,154} EBMUD contract amount is 100 mgd during drought years.¹⁵⁵ It is anticipated that EBMUD would start receiving Sacramento River water by the end of 2009.¹⁵⁶
- The Bayside Groundwater Project, which is a supplemental water supply project that would store water in a deep underground aquifer during wet years and extract some of that supply during times of drought. Phase 1 of the Bayside Groundwater Project, which will begin final testing in September 2009, would store an annual average of 1 mgd of water within a deep aquifer that extends beneath the City of San Lorenzo. After successfully operating Phase 1 for a period of time, EBMUD will consider a larger Phase 2 Bayside project that would have a capacity of between 2 and 10 mgd, allowing for even greater drought protection.¹⁵⁷
- ~~• The proposed Bay Area Regional Desalination Project, which is a joint venture between the Contra Costa Water District, the East Bay Municipal Utility District, the San Francisco Public Utilities Commission, and the Santa Clara Valley Water District. The regional desalination project would: provide an additional source of water during emergencies; provide a supplemental water supply source during extended droughts; allow other major water facilities to be taken out of service for maintenance or repairs; and increase supply reliability by providing water supply from a regional facility. The Bay Area Regional Desalination Project would have an ultimate total capacity of up to 71 mgd.¹⁵⁸~~

In terms of reliability, these projects along with increasing conservation efforts would serve to bolster EBMUD's supply portfolio now and over a long-term planning horizon. In fact, as shown in Table 7, EBMUD is highly dependent upon the FRWP to overcome the 2010 and 2015 dry year deficits.

¹⁵² East Bay Municipal Utilities District, *2005 Urban Water Management Plan*, pg 2-13.

¹⁵³ Freeport Regional Water Authority website <http://www.freeportproject.org/index.php> accessed March 11, 2008.

¹⁵⁴ EBMUD, "Freeport Regional Water Project", http://www.ebmud.com/water_&_environment/water_supply/current_projects/freeport/default.htm, accessed August 25, 2008.

¹⁵⁵ EBMUD, "Freeport Regional Water Project", http://www.ebmud.com/water_&_environment/water_supply/current_projects/freeport/default.htm#Major_Project_Elements, accessed July 30, 2009.

¹⁵⁶ Freeport Regional Water Authority website <http://www.freeportproject.org/nodes/project> accessed October 24, 2008.

¹⁵⁷ EBMUD, "Bayside Groundwater Project", http://www.ebmud.com/water_&_environment/water_supply/current_projects/bayside_groundwater/default.htm, accessed July 30, 2009.

¹⁵⁸ ~~EBMUD, "Desalination Project", http://www.ebmud.com/water_&_environment/water_supply/current_projects/desalination_project/default.htm, accessed July 30, 2009.~~

Supply and Demand Comparisons. In normal years, EBMUD currently supplies its customers with an annual average of about 222 mgd of water. In order to meet its customers' current and future water needs, EBMUD has to balance water supply and demand. At present, EBMUD's current supply is insufficient to meet customer needs in multiple year droughts despite water conservation measures and recycling programs. During the recent 1987 to 1992 drought, customers were subject to water use restrictions (rationing) each year. The 2005 UWMP states that without additional supplies, water use restrictions would occur more frequently in the future.¹⁵⁹ However, EBMUD anticipates that dry year water supply deficiencies may not ~~would~~ occur after 2010 ~~2009~~ when FRWP supplies are delivered to EBMUD. As stated above, EBMUD's Bayside ~~two other supply reliability~~ projects would further bolster local supplies.

~~EBMUD is currently preparing its WSMP 2040 for release in late 2009 or early 2010. The WSMP 2040 is a complex water supply planning document that EBMUD will use to assess supplies and analyze demands. Since inception of the WSMP 2040, EBMUD has surveyed the jurisdictions in its service area and conducted numerous public workshops to properly evaluate future demands and seek public support in its request to supply reliability. Upon completion of the WSMP EBMUD can then compare its future supply and demand situations using current demand data and supply information.~~

Table 7 represents the supply and demand conditions that EBMUD could expect under all hydrologic conditions. A single dry year (or Year 1 of "multiple dry years") is determined as a year that EBMUD would implement the Drought Management Program with the goal of achieving between 0 to 15 percent reductions in customer demand. With new supplies from the FRWP supply, rationing is reduced to five percent. In 2010, full use of FRWP supplies along with conservation would limit rationing to 25 percent and all customer demands would be met.

Between 2010 and 2015, FRWP water supplies and the Bayside Groundwater Project, along with aggressive conservation, would hold rationing above ~~near~~ EBMUD's goal of 25 percent. After 2015, rationing would increase to EBMUD's 25 percent goal and FRWP supplies would be needed to limit customer deficiencies to 25 percent. In the third year of a multiple dry year, EBMUD can also achieve its 25 percent rationing goal and meeting system-wide demands with supplemental water supplies from FRWP.

¹⁵⁹ EBMUD, 2000 Urban Water Management Plan, pg 4-25

Table 7
EBMUD Water Supply and Demand^a in Normal, Dry, and Multiple Dry Years

Supply and Demand	Year				
	2010	2015	2020	2025	2030
Normal Year ^b Supply	>225	>229	>243	>254	>267
Demand	<u>216</u> ~~214~~	<u>217</u> ~~229~~	<u>221</u> ~~243~~	<u>224</u> ~~254~~	<u>229</u> ~~267~~
<i>Difference</i>	<u>9</u> ~~0~~	<u>12</u> ~~0~~	<u>22</u> ~~0~~	<u>30</u> ~~0~~	<u>38</u> ~~0~~
Supply: Single Dry Year or Multiple Dry Year -1	214	217	230	241	253
Demand with 5% Reduction ^{c, d}	214	217	230	241	253
Difference	0	0	0	0	0
Supply: Multiple Dry Year - 2	168	172	182	191	200
Demand with 25% Reduction ^{c, d}	168	172	182	191	200
<i>Difference</i>	0	0	0	0	0
Supply: Multiple Dry Year - 3	168	172	182	191	200
Demand with 25% Reduction ^d	168	172	182	191	200
<i>Difference</i>	0	0	0	0	0

Source: East Bay Municipal Utilities District, 2005 Urban Water Management Plan, Table 4-2 page 4-6. Updated by PBS&J to reflect FRWP supplies of up to 100 mgd in drought years beginning in late 2009. Since the FRWP is well under way this analysis assumes FRWP supplies will be available in all drought years from 2010 through 2030.

Notes:

- Supplemental supplies based on EBMUDSIM model results. Amount of water based upon EBMUD's Demand Management Program, provisions of the 1998 Settlement Agreement and the off setting of additional water supply system losses created by a supplemental supply. The actual need will be dependent on antecedent conditions and the severity of the actual drought. Any supplemental supply stored during the initial years of the drought is later released, diminishing the supplemental supply needs.
- Normal year, as forecasted from April through the end of September, total system storage would be 500,000 AF or greater.
- Year 2005 through completion of FRWP, EBMUD water supply system cannot adequately supply 95% of demand and may impose rationing up to 15% during the first year of a drought, supplemental supplies would be needed. Per mitigations in FRWP EIR rationing goal is 5% for single dry year or first dry year of a multiple dry year condition.
- Projected Supply data includes dry-year deliveries via Freeport regional Water Project beginning in 2010. EBMUD's deficiency goal is 25 percent.

Energy. Title 24, Part 6, of the California Code of Regulations (Energy Efficiency Standards for Residential and Nonresidential Buildings) was established in 1978 in response to a legislative mandate to reduce California's energy consumption. The State of California updates the Title 24 standards periodically to allow for the incorporation of new energy efficiency technologies and methods. These standards provide detailed minimum energy efficiency requirements for new construction. The standards apply to new construction of both residential and nonresidential buildings, and regulate energy consumed for heating, cooling, ventilation, water heating, and lighting. Compliance with these standards is verified and enforced through the local building permit process.

In 2005, the City adopted a green building ordinance (codified as Chapter 15.35 of the *Municipal Code*) requiring all new municipal buildings to achieve a minimum LEED™ Silver rating under the LEED Rating System and be certified by the U.S. Green Building Council. The City also established the Green Building Resource Center which provides leadership to both the private and public sectors in the arena of energy efficiency and “green” building practices. Co-sponsored training programs with the Pacific Energy Center and Build It Green train citizens in energy efficient building design and construction.

Electricity. The Pacific Gas and Electric Company (PG&E) supplies electricity to approximately 5.1 million electric customers throughout northern and central California, including customers in the City of Oakland. As of 2007, PG&E’s electric power was supplied by natural gas power plants (accounting for 47 percent of its power), non-emitting nuclear generation (23 percent of the total power), large hydroelectric facilities (13 percent), renewable sources, such as wind, geothermal, biomass, and small hydro power (12 percent), and coal (four percent).¹⁶⁰

The City operates three 55 megawatt (MW) fossil fuel plants that supplement PG&E’s electricity generation.¹⁶¹ Electricity is transported via a grid of high-voltage transmission lines to seven main substations in Oakland, with a combined capacity of 792 MW. These substations contain transformers that “step down” or reduce electricity to lower voltages for distribution.¹⁶² Local electricity capacity is a function of the capacity of the transmission network to convey power to the City, the capacity of substations to step down electricity to consumer voltages, and the capability of the local distribution network to deliver power to customers.

Natural Gas. PG&E also provides natural gas to a 70,000-square-mile service area in northern and central California.¹⁶³ This service area includes the City of Oakland. PG&E serves approximately 4.2 million people in the larger service area. A coordinated network of underground natural gas reservoirs, long distance transmission pipelines, and local distribution pipelines deliver natural gas from across the western United States to customers in the company’s service area.

2. Environmental Checklist

The proposed project would have a significant impact on the environment if “potentially significant” is checked under items XVI (a – h), below, and there is no mitigation measure or *Standard Condition of Approval* (SCA) identified that would reduce impacts to a less-than-significant level.

¹⁶⁰ PG&E, 2007. Delivering Clean Energy. Accessed June 22, 2009 at: http://www.pge.com/about_us/environment/features/clean_energy.html

¹⁶¹ Ibid.

¹⁶² City of Oakland, Community and Economic Development Agency, *Oakland General Plan Land Use and Transportation Element EIR*, October 31, 1997.

¹⁶³ PG&E, 2007. Company Profile. Accessed June 20, 2009 at: http://www.pge.com/about_us/company_profile/about_pge/

	Potentially Significant	Potentially Significant Unless New Mitigation is Incorporated	Less than Significant with SCA ^a and/or Previously Imposed MM ^b	Less than Significant Impact	No Impact
Would the project:					
a) Exceed wastewater treatment requirements of the San Francisco Bay Regional Water Quality Control Board?	☐	☐	☒	☐	☐
b) Require or result in construction of new stormwater drainage facilities or expansion of existing facilities, construction of which could cause significant environmental effects?	☐	☐	☒	☐	☐
c) Exceed water supplies available to serve the project from existing entitlements and resources, and require or result in construction of water facilities or expansion of existing facilities, construction of which could cause significant environmental effects?	☐	☐	☒	☐	☐
d) Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the providers' existing commitments and require or result in construction of new wastewater treatment facilities or expansion of existing facilities, construction of which could cause significant environmental effects?	☐	☐	☒	☐	☐
e) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs and require or result in construction of landfill facilities or expansion of existing facilities, construction of which could cause significant environmental effects?	☐	☐	☐	☒	☐
f) Violate applicable federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒	☐
g) Violate applicable federal, state and local statutes and regulations relating to energy standards?	☐	☐	☐	☐	☒
h) Result in a determination by the energy provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the providers' existing commitments and require or result in construction of new energy facilities or expansion of existing facilities, construction of which could cause significant environmental effects?	☐	☐	☐	☒	☐

Notes:

- a. SCA = Standard Conditions of Approval.
- b. MM = Mitigation Measures

3. Discussion

Comments to Question XVIa and Question XVIc (Wastewater Capacity and Standards)

Based on typical wastewater generation figures, approximately 80 percent of the water used by residential units developed under the *2007-2014 Housing Element* would enter the wastewater system. As described under Comment to Question XVIc, total water demand associated with the *2007-2014 Housing Element* would be approximately 3.51 mgd. Thus, wastewater volumes generated by the project would be approximately 2.8 mgd.¹⁶⁴ Conservatively assuming that an additional 3.51 mgd of wastewater would flow into the MWWTP, this additional flow would be within the MWWTP remaining capacity of 240 mgd for primary treatment and 88 mgd for secondary treatment. Also, the conservative flow of 3.51 mgd would be within the 20 percent increase in flow that is anticipated by EBMUD for future wastewater treatment.

EBMUD's Main Wastewater Treatment Plant (MWWTP) and interceptor system are anticipated to have adequate dry weather capacity to treat the proposed wastewater flows as a result of the *2007-2014 Housing Element*, provided that the wastewater meets the requirements of the current EBMUD Wastewater Control Ordinance. However, wet weather flows are a concern. EBMUD has historically operated three Wet Weather Facilities (WWFs) to provide treatment for high wet weather flows that exceed the treatment capacity of the MWWTP. On January 14, 2009, due to EPA's and the State Water Resources Control Board's re-interpretation of applicable law, the RWQCB issued an order prohibiting further discharges from EBMUD's WWFs. Additionally, on July 22, 2009 a Stipulated Order for Preliminary Relief issued by EPA, the SWRCB, and RWQCB became effective. This order requires EBMUD to begin work that will identify problem I/I areas, begin to reduce I/I through private sewer lateral improvements, and lay the groundwork for future efforts to eliminate discharges from the WWFs.¹⁶⁵

Currently, there is insufficient information to forecast how these changes will impact allowable wet weather flows in the individual collection system subbasins contributing to the EBMUD wastewater system. As required by the Stipulated Order, EBMUD is conducting extensive flow monitoring and hydraulic modeling to determine the level of flow reductions that will be needed in order to comply with the new zero-discharge requirement at the WWFs. It is reasonable to assume that a new regional wet weather flow allocation process may occur in the East Bay, but the schedule for implementation of any new flow allocations has not yet been determined.¹⁶⁶

In the interim, EBMUD has requested that the City require project applicants to incorporate the following measures into development projects: (1) replace or rehabilitate any existing sanitary sewer collection systems to reduce inflow and infiltration (I/I), and (2) ensure any new wastewater collection

¹⁶⁴ Water Demand under the 2007-2014 Housing Element = 3.51 mgd, 80 percent of which will enter the wastewater stream. $3.51 \times 0.80 = 2.8$ mgd.

¹⁶⁵ Vince De Lange, P.E., Senior Civil Engineer, Supervisor of Wastewater Planning, EBMUD, email correspondence with on August 12, 2009 with Vernazza Wolfe Associates, Inc.

¹⁶⁶ Ibid.

systems for the project are constructed to prevent infiltration and inflow (I/I) to the maximum extent feasible.¹⁶⁷ These measures are incorporated as SCA-91, below.

Given the above points, and the incorporation of SCA-91, the additional wastewater generated by the proposed project is not expected to exceed current wastewater treatment capacity at the MWWTP. Future improvements that have been planned regardless of the *2007-2014 Housing Element* would further increase wastewater treatment capacity and ensure that RWQCB requirements are met. Further, the SCA-below requires that development projects under the *2007-2014 Housing Element* would pay fees that would enable the City to minimize increases in infiltration/inflow to offset sanitary sewer increases from the development. Impacts from the proposed project would thus be less than significant.

Standard Conditions of Approval. The following Standard Conditions of Approval are applicable to the *2007-2014 Housing Element*:

SCA-91 Stormwater and Sewer. Prior to completing the final design for the project's sewer service: Confirmation of the capacity of the City's surrounding stormwater and sanitary sewer system and state of repair shall be completed by a qualified civil engineer with funding from the project applicant. The project applicant shall be responsible for the necessary stormwater and sanitary sewer infrastructure improvements to accommodate the proposed project. In addition, the applicant shall be required to pay additional fees to improve sanitary sewer infrastructure if required by the Sewer and Stormwater Division. Improvements to the existing sanitary sewer collection system shall specifically include, but are not limited to, mechanisms to control or minimize increases in infiltration/inflow to offset sanitary sewer increases associated with the proposed project. To the maximum extent practicable, the applicant will be required to implement Best Management Practices to reduce the peak stormwater runoff from the project site. Additionally, the project applicant shall be responsible for payment of the required installation or hook-up fees to the affected service providers.

Comment to Question XVIb (Stormwater Capacity)

As discussed in Section VIII. Hydrology and Water Quality, construction activities would disturb surfaces and expose underlying soil to wind and water erosion. Construction equipment could also track sediment onto roads and other impervious surfaces to be washed off into storm drains during rain events. Trash and construction materials and spills and leaks from construction equipment could also end up in the storm drain system. These impacts could impair storm drain capacity if they would occur on a fairly large scale. Construction activities that would cumulatively disturb one or more acres of land surface would be subject to the requirements of the Construction General Permit, including development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would include construction stormwater quality best management practices (BMPs) designed to prevent sediment and debris from affecting the City or ACFCWCD stormwater systems.

¹⁶⁷ Ibid.

Post construction, the *2007-2014 Housing Element* is not expected to increase stormwater flow into the City and ACFCWCD systems such that there would be a need for expansion or construction of new stormwater facilities. The reason is that most of the housing sites are within an urbanized area that is largely covered by impermeable surfaces already and that is served by the City and ACFCWCD systems already. Development of new housing in the urban infill sites is not expected to substantially increase impermeable area, and so stormwater flow into the City and ACFCWCD systems should not substantially increase to the extent that new or expanded drainage system infrastructure would be needed.

Additionally, new developments are subject to strict design protocols for stormwater runoff. Comparisons of runoff prior to development are compared with post development runoff to ensure that the development has not resulted in increased flow levels. The City refers each development to ACFCWCD, which reviews the project and imposes mitigation measures if the project exceeds previous stormwater flow.¹⁶⁸ Project plans are reviewed by the Oakland Public Works Agency to make sure that the site design provides for adequate site drainage to moderate water flows to the City's storm drain system located in the public right-of-way.¹⁶⁹ Thus, development of the housing units allowed under the *2007-2014 Housing Element* would not be expected to result in increased stormwater flow such that expansion or construction of new stormwater systems would be needed. Impacts would be less than significant.

Additionally, it should be noted that various *General Plan* policies and Standard Conditions of Approval are in place to ensure increased flows or flow of sediment or debris into the City and ACFCWCD system would be minimized. See below.

General Plan. The *General Plan* policies set forth below are intended to address impacts on stormwater drainage facilities resulting from increased population:

Open Space, Conservation and Recreation Element

- *Policy CO-1.1:* Regulate development in a manner which protects soil from degradation and misuse or other activities which significantly reduce its ability to support plant and animal life. Design all construction to ensure that soil is well secured so that unnecessary erosion, siltation of streams, and sedimentation of water bodies does not occur.
- *Action CO-1.1.1:* Maintain, enforce, and periodically review development controls affecting soil removal, including the Grading Ordinance and the Sedimentation and Erosion Control Ordinance.
- *Action CO-6.1.2:* Strengthen the Watercourse Protection Ordinance by adding development guidelines for properties abutting creeks and drainage courses, and provisions for conservation easements. These guidelines and provisions should ensure that natural drainage patterns are maintained as much as possible when new development occurs.

¹⁶⁸ Arthur Valderama, ACFCWCD Development Review. Telephone conversation on July 8, 2009 with Vernazza Wolfe Associates, Inc.

¹⁶⁹ Dave Lonestar, Supervisor II, City of Oakland Public Works Agency. Telephone conversation on July 13, 2009 with Vernazza Wolfe Associates, Inc.

- *Action CO-5.3.2:* Improve maintenance of storm drain inlets, channels, pipes, and catch basins to ensure their proper operation and to reduce the amount of debris and sediment flowing to creeks. Operate a regular OPW debris removal program to ensure that storm flows can be accommodated and that erosion resulting from clogged storm drains is minimized. As funding permits, replace antiquated drains with adequate capacity to convey stormwater runoff during the rainy season.

Standard Conditions of Approval. Standard Conditions of Approval pertaining to stormwater quality and quantity are listed in Section VIII, Hydrology and Water Quality. Standard Conditions of Approval applicable to minimization of runoff volumes include SCA-78 and SCA-80.

Comment to Question XVIc (Water Supplies)

As stated previously, EBMUD is currently prepared and adopted ~~preparing~~ its WSMP 2040 in October for release in late 2009. The WSMP 2040 is a water supply planning document that EBMUD can ~~will~~ use to assess supplies and analyze demands. Since inception of the WSMP 2040, EBMUD has surveyed the jurisdictions in its service area and conducted numerous public workshops to properly evaluate future demands and seek public support in its request for to ~~supply~~ reliability. Since ~~Upon~~ completion of the WSMP EBMUD can now ~~then~~ compare its future supply and demand situations using future land use ~~current~~ demand data and projected supply information. EBMUD's demand surveys conducted throughout its service area during preparation of its WSMP 2040 accounted for the demands associated with implementation of multiple projects of differing densities at a variety of locations throughout the City of Oakland. Over the course of 20 years it is estimated that approximately 13,000 new units would be constructed and based on Table 1 of the Population and Housing section the majority of new construction would occur in the next 10 years; therefore, it reasonable to assume that buildout of the *2007-2014 Housing Element* was accounted for in EBMUD's WSMP 2040.^{170,171}

Table 8 shows the anticipated demands from the cities of Oakland, Berkeley and Alameda as determined in EBMUD's WSMP 2040 demand surveys. Of the aggregated demands shown in Table 8, total water consumption associated with buildout would be approximately 2.51 mgd. This assumes that each residential unit built under the *2007-2014 Housing Element* would consume approximately 186 gallons per day (gpd), or 70 gallons per capita per day based on 2.6 persons per household. It should be noted that residential demand could be as low as 110 gpd per unit with installation of high efficiency water fixtures. This total represents approximately 4.1 percent of the estimated 2020 demands and 3.4 percent of the 2030 demands in those jurisdictions. Similarly, demands associated with buildout of *2007-2014 Housing Element* represent 1.0 percent of EBMUD's 2020 demands (243 mgd) and 0.9 percent of service area demands in 2030.

¹⁷⁰ East Bay Municipal Utility District, Appendix A WSMP 2040 City of Oakland Planning Department Meeting Notes, August 2, 2007.

¹⁷¹ Jae Park, East Bay Municipal Services District, personal communication August 7, 2009 with PBS&J.

Table 8
Projected Demands from cities of Oakland, Alameda, Berkeley (Central) (mgd)

Year	2010	2015	2020	2025	2030	2040
Demand Totals	50.7	55.7	61.4	67.1	74.3	75.7

Source: WSMP 2040 Agenda for EBMUD BOD Workshop #6, February 13, 2008, page 24. PBS&J estimated demands from plotted points and trend line on the Final Water Demand Graph.

Current supply and demand projections shown in Table 7 conclude that EBMUD has adequate supplies in all years including single and multiple dry year scenarios. This conclusion assumes that demand reductions of up to 25 percent will be achieved and EBMUD can rely on supplemental dry year supplies from FRWP beginning as early as late 2009 or by spring 2010. As state above, the incremental increase in demand of 2.51 mgd associated with the *2007-2014 Housing Element* is assumed to be accounted for in EBMUD's WSMP 2040 study and these demands would not cause EBMUD to seek additional water rights. Further, compliance with the *General Plan* policies and Action 7.4.2. from the *2007-2014 Housing Element* along with LEED or green building provisions implemented per housing project could further reduce the demand contributions associated with the *2007-2014 Housing Element*. Thus, potable water impacts associated with buildout of the *2007-2014 Housing Element* would be less than significant.

General Plan. The *OSCAR Element* policies set forth below are intended to address future water demand:

Open Space, Conservation and Recreation Element

- *Policy CO-4.1:* Emphasize water conservation and recycling strategies in efforts to meet future demand.
- *Policy CO-4.2:* Require use of drought-tolerant plants to the greatest extent possible and encourage the use of irrigation systems which minimize water consumption.
- *Policy CO-4.3:* Promote the use of reclaimed wastewater for irrigating landscape medians, cemeteries, parks, golf courses, and other areas requiring large volumes of non-potable water.
- *Policy CO-4.4:* Encourage regional development patterns which make environmentally sound use of water resources.

2007-2014 Housing Element. The following actions and policies apply to water consumption and would be adhered to with the implementation of the *2007-2014 Housing Element*:

- *Action 7.4.2 Water Consumption.* Encourage, where feasible, best practices in the installation of water-efficient technologies, greywater systems and the use of water collected on-site. In affordable housing developments, this will reduce utility bills, freeing up more resources to pay rent or a mortgage.

The potential water demands from the *2007-2014 Housing Element*, are estimated at 2.51 mgd after buildout. As shown in Table 6, water demands in Oakland, Alameda and Berkeley are expected to

increase over the next 20 years and the demands from *2007-2014 Housing Element* would contribute to these increases.

Because EBMUD has planned for improvements to the water treatment system to improve system reliability and accommodate projected growth in its regional service area, the *2007-2014 Housing Element* would not prompt a need to expand treatment facilities in order to meet its demands. The improvements are being planned for regional needs and would occur regardless of whether or not the *2007-2014 Housing Element* would be adopted. As stated above, EBMUD's Orinda water treatment plant (WTP) currently has a maximum combined treatment capacity of 400 mgd, if operated continuously. EBMUD can reliably deliver 200 mgd, which is well in excess of the demands from these three jurisdictions including buildout of the *2007-2014 Housing Element*, now and over the next 20 years.

In order to ensure proper distribution, EBMUD also manages the regional conveyance system used to transport potable water supplies to each jurisdiction and customers in its service area. In addition, EBMUD manages and maintains all the WTPs; any improvements or expansions are the responsibility of EBMUD and would not adversely affect the City of Oakland or *2007-2014 Housing Element*.

Therefore, as a result of the proposed project, no new or expanded water treatment facilities or storage would be required. Consequently, this impact is considered less than significant.

Comments to Question XVIe and Question XVI f (Landfills and Solid Waste)

Buildout of the *2007-2014 Housing Element* would result in 13,501 new housing units distributed throughout the City with a projected population of 35,103 persons. The average annual volume of solid waste produced by a household of Oakland residents in multi-family units was 1,962 pounds in 2008.¹⁷² If disposal and diversion rates remained constant, the increase in solid waste volume associated with new housing units would be 13,244 tons annually.¹⁷³ This represents less than one percent of the annual capacity of the Altamont Landfill. Thus, the increase in population associated with the *2007-2014 Housing Element* would not exceed the capacity of a permitted landfill.

Additionally, the City is currently meeting or projected to meet local and State solid waste reduction targets. Because proposed development under the *2007-2014 Housing Element* would represent only a small percent of the waste generated citywide, and because new development would be required to comply with the *General Plan* and Municipal Code policies listed below, it is expected that new development would not cause the City to fall out of compliance with existing solid waste requirements and would not violate applicable federal, state or local solid waste statutes and regulations. Impacts would be less than significant.

Also, compliance with the regulatory measures listed below would further ensure that potential solid waste impacts would be less than significant.

¹⁷² City of Oakland, Public Works Agency, Solid Waste Division

¹⁷³ 1,962 pounds/residential unit (.981 tons)x 13,501 units = 26,488,962 pounds = 13,244 tons

LUTE EIR. Previously imposed mitigation measures from the City's *LUTE EIR* that apply to the *2007-2014 Housing Element* are listed below:

Mitigation Measure D.4-1a: Continue to implement programs that reduce the amount of solid waste generated in the City by encouraging recycling, composting, and other activities consistent with the City's Source Reduction and Recycling Element.

Mitigation Measure D.4-1b: Support solid waste collection, recycling, and disposal rates that are sufficient to cover the cost of adequate, efficient service delivery.

Mitigation Measure D.4-1c: Establish guidelines and incentives for the recycling of construction and demolition debris and the use of recycled concrete and other recycled products in the construction of new buildings, roads, and infrastructure.

2007-2014 Housing Element. The following actions and policies apply to solid waste reduction and would be adhered to with the implementation of the *2007-2014 Housing Element*:

- *Action 7.4.3 Waste Reduction.* Encourage, where feasible, multifamily developments to comply with the City's Zero Waste Plan.
- *Action 7.4.5 Recycled Content of Building Materials.* Encourage, where feasible, the use of building materials with high recycled content.
- *Action 7.4.6 Re-Use of Building Materials.* Encourage, where feasible, the re-use of building materials to reduce construction waste. Also encourage the reuse and rehabilitation of the City's historic building stock, using the *General Plan*'s goal D6.2 as a guide.

Municipal Code. The following Municipal Code regulations apply to the solid waste generation associated with the *2007-2014 Housing Element*:

- *Chapter 15.34* requiring a Recycling and Waste Reduction Plan for construction and demolition activities. Developers are required to submit a construction Waste Reduction and Recycling Plan (WRRP) that covers the construction phase. The City's Public Works and Community and Economic Development Agencies share review and approval of these plans.
- *Chapter 17.118* requiring new multifamily residential buildings of over 5 units to provide adequate, accessible, and convenient locations for the collection and storage of recyclable materials within containers and enclosures which are compatible with surrounding land uses and structures. This conforms with Chapter 18 of Division 30 of the CA Public Resources Code (commencing with Section 42900), known as the California Solid Waste Reuse and Recycling Access Act of 1991.

Standard Conditions of Approval. The following Standard Conditions of Approval are applicable to development under the *2007-2014 Housing Element*:

SCA-36 Waste Reduction and Recycling. The project applicant will submit a Construction & Demolition Waste Reduction and Recycling Plan (WRRP) and an Operational Diversion Plan (ODP) for review and approval.

Prior to issuance of demolition, grading, or building permit: Chapter 15.34 of the Oakland Municipal Code outlines requirements for reducing waste and optimizing construction and demolition (C&D) recycling. Affected projects include all new construction,

renovations/alterations/modifications with construction values of \$50,000 or more (except R-3), and all demolition (including soft demo). The WRRP must specify the methods by which the development will divert C&D debris waste generated by the proposed project from landfill disposal in accordance with current City requirements. Current standards, FAQs, and forms are available at www.oaklandpw.com/Page39.aspx or at the building permit counter. After approval of the plan, the project applicant shall implement the plan.

Ongoing: The ODP will identify how the project complies with the Recycling Space Allocation Ordinance, (Chapter 17.118 of the Oakland Municipal Code), including capacity calculations, and specify the methods by which the development will meet the current diversion of solid waste generated by operation of the proposed project from landfill disposal in accordance with current City requirements. The proposed program shall be implemented and maintained for the duration of the proposed activity or facility. Changes to the plan may be re-submitted to the Planning Division of the Community and Economic Development Agency for review and approval. Any incentive programs shall remain fully operational as long as residents and businesses exist at the project site.

Comment to Question XVIg and Question XVIh (Energy)

New residential development is subject to Title 24, California's Energy Efficiency Standards for Residential and Nonresidential Buildings. Thus, the 13,501 units planned under the *2007-2014 Housing Element* would not violate state or local statutes or regulations relating to energy standards.

There are adequate energy supplies to provide for the increase in energy requirements associated with the 13,501 units planned under the *2007-2014 Housing Element*, and PG&E can serve the proposed growth in housing units.¹⁷⁴ If necessary, PG&E would reinforce or expand its electric distribution facilities as needed. The location of any expanded or reinforced facilities would be in a franchise area, i.e., any area that is not private property.¹⁷⁵ In the event that additional distribution stations would need to be constructed due to the *2007-2014 Housing Element*, these facilities are anticipated to occur in the City, in the vicinity of housing sites. Construction could result in environmental impacts such as loss of trees or erosion impacts. Nonetheless, the City of Oakland has jurisdiction over the PG&E easements; therefore, all *General Plan* policies, Municipal Code regulations, and Standard Conditions of Approval would apply to the construction of new energy facilities within the City. These requirements are expected to reduce potential impacts from construction of electric distribution facilities to less than significant. .

In addition, the *2007-2014 Housing Element* would comply with actions with regard to energy use in order to further reduce energy impacts. The below actions would help reduce energy reliance on PG&E.

¹⁷⁴ Carl Horikoshi, Land Services, PG&E. Telephone Conversation on July 8, 2009 with Vernazza Wolfe Associates, Inc.

¹⁷⁵ Carla Latigue, PG&E Senior New Business Representative. E-mail communication July 20, 2009 with Vernazza Wolfe Associates, Inc.

2007-2014 Housing Element. The following actions, as implemented under the *2007-2014 Housing Element*, would apply to energy use:

- *Action 7.2.1: Energy and Climate Action Plan.* Consider opportunities and develop a prioritized comprehensive plan to minimize consumption of energy through conservation and efficiency and to increase use of energy from renewable energy technologies.
- *Action 7.2.2: Alternative Energy Production.* Continue to review plans for residential construction, taking into account building orientation, street layout, lot design, landscaping, and street tree configuration, with the intent of maximizing solar access and cooling opportunities. Provide information and tools such as a solar energy generation calculator to assist the public in capitalizing on opportunities to generate renewable energy.
- *Action 7.2.3: Technical Assistance.* Continue to educate people about the advantages of energy conservation and provide technical assistance to help new construction or remodeling projects achieve superior levels of energy efficiency.

4. Cumulative Impacts

The geographic area considered for the utilities cumulative analysis includes the City of Oakland and other communities within the area of applicable service providers (e.g., EBMUD, ACFCWCD). The increased population and density resulting from the *2007-2014 Housing Element*, in conjunction with population and density of past, present, existing, pending and reasonably foreseeable future development in the City, would result in a cumulative increase in the demand for utilities. This cumulative increase is unlikely to cause the need for new or physically altered facilities or infrastructure in order to maintain acceptable service standards or performance objectives. Infrastructure planned by EBMUD would occur in response to regional needs and regardless of the *2007-2014 Housing Element*. Other infrastructure construction beyond Oakland, would be subject to its own environmental review and applicable regulations for biology, water quality, air quality, etc; these requirements would minimize environmental impacts. Nonetheless, cumulative development would trigger infrastructure expansion that could result in environmental impacts.

However, development under the *2007-2014 Housing Element* would occur pursuant to *General Plan* policies, Municipal Code regulations, mitigation measures adopted for the *LUTE EIR* and the Standard Conditions of Approval that would reduce the potential impact on services to less-than-significant levels. As a result, the contribution of the *2007-2014 Housing Element* to potential cumulative impacts would be less than cumulatively considerable.

5. Conclusion

Development resulting from the *2007-2014 Housing Element* would be infill development in built-up areas or redevelopment of existing sites. Compliance with *General Plan* Policies I/C1.9, T5.1, D4.1, and N7.2 found in the *LUTE Element*, *LUTE EIR* Mitigation Measure D.2-2 and Standard Condition of Approval 91 would ensure that impacts to wastewater treatment standards are less than significant. Impacts related to stormwater drainage capacity would be less than significant, and compliance with

General Plan Policy CO-1.1, and Actions CO-1.1.1, CO-6.1.2, and CO-5.3.2 in the *OSCAR Element*, Policy T5.3 from the *LUTE Element*, and SCA-78 and 80 would further reduce impacts.

Compliance with Policies CO-4.1, CO-4.2, CO-4.3, and CO-4.4 from the *OSCAR Element*, and Action 7.4.2. from the *2007-2014 Housing Element*, along with green building or LEED certification objectives could reduce impacts on potable water demands to less than significant. In terms of supply infrastructure and conveyance facilities, EBMUD manages the regional conveyance system used to transport potable water supplies to each jurisdiction and customers in its service area. EBMUD also manages and maintains all the WTPs; any improvements or expansions are ultimately the responsibility of EBMUD; therefore, impacts to facilities as a result of implementation of the *2007-2014 Housing Element* are less than significant. As stated previously, EBMUD demand surveys conducted during preparation of its WSMP 2040 accounted for demands associated with buildout of the *2007-2014 Housing Element* along with demands throughout its service area. Moreover, EBMUD has adequate supplies from its diversions on the Mokelumne River coupled with supplies from the FRWP to serve demands under all hydrologic conditions; therefore, cumulative impacts to water supplies are less than significant.

Impacts related to solid waste would be less than significant, and compliance with *LUTE EIR* Mitigation Measures D.4-1a, D.4-1b, and D.4-1c, and Actions 7.4.3, 7.4.5, and 7.4.6 from the *2007-2014 Housing Element*, as well as Chapter 15.34 of the Municipal Code and SCA-36 would further reduce impacts. There are adequate supplies of gas, and electricity for residential growth planned under the *2007-2014 Housing Element*. Furthermore, energy conservation measures under Title 24 and the City's Green Building Guidelines would minimize future energy demand. Impacts related to energy would be less than significant with compliance with various *General Plan*, Municipal Code requirements, and Standard Conditions of Approval that reduce impacts. Also, compliance with Actions 7.2.1, 7.2.2, and 7.2.3 of the *2007-2014 Housing Element* would further reduce impacts.

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XVII.MANDATORY FINDINGS OF SIGNIFICANCE

1. Environmental Checklist and Discussion

The proposed project would have a significant impact on the environment if 'potentially significant' is checked under items XVIIa-c, below, and there is no mitigation measure or *Standard Condition of Approval* (SCA) identified that would reduce impacts to a less-than-significant level.

	Potentially Significant	Potentially Significant Unless New Mitigation is Incorporated	Less than Significant with SCA ^a and/or Previously Imposed MM ^b	Less than Significant Impact	No Impact
Would the Project:					
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☒	☐	☐	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐	☐

Notes:

- a. SCA = Standard Conditions of Approval.
- b. MM = Mitigation Measures

2. Discussion

Comment on XVIIa. As discussed in Section IV, Biological Resources, the *2007-2014 Housing Element* would not result in significant effects on the habitat, population, or community of fish, wildlife, or plant species. Development at the opportunity sites identified in the *2007-2014 Housing Element* would largely occur as infill, in an urbanized and built-out City. Compliance with policies CO-2.4, CO-5.3, CO-6.1, CO-6.4, CO-6.5, CO-7.1, CO-7.3, CO-7.4, CO-8.1, CO-9.1, CO-11.1, CO-11.2, W-3.1, and W-3.2 contained in the City's *General Plan*, *OSCAR* and *LUTE* elements, Chapters 13.16 and 12.36 of the Municipal Code, and SCA-43 through 47, 72, 75 through 86, 87, and

88 would ensure that development under the *2007-2014 Housing Element* would comply with federal, State, and local laws, and would result in a less-than-significant impact regarding biological resources.

As discussed in Section V, Cultural Resources, compliance with the goals, policies, and programs of the City's *General Plan* (Goal 2, Policy 2.1, and 2.6, Action 2.4.1, and Policies N9.8, D1.1, D2.1, D1.4, 2.4, 3.1, 3.5, 3.6, 4.1, and Objective 4); Municipal Code (Title 17), Standard Conditions of Approval 52, 53, 54, 56, and 57, and *LUTE EIR* Mitigation Measure G.2 would ensure that development under the *2007-2014 Housing Element* would comply with federal and State laws protecting cultural resources, resulting in a less-than-significant impact. In addition, should any sensitive resources be discovered during the construction of future development projects under the *2007-2014 Housing Element*, all building activity should cease until a resource mitigation plan and monitoring program is prepared by a qualified professional as described in Standard Conditions of Approval. This would result in a less-than-significant impact to cultural resources.

Comment on XVIIb. The effects of the *2007-2014 Housing Element*, when combined with the effects of past, present, current, pending and reasonably foreseeable future projects in the area, would not result in cumulatively considerable impacts for the topics found to be less-than-significant in this Initial Study. However, potential cumulative impacts for the following topics could occur: air quality, climate change, noise, and transportation/traffic.

The analysis in this Initial Study considers past, present, current and existing projects as they are included in the existing environmental setting. Reasonably foreseeable projects have been largely considered in the *LUTE EIR*. Given the highly developed nature of the City and the lack of large amounts of undeveloped land in the vicinity of the opportunity sites, reasonably foreseeable projects are anticipated to be redevelopment of existing development. Such development would be consistent with land uses and density/intensity designated for the respective areas by the *LUTE* and previously considered at a cumulative level.

As with the *2007-2014 Housing Element*, all pending and reasonably foreseeable future projects would be required to be consistent with the Oakland *General Plan*; would be required to comply with all federal, State, and local code requirements and regulations, such as the Oakland Municipal Code and Building Codes, would be required to meet the mitigation measures of the *LUTE EIR*, and the Standard Conditions of Approval (referenced in Appendix A of this document), and would be required to adhere to all other applicable policies and processes for project review and approval, such as Design Review, to ensure that no significant adverse effects would result. Given that all current and future projects would be required to take into account the surrounding uses and resources and mitigate any potential impacts to a less-than-significant level, it is reasonable to assume that the effects of past, present, current, pending and reasonably foreseeable future projects together would not result in cumulatively considerable impacts.

With the exception of air quality, climate change, noise, and transportation/traffic, which will be analyzed in the EIR, as the discussion in this Initial Study shows, the *2007-2014 Housing Element* would not have impacts that are individually limited but cumulatively considerable. However, because the topics of air quality, climate change, noise, and transportation/traffic require further analysis beyond this Initial Study, the *2007-2014 Housing Element* has the potential for significant impacts.

Comment on XVIIc. As discussed in this IS, the *2007-2014 Housing Element* has the potential to have direct or indirect impacts with regard to air quality, climate change, noise, and transportation/traffic. These issues will be studied, analyzed, and discussed in detail in the EIR.

3. Conclusion

All other impacts, except for air quality, climate change, noise, and transportation/traffic, as addressed in this document, would be less than significant, with the incorporation of the City of Oakland's *General Plan*, *LUTE EIR* mitigation measures, Municipal Code, and Standard Conditions of Approval, as cited throughout this Initial Study.

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III. INITIAL STUDY AUTHORS, CONSULTANTS, AND PROJECT SPONSOR TEAM

Lead Agency

City of Oakland
Community and Economic Development Agency,
Planning Division
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612
Deputy Director: Eric Angstadt
Project Manager: Devan Reiff
Sr. Transportation Planner: Iris Starr

Initial Study Consultants

PBS&J
353 Sacramento Street, Suite 1000
San Francisco, CA 94111
Project Director: Rod Jeung
Project Manager: Rachel Schuett
Authors/Reviewers:
Randi Adair
George Burwasser
Sabrina Cook
Amber Grady
Anthony Ha
Jackie Ha
Erik Hansen
Kirsten Jardine
Denise Jurich
May Lau
Trixie Martelino
Maggie Visser

Dowling Associates (Transportation)
180 Grand Avenue, Suite 250
Oakland, California USA 94612
Steve Coleman

Vernazza Wolfe Associates, Inc.
5464 College Ave., Suite C
Oakland, CA 94618
Marian Wolfe
Adam Garcia

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Appendix A

Standard Conditions of Approval
as of 9-17-08

**City of Oakland
Planning and Zoning Division**

**CONDITIONS OF APPROVAL &
UNIFORMLY APPLIED DEVELOPMENT
STANDARDS IMPOSED AS STANDARD
CONDITIONS OF APPROVAL**

A list of Condition of Approval Templates for projects
approved under the Oakland Planning Code.

For Staff Use Only

This document is available electronically at
L:\CEQA Documents\StandardCOA9/17/08.finalDraft.doc

REVISED 09/05/07

Amended 01/17/08

Amended 9/17/08

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INTRODUCTION

In general, projects of the same type should have the same Conditions of Approval. Variations in conditions of approval should only occur if two projects have different characteristics such as their zoning, General Plan land use category, size, location, development context, or other special considerations. This document provides a template to achieve this consistency.

This document has been divided into three parts:

- 1) General Conditions of Approval for **all** Projects;
- 2) General Conditions for **Major** Permits; and
- 3) Uniformly Applied Development Standards, imposed as Standard Conditions of Approval, as indicated below.

The Conditions listed in **Part 1** are General Conditions which we attach to each and every planning approval regardless of project type, location, size, context, or other considerations.

The Conditions listed in **Part 2** are applied to projects that require an initial decision by the Planning Commission, which are appealable to the City Council, and therefore require the imposition of special conditions of approval.

Part 3 of this document includes the City's Uniformly Applied Development Standards. These Development Standards are incorporated into projects as Standard Conditions of Approval regardless of a project's environmental determination, pursuant, in part, to CEQA Guidelines section 15183. As applicable, the Standard Conditions of Approval are adopted as requirements of an individual project when it is approved by the City and are designed to, and will, substantially mitigate environmental effects. In reviewing project applications, the City determines which of the Standard Conditions of Approval are applied, based upon the zoning district, community plan, and the type(s) of permit(s)/approvals(s) required for the project. Depending on the specific characteristics of the project type and/or project site, the City will determine which Standard Conditions of Approval apply to each project; for example, Standard Conditions of Approval related to creek protection permits will only be applied projects on creekside properties.

The Standard Conditions of Approval incorporate development policies and standards from various adopted plans, policies, and ordinances (such as the Oakland Planning and Municipal Codes, Oakland Creek Protection, Stormwater Water Management and Discharge Control Ordinance, Oakland Tree Protection Ordinance, Oakland Grading Regulations, National Pollutant Discharge Elimination System (NPDES) permit requirements, Housing Element-related mitigation measures, California Building Code, and Uniform Fire Code, among others¹), which have been found to substantially mitigate environmental effects. In EIRs the Development Standards should be included in the discussion concerning the regulatory setting of each environmental topic. Where there are peculiar circumstances associated with a project or project site that will result in significant environmental impacts despite implementation of the Standard Conditions of Approval the City will determine whether there are feasible mitigation measures to reduce the impact to less than significant levels in the course of appropriate CEQA review (mitigated negative declarations or EIRs).

¹ These Standard Conditions of Approval do not include each and every mitigation measure from every General Plan, Redevelopment Plan, or other plan EIR. Mitigation measures not included here have already been implemented or adopted as City policy.

Practical Use

This document has been designed to be incorporated into the Planning and Zoning Division's templates and staff reports. To effectively use this document please copy the entire document into each approval letter and report. Copying this into your report should keep all the formatting the same. The other option would be to use the document as a separate Attachment from your letter or report. Do not use a previous approval letter or staff report as a template. This negates the use of this document.

For an Administrative Case, delete the Introduction/ Guide. Then start with Part 1 and delete the grey heading and underline. Fill in the other grey boxes with the appropriate dates, etc. To edit grey boxes double-click with mouse and edit the default text box. Delete all of Part 2 and delete Part 3's heading and purpose once you have familiarized yourself with the contents. Delete the underline. Go through each grey heading and decide whether it is applicable to the project. All grey boxes within the condition should be filled-out. If a heading does not apply to the project delete the entire section until the next heading. Repeat until you reach the end of the document. Delete the Planning Commission approval lines. You might need to also delete spaces between conditions or add spaces to make sure that all of the condition is on one page. To turn-off grey boxes, go to View/toolbars and check forms. On the forms toolbar, click the "a" surrounded by the hatching. This should turn off all the grey shading.

For a Major Permits, delete the Introduction Guide. Follow the directions for Part 1 of the Administrative Cases above. Delete heading for Part 2 and continue filling in the grey boxes. To edit grey boxes double-click with mouse and edit the default text box. Also delete the underline. Once you reach Part 3, delete the heading and the purpose once you have familiarized yourself with the contents. Delete underline. Go through each grey heading and decide whether it is applicable to the project. All grey boxes within the condition should be filled-out. If a heading does not apply to the project delete the entire section until the next heading. The conditions should renumber themselves. Do not change any of the wording in the condition except for the grey boxes. You might need to also delete spaces between conditions or add spaces to make sure that all of the condition is on one page. To turn-off grey boxes, go to View/toolbars and check forms. On the forms toolbar, click the "a" surrounded by the hatching. This should turn off all the grey shading.

[Part 1: General Conditions of Approval for all Projects]

1. Approved Use

Ongoing

a) The project shall be constructed and operated in accordance with the authorized use as described in the application materials, **letter and/or staff report**, and the plans dated **insert date of final approved plans** and submitted on **insert "received" date of final approved plans**, and as amended by the following conditions. Any additional uses or facilities other than those approved with this permit, as described in the project description and the approved plans, will require a separate application and approval. Any deviation from the approved drawings, Conditions of Approval or use shall required prior written approval from the Director of City Planning or designee.

b) This action by the **Director of City Planning or City Planning Commission** ("this Approval") includes the approvals set forth below. This Approval includes: **List permit, code section, memo and/or date if applicable per the language in the public notice.**

I.Example: Approval of a Planned Unit Development ("PUD") for the Kenilworth Residential PUD, under Oakland Municipal Code Section 17.140

2. Effective Date, Expiration, Extensions and Extinguishment

Ongoing

Unless a different termination date is prescribed, this Approval shall expire **select one calendar year for code compliance cases / two years for all other cases** from the approval date, unless within such period all necessary permits for construction or alteration have been issued, or the authorized activities have commenced in the case of a permit not involving construction or alteration. Upon written request and payment of appropriate fees submitted no later than the expiration date of this permit, the Director of City Planning or designee may grant a one-year extension of this date, with additional extensions subject to approval by the approving body. Expiration of any necessary building permit for this project may invalidate this Approval if the said extension period has also expired.

3. Scope of This Approval; Major and Minor Changes

Ongoing

The project is approved pursuant to the **select document. Examples include Planning Code, Subdivision Regulations, Creek Protection Ordinance etc** only. Minor changes to approved plans may be approved administratively by the Director of City Planning or designee. Major changes to the approved plans shall be reviewed by the Director of City Planning or designee to determine whether such changes require submittal and approval of a revision to the approved project by the approving body or a new, completely independent permit.

4. Conformance with other Requirements

Prior to issuance of a demolition, grading, P-job, or other construction related permit

a) The project applicant shall comply with all other applicable federal, state, regional and/or local laws/codes, requirements, regulations, and guidelines, including but not limited to those imposed by the City's Building Services Division, the City's Fire Marshal, and the City's Public Works Agency. Compliance with other applicable requirements may require changes to the approved use and/or plans. These changes shall be processed in accordance with the procedures contained in Condition of Approval 3.

- b) The applicant shall submit approved building plans for project-specific needs related to fire protection to the Fire Services Division for review and approval, including, but not limited to automatic extinguishing systems, water supply improvements and hydrants, fire department access, and vegetation management for preventing fires and soil erosion.

5. Conformance to Approved Plans; Modification of Conditions or Revocation

Ongoing

- a) Site shall be kept in a blight/nuisance-free condition. Any existing blight or nuisance shall be abated within 60-90 days of approval, unless an earlier date is specified elsewhere.
- b) The City of Oakland reserves the right at any time during construction to require certification by a licensed professional that the as-built project conforms to all applicable zoning requirements, including but not limited to approved maximum heights and minimum setbacks. Failure to construct the project in accordance with approved plans may result in remedial reconstruction, permit revocation, permit modification, stop work, permit suspension or other corrective action.
- c) Violation of any term, **Conditions/ Mitigation Measures** or project description relating to the Approvals is unlawful, prohibited, and a violation of the Oakland Municipal Code. The City of Oakland reserves the right to initiate civil and/or criminal enforcement and/or abatement proceedings, or after notice and public hearing, to revoke the Approvals or alter these **Conditions/ Mitigation Measures** if it is found that there is violation of any of the **Conditions/ Mitigation Measures** or the provisions of the Planning Code or Municipal Code, or the project operates as or causes a public nuisance. This provision is not intended to, nor does it, limit in any manner whatsoever the ability of the City to take appropriate enforcement actions. The project applicant shall be responsible for paying fees in accordance with the City's Master Fee Schedule for inspections conducted by the City or a City-designated third-party to investigate alleged violations of the Conditions of Approval.

6. Signed Copy of the Conditions/ Mitigation Measures

With submittal of a demolition, grading, and building permit

A copy of the approval letter and **Conditions/ Mitigation Measures** shall be signed by the property owner, notarized, and submitted with each set of permit plans to the appropriate City agency for this project.

7. Indemnification

Ongoing

- a) To the maximum extent permitted by law, the applicant shall defend (with counsel acceptable to the City), indemnify, and hold harmless the City of Oakland, the Oakland City Council, the City of Oakland Redevelopment Agency, the Oakland City Planning Commission and its respective agents, officers, and employees (hereafter collectively called City) from any liability, damages, claim, judgment, loss (direct or indirect) action, causes of action, or proceeding (including legal costs, attorneys' fees, expert witness or consultant fees, City Attorney or staff time, expenses or costs) (collectively called "Action") against the City to attack, set aside, void or annul, (1) an approval by the City relating to a development-related application or subdivision or (2) implementation of an approved development-related project. The City may elect, in its sole discretion, to participate in the defense of said Action and the applicant shall reimburse the City for its reasonable legal costs and attorneys' fees.

- b) Within ten (10) calendar days of the filing of any Action as specified in subsection A above, the applicant shall execute a Letter Agreement with the City, acceptable to the Office of the City Attorney, which memorializes the above obligations. These obligations and the Letter of Agreement shall survive termination, extinguishment or invalidation of the approval. Failure to timely execute the Letter Agreement does not relieve the applicant of any of the obligations contained in this condition or other requirements or conditions of approval that may be imposed by the City.

8. Compliance with Conditions of Approval

Ongoing

The project applicant shall be responsible for compliance with the recommendations in any submitted and approved technical report and all the Conditions of Approval **and all applicable adopted mitigation measures** set forth below at its sole cost and expense, and subject to review and approval of the City of Oakland.

9. Severability

Ongoing

Approval of the project would not have been granted but for the applicability and validity of each and every one of the specified conditions **and/or mitigations**, and if one or more of such conditions **and/or mitigations** is found to be invalid by a court of competent jurisdiction this Approval would not have been granted without requiring other valid conditions **and/or mitigations** consistent with achieving the same purpose and intent of such Approval.

10. Job Site Plans

Ongoing throughout demolition, grading, and/or construction

At least one (1) copy of the stamped approved plans, along with the Approval Letter and Conditions of Approval **and/or mitigations**, shall be available for review at the job site at all times.

11. Special Inspector/Inspections, Independent Technical Review, Project Coordination and Management

Prior to issuance of a demolition, grading, and/or construction permit

The project applicant may be required to pay for on-call third-party special inspector(s)/inspections as needed during the times of extensive or specialized plancheck review or construction. The project applicant may also be required to cover the full costs of independent technical review and other types of peer review, monitoring and inspection, including without limitation, third party plan check fees, including inspections of violations of Conditions of Approval. The project applicant shall establish a deposit with the Building Services Division, as directed by the Building Official, Director of City Planning or designee.

General Landscape Conditions of Approval for all new residential construction or residential additions of over 500 sq. ft.

12. Required Landscape Plan for New Construction and Certain Additions to Residential Facilities

Prior to issuance of a building permit

Submittal and approval of a landscape plan for the entire site is required for the establishment of a new residential unit (excluding secondary units of five hundred (500) square feet or less), and for additions to Residential Facilities of over five hundred (500) square feet. The landscape plan and the plant materials

installed pursuant to the approved plan shall conform with all provisions of Chapter 17.124 of the Oakland Planning Code, including the following:

- a) Landscape plan shall include a detailed planting schedule showing the proposed location, sizes, quantities, and specific common botanical names of plant species.
- b) Landscape plans for projects involving grading, rear walls on downslope lots requiring conformity with the screening requirements in Section 17.124.040, or vegetation management prescriptions in the S-11 zone, shall show proposed landscape treatments for all graded areas, rear wall treatments, and vegetation management prescriptions.
- c) Landscape plan shall incorporate pest-resistant and drought-tolerant landscaping practices. Within the portions of Oakland northeast of the line formed by State Highway 13 and continued southerly by Interstate 580, south of its intersection with State Highway 13, all plant materials on submitted landscape plans shall be fire-resistant. The City Planning and Zoning Division shall maintain lists of plant materials and landscaping practices considered pest-resistant, fire-resistant, and drought-tolerant.
- d) All landscape plans shall show proposed methods of irrigation. The methods shall ensure adequate irrigation of all plant materials for at least one growing season.

13. Landscape Requirements for Street Frontages.

Prior to issuance of a final inspection of the building permit

- a) All areas between a primary Residential Facility and abutting street lines shall be fully landscaped, plus any unpaved areas of abutting rights-of-way of improved streets or alleys, provided, however, on streets without sidewalks, an unplanted strip of land five (5) feet in width shall be provided within the right-of-way along the edge of the pavement or face of curb, whichever is applicable. Existing plant materials may be incorporated into the proposed landscaping if approved by the Director of City Planning.
- b) In addition to the general landscaping requirements set forth in Chapter 17.124, a minimum of one (1) fifteen-gallon tree, or substantially equivalent landscaping consistent with city policy and as approved by the Director of City Planning, shall be provided for every twenty-five (25) feet of street frontage. On streets with sidewalks where the distance from the face of the curb to the outer edge of the sidewalk is at least six and one-half (6 ½) feet, the trees to be provided shall include street trees to the satisfaction of the Director of Parks and Recreation.

14. Assurance of Landscaping Completion.

Prior to issuance of a final inspection of the building permit

The trees, shrubs and landscape materials required by the conditions of approval attached to this project shall be planted before the certificate of occupancy will be issued; **or a bond, cash, deposit, or letter of credit, acceptable to the City**, shall be provided for the planting of the required landscaping. The amount of such **or a bond, cash, deposit, or letter of credit** shall equal the greater of two thousand five hundred dollars (\$2,500.00) or the estimated cost of the required landscaping, based on a licensed contractor's bid.

15. Landscape Maintenance.

Ongoing

All required planting shall be permanently maintained in good growing condition and, whenever necessary, replaced with new plant materials to ensure continued compliance with applicable landscaping requirements. All required fences, walls and irrigation systems shall be permanently maintained in good condition and, whenever necessary, repaired or replaced.

General Landscape Conditions of Approval for all new residential construction and residential additions over 500 sq. ft. on Downslope Lots.

16. Landscape Requirements for Downslope Lots.

Prior to issuance of a final inspection of the building permit

On downslope lots where the height of the rear elevation of the primary Residential Facility exceeds twenty-eight (28) feet, landscaping that meets the following requirements shall be planted to screen the rear face of the building:

- a) A minimum of one (1) fifteen-gallon tree or five (5) five-gallon shrubs, or substantially equivalent landscaping as approved by the Director of City Planning, shall be provided for each fifteen (15) feet of lot width, measured at the rear face of the residence.
- b) The landscape screening shall be elected and maintained such that it is sufficient in size within five (5) years of planting to screen, at a minimum, the lower ten (10) feet of the structure.

General Landscape Conditions of Approval for all new commercial and manufacturing construction.

17. Landscape Requirements for Street Frontages.

Prior to issuance of a final inspection of the building permit

On streets with sidewalks where the distance from the face of the curb to the outer edge of the sidewalk is at least six and one-half (6 ½) feet and does not interfere with access requirements, a minimum of one (1) twenty-four (24) inch box tree shall be provided for every twenty-five (25) feet of street frontage, unless a smaller size is recommended by the City arborist. The trees to be provided shall include species acceptable to the Tree Services Division.

18. Landscape Maintenance.

Ongoing

All required planting shall be permanently maintained in good growing condition and, whenever necessary, replaced with new plant materials to ensure continued compliance with applicable landscaping requirements. All required irrigation systems shall be permanently maintained in good condition and, whenever necessary, repaired or replaced.

Part 2: Additional General Conditions of Approval for Major Permits (Initial Decision is by the Planning Commission and can be appealed to City Council)

19. Underground Utilities

Prior to issuance of a building permit

The project applicant shall submit plans for review and approval by the Building Services Division and the Public Works Agency, and other relevant agencies as appropriate, that show all new electric and telephone facilities; fire alarm conduits; street light wiring; and other wiring, conduits, and similar facilities placed underground. The new facilities shall be placed underground along the project applicant's street frontage and from the project applicant's structures to the point of service. The plans shall show all electric, telephone, water service, fire water service, cable, and fire alarm facilities installed in accordance with standard specifications of the serving utilities.

20. Improvements in the Public Right-of-Way (General)

Approved prior to the issuance of a P-job or building permit

- a) The project applicant shall submit Public Improvement Plans to Building Services Division for adjacent public rights-of-way (ROW) showing all proposed improvements and compliance with the conditions **and/or mitigations** and City requirements including but not limited to curbs, gutters, sewer laterals, storm drains, street trees, paving details, locations of transformers and other above ground utility structures, the design specifications and locations of facilities required by the East Bay Municipal Utility District (EBMUD), street lighting, on-street parking and accessibility improvements compliant with applicable standards and any other improvements or requirements for the project as provided for in this Approval. Encroachment permits shall be obtained as necessary for any applicable improvements- located within the public ROW.
- b) Review and confirmation of the street trees by the City's Tree Services Division is required as part of this condition **and/or mitigations**.
- c) The Planning and Zoning Division and the Public Works Agency will review and approve designs and specifications for the improvements. Improvements shall be completed prior to the issuance of the final building permit.
- d) The Fire Services Division will review and approve fire crew and apparatus access, water supply availability and distribution to current codes and standards.

21. Improvements in the Public Right-of Way (Specific)

Approved prior to the issuance of a grading or building permit

Final building and public improvement plans submitted to the Building Services Division shall include the following components: **Examples include:**

- a) Install additional standard City of Oakland streetlights **insert location**.
- b) Remove and replace any existing driveway that will not be used for access to the property with new concrete sidewalk, curb and gutter.
- c) Reconstruct drainage facility to current City standard **insert location**.
- d) Provide separation between sanitary sewer and water lines to comply with current City of Oakland and Alameda Health Department standards.

- e) Construct wheelchair ramps that comply with Americans with Disability Act requirements and current City Standards at **insert location**.
- f) Remove and replace deficient concrete sidewalk, curb and gutter within property frontage **insert location**.
- g) Provide adequate fire department access and water supply, including, but not limited to currently adopted fire codes and standards. **Insert as applicable**.
- h) **Insert as applicable**.

22. Payment for Public Improvements

Prior to issuance of a final inspection of the building permit.

The project applicant shall pay for and install public improvements made necessary by the project including damage caused by construction activity.

23. Compliance Matrix

Prior to issuance of a demolition, grading, or building permit

The project applicant shall submit to the Planning and Zoning Division and the Building Services Division a **Conditions/ Mitigation Measures** compliance matrix that lists each condition of approval **and/or mitigation measure**, the City agency or division responsible for review, and how/when the project applicant has met or intends to meet the conditions **and/or mitigations**. The applicant will sign the Conditions of Approval attached to the approval letter and submit that with the compliance matrix for review and approval. The compliance matrix shall be organized per step in the plancheck/construction process unless another format is acceptable to the Planning and Zoning Division and the Building Services Division. The project applicant shall update the compliance matrix and provide it with each item submittal.

24. Construction Management Plan

Prior to issuance of a demolition, grading, or building permit

The project applicant shall submit to the Planning and Zoning Division and the Building Services Division for review and approval a construction management plan that identifies the conditions of approval **and mitigation measures** related to construction impacts of the project and explains how the project applicant will comply with these construction-related conditions of approval **and mitigation measures**.

These Development Standards apply to ALL projects involving 50 or more new residential units or 50,000 sq. ft. or more of new non residential space.

25. Parking and Transportation Demand Management

Prior to issuance of a final inspection of the building permit.

The applicant shall submit for review and approval by the Planning and Zoning Division a Transportation Demand Management (TDM) plan containing strategies to reduce on-site parking demand and single occupancy vehicle travel. The applicant shall implement the approved TDM plan. The TDM shall include strategies to increase bicycle, pedestrian, transit, and carpools/vanpool use. All four modes of travel shall be considered. Strategies to consider include the following:

- a) Inclusion of additional bicycle parking, shower, and locker facilities that exceed the requirement
- b) Construction of bike lanes per the Bicycle Master Plan; Priority Bikeway Projects
- c) Signage and striping onsite to encourage bike safety
- d) Installation of safety elements per the Pedestrian Master Plan (such as cross walk striping, curb ramps, count down signals, bulb outs, etc.) to encourage convenient crossing at arterials
- e) Installation of amenities such as lighting, street trees, trash receptacles per the Pedestrian Master Plan

and any applicable streetscape plan.

- f) Direct transit sales or subsidized transit passes
- g) Guaranteed ride home program
- h) Pre-tax commuter benefits (checks)
- i) On-site car-sharing program (such as City Car Share, Zip Car, etc.)
- j) On-site carpooling program
- k) Distribution of information concerning alternative transportation options
- l) Parking spaces sold/leased separately
- m) Parking management strategies; including attendant/valet parking and shared parking spaces

Part 3: Uniformly Applied Development Standards (Imposed as Standard Conditions of Approval)

These Development Standards apply to ALL construction projects

26. Dust Control

Prior to issuance of a demolition, grading or building permit

During construction, the project applicant shall require the construction contractor to implement the following measures required as part of Bay Area Air Quality Management District's (BAAQMD) basic and enhanced dust control procedures required for construction sites. These include: **Insert as applicable.**

BASIC (Applies to ALL construction sites)

- a) Water all active construction areas at least twice daily. Watering should be sufficient to prevent airborne dust from leaving the site. Increased watering frequency may be necessary whenever wind speeds exceed 15 miles per hour. Reclaimed water should be used whenever possible.
- b) Cover all trucks hauling soil, sand, and other loose materials or require all trucks to maintain at least two feet of freeboard (i.e., the minimum required space between the top of the load and the top of the trailer).
- c) Pave, apply water three times daily, or apply (non-toxic) soil stabilizers on all unpaved access roads, parking areas and staging areas at construction sites.
- d) Sweep daily (with water sweepers using reclaimed water if possible) all paved access roads, parking areas and staging areas at construction sites.
- e) Sweep streets (with water sweepers using reclaimed water if possible) at the end of each day if visible soil material is carried onto adjacent paved roads.
- f) Limit the amount of the disturbed area at any one time, where feasible.
- g) Suspend excavation and grading activity when winds (instantaneous gusts) exceed 25 mph.
- h) Pave all roadways, driveways, sidewalks, etc. as soon as feasible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.
- i) Replant vegetation in disturbed areas as quickly as feasible.
- j) Enclose, cover, water twice daily or apply (non-toxic) soil stabilizers to exposed stockpiles (dirt, sand, etc.).
- k) Limit traffic speeds on unpaved roads to 15 miles per hour.
- l) Clean off the tires or tracks of all trucks and equipment leaving any unpaved construction areas.

ENHANCED (ALL "Basic" Controls listed above plus the following if the construction site is greater than 4 acres)

- m) All "Basic" controls listed above, plus:
- n) Install sandbags or other erosion control measures to prevent silt runoff to public roadways.
- o) Hydroseed or apply (non-toxic) soil stabilizers to inactive construction areas (previously graded areas inactive for one month or more).
- p) Designate a person or persons to monitor the dust control program and to order increased watering, as necessary, to prevent transport of dust offsite. Their duties shall include holidays and weekend periods

when work may not be in progress. The name and telephone number of such persons shall be provided to the BAAQMD prior to the start of construction as well as posted on-site over the duration of construction.

- q) Install appropriate wind breaks at the construction site to minimize wind blown dust.

27. Construction Emissions

Prior to issuance of a demolition, grading or building permit

To minimize construction equipment emissions during construction, the project applicant shall require the construction contractor to:

- a) Demonstrate compliance with Bay Area Air Quality Management District (BAAQMD) Regulation 2, Rule 1 (General Requirements) for all portable construction equipment subject to that rule. BAAQMD Regulation 2, Rule 1 provides the issuance of authorities to construct and permits to operate certain types of portable equipment used for construction purposes (e.g., gasoline or diesel-powered engines used in conjunction with power generation, pumps, compressors, and cranes) unless such equipment complies with all applicable requirements of the "CAPCOA" Portable Equipment Registration Rule" or with all applicable requirements of the Statewide Portable Equipment Registration Program. This exemption is provided in BAAQMD Rule 2-1-105.
- b) Perform low- NOx tune-ups on all diesel-powered construction equipment greater than 50 horsepower (no more than 30 days prior to the start of use of that equipment). Periodic tune-ups (every 90 days) shall be performed for such equipment used continuously during the construction period.

28. Days/Hours of Construction Operation

Ongoing throughout demolition, grading, and/or construction

The project applicant shall require construction contractors to limit standard construction activities as follows:

- a) Construction activities are limited to between 7:00 AM and 7:00 PM Monday through Friday, except that pile driving and/or other extreme noise generating activities greater than 90 dBA shall be limited to between 8:00 a.m. and 4:00 p.m. Monday through Friday.
- b) Any construction activity proposed to occur outside of the standard hours of 7:00 am to 7:00 pm Monday through Friday for special activities (such as concrete pouring which may require more continuous amounts of time) shall be evaluated on a case by case basis, with criteria including the proximity of residential uses and a consideration of resident's preferences for whether the activity is acceptable if the overall duration of construction is shortened and such construction activities shall only be allowed with the prior written authorization of the Building Services Division.
- c) Construction activity shall not occur on Saturdays, with the following possible exceptions:
 - i. Prior to the building being enclosed, requests for Saturday construction for special activities (such as concrete pouring which may require more continuous amounts of time), shall be evaluated on a case by case basis, with criteria including the proximity of residential uses and a consideration of resident's preferences for whether the activity is acceptable if the overall duration of construction is shortened. Such construction activities shall only be allowed on Saturdays with the prior written authorization of the Building Services Division.
 - ii. After the building is enclosed, requests for Saturday construction activities shall only be allowed on Saturdays with the prior written authorization of the Building Services Division, and only then within the interior of the building with the doors and windows closed.
- d) No extreme noise generating activities (greater than 90 dBA) shall be allowed on Saturdays, with no exceptions.

- e) No construction activity shall take place on Sundays or Federal holidays.
- f) Construction activities include but are not limited to: truck idling, moving equipment (including trucks, elevators, etc) or materials, deliveries, and construction meetings held on-site in a non-enclosed area.
- g) Applicant shall use temporary power poles instead of generators where feasible.

29. Noise Control

Ongoing throughout demolition, grading, and/or construction

To reduce noise impacts due to construction, the project applicant shall require construction contractors to implement a site-specific noise reduction program, subject to the Planning and Zoning Division and the Building Services Division review and approval, which includes the following measures:

- a) Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically-attenuating shields or shrouds, wherever feasible).
- b) Except as provided herein, Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction shall be hydraulically or electrically powered to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used; this muffler can lower noise levels from the exhaust by up to about 10 dBA. External jackets on the tools themselves shall be used, if such jackets are commercially available and this could achieve a reduction of 5 dBA. Quieter procedures shall be used, such as drills rather than impact equipment, whenever such procedures are available and consistent with construction procedures.
- c) Stationary noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and enclosed within temporary sheds, incorporate insulation barriers, or use other measures as determined by the City to provide equivalent noise reduction.
- d) The noisiest phases of construction shall be limited to less than 10 days at a time. Exceptions may be allowed if the City determines an extension is necessary and all available noise reduction controls are implemented.

30. Noise Complaint Procedures

Ongoing throughout demolition, grading, and/or construction

Prior to the issuance of each building permit, along with the submission of construction documents, the project applicant shall submit to the Building Services Division a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include:

- a) A procedure and phone numbers for notifying the Building Services Division staff and Oakland Police Department; (during regular construction hours and off-hours);
- b) A sign posted on-site pertaining with permitted construction days and hours and complaint procedures and who to notify in the event of a problem. The sign shall also include a listing of both the City and construction contractor's telephone numbers (during regular construction hours and off-hours);
- c) The designation of an on-site construction complaint and enforcement manager for the project;
- d) Notification of neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of extreme noise generating activities about the estimated duration of the activity; and

- e) A preconstruction meeting shall be held with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.

31. Interior Noise

Prior to issuance of a building permit and Certificate of Occupancy

If necessary to comply with the interior noise requirements of the City of Oakland's General Plan Noise Element and achieve an acceptable interior noise level, noise reduction in the form of sound-rated assemblies (i.e., windows, exterior doors, and walls), and/or other appropriate features/measures, shall be incorporated into project building design, based upon recommendations of a qualified acoustical engineer and submitted to the Building Services Division for review and approval prior to issuance of building permit. Final recommendations for sound-rated assemblies, and/or other appropriate features/measures, will depend on the specific building designs and layout of buildings on the site and shall be determined during the design phases. Written confirmation by the acoustical consultant, HVAC or HERS specialist, shall be submitted for City review and approval, prior to Certificate of Occupancy (or equivalent) that:

- (a) Quality control was exercised during construction to ensure all air-gaps and penetrations of the building shell are controlled and sealed; and
- (b) Demonstrates compliance with interior noise standards based upon performance testing of a sample unit.
- (c) Inclusion of a Statement of Disclosure Notice in the CC&R's on the lease or title to all new tenants or owners of the units acknowledging the noise generating activity **and the single event noise occurrences**. Potential features/measures to reduce interior noise could include, but are not limited to, the following:
 - a) Installation of an alternative form of ventilation in all units identified in the acoustical analysis as not being able to meet the interior noise requirements due to adjacency to a noise generating activity, filtration of ambient make-up air in each unit and analysis of ventilation noise if ventilation is included in the recommendations by the acoustical analysis.
 - b) Prohibition of Z-duct construction.

32. Operational Noise-General ***Ongoing.***

Noise levels from the activity, property, or any mechanical equipment on site shall comply with the performance standards of Section 17.120 of the Oakland Planning Code and Section 8.18 of the Oakland Municipal Code. If noise levels exceed these standards, the activity causing the noise shall be abated until appropriate noise reduction measures have been installed and compliance verified by the Planning and Zoning Division and Building Services.

33. Construction Traffic and Parking

Prior to the issuance of a demolition, grading or building permit

The project applicant and construction contractor shall meet with appropriate City of Oakland agencies to determine traffic management strategies to reduce, to the maximum extent feasible, traffic congestion and the effects of parking demand by construction workers during construction of this project and other nearby projects that could be simultaneously under construction. The project applicant shall develop a construction management plan for review and approval by the Planning and Zoning Division, the Building Services Division, and the Transportation Services Division. The plan shall include at least the following items and requirements:

- a) A set of comprehensive traffic control measures, including scheduling of major truck trips and deliveries to avoid peak traffic hours, detour signs if required, lane closure procedures, signs, cones for drivers, and designated construction access routes.
- b) Notification procedures for adjacent property owners and public safety personnel regarding when major deliveries, detours, and lane closures will occur.
- c) Location of construction staging areas for materials, equipment, and vehicles at an approved location.
- d) A process for responding to, and tracking, complaints pertaining to construction activity, including identification of an onsite complaint manager. The manager shall determine the cause of the complaints and shall take prompt action to correct the problem. Planning and Zoning shall be informed who the Manager is prior to the issuance of the first permit issued by Building Services.
- e) Provision for accommodation of pedestrian flow.

Major Project Cases:

- f) Provision for parking management and spaces for all construction workers to ensure that construction workers do not park in on-street spaces **or insert name of street..**
- g) Any damage to the street caused by heavy equipment, or as a result of this construction, shall be repaired, at the applicant's expense, within one week of the occurrence of the damage (or excessive wear), unless further damage/excessive wear may continue; in such case, repair shall occur prior to issuance of a final inspection of the building permit. All damage that is a threat to public health or safety shall be repaired immediately. The street shall be restored to its condition prior to the new construction as established by the City Building Inspector and/or photo documentation, at the applicant's expense, before the issuance of a Certificate of Occupancy.
- h) Any heavy equipment brought to the construction site shall be transported by truck, where feasible.
- i) No materials or equipment shall be stored on the traveled roadway at any time.
- j) Prior to construction, a portable toilet facility and a debris box shall be installed on the site, and properly maintained through project completion.
- k) All equipment shall be equipped with mufflers.
- l) Prior to the end of each work day during construction, the contractor or contractors shall pick up and properly dispose of all litter resulting from or related to the project, whether located on the property, within the public rights-of-way, or properties of adjacent or nearby neighbors.

34. Erosion and Sedimentation Control [When no grading permit is required.]

Ongoing throughout demolition grading, and/or construction activities

The project applicant shall implement Best Management Practices (BMPs) to reduce erosion, sedimentation, and water quality impacts during construction to the maximum extent practicable. Plans demonstrating the Best Management Practices shall be submitted for review and approval by the Planning and Zoning Division and the Building Services Division. At a minimum, the project applicant shall provide filter materials deemed acceptable to the City at nearby catch basins to prevent any debris and dirt from flowing into the City's storm drain system and creeks.

35. Hazards Best Management Practices

Prior to commencement of demolition, grading, or construction

The project applicant and construction contractor shall ensure that construction of Best Management Practices (BMPs) are implemented as part of construction to minimize the potential negative effects to groundwater and soils. These shall include the following:

- a) Follow manufacture's recommendations on use, storage, and disposal of chemical products used in construction;
- b) Avoid overtopping construction equipment fuel gas tanks;
- c) During routine maintenance of construction equipment, properly contain and remove grease and oils;
- d) Properly dispose of discarded containers of fuels and other chemicals.
- e) Ensure that construction would not have a significant impact on the environment or pose a substantial health risk to construction workers and the occupants of the proposed development. Soil sampling and chemical analyses of samples shall be performed to determine the extent of potential contamination beneath all UST's, elevator shafts, clarifiers, and subsurface hydraulic lifts when on-site demolition, or construction activities would potentially affect a particular development or building.
- f) If soil, groundwater or other environmental medium with suspected contamination is encountered unexpectedly during construction activities (e.g., identified by odor or visual staining, or if any underground storage tanks, abandoned drums or other hazardous materials or wastes are encountered), the applicant shall cease work in the vicinity of the suspect material, the area shall be secured as necessary, and the applicant shall take all appropriate measures to protect human health and the environment. Appropriate measures shall include notification of regulatory agency(ies) and implementation of the actions described in the City's Standard Conditions of Approval, as necessary, to identify the nature and extent of contamination. Work shall not resume in the area(s) affected until the measures have been implemented under the oversight of the City or regulatory agency, as appropriate.

36. Waste Reduction and Recycling

The project applicant will submit a Construction & Demolition Waste Reduction and Recycling Plan (WRRP) and an Operational Diversion Plan (ODP) for review and approval by the Public Works Agency.

Prior to issuance of demolition, grading, or building permit

Chapter 15.34 of the Oakland Municipal Code outlines requirements for reducing waste and optimizing construction and demolition (C&D) recycling. Affected projects include all new construction, renovations/alterations/modifications with construction values of \$50,000 or more (except R-3), and all demolition (including soft demo). The WRRP must specify the methods by which the development will divert C&D debris waste generated by the proposed project from landfill disposal in accordance with current City requirements. Current standards, FAQs, and forms are available at www.oaklandpw.com/Page39.aspx or in the Green Building Resource Center. After approval of the plan, the project applicant shall implement the plan.

Ongoing

The ODP will identify how the project complies with the Recycling Space Allocation Ordinance, (Chapter 17.118 of the Oakland Municipal Code), including capacity calculations, and specify the methods by which the development will meet the current diversion of solid waste generated by operation of the proposed project from landfill disposal in accordance with current City requirements. The proposed program shall be implemented and maintained for the duration of the proposed activity or facility. Changes to the plan may be re-submitted to the Environmental Services Division of the Public Works Agency for review and approval. Any incentive programs shall remain fully operational as long as residents and businesses exist at the project site.

This Development Standard applies to ALL projects that require a Mitigation Monitoring Program.

37. Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (SCAMMRP)

Ongoing

All mitigation measures identified in the **insert the name of the EIR/MND** are included in the Standard Condition of Approval and Mitigation Monitoring Program (SCAMMRP) which is included in these conditions of approval and are incorporated herein by reference, as Attachment **attachment letter** as conditions of approval of the project. The Standard Conditions of Approval identified in the **insert the name of the EIR/MND** are also included in the SCAMMRP, and are therefore, not repeated in these conditions of approval. To the extent that there is any inconsistency between the SCAMMRP and these conditions, the more restrictive conditions shall govern. The project sponsor (also referred to as the Developer or Applicant) shall be responsible for compliance with the recommendation in any submitted and approved technical reports, all applicable mitigation measures adopted and with all conditions of approval set forth herein at its sole cost and expense, unless otherwise expressly provided in a specific mitigation measure or condition of approval, and subject to the review and approval of the City of Oakland. The SCAMMRP identifies the time frame and responsible party for implementation and monitoring for each mitigation measure. Overall monitoring and compliance with the mitigation measures will be the responsibility of the Planning and Zoning Division. Adoption of the SCAMMRP will constitute fulfillment of the CEQA monitoring and/or reporting requirement set forth in Section 21081.6 of CEQA. Prior to the issuance of a demolition, grading, and/or construction permit, the project sponsor shall pay the applicable mitigation and monitoring fee to the City in accordance with the City's Master Fee Schedule.

These Development Standards apply to ALL residential projects that are located adjacent to an active rail line.

38. Vibration

Prior to issuance of a building permit

A qualified acoustical consultant shall be retained by the project applicant during the design phase of the project to comment on structural design as it relates to reducing groundborne vibration at the project site. If required in order to reduce groundborne vibration to acceptable levels **(insert FTA vibration standards applicable to the project. This information is located in the CEQA Thresholds, page 13, Table 3)**, the project applicant shall incorporate special building methods to reduce groundborne vibration being transmitted into project structures. The City shall review and approve the recommendations of the acoustical consultant and the plans implementing such recommendations. Applicant shall implement the approved plans. Potential methods include the following:

- a) Isolation of foundation and footings using resilient elements such as rubber bearing pads or springs, such as a "spring isolation" system that consists of resilient spring supports that can support the podium or residential foundations. The specific system shall be selected so that it can properly support the structural loads, and provide adequate filtering of ground-borne vibration to the residences above.
- b) Trenching, which involves excavating soil between the railway/freeway and the project so that the vibration path is interrupted, thereby reducing the vibration levels before they enter the project's structures. Since the reduction in vibration level is based on a ratio between trench depth and vibration wavelength, additional measurements shall be conducted to determine the vibration wavelengths affecting the project. Based on the resulting measurement findings, an adequate trench depth and, if

required, suitable fill shall be identified (such as foamed styrene packing pellets (i.e., Styrofoam) or low-density polyethylene).

These Development Standards apply to ALL projects that involve pile driving or other extreme noise generation greater than 90 dba.

39. Pile Driving and Other Extreme Noise Generators

Ongoing throughout demolition, grading, and/or construction

To further reduce potential pier drilling, pile driving and/or other extreme noise generating construction impacts greater than 90dBA, a set of site-specific noise attenuation measures shall be completed under the supervision of a qualified acoustical consultant. Prior to commencing construction, a plan for such measures shall be submitted for review and approval by the Planning and Zoning Division and the Building Services Division to ensure that maximum feasible noise attenuation will be achieved. This plan shall be based on the final design of the project. A third-party peer review, paid for by the project applicant, may be required to assist the City in evaluating the feasibility and effectiveness of the noise reduction plan submitted by the project applicant. The criterion for approving the plan shall be a determination that maximum feasible noise attenuation will be achieved. A special inspection deposit is required to ensure compliance with the noise reduction plan. The amount of the deposit shall be determined by the Building Official, and the deposit shall be submitted by the project applicant concurrent with submittal of the noise reduction plan. The noise reduction plan shall include, but not be limited to, an evaluation of implementing the following measures. These attenuation measures shall include as many of the following control strategies as applicable to the site and construction activity:

- a) Erect temporary plywood noise barriers around the construction site, particularly along on sites adjacent to residential buildings;
- b) Implement “quiet” pile driving technology (such as pre-drilling of piles, the use of more than one pile driver to shorten the total pile driving duration), where feasible, in consideration of geotechnical and structural requirements and conditions;
- c) Utilize noise control blankets on the building structure as the building is erected to reduce noise emission from the site;
- d) Evaluate the feasibility of noise control at the receivers by temporarily improving the noise reduction capability of adjacent buildings by the use of sound blankets for example and implement such measure if such measures are feasible and would noticeably reduce noise impacts; and
- e) Monitor the effectiveness of noise attenuation measures by taking noise measurements.

These Development Standards apply to ALL construction projects that will have new exterior lighting.

40. Lighting Plan

Prior to the issuance of an electrical or building permit

The proposed lighting fixtures shall be adequately shielded to a point below the light bulb and reflector and that prevent unnecessary glare onto adjacent properties. Plans shall be submitted to the Planning and Zoning Division and the Electrical Services Division of the Public Works Agency for review and approval. All lighting shall be architecturally integrated into the site.

These Development Standards apply to projects with Asbestos in Structures.

41. Asbestos Removal in Structures

Prior to issuance of a demolition permit

If asbestos-containing materials (ACM) are found to be present in building materials to be removed, demolition and disposal, the project applicant shall submit specifications signed by a certified asbestos consultant for the removal, encapsulation, or enclosure of the identified ACM in accordance with all applicable laws and regulations, including but not necessarily limited to: California Code of Regulations, Title 8; Business and Professions Code; Division 3; California Health & Safety Code 25915-25919.7; and Bay Area Air Quality Management District, Regulation 11, Rule 2, as may be amended.

These Development Standards apply to ALL construction projects that are located on naturally occurring asbestos, serpentine soils and/or ultramafic rock (generally above Highway 13 between Shepard Canyon Rd. and Keller Ave.; See map on the L Drive)

42. Asbestos Removal in Soil

Prior to issuance of a demolition, grading, or building permit

To minimize the release of naturally occurring asbestos in the soil during construction, the project applicant shall require the construction contractor to demonstrate compliance with Bay Area Air Quality Management District's (BAAQMD) Asbestos Airborne Toxic Control Measures for Construction, Grading, Quarrying and Surface Mining Operations (implementing CCR section 93105) for activities that disturb the soil, such as grading, etc. **Include the appropriate condition/requirements depending on site area below.**

A. Minimum Requirements where area to be disturbed with Construction Grading Operations is 1 acre or less

Administrative Requirements

- a) No notification is required to the BAAQMD office; unless
- b) Upon discovery of naturally occurring asbestos, serpentine, or ultramafic rock the project applicant must notify the BAAQMD's Air Pollution Control Officer (APCO) by the next business day.

Dust Control Requirements

- a) Vehicle speed shall be ≤ 15 mph
- b) Sufficient water shall be applied to the area prior to disturbance to prevent visible emissions from crossing project boundaries.
- c) Areas to be graded or excavated shall be kept adequately wetted to prevent visible emissions from crossing project boundaries.
- d) Storage piles kept shall be adequately wetted, treated with dust suppressant, or covered when the material is not being added or removed.
- e) Equipment must be washed down before moving from the property onto the paved roadway.
- f) Visible track-out on paved public road must be cleaned using wet sweeping or High Efficiency Particulate Air (HEPA) filter equipped vacuum device within 24 hours.
- g) Implement the preceding dust control measures within 24 hours upon discovery of naturally occurring asbestos, serpentine, or ultramafic rock.

B. Minimum Requirements where area to be disturbed with Construction Operations is More than 1 acre

Administrative (Prior to the start of work)

- a) Asbestos Dust Minimization Plan shall be submitted to BAAQMD and approved prior to engaging in the any construction or grading operation.
- b) The Asbestos Dust Minimization Plan provisions shall be implemented at the beginning and maintained throughout the duration of the construction or grading activity.

Dust Control Requirements

The Asbestos Dust Minimization Plan shall include one or more provisions to address the following topics:

- a) Control for traffic on on-site unpaved roads, parking lots, and staging areas shall include: limiting vehicle speed to less than 15 mph, and one or more of the following: watering every two hours of active operations or sufficiently often to keep area wetted; applying chemical dust suppressants to consistent with manufacturer's directions; maintaining gravel cover with a silt content less than 5% and asbestos content less than .25% as determined using the asbestos bulk test method; or any other measure as effective as those listed above.
- b) Control for earthmoving activities shall include one or more of the following: pre-wetting the ground to the depth of the anticipated cuts; suspending grading operations when wind speeds are high enough to result in dust emissions crossing the property line despite applicable of dust measures; application of water prior to any land clearing; or any other measure as effective.
- c) Storage piles shall be kept adequately wetted or covered with tarps when the material is not being added or removed.
- d) Storage piles must be stabilized when inactive for more than 7 days by implementing one or more of the following: adequately wetting the site, establishing and maintaining surface crusting material, chemical dust suppressant or stabilizer, covering with tarps or vegetative cover, installation of wind barriers of 50% porosity around three sides of the pile areas, or any measure as effective.
- e) Equipment must be washed down before moving from the property onto paved roadway.
Track-out prevention and control measures shall include:
 - i. Removal of visible track-out on paved public road at any location where vehicles exit the work site using wet sweeping or High Efficiency Particulate Air (HEPA) filter equipped vacuum device at least one time per day.
 - ii. Installation of one or more of the following track-out prevention devices: gravel pad, tire shaker, wheel wash system, not less than 50 feet of pavement extending from intersection with paved public road, or other measure as effective.
- f) Control for offsite-transport shall include the following: maintenance of trucks such that no spillage can occur from holes or openings in cargo compartments; loads are adequately wetted; and either covered with tarps or loaded such that the material does not touch the front, back, or sides of the cargo compartment at any point less than 6" from the top and that at no point of the load extends above the top of the cargo compartment.
- g) Post project stabilization of disturbed surfaces shall occur using one or more of the following: establishing vegetative cover; placement of at least 3" of non-asbestos-containing material, paving, or other measure deemed sufficient to prevent 10 mph winds from causing visible emissions.

Administrative (After completion of work)

- a) If required by the BAAQMD's APCO, the plan must include an air-monitoring component which shall specify the following: type of air sampling device; siting of the device; sampling of the device; sampling duration and frequency; and analytical method.

- b) The plan shall state the frequency with which the information will be reported to BAAQMD.
- c) The owner/operator shall keep maintain the following records for at least 7 years following completion of the project: results of any required air monitoring; documentation for any geologic evaluation conducted for the purposes of obtaining an exemption; and results of any bulk sampling conducted by the owner/operator to document applicability done or at the request of APCO.

These Development Standards apply to ALL projects that require a removal of any unprotected tree.

43. Tree Removal Permit on Creekside Properties

Prior to issuance of a final inspection of the building permit

Prior to removal of any tree located on the project site which is identified as a creekside property, the project applicant must secure the applicable creek protection permit, and abide by the conditions of that permit.

44. Tree Removal During Breeding Season

Prior to issuance of a tree removal permit

To the extent feasible, removal of any tree and/or other vegetation suitable for nesting of raptors shall not occur during the breeding season of March 15 and August 15. If tree removal must occur during the breeding season, all sites shall be surveyed by a qualified biologist to verify the presence or absence of nesting raptors or other birds. Pre-removal surveys shall be conducted within 15 days prior to start of work from March 15 through May 31, and within 30 days prior to the start of work from June 1 through August 15. The pre-removal surveys shall be submitted to the Planning and Zoning Division and the Tree Services Division of the Public Works Agency. If the survey indicates the potential presences of nesting raptors or other birds, the biologist shall determine an appropriately sized buffer around the nest in which no work will be allowed until the young have successfully fledged. The size of the nest buffer will be determined by the biologist in consultation with the CDFG, and will be based to a large extent on the nesting species and its sensitivity to disturbance. In general, buffer sizes of 200 feet for raptors and 50 feet for other birds should suffice to prevent disturbance to birds nesting in the urban environment, but these buffers may be increased or decreased, as appropriate, depending on the bird species and the level of disturbance anticipated near the nest.

These Development Standards apply to ALL projects that involve a Tree Protection/Removal Permit for removal of a protected tree.

45. Tree Removal Permit

Prior to issuance of a demolition, grading, or building permit

Prior to removal of any protected trees, per the Protected Tree Ordinance, located on the project site or in the public right-of-way adjacent to the project, the project applicant must secure a tree removal permit from the Tree Division of the Public Works Agency, and abide by the conditions of that permit.

46. Tree Replacement Plantings

Prior to issuance of a final inspection of the building permit

Replacement plantings shall be required for erosion control, groundwater replenishment, visual screening and wildlife habitat, and in order to prevent excessive loss of shade, in accordance with the following criteria:

- a) No tree replacement shall be required for the removal of nonnative species, for the removal of trees which is required for the benefit of remaining trees, or where insufficient planting area exists for a mature tree of the species being considered.
- b) Replacement tree species shall consist of *Sequoia sempervirens* (Coast Redwood), *Quercus agrifolia* (Coast Live Oak), *Arbutus menziesii* (Madrone), *Aesculus californica* (California Buckeye) or *Umbellularia californica* (California Bay Laurel) or other tree species acceptable to the Tree Services Division.
- c) Replacement trees shall be at least of twenty-four (24) inch box size, unless a smaller size is recommended by the arborist, except that three fifteen (15) gallon size trees may be substituted for each twenty-four (24) inch box size tree where appropriate.
- d) Minimum planting areas must be available on site as follows:
 - i. For *Sequoia sempervirens*, three hundred fifteen square feet per tree;
 - ii. For all other species listed in #2 above, seven hundred (700) square feet per tree.
- e) In the event that replacement trees are required but cannot be planted due to site constraints, an in lieu fee as determined by the master fee schedule of the city may be substituted for required replacement plantings, with all such revenues applied toward tree planting in city parks, streets and medians.
- f) Plantings shall be installed prior to the issuance of a final inspection of the building permit, subject to seasonal constraints, and shall be maintained by the project applicant until established. The Tree Reviewer of the Tree Division of the Public Works Agency may require a landscape plan showing the replacement planting and the method of irrigation. Any replacement planting which fails to become established within one year of planting shall be replanted at the project applicant's expense.

These Development Standards apply to ALL projects that involve a Tree Protection/Removal Permit because a protected tree is located within 10' of construction.

47. Tree Protection During Construction

Prior to issuance of a demolition, grading, or building permit

Adequate protection shall be provided during the construction period for any trees which are to remain standing, including the following, plus any recommendations of an arborist:

- a) Before the start of any clearing, excavation, construction or other work on the site, every protected tree deemed to be potentially endangered by said site work shall be securely fenced off at a distance from the base of the tree to be determined by the City Tree Reviewer. Such fences shall remain in place for duration of all such work. All trees to be removed shall be clearly marked. A scheme shall be established for the removal and disposal of logs, brush, earth and other debris which will avoid injury to any protected tree.
- b) Where proposed development or other site work is to encroach upon the protected perimeter of any protected tree, special measures shall be incorporated to allow the roots to breathe and obtain water and nutrients. Any excavation, cutting, filing, or compaction of the existing ground surface within the protected perimeter shall be minimized. No change in existing ground level shall occur within a distance to be determined by the City Tree Reviewer from the base of any protected tree at any time. No burning or use of equipment with an open flame shall occur near or within the protected perimeter of any protected tree.
- c) No storage or dumping of oil, gas, chemicals, or other substances that may be harmful to trees shall occur within the distance to be determined by the Tree Reviewer from the base of any protected trees,

or any other location on the site from which such substances might enter the protected perimeter. No heavy construction equipment or construction materials shall be operated or stored within a distance from the base of any protected trees to be determined by the tree reviewer. Wires, ropes, or other devices shall not be attached to any protected tree, except as needed for support of the tree. No sign, other than a tag showing the botanical classification, shall be attached to any protected tree.

- d) Periodically during construction, the leaves of protected trees shall be thoroughly sprayed with water to prevent buildup of dust and other pollution that would inhibit leaf transpiration.
- e) If any damage to a protected tree should occur during or as a result of work on the site, the project applicant shall immediately notify the Public Works Agency of such damage. If, in the professional opinion of the Tree Reviewer, such tree cannot be preserved in a healthy state, the Tree Reviewer shall require replacement of any tree removed with another tree or trees on the same site deemed adequate by the Tree Reviewer to compensate for the loss of the tree that is removed.
- f) All debris created as a result of any tree removal work shall be removed by the project applicant from the property within two weeks of debris creation, and such debris shall be properly disposed of by the project applicant in accordance with all applicable laws, ordinances, and regulations.

These Development Standards apply to ALL projects that are located within the Alameda Whipsnake Habitat as mapped by the California Department of Fish and Game (CDFG) and confirmed as habitat by the biological report. Generally located in the northwestern portion of the City limits. This area (in Oakland) is bounded by the Alameda/Contra Costa border to the north, Oakland/Berkeley border to the west, Snake Road to the east, and above Tunnel Road/Highway 13. (NOTE: PRESENCE OF HABITAT PRECLUDES USE OF THE IN-FILL EXEMPTION (SECTION 15332) AS THE SITE MUST HAVE “NO VALUE AS HABITAT”).**

48. Whipsnake Habitat, Biological Monitor

Prior to issuance of a demolition, grading, or building permit and ongoing throughout demolition, grading, and/or construction

If the project is located within confirmed Alameda Whipsnake Habitat area, the project applicant shall hire an on-site biological monitor who is qualified to identify Alameda Whipsnakes. The on-site biological monitor shall instruct the project superintendent and the construction crews (primarily the clearing, demolition and foundation crews) of the potential presence, status and identification of Alameda Whipsnakes. The biological monitor shall also provide information to the Planning and Zoning Division on the steps to take if a whipsnake is seen on the project site, including who to contact, to ensure that whipsnakes are not harmed or killed, as regulation by the federal Endangered Species Act.

49. Whipsnake Habitat, Placement of Debris

Prior to issuance of a demolition, grading, or building permit and throughout construction

If the project is located within confirmed Alameda Whipsnake Habitat area, the project applicant shall ensure that the placement of construction debris is limited to the area immediate adjacent to the foundation of the proposed buildings or and to the area between the foundation and the street. Install flexible construction fencing at the limit of work line (approximately ten feet beyond the foundation of the proposed building other than in the direction of the street). Such construction fencing shall limit the placement of construction materials and construction debris to inside the fencing.

50. Whipsnake Habitat, Barrier Fence***Prior to issuance of a demolition, grading, or building permit and throughout construction***

If the project is located within confirmed Alameda Whipsnake Habitat area, the project applicant shall install a solid fence along the real limit of construction line, and for a distance of **insert distance** perpendicular to the real line, to prevent whipsnakes from entering the work site. The snake barrier shall be constructed as follows and shall remain in place throughout the entire construction period:

- a) Plywood sheets at least three feet in height;
- b) Buried four foot, six inches into the ground
- c) Soil back-filled against the plywood fence to create a solid barrier at the ground;
- d) Plywood sheets maintained in an upright position with wooden or masonry stakes;
- e) Ends of each plywood sheet overlapped to ensure a continuous barrier.

51. Whipsnake Habitat, Downsloping Lots***Prior to issuance of a demolition, grading, or building permit and throughout construction***

If the project is located within confirmed Alameda Whipsnake Habitat area, the project applicant shall install erosion control devices, such as hay bales, at the downhill limit of construction line to prevent rocks and soil from moving downhill.

These Development Standards apply to ALL projects that involve a Grading Permit.

52. Archaeological Resources***Ongoing throughout demolition, grading, and/or construction***

- a) Pursuant to CEQA Guidelines section 15064.5 (f), “provisions for historical or unique archaeological resources accidentally discovered during construction” should be instituted. Therefore, in the event that any prehistoric or historic subsurface cultural resources are discovered during ground disturbing activities, all work within 50 feet of the resources shall be halted and the project applicant and/or lead agency shall consult with a qualified archaeologist or paleontologist to assess the significance of the find. If any find is determined to be significant, representatives of the project proponent and/or lead agency and the qualified archaeologist would meet to determine the appropriate avoidance measures or other appropriate measure, with the ultimate determination to be made by the City of Oakland. All significant cultural materials recovered shall be subject to scientific analysis, professional museum curation, and a report prepared by the qualified archaeologist according to current professional standards.
- b) In considering any suggested measure proposed by the consulting archaeologist in order to mitigate impacts to historical resources or unique archaeological resources, the project applicant shall determine whether avoidance is necessary and feasible in light of factors such as the nature of the find, project design, costs, and other considerations. If avoidance is unnecessary or infeasible, other appropriate measures (e.g., data recovery) shall be instituted. Work may proceed on other parts of the project site while measure for historical resources or unique archaeological resources is carried out.
- c) Should an archaeological artifact or feature be discovered on-site during project construction, all activities within a 50-foot radius of the find would be halted until the findings can be fully investigated by a qualified archaeologist to evaluate the find and assess the significance of the find according to the CEQA definition of a historical or unique archaeological resource. If the deposit is determined to be significant, the project applicant and the qualified archaeologist shall meet to determine the appropriate

avoidance measures or other appropriate measure, subject to approval by the City of Oakland, which shall assure implementation of appropriate measure measures recommended by the archaeologist. Should archaeologically-significant materials be recovered, the qualified archaeologist shall recommend appropriate analysis and treatment, and shall prepare a report on the findings for submittal to the Northwest Information Center.

53. Human Remains

Ongoing throughout demolition, grading, and/or construction

In the event that human skeletal remains are uncovered at the project site during construction or ground-breaking activities, all work shall immediately halt and the Alameda County Coroner shall be contacted to evaluate the remains, and following the procedures and protocols pursuant to Section 15064.5 (e)(1) of the CEQA Guidelines. If the County Coroner determines that the remains are Native American, the City shall contact the California Native American Heritage Commission (NAHC), pursuant to subdivision (c) of Section 7050.5 of the Health and Safety Code, and all excavation and site preparation activities shall cease within a 50-foot radius of the find until appropriate arrangements are made. If the agencies determine that avoidance is not feasible, then an alternative plan shall be prepared with specific steps and timeframe required to resume construction activities. Monitoring, data recovery, determination of significance and avoidance measures (if applicable) shall be completed expeditiously.

54. Paleontological Resources

Ongoing throughout demolition, grading, and/or construction

In the event of an unanticipated discovery of a paleontological resource during construction, excavations within 50 feet of the find shall be temporarily halted or diverted until the discovery is examined by a qualified paleontologist (per Society of Vertebrate Paleontology standards (SVP 1995,1996)). The qualified paleontologist shall document the discovery as needed, evaluate the potential resource, and assess the significance of the find. The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If the City determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the project on the qualities that make the resource important, and such plan shall be implemented. The plan shall be submitted to the City for review and approval.

These Development Standards apply to ALL projects that require a Grading Permit, except for projects that involve contruction on slopes that exceed 20%. (See other Erosion and Sedimentation Control Plan.

55. Erosion and Sedimentation Control Plan

Prior to any grading activities

- a) The project applicant shall obtain a grading permit if required by the Oakland Grading Regulations pursuant to Section 15.04.660 of the Oakland Municipal Code. The grading permit application shall include an erosion and sedimentation control plan for review and approval by the Building Services Division. The erosion and sedimentation control plan shall include all necessary measures to be taken to prevent excessive stormwater runoff or carrying by stormwater runoff of solid materials on to lands of adjacent property owners, public streets, or to creeks as a result of conditions created by grading operations. The plan shall include, but not be limited to, such measures as short-term erosion control planting, waterproof slope covering, check dams, interceptor ditches, benches, storm drains, dissipation structures, diversion dikes, retarding berms and barriers, devices to trap, store and filter out sediment, and stormwater retention basins. Off-site work by the project applicant may be necessary.

The project applicant shall obtain permission or easements necessary for off-site work. There shall be a clear notation that the plan is subject to changes as changing conditions occur. Calculations of anticipated stormwater runoff and sediment volumes shall be included, if required by the Director of Development or designee. The plan shall specify that, after construction is complete, the project applicant shall ensure that the storm drain system shall be inspected and that the project applicant shall clear the system of any debris or sediment.

Ongoing throughout grading and construction activities

- b) The project applicant shall implement the approved erosion and sedimentation plan. No grading shall occur during the wet weather season (October 15 through April 15) unless specifically authorized in writing by the Building Services Division.

These Development Standards apply to ALL projects that propose demolition of a potentially designated historic structure (PDHP) OR a CEQA Historic Resource .

56. Compliance with Policy 3.7 of the Historic Preservation Element (Property Relocation Rather than Demolition)

Prior to issuance of a demolition permit

The project applicant shall make a good faith effort to relocate the building located at **insert project location** to a site acceptable to the Planning and Zoning Division and the Oakland Cultural Heritage Survey. Good faith efforts include, at a minimum, the following:

- a) Advertising the availability of the building by: (1) posting of large visible signs (such as banners, at a minimum of 3'x 6' size or larger) at the site; (2) placement of advertisements in Bay Area news media acceptable to the City ;and (3) contacting neighborhood associations and for-profit and not-for-profit housing and preservation organizations;
- b) Maintaining a log of all the good faith efforts and submitting that along with photos of the subject building showing the large signs (banners) to the Planning and Zoning Division;
- c) Maintaining the signs and advertising in place for a minimum of 90 days; and
- d) Making the building available at no or nominal cost (the amount to be reviewed by the Oakland Cultural Heritage Survey) until removal is necessary for construction of a replacement project, but in no case for less than a period of 90 days after such advertisement.

These Development Standards apply to ALL projects that involve construction that is adjacent to a CEQA Historic Resource or a potentially designated historic property (PDHP).

57. Vibrations Adjacent Historic Structures

Prior to issuance of a demolition, grading or building permit

The project applicant shall retain a structural engineer or other appropriate professional to determine threshold levels of vibration and cracking that could damage the **insert historic building name** (Historic Structure) and design means and methods of construction that shall be utilized to not exceed the thresholds.

These Development Standards apply to ALL projects that require a Tentative Tract Map or Tentative Parcel Map (not part of this approval) except condominium conversions.

58. Soils Report

Required as part of the submittal of a Tentative Tract or Tentative Parcel Map.

A preliminary soils report for each construction site within the project area shall be required as part if this project and submitted for review and approval by the Building Services Division. The soils reports shall be based, at least in part, on information obtained from on-site testing. Specifically the minimum contents of the report should include:

A. Logs of borings and/or profiles of test pits and trenches:

- a) The minimum number of borings acceptable, when not used in combination with test pits or trenches, shall be two (2), when in the opinion of the Soils Engineer such borings shall be sufficient to establish a soils profile suitable for the design of all the footings, foundations, and retaining structures.
- b) The depth of each boring shall be sufficient to provide adequate design criteria for all proposed structures.
- c) All boring logs shall be included in the soils report.

B. Test pits and trenches

- a) Test pits and trenches shall be of sufficient length and depth to establish a suitable soils profile for the design of all proposed structures.
- b) Soils profiles of all test pits and trenches shall be included in the soils report.

C. A plat shall be included which shows the relationship of all the borings, test pits, and trenches to the exterior boundary of the site. The plat shall also show the location of all proposed site improvements. All proposed improvements shall be labeled.

D. Copies of all data generated by the field and/or laboratory testing to determine allowable soil bearing pressures, shear strength, active and passive pressures, maximum allowable slopes where applicable and any other information which may be required for the proper design of foundations, retaining walls, and other structures to be erected subsequent to or concurrent with work done under the grading permit.

E. Soils Report. A written report shall be submitted which shall include, but is not limited to, the following:

- a) Site description;
- b) Local and site geology;
- c) Review of previous field and laboratory investigations for the site;
- d) Review of information on or in the vicinity of the site on file at the Information Counter, City of Oakland, Office of Planning and Building;
- e) Site stability shall be addressed with particular attention to existing conditions and proposed corrective attention to existing conditions and proposed corrective actions at locations where land stability problems exist;
- f) Conclusions and recommendations for foundations and retaining structures, resistance to lateral loading, slopes, and specifications, for fills, and pavement design as required;
- g) Conclusions and recommendations for temporary and permanent erosion control and drainage. If not provided in a separate report they shall be appended to the required soils report;
- h) All other items which a Soils Engineer deems necessary;
- i) The signature and registration number of the Civil Engineer preparing the report.

- F. The Director of Planning and Building may reject a report that she/he believes is not sufficient. The Director of Planning and Building may refuse to accept a soils report if the certification date of the responsible soils engineer on said document is more than three years old. In this instance, the Director may require that the old soils report be recertified, that an addendum to the soils report be submitted, or that a new soils report be provided.

These Development Standards apply to ALL projects that require an application for a Tentative Tract Map or Tentative Parcel Map (not part of this approval) AND are located partially or wholly within the Alquist-Priolo Special Studies Zone. Exceptions include condominium conversions, and single family wood or steel frame dwellings not exceeding two stories, when not part of a development of 4 or more dwellings. See Arcview for Hayfault Fault and Aquist-Priolo Special Studies Zone layers.

59. Geotechnical Report

Required as part of the submittal of a tentative Tract Map or tentative Parcel Map

- a) A site-specific, design level, Fault Zone geotechnical investigation for each construction site within the project area shall be required as part of this project and submitted for review and approval to the Building Services Division. Specifically:
 - i. Each investigation shall include an analysis of expected ground motions at the site from identified faults. The analyses shall be in accordance with applicable City ordinances and policies, and consistent with the most recent version of the California Building Code, which requires structural design that can accommodate ground accelerations expected from identified faults.
 - ii. The investigations shall determine final design parameters for the walls, foundations, foundation slabs, surrounding related improvements, and infrastructure (utilities, roadways, parking lots, and sidewalks).
 - iii. The investigations shall be reviewed and approved by a registered geotechnical engineer. All recommendations by the project engineer, geotechnical engineer, shall be included in the final design, as approved by the City of Oakland.
 - iv. The geotechnical report shall include a map prepared by a land surveyor or civil engineer that shows all field work and location of the "No Build" zone. The map shall include a statement that the locations and limitations of the geologic features are accurate representations of said features as they exist on the ground, were placed on this map by the surveyor, the civil engineer or under their supervision, and are accurate to the best of their knowledge.
 - v. Recommendations that are applicable to foundation design, earthwork, and site preparation that were prepared prior to or during the project's design phase, shall be incorporated in the project.
 - vi. Final seismic considerations for the site shall be submitted to and approved by the City of Oakland Building Services Division prior to commencement of the project.
 - vii. A peer review is required for the Geotechnical Report. Personnel reviewing the geologic report shall approve the report, reject it, or withhold approval pending the submission by the applicant or subdivider of further geologic and engineering studies to more adequately define active fault traces.
- b) Tentative Tract or Parcel Map approvals shall require, but not be limited to, approval of the Geotechnical Report.

These Development Standards apply to ALL projects that require an application for a Tentative Tract Map or Tentative Parcel Map (not part of this approval) AND are located partially or wholly within the Seismic Hazards Zone. Exceptions include condominium conversions and single family wood or steel frame dwellings not exceeding two stories, when not part of a development of 4 or more dwellings. See Arcview for Seismic Hazards Zone layer.

60. Geotechnical Report

Required as part of the submittal of a tentative Tract Map or tentative Parcel Map

- a) A site-specific, design level, Landslide or Liquefaction geotechnical investigation for each construction site within the project area shall be required as part of this project and submitted for review and approval by the Building Services Division. Specifically:
 - i. Each investigation shall include an analysis of expected ground motions at the site from identified faults. The analyses shall be in accordance with applicable City ordinances and policies, and consistent with the most recent version of the California Building Code, which requires structural design that can accommodate ground accelerations expected from identified faults.
 - ii. The investigations shall determine final design parameters for the walls, foundations, foundation slabs, surrounding related improvements, and infrastructure (utilities, roadways, parking lots, and sidewalks).
 - iii. The investigations shall be reviewed and approved by a registered geotechnical engineer. All recommendations by the project engineer, geotechnical engineer, shall be included in the final design, as approved by the City of Oakland.
 - iv. The geotechnical report shall include a map prepared by a land surveyor or civil engineer that shows all field work and location of the “No Build” zone. The map shall include a statement that the locations and limitations of the geologic features are accurate representations of said features as they exist on the ground, were placed on this map by the surveyor, the civil engineer or under their supervision, and are accurate to the best of their knowledge.
 - v. Recommendations that are applicable to foundation design, earthwork, and site preparation that were prepared prior to or during the project's design phase, shall be incorporated in the project.
 - vi. Final seismic considerations for the site shall be submitted to and approved by the City of Oakland Building Services Division prior to commencement of the project.
 - vii. A peer review is required for the Geotechnical Report. Personnel reviewing the geologic report shall approve the report, reject it, or withhold approval pending the submission by the applicant or subdivider of further geologic and engineering studies to more adequately define active fault traces.
- b) Tentative Tract or Parcel Map approvals shall require, but not be limited to, approval of the Geotechnical Report.

These Development Standards apply (a) to ALL projects that include the redevelopment or reuse of historically industrial or commercial buildings; (b) if the site has been identified in City records for hazardous materials, such as the Permit Tracking System (PTS), OR (c) if the site has been identified on the State Cortese List [NOTE: PRESENCE ON CORTESE LIST PRECLUDES USE OF A CATEGORICAL EXEMPTION].

61. Site Review by the Fire Services Division***Prior to the issuance of demolition, grading or building permit***

The project applicant shall submit plans for site review and approval to the Fire Prevention Bureau Hazardous Materials Unit. Property owner may be required to obtain or perform a Phase II hazard assessment.

62. Phase I and/or Phase II Reports***Prior to issuance of a demolition, grading, or building permit***

Prior to issuance of demolition, grading, or building permits the project applicant shall submit to the Fire Prevention Bureau, Hazardous Materials Unit, a Phase I environmental site assessment report, and a Phase II report if warranted by the Phase I report for the project site. The reports shall make recommendations for remedial action, if appropriate, and should be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer.

63. Lead-Based Paint/Coatings, Asbestos, or PCB Occurrence Assessment***Prior to issuance of any demolition, grading or building permit***

The project applicant shall submit a comprehensive assessment report to the Fire Prevention Bureau, Hazardous Materials Unit, signed by a qualified environmental professional, documenting the presence or lack thereof of asbestos-containing materials (ACM), lead-based paint, and any other building materials or stored materials classified as hazardous waste by State or federal law.

64. Environmental Site Assessment Reports Remediation***Prior to issuance of a demolition, grading, or building permit***

If the environmental site assessment reports recommend remedial action, the project applicant shall:

- a) Consult with the appropriate local, State, and federal environmental regulatory agencies to ensure sufficient minimization of risk to human health and environmental resources, both during and after construction, posed by soil contamination, groundwater contamination, or other surface hazards including, but not limited to, underground storage tanks, fuel distribution lines, waste pits and sumps.
- b) Obtain and submit written evidence of approval for any remedial action if required by a local, State, or federal environmental regulatory agency.
- c) Submit a copy of all applicable documentation required by local, State, and federal environmental regulatory agencies, including but not limited to: permit applications, Phase I and II environmental site assessments, human health and ecological risk assessments, remedial action plans, risk management plans, soil management plans, and groundwater management plans.

65. Lead-based Paint Remediation***Prior to issuance of any demolition, grading or building permit***

If lead-based paint is present, the project applicant shall submit specifications to the Fire Prevention Bureau, Hazardous Materials Unit signed by a certified Lead Supervisor, Project Monitor, or Project Designer for the stabilization and/or removal of the identified lead paint in accordance with all applicable laws and regulations, including but not necessarily limited to: Cal/OSHA's Construction Lead Standard, 8 CCR1532.1 and DHS regulation 17 CCR Sections 35001 through 36100, as may be amended.

66. Other Materials Classified as Hazardous Waste***Prior to issuance of any demolition, grading or building permit***

If other materials classified as hazardous waste by State or federal law are present, the project applicant shall submit written confirmation to Fire Prevention Bureau, Hazardous Materials Unit that all State and federal laws and regulations shall be followed when profiling, handling, treating, transporting and/or disposing of such materials.

67. Health and Safety Plan per Assessment***Prior to issuance of any demolition, grading or building permit***

If the required lead-based paint/coatings, asbestos, or PCB assessment finds presence of such materials, the project applicant shall create and implement a health and safety plan to protect workers from risks associated with hazardous materials during demolition, renovation of affected structures, and transport and disposal.

68. Best Management Practices for Soil and Groundwater Hazards***Ongoing throughout demolition, grading, and construction activities***

The project applicant shall implement all of the following Best Management Practices (BMPs) regarding potential soil and groundwater hazards.

- a) Soil generated by construction activities shall be stockpiled onsite in a secure and safe manner. All contaminated soils determined to be hazardous or non-hazardous waste must be adequately profiled (sampled) prior to acceptable reuse or disposal at an appropriate off-site facility. Specific sampling and handling and transport procedures for reuse or disposal shall be in accordance with applicable local, state and federal agencies laws, in particular, the Regional Water Quality Control Board (RWQCB) and/or the Alameda County Department of Environmental Health (ACDEH) and policies of the City of Oakland.
- b) Groundwater pumped from the subsurface shall be contained onsite in a secure and safe manner, prior to treatment and disposal, to ensure environmental and health issues are resolved pursuant to applicable laws and policies of the City of Oakland, the RWQCB and/or the ACDEH. Engineering controls shall be utilized, which include impermeable barriers to prohibit groundwater and vapor intrusion into the building (pursuant to the Standard Condition of Approval regarding Radon or Vapor Intrusion from Soil and Groundwater Sources)
- c) Prior to issuance of any demolition, grading, or building permit, the applicant shall submit for review and approval by the City of Oakland, written verification that the appropriate federal, state or county oversight authorities, including but not limited to the RWQCB and/or the ACDEH, have granted all required clearances and confirmed that the all applicable standards, regulations and conditions for all previous contamination at the site. The applicant also shall provide evidence from the City's Fire Department, Office of Emergency Services, indicating compliance with the Standard Condition of Approval requiring a Site Review by the Fire Services Division pursuant to City Ordinance No. 12323, and compliance with the Standard Condition of Approval requiring a Phase I and/or Phase II Reports.

These Development Standards apply to ALL construction projects that include 1) habitable space below the ground AND/OR 2) the redevelopment or reuse of historically industrial or commercial buildings OR 3) Soil and/or Groundwater Hazards.

69. Radon or Vapor Intrusion from Soil or Groundwater Sources***Ongoing***

The project applicant shall submit documentation to determine whether radon or vapor intrusion from the groundwater and soil is located on-site as part of the Phase I documents. The Phase I analysis shall be submitted to the Fire Prevention Bureau, Hazardous Materials Unit, for review and approval, along with a Phase II report if warranted by the Phase I report for the project site. The reports shall make recommendations for remedial action, if appropriate, and should be signed by a Registered Environmental Assessor, Professional Geologist, or Professional Engineer. Applicant shall implement the approved recommendations.

These Development Standards apply to ALL projects that are located within the 2004 Wildfire Assessment District per map located on the L Drive.

70. Vegetation Management Plan

<http://www.oaklandnet.com/wildfirePrevention/WildfirePreventionAssessmentDistrictMap.pdf>

Prior to issuance of a demolition, grading, and/or construction and Ongoing

- a) The project applicant shall submit a vegetation management plan to the Planning and Zoning Division and Fire Services Division that includes if deemed appropriate, but not limited to the, following measures:
 - i. Removal of dead vegetation overhanging roof and chimney areas;
 - ii. Removal of leaves and needles from roofs;
 - iii. Planting and placement of fire-resistant plants around the house and phasing out flammable vegetation;
 - iv. Trimming back vegetation around windows;
 - v. Removal of flammable vegetation on hillside slopes greater than 20%;
 - vi. Pruning the lower branches of tall trees;
 - vii. Clearing out ground-level brush and debris;
 - viii. Stacking woodpiles away from structures.
- b) The project applicant shall enter into a maintenance agreement with the City that ensures that landscaping will be maintained and adhere to measures listed above.

These Development Standards apply to ALL phased projects (PUD's or projects with Development Agreements).

71. Fire Safety Phasing Plan***Prior to issuance of a demolition, grading, and/or construction and concurrent with any p-job submittal permit***

The project applicant shall submit a separate fire safety phasing plan to the Planning and Zoning Division and Fire Services Division for their review and approval. The fire safety plan shall include all of the fire safety features incorporated into the project and the schedule for implementation of the features. Fire Services Division may require changes to the plan or may reject the plan if it does not adequately address fire hazards associated with the project as a whole or the individual phase.

These Development Standards apply to ALL projects that are located within the 2004 Wildfire Assessment District per map located on the L Drive AND are located on project sites identified as creekside properties.

72. Vegetation Management Plan on Creekside Properties

<http://www.oaklandnet.com/wildfirePrevention/DosandDonts.pdf>

Prior to issuance of a demolition, grading, and/or construction and Ongoing

- a) The project applicant shall submit a vegetation management plan for review and approval by the Planning and Zoning Division, Fire Services Division, and Environmental Services Division of the Public Works Agency that includes, if deemed appropriate, the following measures:
 - i. Identify and do not disturb a 20-foot creek buffer from the top of the creek bank. If the top of bank cannot be identified, leave a 50-foot buffer from the centerline of the creek or as wide a buffer as possible between the creek centerline and the proposed site development.
 - ii. Identify and leave "islands" of vegetation in order to prevent erosion and landslides and protect nesting habitat.
 - iii. Leave at least 6 inches of vegetation on the site.
 - iv. Trim tree branches from the ground up (limbing up) and leave tree canopy intact.
 - v. Leave stumps and roots from cut down trees to prevent erosion.
 - vi. Plant fire-appropriate, drought-tolerant, preferably native vegetation.
 - vii. Err on the side of caution. If you don't know if a plant, tree or area is sensitive, ask for a second opinion before you cut.
 - viii. Provide erosion and sediment control protection if cutting vegetation on a steep slope.
 - IX. Leave tall shrubbery at least 3-feet high.
 - X. Fence off sensitive plant habitats and creek areas to protect from goat grazing.
 - XI. Obtain a tree protection permit for a protected tree (includes all mature trees except eucalyptus and Monterey pine).
 - XII. Contact the City Tree Department (615-5850) for dead trees.
 - XIII. Do not clear-cut vegetation. This can lead to erosion and severe water quality problems and destroy important habitat.
 - XIV. Do not remove vegetation within 20-feet of the top of bank. If the top of bank cannot be identified, do not cut within 50-feet of the centerline of the creek or as wide a buffer as possible between the creek centerline and the proposed site development.
 - XV. Do not trim/prune branches that are larger than 4 inches in diameter.
 - XVI. Do not remove tree canopy.
 - XVII. Do not dump cut vegetation in a creek.
 - XVIII. Do not cut tall shrubbery to less than 3-feet high.
 - XIX. Do not cut of short vegetation (grasses, ground-cover) to less than 6-inches high.

73. Fire Safety

Prior to and ongoing throughout demolition, grading, and/or construction

The project applicant and construction contractor will ensure that during project construction, all construction vehicles and equipment will be fitted with spark arrestors to minimize accidental ignition of dry construction debris and surrounding dry vegetation.

These Development Standards apply to ALL projects that involve the handling, storage, or transportation of hazardous materials on-site.

74. Hazardous Materials Business Plan

Prior to issuance of a business license

The project applicant shall submit a Hazardous Materials Business Plan for review and approval by Fire Prevention Bureau, Hazardous Materials Unit. Once approved this plan shall be kept on file with the City

and will be updated as applicable. The purpose of the Hazardous Materials Business Plan is to ensure that employees are adequately trained to handle the materials and provides information to the Fire Services Division should emergency response be required. The Hazardous Materials Business Plan shall include the following:

- a) The types of hazardous materials or chemicals stored and/or used on site, such as petroleum fuel products, lubricants, solvents, and cleaning fluids.
- b) The location of such hazardous materials.
- c) An emergency response plan including employee training information
- d) A plan that describes the manner in which these materials are handled, transported and disposed.

These Development Standards apply to ALL projects that disturb one (1) acre or more of surface area.

75. Stormwater Pollution Prevention Plan (SWPPP)

Prior to and ongoing throughout demolition, grading, and/or construction activities

The project applicant must obtain coverage under the General Construction Activity Storm Water Permit (General Construction Permit) issued by the State Water Resources Control Board (SWRCB). The project applicant must file a notice of intent (NOI) with the SWRCB. The project applicant will be required to prepare a stormwater pollution prevention plan (SWPPP) and submit the plan for review and approval by the Building Services Division. At a minimum, the SWPPP shall include a description of construction materials, practices, and equipment storage and maintenance; a list of pollutants likely to contact stormwater; site-specific erosion and sedimentation control practices; a list of provisions to eliminate or reduce discharge of materials to stormwater; Best Management Practices (BMPs), and an inspection and monitoring program. Prior to the issuance of any construction-related permits, the project applicant shall submit to the Building Services Division a copy of the SWPPP and evidence of submittal of the NOI to the SWRCB. Implementation of the SWPPP shall start with the commencement of construction and continue through the completion of the project. After construction is completed, the project applicant shall submit a notice of termination to the SWRCB.

These Development Standards apply to ALL projects that involve construction on slopes greater than 20%.

76. Drainage Plan for Projects on Slopes Greater than 20%

Prior to issuance of building permit (or other construction-related permit)

The project drawings submitted for a building permit (or other construction-related permit) shall contain a drainage plan to be reviewed and approved by the Building Services Division. The drainage plan shall include measures to reduce the post-construction volume and velocity of stormwater runoff to the maximum extent practicable. Stormwater runoff shall not be augmented to adjacent properties or creeks. The drainage plan shall include and identify the following:

- i. All proposed impervious surface on the site;
- ii. Anticipated directional flows of on-site stormwater runoff;
- iii. Site design measures to reduce the amount of impervious surface area and directly connected impervious surfaces;
- iv. Source control measures to limit the potential for stormwater pollution; and
- v. Stormwater treatment measures to remove pollutants from stormwater runoff.

77. Erosion, Sedimentation, and Debris Control Measures

Prior to issuance of demolition, grading, or construction-related permit

The project applicant shall submit an erosion and sedimentation control plan for review and approval by the Building Services Division. All work shall incorporate all applicable “Best Management Practices (BMPs) for the construction industry, and as outlined in the Alameda Countywide Clean Water Program pamphlets, including BMP’s for dust, erosion and sedimentation abatement per Chapter Section 15.04 of the Oakland Municipal Code. The measures shall include, but are not limited to, the following:

BASIC (Applies to ALL construction sites)

- a) On sloped properties, the downhill end of the construction area must be protected with silt fencing (such as sandbags, filter fabric, silt curtains, etc.) and hay bales oriented parallel to the contours of the slope (at a constant elevation) to prevent erosion into the street, gutters, stormdrains.
- b) In accordance with an approved erosion control plan, the project applicant shall implement mechanical and vegetative measures to reduce erosion and sedimentation, including appropriate seasonal maintenance. One hundred (100) percent degradable erosion control fabric shall be installed on all graded slopes to protect and stabilize the slopes during construction and before permanent vegetation gets established. All graded areas shall be temporarily protected from erosion by seeding with fast growing annual species. All bare slopes must be covered with staked tarps when rain is occurring or is expected.
- c) Minimize the removal of natural vegetation or ground cover from the site in order to minimize the potential for erosion and sedimentation problems. Maximize the replanting of the area with native vegetation as soon as possible.
- d) Install filter materials acceptable to the Engineering Division at the storm drain inlets nearest to the project site prior to the start of the wet weather season (October 15); site dewatering activities; street washing activities; saw cutting asphalt or concrete; and in order to retain any debris flowing into the City storm drain system. Filter materials shall be maintained and/or replaced as necessary to ensure effectiveness and prevent street flooding.
- e) Ensure that concrete/granite supply trucks or concrete/plaster finishing operations do not discharge wash water into the creek, street gutters, or storm drains.
- f) Direct and locate tool and equipment cleaning so that wash water does not discharge into the street, gutters, or stormdrains.
- g) Create a contained and covered area on the site for storage of bags of cement, paints, flammables, oils, fertilizers, pesticides, or any other materials used on the project site that have the potential for being discharged to the storm drain system by the wind or in the event of a material spill. No hazardous waste material shall be stored on site.
- h) Gather all construction debris on a regular basis and place them in a dumpster or other container which is emptied or removed on a weekly basis. When appropriate, use tarps on the ground to collect fallen debris or splatters that could contribute to stormwater pollution.
- i) Remove all dirt, gravel, refuse, and green waste from the sidewalk, street pavement, and storm drain system adjoining the project site. During wet weather, avoid driving vehicles off paved areas and other outdoor work.
- j) Broom sweep the street pavement adjoining the project site on a daily basis. Caked-on mud or dirt shall be scraped from these areas before sweeping. At the end of each workday, the entire

site must be cleaned and secured against potential erosion, dumping, or discharge to the street, gutter, stormdrains.

- k) All erosion and sedimentation control measures implemented during construction activities, as well as construction site and materials management shall be in strict accordance with the control standards listed in the latest edition of the Erosion and Sediment Control Field Manual published by the Regional Water Quality Board (RWQB).
- l) All erosion and sedimentation control measures shall be monitored regularly by the project applicant. The City may require erosion and sedimentation control measures to be inspected by a qualified environmental consultant (paid for by the project applicant) during or after rain events. If measures are insufficient to control sedimentation and erosion then the project applicant shall develop and implement additional and more effective measures immediately

These Development Standards apply to ALL projects that create or replace LESS than 10,000 square feet of impervious service or involve construction of one single family home. Exceptions to this standard include the following:

- a) Sidewalks, bicycle lanes, trails, bridge accessories, guardrails, and landscape features associated with the street.
- b) Routine maintenance and repair of existing impervious surfaces, including roof and pavement resurfacing and road pavement structural section rehabilitation work within the existing pavement footprint; and
- c) Reconstruction work within an existing public street right-of-way where both sides of the right-of-way are already developed.

78. Site Design Measures for Post-Construction Stormwater Management

Prior to issuance of building permit (or other construction-related permit)

The project drawings submitted for a building permit (or other construction-related permit) shall contain a final site plan to be reviewed and approved by Planning and Zoning. The final site plan shall incorporate appropriate site design measures to manage stormwater runoff and minimize impacts to water quality after the construction of the project. These measures may include, but are not limited to, the following:

- i. Minimize impervious surfaces, especially directly connected impervious surfaces;
- ii. Utilize permeable paving in place of impervious paving where appropriate;
- iii. Cluster buildings;
- iv. Preserve quality open space; and
- v. Establish vegetated buffer areas.

Ongoing

The approved plan shall be implemented and the site design measures shown on the plan shall be permanently maintained.

79. Source Control Measures to Limit Stormwater Pollution

Prior to issuance of building permit (or other construction-related permit)

The applicant shall implement and maintain all structural source control measures imposed by the Chief of Building Services to limit the generation, discharge, and runoff of stormwater pollution.

Ongoing

The applicant, or his or her successor, shall implement all operational Best Management Practices (BMPs) imposed by the Chief of Building Services to limit the generation, discharge, and runoff of stormwater pollution.

These Development Standards apply to ALL projects 1) where the application for a zoning permit was deemed complete on or after February 15, 2005 that create or replace 1 acre or MORE of impervious surface or 2) that the application for a zoning permit was deemed complete on or after August 15, 2006 that create or replace 10,000 square feet or more of impervious surface. Exception include the following:

- a) Sidewalks, bicycle lanes, trails, bridge accessories, guardrails, and landscape features associated with the street.**
- b) Routine maintenance and repair of existing impervious surfaces, including roof and pavement resurfacing and road pavement structural section rehabilitation work within the existing pavement footprint; and**
- c) Reconstruction work within an existing public street right-of-way where both sides of the right-of-way are already developed.**

80. Post-Construction Stormwater Management Plan

Prior to issuance of building permit (or other construction-related permit)

The applicant shall comply with the requirements of Provision C.3 of the National Pollutant Discharge Elimination System (NPDES) permit issued to the Alameda Countywide Clean Water Program. The applicant shall submit with the application for a building permit (or other construction-related permit) a completed Construction-Permit-Phase Stormwater Supplemental Form to the Building Services Division. The project drawings submitted for the building permit (or other construction-related permit) shall contain a stormwater management plan, for review and approval by the City, to manage stormwater run-off and to limit the discharge of pollutants in stormwater after construction of the project to the maximum extent practicable.

- a) The post-construction stormwater management plan shall include and identify the following:
 - i. All proposed impervious surface on the site;
 - ii. Anticipated directional flows of on-site stormwater runoff; and
 - iii. Site design measures to reduce the amount of impervious surface area and directly connected impervious surfaces; and
 - iv. Source control measures to limit the potential for stormwater pollution;
 - v. Stormwater treatment measures to remove pollutants from stormwater runoff; and
 - vi. Hydromodification management measures so that post-project stormwater runoff does not exceed the flow and duration of pre-project runoff, if required under the NPDES permit.
- b) The following additional information shall be submitted with the post-construction stormwater management plan:
 - i. Detailed hydraulic sizing calculations for each stormwater treatment measure proposed; and
 - ii. Pollutant removal information demonstrating that any proposed manufactured/mechanical (i.e. non-landscape-based) stormwater treatment measure, when not used in combination with a landscape-based treatment measure, is capable of removing the range of pollutants typically removed by landscape-based treatment measures and/or the range of pollutants expected to be generated by the project.

All proposed stormwater treatment measures shall incorporate appropriate planting materials for stormwater treatment (for landscape-based treatment measures) and shall be designed with considerations for vector/mosquito control. Proposed planting materials for all proposed landscape-based stormwater treatment measures shall be included on the landscape and irrigation plan for the project. The applicant is not required to include on-site stormwater treatment measures in the post-construction stormwater

management plan if he or she secures approval from Planning and Zoning of a proposal that demonstrates compliance with the requirements of the City's Alternative Compliance Program.

Prior to final permit inspection

The applicant shall implement the approved stormwater management plan.

81. Maintenance Agreement for Stormwater Treatment Measures

Prior to final zoning inspection

For projects incorporating stormwater treatment measures, the applicant shall enter into the "Standard City of Oakland Stormwater Treatment Measures Maintenance Agreement," in accordance with Provision C.3.e of the NPDES permit, which provides, in part, for the following:

- i. The applicant accepting responsibility for the adequate installation/construction, operation, maintenance, inspection, and reporting of any on-site stormwater treatment measures being incorporated into the project until the responsibility is legally transferred to another entity; and
- ii. Legal access to the on-site stormwater treatment measures for representatives of the City, the local vector control district, and staff of the Regional Water Quality Control Board, San Francisco Region, for the purpose of verifying the implementation, operation, and maintenance of the on-site stormwater treatment measures and to take corrective action if necessary. The agreement shall be recorded at the County Recorder's Office at the applicant's expense.

These Development Standards apply to ALL projects that involve a Creek Protection Permit.

82. Erosion, Sedimentation, and Debris Control Measures

Prior to issuance of demolition, grading, or construction-related permit

The project applicant shall submit an erosion and sedimentation control plan for review and approval by the Building Services Division. All work shall incorporate all applicable "Best Management Practices (BMPs) for the construction industry, and as outlined in the Alameda Countywide Clean Water Program pamphlets, including BMP's for dust, erosion and sedimentation abatement per Chapter Section 15.04 of the Oakland Municipal Code. The measures shall include, but are not limited to, the following:

BASIC (Applies to ALL construction sites)

- a) On sloped properties, the downhill end of the construction area must be protected with silt fencing (such as sandbags, filter fabric, silt curtains, etc.) and hay bales oriented parallel to the contours of the slope (at a constant elevation) to prevent erosion into the creek.
- b) In accordance with an approved erosion control plan, the project applicant shall implement mechanical and vegetative measures to reduce erosion and sedimentation, including appropriate seasonal maintenance. One hundred (100) percent degradable erosion control fabric shall be installed on all graded slopes to protect and stabilize the slopes during construction and before permanent vegetation gets established. All graded areas shall be temporarily protected from erosion by seeding with fast growing annual species. All bare slopes must be covered with staked tarps when rain is occurring or is expected.
- c) Minimize the removal of natural vegetation or ground cover from the site in order to minimize the potential for erosion and sedimentation problems. Maximize the replanting of the area with native vegetation as soon as possible.

- d) All work in or near creek channels must be performed with hand tools and by a minimum number of people. Immediately upon completion of this work, soil must be repacked and native vegetation planted.
- e) Install filter materials (such as sandbags, filter fabric, etc.) acceptable to the Engineering Division at the storm drain inlets nearest to the project site prior to the start of the wet weather season (October 15); site dewatering activities; street washing activities; saw cutting asphalt or concrete; and in order to retain any debris flowing into the City storm drain system. Filter materials shall be maintained and/or replaced as necessary to ensure effectiveness and prevent street flooding.
- f) Ensure that concrete/granite supply trucks or concrete/plaster finishing operations do not discharge wash water into the creek, street gutters, or storm drains.
- g) Direct and locate tool and equipment cleaning so that wash water does not discharge into the creek.
- h) Create a contained and covered area on the site for storage of bags of cement, paints, flammables, oils, fertilizers, pesticides, or any other materials used on the project site that have the potential for being discharged to the storm drain system by the wind or in the event of a material spill. No hazardous waste material shall be stored on site.
- i) Gather all construction debris on a regular basis and place them in a dumpster or other container which is emptied or removed on a weekly basis. When appropriate, use tarps on the ground to collect fallen debris or splatters that could contribute to stormwater pollution.
- j) Remove all dirt, gravel, refuse, and green waste from the sidewalk, street pavement, and storm drain system adjoining the project site. During wet weather, avoid driving vehicles off paved areas and other outdoor work.
- k) Broom sweep the street pavement adjoining the project site on a daily basis. Caked-on mud or dirt shall be scraped from these areas before sweeping. At the end of each workday, the entire site must be cleaned and secured against potential erosion, dumping, or discharge to the creek, street, gutter, stormdrains.
- l) All erosion and sedimentation control measures implemented during construction activities, as well as construction site and materials management shall be in strict accordance with the control standards listed in the latest edition of the Erosion and Sediment Control Field Manual published by the Regional Water Quality Board (RWQB).
- m) Temporary fencing is required for sites without existing fencing between the creek and the construction site and shall be placed along the side adjacent to construction (or both sides of the creek if applicable) at the maximum practical distance from the creek centerline. This area shall not be disturbed during construction without prior approval of Planning and Zoning.
- n) All erosion and sedimentation control measures shall be monitored regularly by the project applicant. The City may require erosion and sedimentation control measures to be inspected by a qualified environmental consultant (paid for by the project applicant) during or after rain events. If measures are insufficient to control sedimentation and erosion then the project applicant shall develop and implement additional and more effective measures immediately.

These Development Standards apply to ALL projects that involve a Category III and IV Creek Protection permit).

83. Creek Protection Plan

<http://www.oaklandpw.com/creeks>

Prior to and ongoing throughout demolition, grading, and/or construction activities

- a) The approved creek protection plan shall be included in the project drawings submitted for a building permit (or other construction-related permit). The project applicant shall implement the creek protection plan to minimize potential impacts to the creek during and after construction of the project. The plan shall fully describe in plan and written form all erosion, sediment, stormwater, and construction management measures to be implemented on-site.
- b) If the plan includes a stormwater system, all stormwater outfalls shall include energy dissipation that slows the velocity of the water at the point of outflow to maximize infiltration and minimize erosion. The project shall not result in a substantial increase in stormwater runoff volume or velocity to the creek or storm drains.

84. Regulatory Permits and Authorizations

Prior to issuance of a demolition, grading, or building permit within vicinity of the creek

Prior to construction within the vicinity of the creek, the project applicant shall obtain all necessary regulatory permits and authorizations from the U.S. Army Corps of Engineers (Corps), Regional Water Quality Control Board (RWQCB), California Department of Fish and Game, and the City of Oakland, and shall comply with all conditions issued by applicable agencies. Required permit approvals and certifications may include, but not be limited to the following:

- a) U.S. Army Corps of Engineers (Corps): Section 404. Permit approval from the Corps shall be obtained for the placement of dredge or fill material in Waters of the U.S., if any, within the interior of the project site, pursuant to Section 404 of the federal Clean Water Act.
- b) Regional Water Quality Control Board (RWQCB): Section 401 Water Quality Certification. Certification that the project will not violate state water quality standards is required before the Corps can issue a 404 permit, above.
- c) California Department of Fish and Game (CDFG): Section 1602 Lake and Streambed Alteration Agreement. Work that will alter the bed or bank of a stream requires authorization from CDFG.

85. Creek Monitoring

Prior to issuance of a demolition, grading, or building permit within vicinity of the creek

A qualified geotechnical engineer and/or environmental consultant shall be retained and paid for by the project applicant to make site visits during all grading activities; and as a follow-up, submit to the Building Services Division a letter certifying that the erosion and sedimentation control measures set forth in the Creek Protection Permit submittal material have been instituted during the grading activities.

86. Creek Landscaping Plan

Prior to issuance of a demolition, grading, or building permit within vicinity of the creek

The project applicant shall develop a final detailed landscaping and irrigation plan for review and approval by the Planning and Zoning Division prepared by a licensed landscape architect or other qualified person. Such a plan shall include a planting schedule, detailing plant types and locations, and a system for temporary irrigation of plantings.

- a) Plant and maintain only drought-tolerant plants on the site where appropriate as well as native and riparian plants in and adjacent to riparian corridors. Along the riparian corridor, native plants shall not be disturbed to the maximum extent feasible. Any areas disturbed along the riparian corridor shall be replanted with mature native riparian vegetation and be maintained to ensure survival.
- b) All landscaping indicated on the approved landscape plan shall be installed prior to the issuance of a Final inspection of the building permit, unless bonded pursuant to the provisions of Section 17.124.50 of the Oakland Planning Code.
- c) All landscaping areas shown on the approved plans shall be maintained in neat and safe conditions, and all plants shall be maintained in good growing condition and, whenever necessary replaced with new plant materials to ensure continued compliance with all applicable landscaping requirements. All paving or impervious surfaces shall occur only on approved areas.

These Development Standards apply to ALL projects that involve a Creek Protection Permit AND dewatering or diversion of water.

87. Creek Dewatering and Aquatic Life

Prior to the start of and ongoing throughout any in-water construction activity

- a) If any dam or other artificial obstruction is constructed, maintained, or placed in operation within the stream channel, ensure that sufficient water is allowed to pass down channel at all times to maintain aquatic life (native fish, native amphibians, and western pond turtles) below the dam or other artificial obstruction.
- b) The project applicant shall hire a biologist, and obtain all necessary State and federal permits (e.g. CDFG Scientific Collecting Permit), to relocate all native fish/native amphibians/pond turtles within the work site, prior to dewatering. The applicant shall first obtain a project-specific authorization from the CDFG and/or the USFWS, as applicable to relocate these animals. Captured native fish/native amphibians/pond turtles shall be moved to the nearest appropriate site on the stream channel downstream. The biologist/contractor shall check daily for stranded aquatic life as the water level in the dewatering area drops. All reasonable efforts shall be made to capture and move all stranded aquatic life observed in the dewatered areas. Capture methods may include fish landing nets, dip nets, buckets, and by hand. Captured aquatic life shall be released immediately in the nearest appropriate downstream site. This condition does not allow the take or disturbance of any state or federally listed species, nor state-listed species of special concern, unless the applicant obtains a project specific authorization from the CDFG and/or the USFWS, as applicable.

88. Creek Dewatering and Diversion

Prior to the start of any in-water construction activities

If installing any dewatering or diversion device(s), the project applicant shall develop and implement a detailed dewatering and diversion plan for review and approval by the Building Services Division. All proposed dewatering and diversion practices shall be consistent with the requirements of the Streambed Alteration Agreement issued by the California Department of Fish and Game.

- a) Ensure that construction and operation of the devices meet the standards in the latest edition of the Erosion and Sediment Control Field Manual published by the Regional Water Quality Control Board (RWQCB).
- b) Construct coffer dams and/or water diversion system of a non-erodible material which will cause little or no siltation. Maintain coffer dams and the water diversion system in place and functional throughout

the construction period. If the coffer dams or water diversion system fail, repair immediately based on the recommendations of a qualified environmental consultant. Remove devices only after construction is complete and the site stabilized.

- c) Pass pumped water through a sediment settling device before returning the water to the stream channel. Provide velocity dissipation measures at the outfall to prevent erosion.

These Development Standards apply to ALL projects that involve new construction within the 100 year flood plain as mapped on a Federal Hazard Boundary, Flood Insurance Rate Map, or other flood hazard delineation map. See Arcview for the 100 and 500 year flood layer.

89. Regulatory Permits and Authorizations

Prior to issuance of a demolition, grading, or building permit

Prior to construction within the floodway or floodplain, the project applicant shall obtain all necessary regulatory permits and authorizations from the Alameda County Flood Control and Water Conservation District and shall comply with all conditions issued by that agency.

90. Structures within a Floodplain

Prior to issuance of a demolition, grading, or building permit

- a) The project applicant shall retain the civil engineer of record to ensure that the project's development plans and design contain finished site grades and floor elevations that are elevated above the Base Flood Elevation (BFE) if established within a 100-year flood event.
- b) The project applicant shall submit final hydrological calculations that ensure that the structure will not interfere with the flow of water or increase flooding.

These Development Standards apply to ALL projects that involve a new connection to the City's stormwater and sewer system.

91. Stormwater and Sewer

Prior to completing the final design for the project's sewer service

Confirmation of the capacity of the City's surrounding stormwater and sanitary sewer system and state of repair shall be completed by a qualified civil engineer with funding from the project applicant. The project applicant shall be responsible for the necessary stormwater and sanitary sewer infrastructure improvements to accommodate the proposed project. In addition, the applicant shall be required to pay additional fees to improve sanitary sewer infrastructure if required by the Sewer and Stormwater Division. Improvements to the existing sanitary sewer collection system shall specifically include, but are not limited to, mechanisms to control or minimize increases in infiltration/inflow to offset sanitary sewer increases associated with the proposed project. To the maximum extent practicable, the applicant will be required to implement Best Management Practices to reduce the peak stormwater runoff from the project site. Additionally, the project applicant shall be responsible for payment of the required installation or hook-up fees to the affected service providers.

These Development Standards apply to ALL projects (new, infill, change of use, and remodeling) that are located within the Southeast Oakland Hills TIP/TIF area per the map located on the L Drive. The area generally extends along both sides of the I-580

freeway corridor between the Seminary Avenue and the 98th Avenue interchanges. Exceptions to this standard include the following:

- a) Affordable housing units.
- b) Residential remodeling where there is no change in use or the number of units.
- c) Reconstruction of a razed structure if proof of destruction is submitted that shows the destruction of the house prior to the Ordinance.

92. Traffic Fairshare for Projects Located in Southeast Oakland

Prior to the issuance of a certificate of occupancy

Project applicants shall submit fair share traffic payments to the City in accordance with Chapter 10.70 of the Oakland Municipal Code for funding capital improvement projects to accommodate future traffic demand in the area.

These Development Standards apply to ALL projects that involve any new construction (residential, commercial, or industrial); AND

includes a geologic hazard, as defined in California Public Resource Section 26507, as an actual or threatened landslide, land subsidence, soil erosion, earthquake, fault movement, or any other natural or unnatural movement of land or earth; AND

technical, environmental peer review, or other applicable report pertaining to the actual or threatened geologic hazard specify the need to require a GHAD OR a greater than normal degree of construction attention, monitoring of the site, or maintenance of project improvements.

93. Oakland Area Geologic Hazards Abatement District (GHAD)

Prior to the approval of the final map

Prior to approval of the final map, the project shall complete annexation into the Oakland Area GHAD and provide evidence that all assessments, reserves and other requirements necessary to fund the GHAD with respect to the annexed properties have been established and authorized. The applicant shall prepare a Plan of Control, as defined in Public Resource Code Section 26509 which shall specify all anticipated operations and maintenance responsibilities of the GHAD for the annexed properties.

- a) The applicant shall provide an initial funding on the annexed properties in the amount to be determined by the City Engineer in accordance with the Plan of Control and the Engineer's Report for the annexed properties which shall be no later than the recordation of the final map for the project.
- b) The Engineer's Report shall identify the projected costs and a budget for GHAD operations and reserve accumulation for the annexed properties.
- c) The Engineer's Report shall include costs for the services of the project manager, attorney and treasurer/clerk for the GHAD.

The applicant shall request the GHAD to defend, hold harmless, and indemnify the Indemnified Parties (as that is defined in Condition #7 and their insurers against any and all liability, damages, claims, demands, judgments, losses, ("Indemnified GHAD claims") or other forms of legal or equitable relief related to the operation (including, without limitation, maintenance of GHAD owned property) of a the annexed properties and in the case of the City Council members, actions taken by said members while acting as the GHAD Board of Directors. This indemnity shall include, without limitation, payment of litigation expenses associated with any action herein. The Indemnified Parties shall have the right to select counsel to represent the Indemnified

Parties, at the GHAD's expense, in defense of any action specified in this condition of approval **insert condition of approval number**. The Indemnified Parties shall take all reasonable steps to promptly notify the GHAD of any claim, demand, or legal actions that may create a claim for indemnification under these conditions of approval. Within 90 days of the annexation to the GHAD, the applicant shall request the GHAD to enter into an Indemnification Agreement in a form acceptable to the City Attorney to establish in more specific detail the terms and conditions of the GHAD's indemnification obligations set forth herein. Any failure of any party to timely execute such Indemnification Agreement shall not be construed to limit any right or obligation otherwise specified in these Conditions of Approval.

These Development Standards apply to ALL new residential uses and sensitive land uses such as schools, daycare centers, playgrounds, and medical facilities located closer than the recommended buffer to any stationary sources of air pollution listed below, based on the California Air Resources Board's June 2005 Air Quality and Land Use Handbook: A Community Health Perspective and subsequent amendments to the California Code of Regulations.

- a) Within 500' of a freeway or urban roads with 100,000 vehicles/day or within 500' of a rail line (except BART) with over 30 trains per day.
- b) Within 1000' from a distribution center that accomodates more than 100 trucks per day, more than 40 trucks with operating refrigeration units (TRU) per day, or where the TRU unit operations exceed 300 hours per week.
- c) Within 1000' of a major service and maintenance rail or truck yard.
- d) Immediately downwind from ports.
- e) Immediately downwind from petroleum refineries.
- f) Within 300' of a chrome plater.
- g) Within 300' of a dry cleaning operation using Perchloroethylene (Perc Dry Cleaners) with one (1) machine; 500' separation for an operation with two (2) machines. (Perc dry cleaning operations with 3 or more machines should contact the air district for the required separation.)
- h) Within 300' of a large gas station facility with a throughput of 3.6 million gallons per year or greater.

NOTE: One source for stationary sources of air pollution includes www.arb.ca.gov/ch/chapis1/chapis1.htm

94. Indoor Air Quality

In order to comply with the California Air Resources Board Air Quality and Land Use Handbook (June 2005) and achieve an acceptable interior air quality level for sensitive receptors, appropriate measures, shall be incorporated into project building design. The appropriate measures shall include one of the following methods:

- a) The project applicant shall retain a qualified air quality consultant to prepare a health risk assessment (HRA) in accordance with the California Air Resources Board and the Office of Environmental Health and Hazard Assessment requirements to determine the exposure of project residents/occupants/users to stationary air quality pollutants prior to issuance of a demolition, grading, or building permit. The HRA shall be submitted to the Planning and Zoning Division for review and approval. The applicant shall

implement the approved HRA recommendations, if any. If the HRA concludes that the air quality risks from nearby sources are at or below acceptable levels, then additional measures are not required.

- b) The applicant shall implement the following features that have been found to reduce the air quality risk to sensitive receptors and shall be included in the project construction plans. These shall be submitted to the Planning and Zoning Division and the Building Services Division for review and approval prior to the issuance of a demolition, grading, or building permit and ongoing.
- a) Do not locate sensitive receptors near distribution center's entry and exit points.
 - b) Do not locate sensitive receptors in the same building as a perchloroethylene dry cleaning facility.
 - c) Maintain a 50' buffer from a typical gas dispensing facility (under 3.6 million gallons of gas per year).
 - d) Install, operate and maintain in good working order a central heating and ventilation (HV) system or other air take system in the building, or in each individual residential unit, that meets the efficiency standard of the MERV 13. The HV system shall include the following features: Installation of a high efficiency filter and/or carbon filter to filter particulates and other chemical matter from entering the building. Either HEPA filters or ASHRAE 85% supply filters shall be used.
 - e) Retain a qualified HV consultant or HERS rater during the design phase of the project to locate the HV system based on exposure modeling from the mobile and/or stationary pollutant sources.
 - f) Maintain positive pressure within the building.
 - g) Achieve a performance standard of at least one air exchange per hour of fresh outside filtered air.
 - h) Achieve a performance standard of at least 4 air exchanges per hour of recirculation
 - i) Achieve a performance standard of .25 air exchanges per hour of in unfiltered infiltration if the building is not positively pressurized.
 - j) Project applicant shall maintain, repair and/or replace HV system or prepare an Operation and Maintenance Manual for the HV system and the filter. The manual shall include the operating instructions and maintenance and replacement schedule. This manual shall be included in the CC&R's for residential projects and distributed to the building maintenance staff. In addition, the applicant shall prepare a separate Homeowners Manual. The manual shall contain the operating instructions and maintenance and replacement schedule for the HV system and the filters. It shall also include a disclosure to the buyers of the air quality analysis findings.

95. Air Pollution Buffering for Private Open Space

Prior to approval of Final Development Plan for each stage

To the maximum extent practicable, private (individual and common) exterior open space, including playgrounds, patios, and decks, shall either be shielded from the stationary source of air pollution by buildings or otherwise buffered to further reduce air pollution for project occupants.

APPROVED BY:

City Planning Commission: _____(date)_____ (vote)

City Council: _____(date)_____ (vote)

Applicant and/or Contractor Statement

I have read and accept responsibility for the Conditions of Approval, as approved by Planning Commission action on **Date** . I agree to abide by and conform to these conditions, as well as to all provisions of the

Oakland Zoning Code and Municipal Code pertaining to the project.

Signature of Owner/Applicant: _____(date)
Signature of Contractor _____(date)

Appendix C

Notice of Preparation

**NOTICE OF PREPARATION (NOP) OF A
DRAFT ENVIRONMENTAL IMPACT REPORT (EIR)
CITY OF OAKLAND GENERAL PLAN – HOUSING ELEMENT UPDATE 2007-2014**

The Oakland Community and Economic Development Agency, Planning and Zoning Division, is preparing a Draft Environmental Impact Report (EIR) for the City of Oakland General Plan – Housing Element Update 2007-2014 as identified below, and is requesting comments on the scope and content of the EIR. The EIR will address the potential physical, environmental effects for each of the environmental topics outlined in the California Environmental Quality Act (CEQA).

The City has prepared an Initial Study that identified areas of probable environmental effects. The Initial Study is available at the Planning Division office, City of Oakland, Community and Economic Development Agency, 250 Frank H. Ogawa Plaza, Suite 3315, Oakland, CA 94612. The Initial Study may also be reviewed at the following website: <http://www.oaklandnet.com/government/ceda/revised/planningzoning/MajorProjectsSection/environmentaldocuments.html>.

The City of Oakland is the Lead Agency for the Project and is the public agency with the greatest responsibility for approving the Project or carrying it out. This notice is being sent to Responsible Agencies and other interested parties. Responsible Agencies are those public agencies, besides the City of Oakland, that also have a role in approving or carrying out the Project. When the Draft EIR is published, it will be sent to all Responsible Agencies and to others who respond to this NOP or who otherwise indicate that they would like to receive a copy. Responses to this NOP and any questions or comments should be directed in writing to: Devan Reiff, Project Manager, City of Oakland, Community and Economic Development Agency, 250 Frank H. Ogawa Plaza, Suite 3315, Oakland, CA 94612; (510) 238-3550 (phone); (510) 238-6538 (fax); or e-mailed to DReiff@oaklandnet.com. Comments on the NOP must be received at the above mailing or e-mail address **by 5:00 p.m. on October 21, 2009**. Please reference file number ER08-0009 in all correspondence. In addition, comments may be provided at the EIR Scoping Meeting to be held before the City Planning Commission. Comments should focus on discussing possible impacts on the physical environment, ways in which potential adverse effects might be minimized, and alternatives to the project in light of the EIR's purpose to provide useful and accurate information about such factors.

PUBLIC HEARINGS:

- 1) The City Planning Commission will conduct a public scoping hearing on the Draft EIR for the project on October 7, 2009, at 6 p.m. in Hearing Room One, City Hall, 1 Frank H. Ogawa Plaza.
- 2) The Landmarks Preservation Advisory Board will conduct a public scoping hearing on the historic resources issues identified in the Initial Study for the project on October 19, 2009, at 6 p.m. in Hearing Room One, City Hall, 1 Frank H. Ogawa Plaza.

PROJECT TITLE: City of Oakland General Plan – Housing Element Update 2007-2014

PROJECT LOCATION: The City of Oakland (City) is located in northern Alameda County (County) on the east side of the San Francisco Bay (Bay). The City is bounded by the Cities of Berkeley and Emeryville to the north, the City of San Leandro to the south, the East Bay Regional Park District to the east, and the City of Alameda to the west. The City is approximately 15 miles east of the City of San Francisco and 90 miles southwest of the City of Sacramento. Interstate 80 (I-80) provides access to the City from the northwest, while Interstates 580 (I-580) and 980 (I-980) provide access from the southeast.

PROJECT SPONSOR: City of Oakland, Community and Economic Development Agency

EXISTING CONDITIONS: The City encompasses 56 square miles of land and 24 square miles of water, and is mostly urbanized. The City contains a wide range of residential, commercial, industrial, public, and open space land uses. Residential areas vary from very dense neighborhoods, exceeding 25,000 persons per square mile, to semi-rural neighborhoods with one-acre lots. The City has an estimated population of 420,183.

The 1998 LUTE EIR identified over 100 sites in the City of Oakland as being on the State's "Cortese List" of hazardous waste sites. The California State Regional Water Quality Control Board "GeoTracker" database identifies underground hazardous substance storage tanks on 23 of the 224 opportunity sites listed under *2007-2014 Housing Element*. Of the 23, there are three sites with a status of "remediation" and 20 sites with a status of "site assessment."

PROJECT DESCRIPTION: In accordance with State law, the City of Oakland proposes to adopt a General Plan Amendment (GPA) for the City of Oakland General Plan - Housing Element Update 2007-2014 (proposed project or *2007-2014 Housing Element*) as a part of the City's *General Plan*. According to the ABAG RHNA numbers, the City must accommodate 14,629 new housing units between January 2007 and June 2014 to meet its "fair share" of the State's housing need. Since January 1, 2007, 1,128 units have been constructed. In addition to the units built or under construction, the *2007-2014 Housing Element* identifies that between January 2007 and August 2008, 4,442 market-rate units had planning approvals (entitlements) and 563 affordable units were funded, but neither group has started construction. During the same time period, there were 7,022 market rate units and 48 affordable units in pre-development.

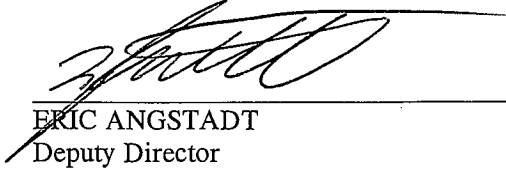
Based on housing unit construction and approvals since January 1, 2007, the City has already committed to developing 90 percent of the units needed to satisfy the RHNA requirement in the planning period. The remaining 1,426 units required to meet the RHNA allocation of 14,629 units could be accommodated on City-identified housing opportunity sites. Approximately 225 housing opportunity sites are located throughout the City, divided into the 12 Planning Areas.

PROBABLE ENVIRONMENTAL EFFECTS:

The Initial Study screened out environmental factors that will not be further studied in the Draft EIR. These factors include: aesthetics, agricultural resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water, land use and planning, mineral resources, population and housing, public services, recreation, and utilities. However, the Draft EIR will address the potential environmental effects for air quality, climate change, noise, and transportation. All other impacts would be mitigated to less-than-significant levels.

The Draft EIR will also examine a reasonable range of alternatives to the Project, including the CEQA-mandated No Project Alternative, and other potential alternatives that may be capable of reducing or avoiding potential environmental effects.

9/21, 2009
File No.: ER08-0009


ERIC ANGSTADT
Deputy Director
Community and Economic Development Agency
Environmental Review Officer

Appendix D

NOP Comments and Responses

Appendix D-1

Comments from
Landmarks Preservation Advisory Board
and
City Planning Commission
Scoping Meetings



MEMORANDUM

To: Devan Reiff
From: Rachel Schuett, PBS&J
Enc: Scoping Session Report
Date: October 12, 2009
Subject: **Oakland Housing Element EIR Scoping Session Report**

Attached please find a summary of the comments from the public and the Planning Commission on the scope of the Environmental Impact Report for the Oakland Housing Element.

Comments were heard at the October 7, 2009 Planning Commission meeting.



An employee-owned company

Oakland Planning Commission Hearing, October 7, 2009

Public Comments

- Sanjeev Handa:
 - o Most cities update their General Plans every five years.
 - o The City of Oakland went 37 years without touching most of its General Plan, including missing several cycles of its Housing Element.
 - o [Further discussion of the history of the Housing Element in Oakland.]
 - o 16 years later, the work is still not complete and there is a temporary surcharge that has been around for more than 12 years that every application pays. The City Council cannot get an accounting of how the money is spent.

Planning Commission Comments

- Commissioner Boxer: Will the Housing Element be reviewed under SB 375 and AB 32?
 - o Wald: The BAAQMD proposed draft guidelines last month that they are considering adopting by the end of the year. The Housing Element will use those because they are more specific and have actual numbers. The guidelines will implement SB 375 and AB 32. The Housing Element will look at the current guidelines and the proposed guidelines.
- Commissioner Gibbs: Is the Planning Commission precluded from changing anything in the Housing Element, like how the RHNA allocations are approached? Will there be an opportunity to weigh in on issues that are not specific to environmental impacts?
 - o Angstadt: There will be an opportunity for the Planning Commission to address the Housing Element issues beyond the scope of the EIR at a later time. But now, it is just about what should be studied by the EIR.
 - o Wald: With respect to the RHNA numbers, there is no avenue for this body to second guess numbers that have been imposed by ABAG. While the body can look at various policies and where the housing should go, the actual RHNA allocation is set.
 - o Gibbs: This point is understood, but wants to look at the method that the numbers were achieved. That's where the Planning Commission has the flexibility to make the decisions.
 - o Wald: Gibbs and Angstadt should have an offline conversation. The concerns of the Planning Commission should be heard earlier rather than later.
- Commissioner Gálvez: How will increasing the housing have a less-than-significant impact on public services?
 - o Reiff: There are analysis thresholds that were found to be less-than-significant or less-than-significant with the implementation of certain other measures. Each individual project under the Housing Element would go through design review or would come before the Planning Commission. Impacts to specific stations/libraries would be analyzed in the individual (project-level) review. However, collectively, there would be no impacts.
- Commissioner Truong: How will public health impacts be addressed?
 - o Reiff: the Air Quality impacts will be studied in the EIR. The EIR will use the BAAQMD guidelines. The other sections of the EIR (Noise, Transportation, and Climate Change) will also address health impacts.
- Commissioner Colbruno: MTC in Alameda County gave a presentation regarding the effect of height limits being too low and increasing traffic and traffic problems in cities. The EIR should look at the nexus between height limits and traffic, pedestrian, and bike-friendliness in the City. Can this be addressed in the EIR?

- o Angstadt: The topic will come up in the Zoning Update, especially in the transportation corridors in the commercial areas of the update. That will come to the Planning Commission at the beginning of next year.
 - o Colbruno: Could the Planning Commission see the **German Marshall Fund Study** before next year?
- Commissioner Colbruno: Is the nexus between green development and the environment addressed in the Initial Study?
 - o Angstadt: The Green Building Ordinance will be brought before the Planning Commission separately, so that does not need to be addressed.
- Commissioner Colbruno: And the Historic Preservation Study will be brought before the Planning Commission separately as well?
 - o Reiff: The Historic Preservation Study hearing will not be in front of the Planning Commission, but in front of the Landmarks Board.
 - o Angstadt: But the Planning Commission will advise based on the hearing.
- Commissioner Colbruno: Went to a seminar in San Francisco that discussed the housing needs for lesbian and gay senior citizens. Will this issue be examined in the Housing Element?
 - o That will be examined.
- Commissioner Colbruno: Worried that the issues are addressed elsewhere, but don't actually end up in the Housing Element document.
 - o Angstadt: All of the issues that are discussed collectively make the General Plan.
 - o Wald: If there are any comments or concerns about historic resources, now is the time to bring them up. The Initial Study currently screens out Historic Resources from further evaluation.
 - o Colbruno: What isn't clear is how green development preserves having to use new materials. It should be a part of the Housing Element.
 - o Angstadt: This issue will be addressed by the Planning Commission when the Green Building Ordinance is addressed.
- Commissioner Gibbs: Is there a separate ordinance, not necessarily part of the element, but will affect the implementation of the Housing Element? How will this come to the Planning Commission? The document states that the Alameda Green Building Guidelines will be encouraged, but how can this be ensured?
 - o Boxer: We have instigated a draft Green Building Ordinance for the last year and a half. It will come to the full commission. Gibbs should review what has been done so far. The Green Building Ordinance is not part of the Housing Element because it has not yet been passed.
 - o Angstadt: If the Planning Commission passes the Green Building Ordinance later, then all other projects will be subject to it, including the Housing Element opportunity sites. If adopted, the Green Building Ordinance will become the law of the City and will affect every project after.

MINUTES

LANDMARKS PRESERVATION
ADVISORY BOARD
OAKLAND, CA 94612

LANDMARKS PRESERVATION ADVISORY BOARD MEMBERS:

October 19, 2009
Regular Meeting 6 PM

Thomas Biggs
Valerie Garry
Rosemary Muller
Anna Naruta
Kirk Peterson, Chair
Delphine Prevost, Vice Chair
Daniel Schulman

City Hall
Hearing Room One
One Frank H. Ogawa Plaza
Oakland, California 94612

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The Landmarks Board welcomes public comment on all agenda items. The Board requests that speakers limit their comments to no more than three minutes. Correspondence received by the Monday prior to the meeting date will be included in the Board's agenda packet. (See address below.)

ROLL CALL

Present: Biggs, Garry, Muller, Peterson, Prevost, Schulman. **Absent:** Naruta.
Staff Present: Marvin, Pavlinec, Pearson.

OPEN FORUM

Sanjiv Handa, East Bay News Service: Noted that this LPAB meeting will be broadcast via KTOP on a different day and time because this meeting date was a change from the regular meeting schedule. Commented on various City operational issues, such as improper maintenance of streets and plazas which results in flooding during rainstorms, operating cost overruns for City buildings, etc. With regards to agenda item #2, Housing Element EIR Scoping Session, noted that there is a parking deficiency in Oakland and encouraged the Board to keep this in mind when considering the Housing Element policies that would increase housing density.

APPROVAL OF MINUTES of September 14, 2009.

MOTION to approve minutes made by Prevost and seconded by Garry. **ACTION:** Motion passed unanimously.

LANDMARK OF THE MONTH

Board Member Garry gave a presentation on the Lakeshore Highlands Portals, Trestle Glen Road & Longridge Road at Lakeshore Avenue, (Landmark 77-374, Ordinance 9538 C.M.S., November 15, 1977)

2)	Location:	Citywide
	Proposal:	CEQA Scoping session, for Environmental Impact Report on 2007-2014 Housing Element
	Applicant:	City of Oakland
Contact Person/Phone Number:		Devan Reiff/510-238-3550
	Owner:	n/a
	Case File Number:	ER08-0009; see also GP 09-079
	Planning Permits Required:	n/a
	General Plan:	All designations
	Zoning:	All zoning districts where residential activities are permitted
Environmental Determination:		Staff has determined that an Environmental Impact Report (EIR) must be prepared for the <i>2007-2014 Housing Element</i> . An Initial Study (IS) that identifies the areas of probable environmental impacts and a Notice of Preparation of a Draft Environmental Impact Report (DEIR) have been prepared. The IS has identified Air Quality, Noise and Traffic as areas of probable environmental impact that shall be studied in the Draft Environmental Impact Report to be prepared, and that all other impacts would be reduced to less than significant levels. A Notice of Preparation for the EIR was published on <u>September 21, 2009</u> . The public comment period on the Notice of Preparation ends on <u>October 21, 2009</u> .
	Historic Status:	n/a
	Service Delivery District:	All
	City Council District:	All
	Status:	Pending
	Action to be Taken:	Receive public and Landmarks Board comments on the historic resources issues identified in the Initial Study of the EIR. No decisions will be made on the Housing Element or the EIR at this hearing.
	Finality of Decision:	n/a
	For Further Information:	Contact case planner Devan Reiff at (510) 238-3550 or by email: dreiff@oaklandnet.com

Planner Reiff presented the item.

Muller had questions regarding the number of units required and those that have been built with respect to the 1400 units left that could be built on 200 sites citywide.

Is it likely that by 2014 we will exceed that number of units?

Reiff responded that there is no way to know.

Muller asked how the Housing Element changes anything - is it law or a goal?

Reiff stated that it is definitely law in that the state requires adoption of a Housing Element before it grants bond money. Other cities have a hard time meeting their requirements because they don't have the zoning that we do. In a lot of ways we have already met the intentions of state housing law.

Schulman asked when ABAG does the distribution of housing in the Regional Housing Needs Allocation (RHNA) by levels of Area Median Income (AMI), what is the catchment for it.

Reiff stated that ABAG is a multi-county area. He speculated that we use HUD median incomes and that affordability is tied to that.

Peterson asked if we are obligated to grow.

Reiff responded that it's not that we must produce this much housing by 2014. However, it is assumed that the population of the bay area will grow. Every city has to take its share. He speculated that the City has to show that the housing could be built under our policies and zoning. ABAG goes through at least a year of analysis to come up with the number.

Peterson: Is there any policy or linkage to get the opportunity sites to be taken advantage of?

Reiff stated that it's one goal of the Housing Element that the City will publicize the list to realtors and the affordable housing community. These sites must accommodate 30 units to the acre which is dense enough to encourage affordable housing. Must show that the City's zoning would permit this density. **Peterson** asked for density visuals.

Prevost stated that an EIR seems excessive since we don't know if we are going to build more units.

Reiff explained the City's CEQA thresholds.

Prevost asked how we know that the impacts are significant.

Reiff stated that the City wanted to take a conservative view. There are four areas that will be studied: traffic, air quality, noise, greenhouse gas and climate change. We are analyzing 1400 units over 200 sites. It is a protection. The only other city doing a Housing Element EIR is San Francisco.

Prevost asked if the City could have exercised an exemption for a policy document.

Reiff stated that it was a debate. The previous Housing Element had a Mitigated Negative Declaration, but we found too many impacts in those four categories and determined that a Focused EIR is required.

Peterson asked if the EIR would preclude squabbles later.

Reiff stated that it would also bring the City up to date on some fact finding. If an actual project involved a historic resource, it would require additional review.

Naomi Schiff: The map doesn't help to see if OHA's opportunity parcels overlap. Looking at tables in back, she doesn't see how we can say no impact on historic resources. She recognizes addresses of the 200 opportunity sites that are historic resources. She can't tell because the sites are not mapped against the City's ASI and API map. Should have a column with OCHS historic status in the Tables. The information is not revealed. The Board should suggest that a column be added to the entire list stating the status of the projects. Wants to make sure that sites are not historic. Much of the low cost housing is in historic resources. It would be nice for the City to state as a goal that rehabbing housing is something the City should be doing it in a way that it remains part of the historic stock of usable green buildings. It doesn't mention reusing historic structures and those words should be in the document.

Klein, John: The Initial Study excluded aesthetics impacts, but they need to be included in at least in the Central Business District (CBD) because the City Council rezoned the CBD and called for a view corridor study to be conducted. The Land Use and Transportation Element discusses preserving views and creating zoning heights to retain views to historic buildings. There is also a strong community desire to maintain views of historic buildings into and out of downtown. There are also other provisions added by the City Council that require maximum CEQA analysis of view impacts to the Tribune Tower and City Hall until the view study is complete and amendments to the planning code are approved. There may be adverse impacts by new buildings or alterations to existing buildings. There is currently a height limit of 85 feet along 14th Street between Madison and Harrison Streets, between 14th & 15th Streets for a half a block in. This will stay in place until the view corridor study is completed. Therefore, a study needs to be included in the Housing Element EIR. There are several tall buildings proposed that need to be studied. He raised other issues in the Gold Coast area. He will put his comments in writing.

Reiff: Will correct a couple of facts. The colored map is a better version than is what is in the housing element. In the staff report on Page 7, looking at all 200 opportunity sites there were only 19 in an API, S-7 or S-20. We will make the table a part of the Housing Element when it gets adopted. Other historic resources listed in error will be removed. We looked at value of land against the value of improvement. We intended to find vacant or underutilized properties. The Aesthetic Resources section of the Initial Study does speak to City Hall as a resource (see page 20). The Initial Study shows a less than significant impact on scenic vistas.

Peterson is troubled about a section of the Housing Element on the aged conditions of housing stock. The implication is that if it's old it is in worse condition. Many older houses have a longer life span based on old growth wood. This suggests a built in prejudice toward older housing stock. A different metric would be the Rockridge neighborhood where buildings are 100 years. The buildings are in excellent condition and have great prospects for the future. Demographics economic conditions of the population and ownership have a lot to do with the condition of houses. It's a red flag for me.

Reiff will look at section to see if it can be re-written.

Peterson: Green policies also found that using lumber in older buildings is better than using new lumber.

Reiff: The Housing Element will not go back to the Planning Commission or City Council until December at the earliest. There is another month or so to take a look at it. The Housing element is not closed.

Muller: There's a difference between the big picture stuff and the analysis of individual projects as they go forward, which will still happen. Therefore it is reasonable to have the CEQA process only deal with cumulative impacts that would not be considered when you handle each individual project. It is difficult to consider view corridors when looking at housing in the aggregate for the whole city. I think the scope is reasonable. Other things other than getting the historic resources off that list need to be analyzed on a case by case basis. It might give people a sense that they could do something when in fact they may later find that they cannot

Prevost agrees with Board Member Muller. A developer wanting to build housing on one of these sites based on the Focused EIR will find that the programmatic EIR is not sufficient and I trust the City will let the developer know that. What is the title of the EIR - will it have the word 'programmatic' in it?

Reiff will take this under suggestion.

Peterson is looking for policy that older housing is good. Would like to see value of historic housing incorporated into the Housing Element. 50 years ago people thought you were crazy if you said a Victorian was great, and now it is understood.

Reiff will take a look at the Housing Element to see how we've written it to incorporate these values and Oakland's legacy of old housing stock.

Muller: Liked seeing opportunity sites on the historic map

Prevost made a **MOTION** that the Board find that the conclusions of the Initial Study on impacts to historic resources have been adequately analyzed in the Initial Study and that no further environmental review of cultural resources is required as part of the Housing Element EIR process and that the comments made by the Board this evening will be documented and taken into consideration by staff. Seconded by Schulman. Motion **PASSES** unanimously.

4.)

Location: Citywide

Proposal: Develop more restrictive Demolition Findings based on Historic Preservation Element

Applicant: City Planning Commission

General Plan: Citywide

Existing Zoning: Citywide

Environmental Determination: The proposal relies on the previously Adopted Negative Declaration (ER93-50) for the Historic Preservation Element of the Oakland General Plan (1993), and the previously Certified Environmental Impact Report (ER98-004) for the Amendment to the Historic Preservation Element of the Oakland General Plan (1998). As a separate and independent basis, this proposal is also exempt under each of the following California Environmental Quality Act (CEQA) CEQA Guidelines: Section 15183-Projects Consistent with a Community Plan, General Plan, or Zoning; Section 15331-Historical Resource Restoration/Rehabilitation; and, Section 15061(b) (3)-Review for Exemption.

Action to be taken: Amendments to the Zoning Regulations- Planning Commission Recommendation to Include More Restrictive Demolition Findings: Continue discussing and finalize recommendations to the Zoning Update Committee and Planning Commission on stronger demolition and removal findings.

For Further Information: Contact case planner **Joann Pavlinec** at (510)238-6344 or by e-mail at jpavlinec@oaklandnet.com

Appendix D-2

Comment Letters



October 9, 2009

Devan Reiff, Project Manager
 City of Oakland
 Community and Economic Development Agency
 250 Frank H. Ogawa Plaza, Suite 3315
 Oakland, CA 94612

Re: Notice of Preparation of a Draft Environmental Impact Report – City of Oakland General Plan, Housing Element Update 2007 – 2014, Oakland

Dear Mr. Reiff:

East Bay Municipal Utility District (EBMUD) appreciates the opportunity to comment on the Notice of Preparation (NOP) of a Draft Environmental Impact Report (EIR) for the City of Oakland (City) General Plan, Housing Element Update 2007 – 2014. EBMUD has the following comments,

GENERAL

On page 197, under Wastewater, third paragraph, the last word “above” in phrase inside parenthesis of the last sentence shall be replaced with “below”.

On page 201, under *Water Treatment* of the Water Supply subsection, delete the last sentence of the first paragraph “*Orinda processes 119 mgd of untreated water, which accounts for approximately 63 percent of its total capacity.*”¹⁴³ Based on the footnote, it seems that the output for the Orinda Water Treatment Plant was reflective for the single day for which the data was requested but can vary from day to day. The Orinda Water Treatment Plant has a nominal output of 175 million gallons per day.

On page 202, under *Recycled Water Supply* of the Water Supply subsection:

- Revise the last sentence of the first paragraph to read “*It is estimated that recycled water demand will be up to 10 mgd in 2010.*”¹⁴³
- Change reference 143 in the footnote to the WSMP 2040. EBMUD recently published the WSMP 2040 which contains the most updated EBMUD water demand and supply information and can be downloaded from the website:
http://www.ebmud.com/water_and_environment/water_supply/water_supply_management_program/CEQA/default.htm

- At the end of the first paragraph, insert the sentence: *"As part of the current WSMP 2040 process, the EBMUD Board of Directors will consider an enhanced goal of recycling 20 mgd by year 2040, continuing EBMUD's long standing commitment to recycled water."*

As stated above, EBMUD published the WSMP 2040 plan which contains information superseding the information provided in the UWMP 2005 and the WSMP 2040 workshops. The *Water Demands* (pages 202 and 203), *Water Supply Planning and Reliability* (pages 203 through 205), as well as *Supply and Demand Comparison* (pages 205 and 206) sub-subsections of the Initial Study should be revised accordingly to reflect the updated information provided in the WSMP 2040.

WATER SERVICE

The Notice of Preparation does not reference specific development projects. Any development project associated with the City of Oakland General Plan Housing Element Update will be subject to the following general requirements:

Main extensions that may be required to serve any specific development projects that will provide adequate domestic water supply, fire flows, and system redundancy will be at the project sponsor's expense. Pipeline and fire hydrant relocations and replacements due to modifications of existing streets, and off-site pipeline improvements, also at the project sponsor's expense, may be required depending on EBMUD metering requirements and fire flow requirements set by the local fire department. All project sponsors should contact EBMUD's New Business Office and request a water service estimate to determine costs and conditions of providing water service to the development. Engineering and installation of new and relocated pipeline and services requires substantial lead-time, which should be provided for in the project sponsor's development schedule.

Please note that depending on the size and/or square footage, the lead agency for future individual projects within the General Plan Housing Element Update areas should contact EBMUD to request a Water Supply Assessment (WSA) that meets the threshold of a WSA pursuant to Section 15155 of the California Environmental Quality Act Guidelines, and Section 10910-10915 of the California Water Code. EBMUD requires project sponsors to provide future water demand data and estimates for individual project sites for analysis of the WSA. Please be aware that the WSA can take up to 90 days to complete from the day on which the request is received.

The Notice of Preparation indicates the presence of hazardous materials throughout the City that are of potential concern. The project sponsor should be aware that EBMUD will not inspect, install or maintain pipeline in contaminated soil or groundwater (if groundwater is present at any time during the year at the depth piping is to be installed) that must be handled as a hazardous waste or that may pose a health and safety risk to construction or maintenance personnel wearing Level D personal protective equipment. Nor will EBMUD install piping in areas where

groundwater contaminant concentrations exceed specified limits for discharge to sanitary sewer systems or sewage treatment plants. Applicants for EBMUD services requiring excavation in contaminated areas must submit copies of existing information regarding soil and groundwater quality within or adjacent to the project boundary. In addition, the applicant must provide a legally sufficient, complete and specific written remedial plan establishing the methodology, planning and design of all necessary systems for the removal, treatment, and disposal of all identified contaminated soil and/or groundwater.

EBMUD will not design the installation of pipelines until such time as soil and groundwater quality data and remediation plans are received and reviewed and will not install pipelines until remediation has been carried out and documentation of the effectiveness of the remediation has been received and reviewed. If no soil or groundwater quality data exists or the information supplied by the applicant is insufficient EBMUD may require the applicant to perform sampling and analysis to characterize the soil being excavated and groundwater that may be encountered during excavation or perform such sampling and analysis itself at the applicant's expense.

WASTEWATER

EBMUD's Main Wastewater Treatment Plant (MWWTP) and interceptor system are anticipated to have adequate dry weather capacity to treat the proposed wastewater flows from this project, provided that the wastewater meets the requirements of the current EBMUD Wastewater Control Ordinance. However, wet weather flows are a concern. EBMUD has historically operated three Wet Weather Facilities (WWFs) to provide treatment for high wet weather flows that exceed the treatment capacity of the MWWTP. On January 14, 2009, due to Environmental Protection Agency (EPA) and State Water Resources Control Board's (SWRCB) re-interpretation of applicable law, the Regional Water Quality Control Board (RWQCB) issued an order prohibiting further discharges from EBMUD's WWFs. Additionally, on July 22, 2009 a Stipulated Order for Preliminary Relief issued by EPA, the SWRCB, and RWQCB became effective. This order requires EBMUD to begin work that will identify problem inflow and infiltration (I/I) areas, begin to reduce I/I through private sewer lateral improvements, and lay the groundwork for future efforts to eliminate discharges from the WWFs.

Currently, there is insufficient information to forecast how these changes will impact allowable wet weather flows in the individual collection system subbasins contributing to the EBMUD wastewater system, including the subbasin in which the proposed project is located. As required by the Stipulated Order, EBMUD is conducting extensive flow monitoring and hydraulic modeling to determine the level of flow reductions that will be needed in order to comply with the new zero-discharge requirement at the WWFs. It is reasonable to assume that a new regional wet weather flow allocation process may occur in the East Bay, but the schedule for implementation of any new flow allocations has not yet been determined.

The lead agency should require the project applicant to incorporate the following measures into the proposed project: (1) replace or rehabilitate any existing sanitary sewer collection systems to

reduce I/I, and (2) ensure any new wastewater collection systems for the project are constructed to prevent I/I to the maximum extent feasible. Please include such provisions in the environmental documentation for this project.

WATER RECYCLING

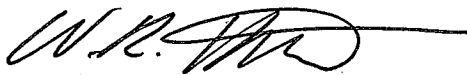
EBMUD's Policy 8.01 requires that customers use non-potable water for non-domestic purposes when it is of adequate quality and quantity, available at reasonable cost, not detrimental to public health and not injurious to plant life, fish and wild life to offset demand on EBMUD's limited potable water supply. The City is located within EBMUD's recycled water service boundaries. As part of the water supply planning, EBMUD will consider the feasibility of providing recycled water to the City for appropriate uses including landscape irrigation, commercial applications, industrial process uses, and other applications. EBMUD recommends that the City require developers of new or redevelopment projects within the City to coordinate and consult with EBMUD regarding the feasibility of providing recycled water for appropriate non-potable purposes.

WATER CONSERVATION

Individual projects within the General Plan Housing Element Update present an opportunity to incorporate water conservation measures. EBMUD would request that the City include in its conditions of approval a requirement that the project sponsor comply with Assembly Bill 325, Model Water Efficient Landscape Ordinance (Division 2, Title 23, California Code of Regulations, Chapter 2.7, Sections 490 through 495). Project sponsors for individual projects should be aware that Section 31 of EBMUD's Water Service Regulations requires that water service shall not be furnished for new or expanded service unless all the applicable water-efficiency measures described in the regulation are installed at the project sponsor's expense.

If you have any questions concerning this response, please contact David J. Rehnstrom, Senior Civil Engineer, Water Service Planning at (510) 287-1365.

Sincerely,



William R. Kirkpatrick
Manager of Water Distribution Planning

WRK:AMW:djr
sb09_213.doc

STATE OF CALIFORNIA

Arnold Schwarzenegger, Governor

PUBLIC UTILITIES COMMISSION

505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298

October 19, 2009

Devan Reiff
City of Oakland-CEDA
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94706Re: Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR)
SCH # 200909092065-City of Oakland 2007-2014 Housing Element EIR

Dear Mr. Reiff:

As the state agency responsible for rail safety within California, the California Public Utilities Commission (CPUC or Commission) recommends that development projects proposed near rail corridors be planned with the safety of these corridors in mind. New developments and improvements to existing facilities may increase vehicular traffic volumes, not only on streets and at intersections, but also at at-grade highway-rail crossings. In addition, projects may increase pedestrian movement at crossings, and elsewhere along rail corridor rights-of-way. Working with CPUC staff early in project planning will help project proponents, agency staff, and other reviewers to identify potential project impacts and appropriate mitigation measures, and thereby improve the safety of motorists, pedestrians, railroad personnel, and railroad passengers.

The Traffic Impact Study (T.I.S) within the DEIR Traffic/Circulation section needs to specifically consider traffic safety issues to the at-grade railroad crossings located within the City of Oakland. The DEIR needs to evaluate, for example, whether traffic queues would extend across the railroad tracks. Such queuing increases the possibility that a motorist would stop on the tracks and be unable to clear the tracks as a train approaches, e.g., due to congestion or a stalled vehicle.

In general, the major types of impacts to consider are collisions between trains and vehicles, and between trains and pedestrians.

General categories of measures to reduce potential adverse impacts on rail safety include:

- Installation of grade separations at crossings, i.e., physically separating roads and railroad track by constructing overpasses or underpasses
- Improvements to warning devices at existing highway-rail crossings
- Installation of additional warning signage
- Improvements to traffic signaling at intersections adjacent to crossings, e.g., traffic preemption
- Installation of median separation to prevent vehicles from driving around railroad crossing gates

Devan Reiff
City of Oakland-CEDA
SCH # 2009092065
October 19, 2009
Page 2 of 2

- Where soundwalls, landscaping, buildings, etc. would be installed near crossings, maintaining the visibility of warning devices and approaching trains
- Prohibition of parking within 100 feet of crossings to improve the visibility of warning devices and approaching trains
- Installation of pedestrian-specific warning devices and channelization and sidewalks
- Construction of pull-out lanes for buses and vehicles transporting hazardous materials
- Installation of vandal-resistant fencing or walls to limit the access of pedestrians onto the railroad right-of-way
- Elimination of driveways near crossings
- Increased enforcement of traffic laws at crossings
- Rail safety awareness programs to educate the public about the hazards of highway-rail grade crossings

Commission approval is required to modify an existing highway-rail crossing or to construct a new crossing.

Please forward the proposed Draft T.I.S. Scope for our review and comment before the project traffic consultant commences with the actual analysis to assure that all affected at-grade rail crossings are within the parameters of the study.

Thank you for your consideration of these comments and we look forward to working with the City on this project. If you have any questions in this matter, please call me at (415) 713-0092 or email ms2@cpuc.ca.gov.

Sincerely,



Moses Stites
Rail corridor Safety Specialist
Consumer Protection and Safety Division
Rail Transit and Crossings Branch
515 L Street, Suite 1119
Sacramento, CA 95814



ALAMEDA COUNTY
CONGESTION MANAGEMENT AGENCY

1333 BROADWAY, SUITE 220 • OAKLAND, CA 94612 • PHONE: (510) 836-2560 • FAX: (510) 836-2185
E-MAIL: mail@accma.ca.gov • WEB SITE: accma.ca.gov

AC Transit
Director
Greg Harper

Alameda County
Supervisors
Nate Milley
Scott Haggerty

City of Alameda
Mayor
Beverly Johnson
Vice Chair

City of Albany
Councilmember
Farid Javandel

BART
Director
Thomas Blalock

City of Berkeley
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Kris Worthington

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Vice-Mayor
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City of San Leandro
Councilmember
Joyce R. Starosciak

City of Union City
Mayor
Mark Green
Chair

Executive Director
Dennis R. Fay

October 19, 2009

Devan Reiff
Project Manager
City of Oakland
Community and Economic Development Agency
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94612-2032
dreiff@oaklandnet.com

SUBJECT: Comments on the Notice of Preparation of a Draft Environmental Impact Report (DEIR) for the City of Oakland General Plan Amendment – Housing Element Update 2007-2014

Dear Mr. Reiff:

Thank you for the opportunity to comment on the Notice of Preparation (NOP) for a Draft Environmental Impact Report (DEIR) for City of Oakland General Plan Amendment Housing Element Update 2007-2014. The Housing Element would allow the completion of meeting ABAG's Regional Housing Needs Allocation (RHNA) requirements, or an additional 13,501 units on 225 City-identified housing opportunity sites located in the 12 Planning Areas throughout the City of Oakland.

From the information submitted in the NOP for the DEIR, it is not clear if the project will generate more than 100 p.m. peak hour trips above that which is allowable under the existing general plan. Please include information in the DEIR that shows the number of trips that would be generated with the Housing Element compared to the existing general plan. If the project would generate more than 100 p.m. additional peak hour trips, the Alameda County Congestion Management Agency (ACCMA) respectfully submits the following comments:

- The City of Oakland adopted Resolution No. 69475 on November 19, 1992 establishing guidelines for reviewing the impacts of local land use decisions consistent with the Alameda County Congestion Management Program (CMP). If the proposed project is expected to generate at least 100 p.m. peak hour trips over existing conditions, the CMP Land Use Analysis Program requires the City to conduct a traffic analysis of the project using the Countywide Transportation Demand Model for projection years 2015 and 2035 conditions. Please note the following paragraph as it discusses the responsibility for modeling.
 - The CMA Board amended the CMP on March 26th, 1998 so that local jurisdictions are responsible for conducting the model runs themselves or through a consultant. The ACCMA has a Countywide model that is available for this purpose. The City of Oakland and the ACCMA signed a Countywide Model Agreement on November 16,

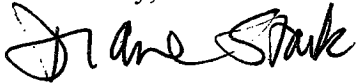
2007. Before the model can be used for this project, a letter must be submitted to the ACCMA requesting use of the model and describing the project. A copy of a sample letter agreement is available upon request.

- Potential impacts of the project on the Metropolitan Transportation System (MTS) need to be addressed. (See 2007 CMP Figures E-2 and E-3 and Figure 2). The DEIR should address all potential impacts of the project on the MTS roadway and transit systems. These include I-880, I-580, I-80, I-980, SR 24, Harrison Street, Webster Street, Grand Avenue, Broadway, San Pablo Avenue, Telegraph Avenue, 14th Street, as well as BART and AC Transit. A map showing MTS roads in the City of Oakland is attached. Potential impacts of the project must be addressed for 2015 and 2035 conditions.
 - Please note that the ACCMA does *not* have a policy for determining a threshold of significance for Level of Service for the Land Use Analysis Program of the CMP. Professional judgment should be applied to determine the significance of project impacts (Please see chapter 6 of 2007 CMP for more information).
- The adequacy of any project mitigation measures should be discussed. On February 25, 1993, the CMA Board adopted three criteria for evaluating the adequacy of DEIR project mitigation measures:
 - Project mitigation measures must be adequate to sustain CMP service standards for roadways and transit;
 - Project mitigation measures must be fully funded to be considered adequate;
 - Project mitigation measures that rely on state or federal funds directed by or influenced by the CMA must be consistent with the project funding priorities established in the Capital Improvement Program (CIP) section of the CMP or the Regional Transportation Plan (RTP).The DEIR should include a discussion on the adequacy of proposed mitigation measures relative to these criteria. In particular, the DEIR should detail when proposed roadway or transit route improvements are expected to be completed, how they will be funded, and what would be the effect on LOS if only the funded portions of these projects were assumed to be built prior to project completion.
- Potential impacts of the project on CMP transit levels of service must be analyzed. (See 2007 CMP, Chapter 4). Transit service standards are 15-30 minute headways for bus service and 3.75-15 minute headways for BART during peak hours. The DEIR should address the issue of transit funding as a mitigation measure in the context of the CMA's policies as discussed above.
- The DEIR should also consider demand-related strategies that are designed to reduce the need for new roadway facilities over the long term and to make the most efficient use of existing facilities (see 2007 CMP, Chapter 5). The DEIR should consider the use of TDM measures, in conjunction with roadway and transit improvements, as a means of attaining acceptable levels of service. Whenever possible, mechanisms that encourage ridesharing, flextime, transit, bicycling, telecommuting and other means of reducing peak hour traffic trips should be considered. The Site Design Guidelines Checklist may be useful during the review of the development proposal. A copy of the checklist is enclosed.

- The EIR should consider opportunities to promote countywide bicycle routes identified in the Alameda Countywide Bicycle Plan, which was approved by the ACCMA Board on October 26, 2006. The approved Countywide Bike Plan is available at <http://www.accma.ca.gov/pages/HomeBicyclePlan.aspx>
- The Alameda County Pedestrian Plan, developed by ACTIA, was adopted by both the ACTIA and ACCMA Boards in September 2006 and October 2006, respectively. The EIR should consider opportunities to promote pedestrian improvements identified in the Plan through the project development review process. The approved Countywide Pedestrian Plan is available at <http://www.acta2002.com/>
- For projects adjacent to state roadway facilities, the analysis should address noise impacts of the project. If the analysis finds an impact, then mitigation measures (i.e., soundwalls) should be incorporated as part of the conditions of approval of the proposed project. It should not be assumed that federal or state funding is available.

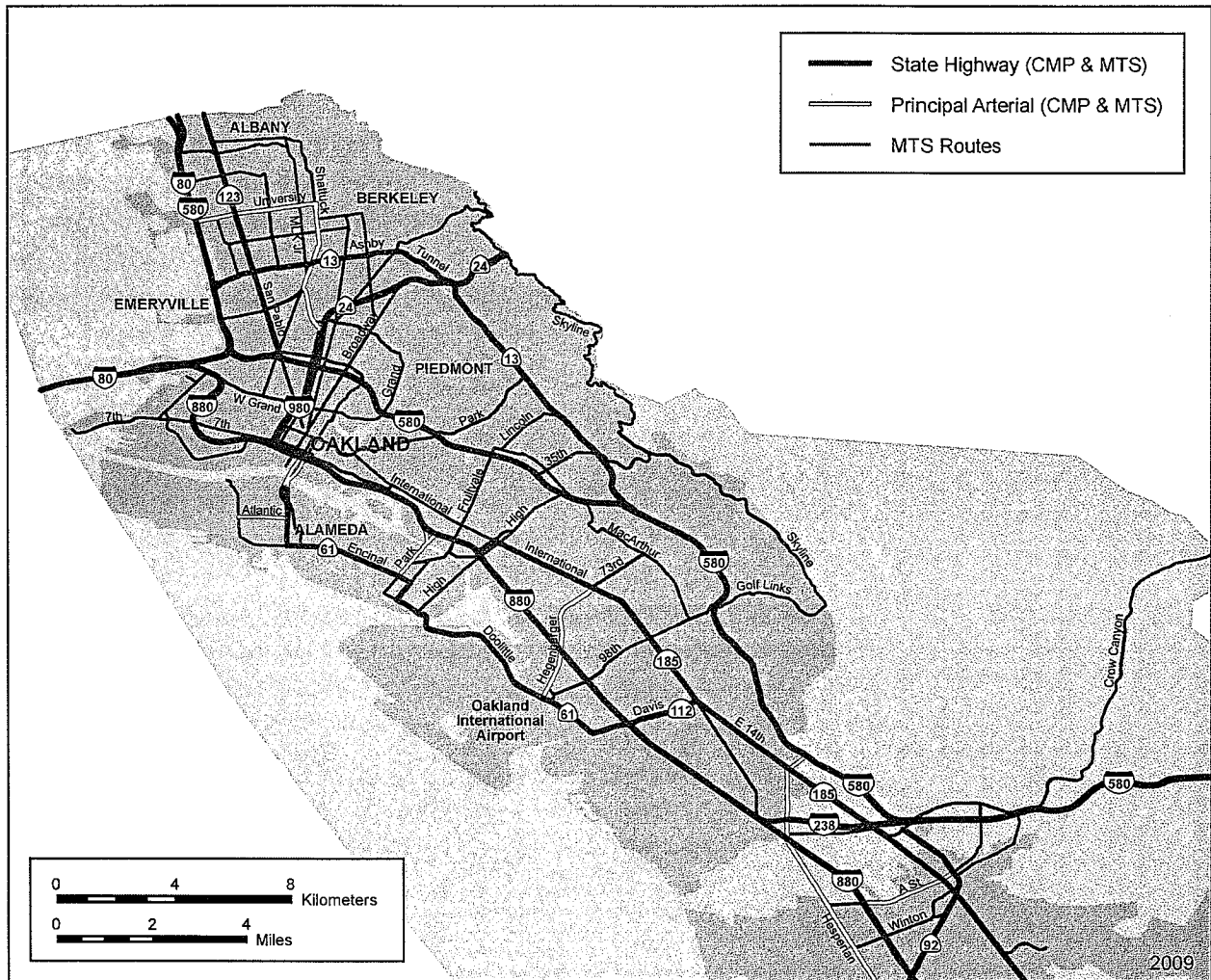
Thank you for the opportunity to comment on this Notice of Preparation. Please do not hesitate to contact me at 510.836.2560 if you require additional information.

Sincerely,



Diane Stark
Senior Transportation Planner

Cc: Beth Walukas, Manager of Planning
file: CMP - Environmental Review Opinions - Responses - 2009



Design Strategies Checklist
for the
Transportation Demand Management Element
of the
Alameda County CMP

The Transportation Demand Management Element included in the Congestion Management Program requires each jurisdiction to comply with the “Required Program”. This requirement can be satisfied in three ways: 1) adoption of “Design Strategies for encouraging alternatives to auto use through local development review” prepared by ABAG and the Bay Area Quality Management District; 2) adoption of new design guidelines that meet the individual needs of the local jurisdictions and the intent of the goals of the TDM Element or 3) evidence that existing policies and programs meet the intent of the goals of the TDM Element.

For those jurisdictions who have chosen to satisfy this requirement by Option 2 or 3 the following checklist has been prepared. In order to insure consistency and equity throughout the County, this checklist identifies the components of a design strategy that should be included in a local program to meet the minimum CMP conformity requirements. The required components are highlighted in bold type and are shown at the beginning of each section. A jurisdiction must answer Yes to each of the required components to be considered consistent with the CMP. Each jurisdiction will be asked to annually certify that it is complying with the TDM Element. Local jurisdictions will not be asked to submit the back-up information to the CMA justifying its response; however it should be available at the request of the public or neighboring jurisdictions.

Questions regarding optional program components are also included. You are encouraged but not required to answer these questions. ACTAC and the TDM Task Force felt that it might be useful to include additional strategies that could be considered for implementation by each jurisdiction.

CHECKLIST

Bicycle Facilities

Goal: To develop and implement design strategies that foster the development of a countywide bicycle program that incorporates a wide range of bicycle facilities to reduce vehicle trips and promote bicycle use for commuting, shopping and school activities. (Note: an example of facilities are bike paths, lanes or racks.)

Note: Bold type face indicates those components that must be included the “Required Program” in order to be found in compliance with the Congestion Management Program.

Local Responsibilities:

1a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

1a.1 provides a system of bicycle facilities that connect residential and/or non-residential development to other major activity centers?

Yes No

1a.2 bicycle facilities that provide access to transit?

Yes No

1a.3 that provide for construction of bicycle facilities needed to fill gaps, (i.e. gap closure), not provided through the development review process?

Yes No

1a.4 that consider bicycle safety such as safe crossing of busy arterials or along bike trails?

Yes No

1a.5 that provide for bicycle storage and bicycle parking for (A) multi-family residential and/or (B) non-residential developments?

Yes No

1b. How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance

Design Review

Standard Conditions of Approval

Capital Improvement Program

Specific Plan

Other

Pedestrian Facilities

Goal: To develop and implement design strategies that reduce vehicle trips and foster walking for commuting, shopping and school activities.

Local Responsibilities

2a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that incorporate the following:

2a.1 that provides reasonably direct, convenient, accessible and safe pedestrian connections to major activity centers, transit stops or hubs parks/open space and other pedestrian facilities?

Yes No

Note: Bold type face indicates those components that must be included the "Required Program" in order to be found in compliance with the Congestion Management Program.

2a.2 that provide for construction of pedestrian paths needed to fill gaps, (i.e. gap closure), not provided through the development process?

Yes No

2a.3 that include safety elements such as convenient crossing at arterials?

Yes No

2a.4 that provide for amenities such as lighting, street trees, trash receptacles that promote walking?

Yes No

2a.5 that encourage uses on the first floor that are pedestrian oriented, entrances that are conveniently accessible from the sidewalk or transit stops or other strategies that promote pedestrian activities in commercial areas?

Yes No

2b. How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance

Design Review, such as ADA Accessibility Design Standards

Standard Conditions of Approval

Capital Improvement Program

Specific Plan

Other

Transit

Goal: To develop and implement design strategies in cooperation with the appropriate transit agencies that reduce vehicle trips and foster the use of transit for commuting, shopping and school activities.

Local Responsibilities

3a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

3a.1 provide for the location of transit stops that minimize access time, facilitate intermodal transfers, and promote reasonably direct, accessible, convenient and safe connections to residential uses and major activity centers?

Yes No

Note: Bold type face indicates those components that must be included the "Required Program" in order to be found in compliance with the Congestion Management Program.

3a.2 provide for transit stops that have shelters or benches, trash receptacles, street trees or other street furniture that promote transit use?

Yes No

3a.3 that includes a process for including transit operators in development review?

Yes No

3a.4 provide for directional signage for transit stations and/or stops?

Yes No

3a.5 that include specifications for pavement width, bus pads or pavement structure, length of bus stops, and turning radii that accommodates bus transit?

Yes No

3.b How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance

Design Review

Standard Conditions of Approval

Capital Improvement Program

Specific Plan

Other

Carpools and Vanpools

Goal: To develop and implement design strategies that reduce the overall number of vehicle trips and foster carpool and vanpool use.

Local Responsibilities:

4a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

4a.1 For publicly owned parking garages or lots, are there preferential parking spaces and/or charges for carpools or vanpools?

Yes No

4a.2 that provide for convenient or preferential parking for carpools and vanpools in non-residential developments?

Yes No

Note: Bold type face indicates those components that must be included the "Required Program" in order to be found in compliance with the Congestion Management Program.

4.b How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance
Design Review
Standard Conditions of Approval
Capital Improvement Program
Specific Plan
Other

Park and Ride

Goal: To develop design strategies that reduce the overall number of vehicle trips and provide park and ride lots at strategic locations.

Local Responsibilities:

5a. In order to achieve the above goal, does your jurisdiction have design strategies or adopted policies that include the following:

5a.1 promote park and ride lots that are located near freeways or major transit hubs?

Yes No

5a.2 a process that provides input to Caltrans to insure HOV by-pass at metered freeway ramps?

Yes No

5b. How does your jurisdiction implement these strategies? Please identify.

Zoning ordinance
Design Review
Standard Conditions of Approval
Capital Improvement Program
Specific Plan
Other

October 21, 2009

Devan Reiff,
Project Manager,
City of Oakland, CEDA
250 Frank Ogawa Plaza, Suite 3315,
Oakland, CA 94612

Re EIR Scoping, ER08-0009, Housing Element

The Coalition of Advocates for Lake Merritt (CALM) is pleased to provide the following comments on the scoping related to the EIR for the 200-2014 Housing Element. We believe the Initial Study erroneously excludes the study of aesthetic impacts for the Housing Element EIR. As noted below, it is necessary to include aesthetic impacts in the EIR. The two main reasons are: the current zoning regulations regarding view corridors in the CBD and established character of the Gold Coast neighborhood, also in the CBD.

Current CBD Zoning related to View Corridors

When the City Council adopted new zoning regulations for the CBD in July, 2009, it directed staff to undertake a view corridor study. (see Oakland City Council Ordinance No. 12955 CMS, adopted July 21, 2009.)

The view corridor study is in response to the LUTE EIR which discusses the effect of new high-rise construction in the CBD and sets out various mitigations. In Section F, page III.F-9, of the EIR, titled “Visual and Esthetic Conditions” the EIR reads,

“Impact F.2: The Land Use and Transportation Element encourages high-rise development in Downtown Oakland. Such development could potentially block views, cast shadows, appear visually incongruous with adjacent low-rise development, and block views of the City skyline from surrounding neighborhoods. This impact is less than significant due to proposed policies addressing urban design and visual impacts in the Land Use and Transportation Element and the additional measure included in this EIR.”

“The policies listed above may not fully mitigate Impact F.2 to a less-than-significant level. The following additional measures are proposed to ensure that the impacts are less than significant.”

Specifically, the view corridor study responds to Mitigation Measure 7.2c 1[1] calling for the designation of view corridors and other necessary measures to preserve views of historic buildings in the CBD. There was also significant community support for the

1[1] The Draft Initial Study at page 32 contains an erroneous citation of the mitigation measure. The correct language of for Mitigation Measure F.2c is, “Define view corridors and, based upon these views, designate appropriate height limits and other requirements. Views of Lake Merritt, the Estuary, and architecturally or historically significant buildings should be considered.”

designation of view corridors and to preserve scenic views into the CBD, especially of the Tribune Tower and City Hall, from the public areas around Lake Merritt.

Again, in response to the mitigation and the expressed wishes of the community, the City Council included the following provisions in the zoning text adopted on July 21, 2009:

a. The area from Madison Street to Harrison Street and from mid-block between 14th Street and 15th Street to 13th Street shall be designated as Height Area 2 (85 feet) until the time that a view corridor study is complete and consequent amendments to the Oakland Planning Code are approved by the City Council.

b. Until the time that a view corridor study is complete and consequent amendments to the Oakland Planning Code are approved, maximum analysis shall be required as a part of CEQA to determine if views to and from the Tribune Tower and City Hall will be adversely impacted by proposals to construct new buildings, and/or demolish or alter existing structures. (Ordinance 12955 CMS).

A number of housing projects are planned or proposed in the CBD which are taller than 35 stories. Any project of this size will require maximum analysis under the aesthetic impacts criteria and in accordance with current zoning in the CBD. Therefore, aesthetic impacts must be included in the EIR.

The Gold Coast Neighborhood

Areas to be maintained and enhanced are largely in Oakland's neighborhoods, where retention and enhancement of the predominate character was strongly promoted by the General Plan Congress.

Land Use and Transportation Element, page 122.

Policy D1.7: Planning for the Gold Coast

The Gold Coast should be recognized and conserved as an established neighborhood providing urban density housing in a unique urban setting.

Policy D10.3 Framework for Housing Densities

Downtown residential areas should generally be with the Urban Density Residential and Central Business District density range, where not otherwise specified. The height and bulk should reflect existing and desired district character, the overall city skyline, and the existence of historic structures or areas. (Emphasis added).

As can be seen, Policy D1.7, Planning for the Gold Coast, specifies that the Gold Coast is an established neighborhood which, at its current level, is providing urban density housing.

Additionally, the area known as the Gold Coast is in area designated 'maintain and enhance' in the General Plan. Areas designated maintain and enhance are areas where

predominately established uses and densities will continue – changes in use and density will be small. Implementation actions will emphasize enhancement and improvement, and where needed, strategies to discourage or prohibit intensification. Development to a higher density will be the exception, except in the areas where the character and condition of the buildings in lower intensity use are suffering.

It must also be noted that large sections of the Gold Coast are designated an Area of Primary Importance (the Lake Merritt Apartment District) and several individual properties and buildings are designated as historic properties or buildings as well.

Taken together – the current CBD zoning regulations related to view corridors, the established and historic character of the Gold Coast, and the “maintain and enhance” General Plan designation of the greater Gold Coast neighborhood necessarily include the study of aesthetic impacts in the EIR.

For all of the foregoing reasons, aesthetic impacts of the CBD must be included in the EIR for the Housing Element.

Best wishes,

///John Klein///

On Behalf of CALM

Letter 5

STATE OF CALIFORNIA—BUSINESS TRANSPORTATION AND HOUSING AGENCY

ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE

P. O. BOX 23660

OAKLAND, CA 94623-0660

PHONE (510) 622-5491

FAX (510) 286-5559

TTY 711

*Flex your power!
Be energy efficient!*

October 23, 2009

ALAGEN242
SCH#2009092065Mr. Devan Reiff
City of Oakland
250 Frank H. Ogawa Plaza, Suite 3315
Oakland, CA 94706

Dear Mr. Reiff:

City of Oakland General Plan – Housing Element Update 2007-2014 – Notice of Preparation

Thank you for including the California Department of Transportation (Department) in the environmental review process for the City of Oakland Housing Element Update. The following comments are based on the Notice of Preparation. As lead agency, the City of Oakland is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, and implementation responsibilities as well as lead agency monitoring should be fully discussed for all proposed mitigation measures and the project's traffic mitigation fees should be specifically identified in the environmental document. Any required roadway improvements should be completed prior to issuance of project occupancy permits. An encroachment permit is required when the project involves work in the State's right of way (ROW). The Department will not issue an encroachment permit until our concerns are adequately addressed. Therefore, we strongly recommend that the lead agency ensure resolution of the Department's California Environmental Quality Act (CEQA) concerns prior to submittal of the encroachment permit application; see the end of this letter for more information regarding the encroachment permit process.

Community Planning

The Department encourages the City of Oakland to locate any needed housing, jobs and neighborhood services near major mass transit nodes, and connect these nodes with streets configured to facilitate walking and biking, as a means of promoting mass transit use and reducing regional vehicle miles traveled and traffic impacts on the state highways.

Please consider developing and applying pedestrian, bicycling and transit performance or level/quality of service measures and modeling pedestrian, bicycle and transit trips that your project will generate. Mitigation measures resulting from the analysis could improve pedestrian and bicycle access to transit facilities, thereby reducing traffic impacts on state highways.

In addition, please analyze secondary impacts on pedestrians and bicyclists that may result from any traffic impact mitigation measures. Describe any pedestrian and bicycle mitigation measures

Mr. Devan Reiff /City of Oakland
October 23, 2009
Page 2

that would in turn be needed as a means of maintaining and improving access to transit facilities and reducing traffic impacts on state highways.

Traffic Impact Study

The environmental document should include an analysis of the impacts of the proposed project on State highway facilities in the vicinity of the project site. Please ensure that a Traffic Impact Study (TIS) is prepared providing the information detailed below:

1. Information on the plan's traffic impacts in terms of trip generation, distribution, and assignment. The assumptions and methodologies used in compiling this information should be addressed. The study should clearly show the percentage of project trips assigned to State facilities.
2. Current Average Daily Traffic (ADT) and AM and PM peak hour volumes on all significantly affected streets, highway segments and intersections.
3. Schematic illustration and level of service (LOS) analysis for the following scenarios: 1) existing, 2) existing plus project, 3) cumulative and 4) cumulative plus project for the roadways and intersections in the project area.
4. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect the State highway facilities being evaluated.
5. The procedures contained in the 2000 update of the Highway Capacity Manual' should be used as a guide for the analysis. We also recommend using the Department's "*Guide for the Preparation of Traffic Impact Studies*"; it is available on the following web site:
<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>.
6. Mitigation measures should be identified where plan implementation is expected to have a significant impact. Mitigation measures proposed should be fully discussed, including financing, scheduling, implementation responsibilities, and lead agency monitoring.

We encourage the City of Oakland to coordinate preparation of the study with our office, and we would appreciate the opportunity to review the scope of work.

We look forward to reviewing the TIS, including Technical Appendices, and environmental document for this project. Please send two copies to the address at the top of this letterhead, marked ATTN: Yatman Kwan, Mail Stop #10D.

Encroachment Permit

Any work or traffic control within the State ROW requires an encroachment permit that is issued by the Department. Traffic-related mitigation measures will be incorporated into the construction plans during the encroachment permit process. See the following website link for more information: <http://www.dot.ca.gov/hq/traffops/developserv/permits/>

Mr. Devan Reiff /City of Oakland
October 23, 2009
Page 3

To apply for an encroachment permit, submit a completed encroachment permit application, environmental documentation, and five (5) sets of plans which clearly indicate State ROW to the address at the top of this letterhead, marked ATTN: Michael Condic, Mail Stop #5E.

Should you have any questions regarding this letter, please call Yatman Kwan of my staff at (510) 622-1670.

Sincerely,



LISA CARBONI
District Branch Chief
Local Development - Intergovernmental Review

c: State Clearinghouse

MEMORANDUM

To: Devan Reiff, AICP, Planner II

From: Joann Pavlinec, Secretary – Landmarks Preservation Advisory Board

Subject: Landmarks Preservation Advisory Board Comments on the Scoping Session for an Environmental Impact Report on the 2007-2014 Housing Element, Focusing on Historic Resources

Date: October 20, 2009

Thank you for your presentation to the Landmarks Preservation Advisory Board (LPAB) at their October 19, 2009 meeting, on the scope of the programmatic Environmental Impact Report (EIR) for the 2007-2014 Housing Element, focusing on the historic resources.

At that LPAB meeting, the Board asked questions for further information and clarification relating to both the scope of the EIR and the draft Housing Element. More specifically, individual members of the LPAB made the following comments and recommendations:

- 1) *Scope of the EIR:* Recommendation that the word 'Programmatic' be included in the EIR Title.
- 2) *Draft Housing Element:* Include in Section 3.C. Existing Conditions/Opportunities-Age and Condition of Housing Stock additional discussion on the positive value of older housing including, but not limited to, the following:
 - i. how demographics, including educational attainment, economic status, ownership patterns, and location effect the condition of older housing stock;
 - ii. how older high quality construction materials, well-maintained, such as old growth redwood, effect the condition of older housing stock; and
 - iii. how green policies encourage retention of older housing stock.

Following Board discussion, the Board voted unanimously (6-0-0) to find that the conclusions of the Initial Study on impacts to historic resources have been adequately analyzed in the Initial Study and that no further environmental review of cultural resources is required as part of the Housing Element EIR process and that the comments made by the Board this evening will be documented and taken into consideration by staff.

The LPAB looks forward to review of the final Housing Element. Please let me know if you have any questions. Thank you for your thorough and informative presentations to the LPAB, and your efforts to minimize impacts to cultural resources associated in the 2007 – 2014 Housing Element.

Ref: Correspondence/HousingElement/EIRScope

Appendix E

Transportation Technical Appendices

Appendix E-1

Traffic Counts (Roadway Segments)

Prepared by NDS/ATD

Volumes for: Wednesday, May 27, 2009

City: Oakland

Project #: 09-7224-001

Location: Mandela Parkway north of 7th Street

Start Time	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	4	64			7	38				
12:15	4	48			1	59				
12:30	7	38			3	56				
12:45	2	39	17	189	3	45	14	198	31	387
1:00	2	45			2	46				
1:15	2	45			1	53				
1:30	1	29			0	58				
1:45	1	34	6	153	2	43	5	200	11	353
2:00	2	38			1	31				
2:15	2	49			0	54				
2:30	1	29			1	57				
2:45	0	26	5	142	0	70	2	212	7	354
3:00	1	39			3	94				
3:15	1	47			0	72				
3:30	0	49			1	91				
3:45	0	45	2	180	3	67	7	324	9	504
4:00	3	40			2	56				
4:15	1	56			7	71				
4:30	1	71			2	51				
4:45	0	52	5	219	3	51	14	229	19	448
5:00	2	63			2	74				
5:15	4	74			8	79				
5:30	5	64			12	51				
5:45	6	47	17	248	12	63	34	267	51	515
6:00	6	48			9	66				
6:15	6	43			15	42				
6:30	19	33			25	45				
6:45	26	24	57	148	24	39	73	192	130	340
7:00	18	41			20	39				
7:15	23	31			37	25				
7:30	22	28			40	31				
7:45	29	28	92	128	56	30	153	125	245	253
8:00	42	23			54	23				
8:15	47	19			53	33				
8:30	38	19			46	28				
8:45	47	33	174	94	50	23	203	107	377	201
9:00	46	23			48	22				
9:15	31	16			39	22				
9:30	41	17			40	13	0			
9:45	32	19	150	75	32	14	159	71	309	146
10:00	42	25			38	14				
10:15	31	15			38	24				
10:30	26	15			29	14				
10:45	40	17	139	72	25	16	130	68	269	140
11:00	26	13			37	14				
11:15	37	13			35	12				
11:30	35	7			43	6				
11:45	36	8	134	41	39	10	154	42	288	83
Total	798	1689	798	1689	948	2035	948	2035	1746	3724
Combined Total	2487		2487		2983		2983		5470	
AM Peak	11:45 AM				7:45 AM					
Vol.	186				209					
P.H.F.	0.727				0.933					
PM Peak	4:30 PM				2:45 PM					
Vol.	260				327					
P.H.F.	0.877				0.870					
Percentage	32.1%	67.9%			31.8%	68.2%				

Prepared by NDS/ATD

Volumes for: Thursday, May 28, 2009

City: Oakland

Project #: 09-7224-001

Location: Mandela Parkway north of 7th Street

Start Time	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	4	38			2	41				
12:15	5	41			3	46				
12:30	5	35			0	55				
12:45	1	25	15	139	7	41	12	183	27	322
1:00	2	26			2	46				
1:15	1	26			1	37				
1:30	2	21			1	29				
1:45	2	33	7	106	3	39	7	151	14	257
2:00	3	33			4	41				
2:15	2	34			1	55				
2:30	0	33			0	54				
2:45	1	32	6	132	1	36	6	186	12	318
3:00	2	36			2	47				
3:15	1	39			3	42				
3:30	1	50			1	46				
3:45	0	48	4	173	2	48	8	183	12	356
4:00	0	44			2	49				
4:15	0	47			1	48				
4:30	1	48			0	44				
4:45	1	46	2	185	4	51	7	192	9	377
5:00	5	50			10	63				
5:15	2	66			4	65				
5:30	4	58			6	73				
5:45	9	50	20	224	4	61	24	262	44	486
6:00	7	46			7	61				
6:15	9	53			19	49				
6:30	14	40			29	67				
6:45	24	42	54	181	22	48	77	225	131	406
7:00	29	31			28	32				
7:15	23	30			45	36				
7:30	28	17			49	31				
7:45	40	27	120	105	40	35	162	134	282	239
8:00	36	24			61	28				
8:15	60	31			37	27				
8:30	42	12			51	19				
8:45	54	24	192	91	53	26	202	100	394	191
9:00	36	27			30	27				
9:15	27	19			39	13				
9:30	45	18			43	24	0			
9:45	40	19	148	83	17	19	129	83	277	166
10:00	26	21			38	18				
10:15	28	13			38	12				
10:30	27	11			44	5				
10:45	28	15	109	60	35	11	155	46	264	106
11:00	44	10			50	10				
11:15	38	5			42	9				
11:30	36	10			43	10				
11:45	32	8	150	33	49	8	184	37	334	70
Total	827	1512	827	1512	973	1782	973	1782	1800	3294
Combined Total	2339		2339		2755		2755		5094	
AM Peak	8:00 AM				8:00 AM					
Vol.	192				202					
P.H.F.	0.800				0.828					
PM Peak	5:00 PM				5:00 PM					
Vol.	224				262					
P.H.F.	0.879				0.897					
Percentage	35.4%	64.6%			35.3%	64.7%				

Class Report - Prepared by: NDS/ATD

Mandela Parkway north of 7th Street (Outside Lanes)

Oakland

Project #:09-7224-001n

Date: 5/27/2009

WEDNESDAY

North Bound

Begin	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
Time	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	5	1	0	0	0	0	0	0	0	0	0	0	6
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	2
5:45 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
Hour Total	1	4	1	0	1	0	0	0	0	0	0	0	0	7
6:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	2
6:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1
6:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
6:45 AM	0	5	1	1	0	1	0	0	0	0	0	0	0	8
Hour Total	0	12	3	1	0	2	0	0	0	0	0	0	0	18
7:00 AM	0	2	1	0	0	1	0	0	0	0	0	0	0	4
7:15 AM	0	10	1	0	3	0	0	0	0	0	0	0	0	14
7:30 AM	1	7	0	0	1	1	0	0	0	0	0	0	0	10
7:45 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	15
Hour Total	1	34	2	0	4	2	0	0	0	0	0	0	0	43

8:00 AM	1	20	1	0	1	0	0	0	0	0	0	0	0	23
8:15 AM	1	13	1	0	1	1	0	0	0	0	0	0	0	17
8:30 AM	0	14	1	0	2	1	0	0	1	0	0	0	0	19
8:45 AM	0	17	2	0	1	1	0	0	1	0	0	0	0	22
Hour Total	2	64	5	0	5	3	0	0	2	0	0	0	0	81
9:00 AM	0	11	2	0	1	0	0	0	0	0	0	0	0	14
9:15 AM	0	8	1	0	2	0	0	1	0	0	0	0	0	12
9:30 AM	0	13	3	0	0	2	0	0	0	0	0	0	0	18
9:45 AM	0	13	0	0	1	1	0	0	0	0	0	0	0	15
Hour Total	0	45	6	0	4	3	0	1	0	0	0	0	0	59
10:00 AM	0	11	1	0	1	0	0	0	0	0	0	0	0	13
10:15 AM	0	3	2	0	0	0	0	0	2	1	0	0	0	8
10:30 AM	0	9	1	0	1	0	0	0	0	0	0	0	0	11
10:45 AM	0	14	3	0	1	1	0	0	1	0	0	0	0	20
Hour Total	0	37	7	0	3	1	0	0	3	1	0	0	0	52
11:00 AM	0	9	0	0	0	0	0	0	1	0	0	0	0	10
11:15 AM	0	11	2	0	2	0	0	0	1	0	0	0	0	16
11:30 AM	0	11	1	0	0	0	0	1	0	0	0	0	0	13
11:45 AM	0	10	3	0	0	1	0	0	1	0	0	0	0	15
Hour Total	0	41	6	0	2	1	0	1	3	0	0	0	0	54
12:00 PM	0	20	1	1	0	0	0	0	1	0	1	0	0	24
12:15 PM	0	13	4	1	0	0	0	0	0	0	0	0	0	18
12:30 PM	0	16	4	0	0	0	0	1	0	0	0	0	0	21
12:45 PM	0	15	0	0	2	0	0	0	0	0	0	0	0	17
Hour Total	0	64	9	2	2	0	0	1	1	0	1	0	0	80
1:00 PM	0	17	2	0	0	0	0	0	0	0	0	0	0	19
1:15 PM	0	13	1	0	1	0	0	0	0	0	0	0	0	15
1:30 PM	0	8	0	0	1	0	0	0	0	0	0	0	0	9
1:45 PM	0	9	1	0	0	1	0	0	0	0	0	0	0	11
Hour Total	0	47	4	0	2	1	0	0	0	0	0	0	0	54
2:00 PM	0	11	2	0	1	1	0	0	1	0	0	0	0	16
2:15 PM	0	15	2	0	1	0	0	1	1	0	0	0	0	20
2:30 PM	0	5	1	0	0	0	0	0	1	0	0	0	0	7
2:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	35	5	0	2	1	0	1	3	0	0	0	0	47
3:00 PM	0	19	2	0	0	0	0	0	0	0	0	0	0	21
3:15 PM	0	13	0	0	0	0	0	0	2	0	0	0	0	15
3:30 PM	0	19	0	0	3	0	0	0	0	0	0	0	0	22
3:45 PM	0	18	1	0	0	0	0	0	1	0	0	0	0	20
Hour Total	0	69	3	0	3	0	0	0	3	0	0	0	0	78

4:00 PM	0	20	2	0	0	0	0	0	1	0	0	0	0	23
4:15 PM	0	19	2	0	0	0	0	0	0	0	0	0	0	21
4:30 PM	0	21	1	0	0	3	0	0	0	1	0	0	0	26
4:45 PM	0	17	2	0	0	0	0	0	1	0	0	0	0	20
Hour Total	0	77	7	0	0	3	0	0	2	1	0	0	0	90
5:00 PM	1	22	2	0	1	0	0	0	2	0	0	0	0	28
5:15 PM	0	32	2	0	0	0	0	0	0	0	0	0	0	34
5:30 PM	0	28	1	0	1	1	0	0	0	0	0	0	0	31
5:45 PM	1	23	2	0	0	0	0	0	0	0	0	0	0	26
Hour Total	2	105	7	0	2	1	0	0	2	0	0	0	0	119
6:00 PM	0	27	0	0	0	0	0	0	0	0	0	0	0	27
6:15 PM	0	16	3	0	0	0	0	0	0	0	0	0	0	19
6:30 PM	1	10	0	0	1	0	0	0	0	0	0	0	0	12
6:45 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	11
Hour Total	1	62	5	0	1	0	0	0	0	0	0	0	0	69
7:00 PM	1	19	2	0	2	0	0	0	0	0	0	0	0	24
7:15 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	17
7:30 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
7:45 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
Hour Total	1	59	4	0	2	0	0	0	0	0	0	0	0	66
8:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
8:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
8:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
8:45 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	41	0	0	0	0	0	0	0	0	0	0	0	41
9:00 PM	0	6	0	0	0	1	0	0	0	0	0	0	0	7
9:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
9:30 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
9:45 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	22	3	0	0	1	0	0	0	0	0	0	0	26
10:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
10:15 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
10:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
10:45 PM	1	2	3	0	0	0	0	0	0	0	0	0	0	6
Hour Total	1	21	3	0	0	0	0	0	0	0	0	0	0	25
11:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:45 PM	0	4	2	1	0	0	0	0	0	0	0	0	0	7
Hour Total	0	15	2	1	0	0	0	0	0	0	0	0	0	18
Totals	9	863	83	4	33	19	0	4	19	2	1	0	0	1037
Percent	0.9%	83.2%	8.0%	0.4%	3.2%	1.8%	0.0%	0.4%	1.8%	0.2%	0.1%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Mandela Parkway north of 7th Street (Outside Lanes)

Oakland

Project #:09-7224-001s

Date: 5/27/2009

WEDNESDAY

South Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	2
12:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	1	0	0	1	0	0	0	0	0	0	0	5
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:30 AM	1	1	0	0	1	0	0	0	1	0	0	0	0	4
5:45 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
Hour Total	1	5	2	0	1	0	0	0	1	0	0	0	0	10
6:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1
6:15 AM	1	4	0	0	1	0	0	0	1	0	0	0	0	7
6:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
6:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	1	17	1	0	1	1	0	0	1	0	0	0	0	22
7:00 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
7:15 AM	0	10	1	1	1	0	0	0	1	0	0	0	0	14
7:30 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	11
7:45 AM	0	7	5	0	1	0	0	0	1	0	0	0	0	14
Hour Total	0	30	9	1	3	0	0	0	2	0	0	0	0	45

8:00 AM	0	14	5	0	1	0	0	0	0	0	0	0	0	20
8:15 AM	0	11	3	1	2	0	0	1	0	0	0	0	0	18
8:30 AM	0	7	0	0	2	0	0	1	0	0	0	0	0	10
8:45 AM	1	7	2	1	2	0	0	0	1	0	0	0	0	14
Hour Total	1	39	10	2	7	0	0	2	1	0	0	0	0	62
9:00 AM	0	12	4	1	4	0	1	0	0	0	0	0	0	22
9:15 AM	0	13	3	1	3	1	0	0	0	0	0	0	0	21
9:30 AM	0	5	2	0	5	1	0	0	0	0	0	0	0	13
9:45 AM	0	6	5	0	2	1	0	0	0	0	0	0	0	14
Hour Total	0	36	14	2	14	3	1	0	0	0	0	0	0	70
10:00 AM	0	4	1	0	1	0	0	1	1	0	0	0	0	8
10:15 AM	0	7	3	0	2	0	0	1	0	0	0	0	0	13
10:30 AM	0	5	4	0	1	0	0	1	0	0	0	0	0	11
10:45 AM	0	3	2	1	2	0	0	0	0	0	0	0	0	8
Hour Total	0	19	10	1	6	0	0	3	1	0	0	0	0	40
11:00 AM	0	12	2	0	1	0	0	0	0	0	0	0	0	15
11:15 AM	0	9	3	1	0	0	0	0	0	0	0	0	0	13
11:30 AM	0	12	6	0	3	0	0	0	0	0	0	0	0	21
11:45 AM	0	8	3	0	4	1	0	0	0	0	0	0	0	16
Hour Total	0	41	14	1	8	1	0	0	0	0	0	0	0	65
12:00 PM	0	5	7	0	1	0	0	1	0	0	0	0	0	14
12:15 PM	0	15	7	1	1	0	0	0	1	0	0	0	0	25
12:30 PM	1	18	6	0	2	0	0	0	0	0	0	0	0	27
12:45 PM	0	8	6	0	0	0	0	0	0	0	0	0	0	14
Hour Total	1	46	26	1	4	0	0	1	1	0	0	0	0	80
1:00 PM	1	11	3	0	1	1	0	0	0	0	0	0	0	17
1:15 PM	1	16	4	0	4	0	0	0	0	0	0	0	0	25
1:30 PM	0	14	5	1	5	0	0	0	0	0	0	0	0	25
1:45 PM	0	9	3	1	4	0	0	0	0	0	0	0	0	17
Hour Total	2	50	15	2	14	1	0	0	0	0	0	0	0	84
2:00 PM	0	7	7	1	1	0	0	0	0	0	0	0	0	16
2:15 PM	0	12	6	0	4	1	0	0	2	0	0	0	0	25
2:30 PM	0	13	3	0	4	0	0	1	0	0	0	0	0	21
2:45 PM	0	14	4	0	0	0	0	0	0	0	0	0	0	18
Hour Total	0	46	20	1	9	1	0	1	2	0	0	0	0	80
3:00 PM	1	15	7	0	6	0	0	1	3	0	0	0	0	33
3:15 PM	0	16	2	0	5	1	0	1	1	0	0	0	0	26
3:30 PM	0	22	4	0	2	0	0	1	1	0	0	0	0	30
3:45 PM	1	19	9	1	3	0	0	1	0	0	0	0	0	34
Hour Total	2	72	22	1	16	1	0	4	5	0	0	0	0	123

4:00 PM	0	24	3	0	0	0	0	0	0	0	0	0	0	27
4:15 PM	0	15	5	1	2	0	0	0	0	0	0	0	0	23
4:30 PM	0	15	3	0	2	0	0	0	0	0	0	0	0	20
4:45 PM	0	19	1	0	1	0	0	0	0	0	0	0	0	21
Hour Total	0	73	12	1	5	0	0	0	0	0	0	0	0	91
5:00 PM	0	17	9	0	1	1	0	0	0	0	0	0	0	28
5:15 PM	0	23	6	0	1	0	0	0	0	0	0	0	0	30
5:30 PM	0	13	3	0	1	0	0	0	0	0	0	0	0	17
5:45 PM	0	18	6	0	0	0	0	0	0	0	0	0	0	24
Hour Total	0	71	24	0	3	1	0	0	0	0	0	0	0	99
6:00 PM	0	25	7	1	1	0	0	0	0	0	0	0	0	34
6:15 PM	0	14	1	0	1	0	0	0	0	0	0	0	0	16
6:30 PM	0	12	3	0	2	0	0	1	0	0	0	0	0	18
6:45 PM	0	13	1	0	4	0	0	0	0	0	0	0	0	18
Hour Total	0	64	12	1	8	0	0	1	0	0	0	0	0	86
7:00 PM	0	12	6	0	1	0	0	0	0	0	0	0	0	19
7:15 PM	0	11	0	2	0	0	0	0	0	0	0	0	0	13
7:30 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
7:45 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	39	10	2	1	0	0	0	0	0	0	0	0	52
8:00 PM	0	6	4	0	0	0	0	0	0	0	0	0	0	10
8:15 PM	0	6	3	0	1	0	0	0	0	0	0	0	0	10
8:30 PM	0	6	3	0	1	0	0	0	0	0	0	0	0	10
8:45 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	25	12	0	2	0	0	0	0	0	0	0	0	39
9:00 PM	0	4	6	0	0	0	0	0	0	0	0	0	0	10
9:15 PM	0	5	5	0	0	0	0	0	0	0	0	0	0	10
9:30 PM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
9:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	17	11	0	1	0	0	0	0	0	0	0	0	29
10:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
10:15 PM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
10:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
10:45 PM	0	2	3	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	13	5	0	1	0	0	0	0	0	0	0	0	19
11:00 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
11:15 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
11:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	14	2	0	0	0	0	0	0	0	0	0	0	16
Totals	8	722	234	16	104	10	1	12	14	0	0	0	0	1121
Percent	0.7%	64.4%	20.9%	1.4%	9.3%	0.9%	0.1%	1.1%	1.2%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Mandela Parkway north of 7th Street (Outside Lanes)

Oakland

Project #:09-7224-001s

Date: 5/27/2009

WEDNESDAY

North Bound, South Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
12:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:30 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	4
12:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	8	2	0	0	1	0	0	0	0	0	0	0	11
1:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:30 AM	2	2	0	0	1	0	0	0	1	0	0	0	0	6
5:45 AM	0	4	3	0	1	0	0	0	0	0	0	0	0	8
Hour Total	2	9	3	0	2	0	0	0	1	0	0	0	0	17
6:00 AM	0	0	2	0	0	1	0	0	0	0	0	0	0	3
6:15 AM	1	4	0	0	1	1	0	0	1	0	0	0	0	8
6:30 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
6:45 AM	0	12	1	1	0	1	0	0	0	0	0	0	0	15
Hour Total	1	29	4	1	1	3	0	0	1	0	0	0	0	40
7:00 AM	0	6	2	0	1	1	0	0	0	0	0	0	0	10
7:15 AM	0	20	2	1	4	0	0	0	1	0	0	0	0	28
7:30 AM	1	16	2	0	1	1	0	0	0	0	0	0	0	21
7:45 AM	0	22	5	0	1	0	0	0	1	0	0	0	0	29
Hour Total	1	64	11	1	7	2	0	0	2	0	0	0	0	88

8:00 AM	1	34	6	0	2	0	0	0	0	0	0	0	0	43
8:15 AM	1	24	4	1	3	1	0	1	0	0	0	0	0	35
8:30 AM	0	21	1	0	4	1	0	1	1	0	0	0	0	29
8:45 AM	1	24	4	1	3	1	0	0	2	0	0	0	0	36
Hour Total	3	103	15	2	12	3	0	2	3	0	0	0	0	143
9:00 AM	0	23	6	1	5	0	1	0	0	0	0	0	0	36
9:15 AM	0	21	4	1	5	1	0	1	0	0	0	0	0	33
9:30 AM	0	18	5	0	5	3	0	0	0	0	0	0	0	31
9:45 AM	0	19	5	0	3	2	0	0	0	0	0	0	0	29
Hour Total	0	81	20	2	18	6	1	1	0	0	0	0	0	129
10:00 AM	0	15	2	0	2	0	0	1	1	0	0	0	0	21
10:15 AM	0	10	5	0	2	0	0	1	2	1	0	0	0	21
10:30 AM	0	14	5	0	2	0	0	1	0	0	0	0	0	22
10:45 AM	0	17	5	1	3	1	0	0	1	0	0	0	0	28
Hour Total	0	56	17	1	9	1	0	3	4	1	0	0	0	92
11:00 AM	0	21	2	0	1	0	0	0	1	0	0	0	0	25
11:15 AM	0	20	5	1	2	0	0	0	1	0	0	0	0	29
11:30 AM	0	23	7	0	3	0	0	1	0	0	0	0	0	34
11:45 AM	0	18	6	0	4	2	0	0	1	0	0	0	0	31
Hour Total	0	82	20	1	10	2	0	1	3	0	0	0	0	119
12:00 PM	0	25	8	1	1	0	0	1	1	0	1	0	0	38
12:15 PM	0	28	11	2	1	0	0	0	1	0	0	0	0	43
12:30 PM	1	34	10	0	2	0	0	1	0	0	0	0	0	48
12:45 PM	0	23	6	0	2	0	0	0	0	0	0	0	0	31
Hour Total	1	110	35	3	6	0	0	2	2	0	1	0	0	160
1:00 PM	1	28	5	0	1	1	0	0	0	0	0	0	0	36
1:15 PM	1	29	5	0	5	0	0	0	0	0	0	0	0	40
1:30 PM	0	22	5	1	6	0	0	0	0	0	0	0	0	34
1:45 PM	0	18	4	1	4	1	0	0	0	0	0	0	0	28
Hour Total	2	97	19	2	16	2	0	0	0	0	0	0	0	138
2:00 PM	0	18	9	1	2	1	0	0	1	0	0	0	0	32
2:15 PM	0	27	8	0	5	1	0	1	3	0	0	0	0	45
2:30 PM	0	18	4	0	4	0	0	1	1	0	0	0	0	28
2:45 PM	0	18	4	0	0	0	0	0	0	0	0	0	0	22
Hour Total	0	81	25	1	11	2	0	2	5	0	0	0	0	127
3:00 PM	1	34	9	0	6	0	0	1	3	0	0	0	0	54
3:15 PM	0	29	2	0	5	1	0	1	3	0	0	0	0	41
3:30 PM	0	41	4	0	5	0	0	1	1	0	0	0	0	52
3:45 PM	1	37	10	1	3	0	0	1	1	0	0	0	0	54
Hour Total	2	141	25	1	19	1	0	4	8	0	0	0	0	201

4:00 PM	0	44	5	0	0	0	0	0	1	0	0	0	0	50
4:15 PM	0	34	7	1	2	0	0	0	0	0	0	0	0	44
4:30 PM	0	36	4	0	2	3	0	0	0	1	0	0	0	46
4:45 PM	0	36	3	0	1	0	0	0	1	0	0	0	0	41
Hour Total	0	150	19	1	5	3	0	0	2	1	0	0	0	181
5:00 PM	1	39	11	0	2	1	0	0	2	0	0	0	0	56
5:15 PM	0	55	8	0	1	0	0	0	0	0	0	0	0	64
5:30 PM	0	41	4	0	2	1	0	0	0	0	0	0	0	48
5:45 PM	1	41	8	0	0	0	0	0	0	0	0	0	0	50
Hour Total	2	176	31	0	5	2	0	0	2	0	0	0	0	218
6:00 PM	0	52	7	1	1	0	0	0	0	0	0	0	0	61
6:15 PM	0	30	4	0	1	0	0	0	0	0	0	0	0	35
6:30 PM	1	22	3	0	3	0	0	1	0	0	0	0	0	30
6:45 PM	0	22	3	0	4	0	0	0	0	0	0	0	0	29
Hour Total	1	126	17	1	9	0	0	1	0	0	0	0	0	155
7:00 PM	1	31	8	0	3	0	0	0	0	0	0	0	0	43
7:15 PM	0	28	0	2	0	0	0	0	0	0	0	0	0	30
7:30 PM	0	17	3	0	0	0	0	0	0	0	0	0	0	20
7:45 PM	0	22	3	0	0	0	0	0	0	0	0	0	0	25
Hour Total	1	98	14	2	3	0	0	0	0	0	0	0	0	118
8:00 PM	0	16	4	0	0	0	0	0	0	0	0	0	0	20
8:15 PM	0	13	3	0	1	0	0	0	0	0	0	0	0	17
8:30 PM	0	15	3	0	1	0	0	0	0	0	0	0	0	19
8:45 PM	0	22	2	0	0	0	0	0	0	0	0	0	0	24
Hour Total	0	66	12	0	2	0	0	0	0	0	0	0	0	80
9:00 PM	0	10	6	0	0	1	0	0	0	0	0	0	0	17
9:15 PM	0	9	6	0	0	0	0	0	0	0	0	0	0	15
9:30 PM	0	10	1	0	1	0	0	0	0	0	0	0	0	12
9:45 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	39	14	0	1	1	0	0	0	0	0	0	0	55
10:00 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
10:15 PM	0	11	1	0	1	0	0	0	0	0	0	0	0	13
10:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
10:45 PM	1	4	6	0	0	0	0	0	0	0	0	0	0	11
Hour Total	1	34	8	0	1	0	0	0	0	0	0	0	0	44
11:00 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
11:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
11:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
11:45 PM	0	5	2	1	0	0	0	0	0	0	0	0	0	8
Hour Total	0	29	4	1	0	0	0	0	0	0	0	0	0	34
Totals	17	1585	317	20	137	29	1	16	33	2	1	0	0	2158
Percent	0.8%	73.4%	14.7%	0.9%	6.3%	1.3%	0.0%	0.7%	1.5%	0.1%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

5/27/2009

City: Oakland

Project #: 09-7224-001s

Location: Mandela Parkway north of 7th Street (Outside Lanes)

Start Time	Southbound		Hour Totals		Northbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	2	14			3	24				
12:15	0	25			1	18				
12:30	2	27			2	21				
12:45	1	14	5	80	0	17	6	80	11	160
1:00	1	17			1	19				
1:15	0	25			1	15				
1:30	0	25			1	9				
1:45	0	17	1	84	0	11	3	54	4	138
2:00	0	16			0	16				
2:15	0	25			0	20				
2:30	0	21			0	7				
2:45	0	18	0	80	0	4	0	47	0	127
3:00	1	33			0	21				
3:15	0	26			1	15				
3:30	1	30			0	22				
3:45	0	34	2	123	0	20	1	78	3	201
4:00	0	27			0	23				
4:15	0	23			0	21				
4:30	0	20			0	26				
4:45	1	21	1	91	0	20	0	90	1	181
5:00	0	28			1	28				
5:15	2	30			0	34				
5:30	4	17			2	31				
5:45	4	24	10	99	4	26	7	119	17	218
6:00	1	34			2	27				
6:15	7	16			1	19				
6:30	7	18			7	12				
6:45	7	18	22	86	8	11	18	69	40	155
7:00	6	19			4	24				
7:15	14	13			14	17				
7:30	11	8			10	12				
7:45	14	12	45	52	15	13	43	66	88	118
8:00	20	10			23	10				
8:15	18	10			17	7				
8:30	10	10			19	9				
8:45	14	9	62	39	22	15	81	41	143	80
9:00	22	10			14	7				
9:15	21	10			12	5				
9:30	13	5			18	7				
9:45	14	4	70	29	15	7	59	26	129	55
10:00	8	6			13	6				
10:15	13	6			8	7				
10:30	11	2			11	6				
10:45	8	5	40	19	20	6	52	25	92	44
11:00	15	7			10	3				
11:15	13	6			16	4				
11:30	21	2			13	4				
11:45	16	1	65	16	15	7	54	18	119	34
Total	323	798	323	798	324	713	324	713	647	1511
Combined Total	1121		1121		1037		1037		2158	
AM Peak	11:45 AM				8:00 AM					
Vol.	82				81					
P.H.F.	0.759				0.880					
PM Peak	3:00 PM				5:00 PM					
Vol.	123				119					
P.H.F.	0.904				0.875					
Percentage	28.8%	71.2%			31.2%	68.8%				

Class Report - Prepared by: NDS/ATD

Mandela Parkway north of 7th Street (Outside Lanes)

Oakland

Project #:09-7224-001n

Date: 5/28/2009

THURSDAY

North Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	2	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	5	0	0	0	0	0	0	0	0	0	0	0	5
6:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
6:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
6:45 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	13	3	0	0	0	0	0	0	0	0	0	0	16
7:00 AM	0	7	0	0	0	1	0	0	0	0	0	0	0	8
7:15 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
7:30 AM	0	10	1	0	0	2	0	0	0	0	0	0	0	13
7:45 AM	0	14	2	0	1	1	0	0	0	0	0	0	0	18
Hour Total	0	41	4	0	1	4	0	0	0	0	0	0	0	50

8:00 AM	0	14	1	0	1	2	0	0	0	0	0	0	0	18
8:15 AM	1	19	3	0	1	0	0	0	0	0	0	0	0	24
8:30 AM	1	18	0	0	2	0	0	1	0	0	0	0	0	22
8:45 AM	0	18	1	0	3	0	0	0	1	0	0	0	0	23
Hour Total	2	69	5	0	7	2	0	1	1	0	0	0	0	87
9:00 AM	0	19	0	0	0	0	0	0	0	0	0	0	0	19
9:15 AM	0	9	3	0	0	1	0	0	0	0	0	0	0	13
9:30 AM	0	9	4	0	1	2	0	1	0	0	0	0	0	17
9:45 AM	0	10	1	0	0	1	0	1	0	0	0	0	0	13
Hour Total	0	47	8	0	1	4	0	2	0	0	0	0	0	62
10:00 AM	0	8	2	1	0	0	0	0	0	0	0	0	0	11
10:15 AM	0	6	1	0	1	0	0	0	1	0	0	0	0	9
10:30 AM	0	6	2	0	1	0	0	0	0	0	0	0	0	9
10:45 AM	0	10	0	2	2	0	0	0	1	0	0	0	0	15
Hour Total	0	30	5	3	4	0	0	0	2	0	0	0	0	44
11:00 AM	0	19	3	0	1	0	0	0	1	0	0	0	0	24
11:15 AM	0	9	2	0	1	3	0	0	0	0	0	0	0	15
11:30 AM	0	9	3	0	0	1	0	1	0	0	0	0	0	14
11:45 AM	0	8	3	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	45	11	0	2	4	0	1	1	0	0	0	0	64
12:00 PM	0	9	4	0	0	1	0	0	1	0	0	0	0	15
12:15 PM	0	13	0	1	1	0	0	0	0	0	1	0	0	16
12:30 PM	1	13	1	0	0	0	0	0	0	0	0	0	0	15
12:45 PM	0	13	0	1	0	0	0	1	0	0	0	0	0	15
Hour Total	1	48	5	2	1	1	0	1	1	0	1	0	0	61
1:00 PM	0	9	0	0	1	1	0	0	0	0	0	0	0	11
1:15 PM	0	9	0	0	0	0	0	0	1	0	0	0	0	10
1:30 PM	0	7	2	0	1	0	0	0	0	0	0	0	0	10
1:45 PM	0	10	1	0	1	0	0	0	1	0	0	0	0	13
Hour Total	0	35	3	0	3	1	0	0	2	0	0	0	0	44
2:00 PM	0	13	1	0	2	0	0	0	0	0	0	0	0	16
2:15 PM	0	15	1	0	1	0	0	0	0	0	0	0	0	17
2:30 PM	0	10	1	0	0	1	0	0	0	0	0	0	0	12
2:45 PM	0	14	3	0	0	1	0	0	0	0	0	0	0	18
Hour Total	0	52	6	0	3	2	0	0	0	0	0	0	0	63
3:00 PM	0	12	3	0	0	0	0	0	0	0	0	0	0	15
3:15 PM	0	15	3	0	1	0	0	0	0	0	0	0	0	19
3:30 PM	1	15	4	0	1	0	0	1	0	0	0	0	0	22
3:45 PM	0	15	0	0	1	0	0	1	2	0	0	0	0	19
Hour Total	1	57	10	0	3	0	0	2	2	0	0	0	0	75

4:00 PM	0	20	1	0	0	1	0	0	0	0	0	0	0	22
4:15 PM	0	20	3	1	0	0	0	0	0	0	0	0	0	24
4:30 PM	0	18	0	0	0	1	0	0	0	0	0	0	0	19
4:45 PM	0	22	2	0	0	1	0	0	0	0	0	0	0	25
Hour Total	0	80	6	1	0	3	0	0	0	0	0	0	0	90
5:00 PM	0	25	1	0	1	0	0	0	0	0	0	0	0	27
5:15 PM	0	25	2	0	0	0	0	0	0	0	0	0	0	27
5:30 PM	1	19	2	0	0	1	0	0	0	0	0	0	0	23
5:45 PM	0	26	0	0	1	1	0	0	0	0	0	0	0	28
Hour Total	1	95	5	0	2	2	0	0	0	0	0	0	0	105
6:00 PM	0	20	3	0	0	0	0	0	0	0	0	0	0	23
6:15 PM	0	24	1	0	1	0	0	0	0	0	0	0	0	26
6:30 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	14
6:45 PM	0	17	4	0	0	0	0	0	0	0	0	0	0	21
Hour Total	0	75	8	0	1	0	0	0	0	0	0	0	0	84
7:00 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	14
7:15 PM	1	11	0	0	0	0	0	0	0	0	0	0	0	12
7:30 PM	0	7	1	1	0	0	0	0	0	0	0	0	0	9
7:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
Hour Total	1	41	3	1	0	0	0	0	0	0	0	0	0	46
8:00 PM	0	10	2	0	1	0	0	0	0	0	0	0	0	13
8:15 PM	0	14	2	0	0	0	0	0	0	0	0	0	0	16
8:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
8:45 PM	0	11	0	0	2	0	0	0	0	0	0	0	0	13
Hour Total	0	39	4	0	3	0	0	0	0	0	0	0	0	46
9:00 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	11
9:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
9:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
9:45 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	31	3	0	0	0	0	0	0	0	0	0	0	34
10:00 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
10:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
10:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
10:45 PM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
Hour Total	0	19	2	0	1	0	0	0	0	0	0	0	0	22
11:00 PM	1	5	1	0	0	0	0	0	0	0	0	0	0	7
11:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:45 PM	1	3	0	0	0	1	0	0	0	0	0	0	0	5
Hour Total	2	13	1	0	0	1	0	0	0	0	0	0	0	17
Totals	8	848	94	7	32	24	0	7	9	0	1	0	0	1030
Percent	0.8%	82.3%	9.1%	0.7%	3.1%	2.3%	0.0%	0.7%	0.9%	0.0%	0.1%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Mandela Parkway north of 7th Street (Outside Lanes)

Oakland

Project #:09-7224-001s

Date: 5/28/2009

THURSDAY

South Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	2	3	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	4	3	0	0	0	0	0	0	0	0	0	0	7
1:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	3	0	0	0	0	0	1	0	0	0	0	0	4
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30 AM	0	2	1	1	0	0	0	0	0	0	0	0	0	4
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	5	1	1	1	0	0	0	0	0	0	0	0	8
6:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
6:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:30 AM	1	4	3	0	2	0	0	0	0	0	0	0	0	10
6:45 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
Hour Total	1	13	5	0	3	0	0	0	0	0	0	0	0	22
7:00 AM	0	5	2	0	0	1	0	0	0	1	0	0	0	9
7:15 AM	0	8	4	0	2	0	0	0	0	0	0	0	0	14
7:30 AM	0	6	6	1	0	2	0	1	0	0	0	0	0	16
7:45 AM	1	6	2	0	0	0	0	0	0	0	0	0	0	9
Hour Total	1	25	14	1	2	3	0	1	0	1	0	0	0	48

8:00 AM	0	18	2	1	3	0	0	0	0	0	0	0	0	24
8:15 AM	0	9	4	0	2	0	0	0	0	0	0	0	0	15
8:30 AM	0	8	2	1	3	0	0	1	0	0	0	0	0	15
8:45 AM	0	5	5	0	1	0	0	0	0	0	0	0	0	11
Hour Total	0	40	13	2	9	0	0	1	0	0	0	0	0	65
9:00 AM	0	6	2	1	4	0	1	0	0	0	0	0	0	14
9:15 AM	0	9	4	0	3	0	0	0	0	0	0	0	0	16
9:30 AM	0	11	4	1	0	0	0	1	0	0	0	0	0	17
9:45 AM	0	2	3	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	28	13	2	7	0	1	1	0	0	0	0	0	52
10:00 AM	0	9	3	0	1	0	0	0	0	0	0	0	0	13
10:15 AM	0	6	1	0	1	1	0	0	0	0	0	0	0	9
10:30 AM	0	4	5	0	5	1	0	0	0	0	0	0	0	15
10:45 AM	0	7	3	0	3	0	0	1	0	0	0	0	0	14
Hour Total	0	26	12	0	10	2	0	1	0	0	0	0	0	51
11:00 AM	0	10	2	0	2	0	0	1	0	0	0	0	0	15
11:15 AM	0	12	4	0	4	1	0	1	0	0	0	0	0	22
11:30 AM	0	9	4	1	1	0	0	0	0	0	0	0	0	15
11:45 AM	0	6	9	0	0	1	0	0	1	0	0	0	0	17
Hour Total	0	37	19	1	7	2	0	2	1	0	0	0	0	69
12:00 PM	0	10	5	2	1	0	0	0	0	0	0	0	0	18
12:15 PM	0	6	5	0	1	1	0	1	0	0	0	0	0	14
12:30 PM	0	13	6	1	2	2	0	1	0	0	0	0	0	25
12:45 PM	0	13	1	0	2	0	0	0	0	0	0	0	0	16
Hour Total	0	42	17	3	6	3	0	2	0	0	0	0	0	73
1:00 PM	0	12	3	0	1	0	0	1	0	0	0	0	0	17
1:15 PM	0	13	2	0	1	1	0	0	0	0	0	0	0	17
1:30 PM	1	9	2	0	1	1	0	0	0	0	0	0	0	14
1:45 PM	0	7	5	0	4	0	0	1	0	0	0	0	0	17
Hour Total	1	41	12	0	7	2	0	2	0	0	0	0	0	65
2:00 PM	0	6	0	0	1	2	0	0	0	0	0	0	0	9
2:15 PM	1	11	8	0	4	0	0	1	0	0	0	0	0	25
2:30 PM	0	12	5	0	2	0	0	0	1	0	0	0	0	20
2:45 PM	0	9	7	0	2	0	0	0	0	0	0	0	0	18
Hour Total	1	38	20	0	9	2	0	1	1	0	0	0	0	72
3:00 PM	0	12	6	0	3	0	0	0	0	0	0	0	0	21
3:15 PM	0	15	2	0	3	1	0	0	0	0	0	0	0	21
3:30 PM	0	12	3	0	2	1	0	0	1	0	0	0	0	19
3:45 PM	0	11	2	0	1	1	0	0	0	0	0	0	0	15
Hour Total	0	50	13	0	9	3	0	0	1	0	0	0	0	76

4:00 PM	0	7	6	0	1	1	0	0	0	0	0	0	0	15
4:15 PM	0	8	2	0	4	0	0	0	0	0	0	0	0	14
4:30 PM	0	15	5	0	0	0	0	0	0	0	0	0	0	20
4:45 PM	1	11	5	0	0	0	0	0	0	0	0	0	0	17
Hour Total	1	41	18	0	5	1	0	0	0	0	0	0	0	66
5:00 PM	0	20	5	0	1	0	0	0	0	0	0	0	0	26
5:15 PM	0	19	4	0	5	0	0	0	0	0	0	0	0	28
5:30 PM	0	19	2	1	1	0	0	0	0	0	0	0	0	23
5:45 PM	0	21	9	0	1	0	0	0	0	0	0	0	0	31
Hour Total	0	79	20	1	8	0	0	0	0	0	0	0	0	108
6:00 PM	0	17	4	0	1	0	0	0	0	0	0	0	0	22
6:15 PM	0	16	2	0	1	0	0	0	0	0	0	0	0	19
6:30 PM	0	21	3	1	2	0	0	1	0	0	0	0	0	28
6:45 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	19
Hour Total	0	72	10	1	4	0	0	1	0	0	0	0	0	88
7:00 PM	0	9	4	0	1	0	0	0	0	0	0	0	0	14
7:15 PM	0	14	6	0	1	0	0	0	0	0	0	0	0	21
7:30 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
7:45 PM	0	6	3	0	1	1	0	0	0	0	0	0	0	11
Hour Total	0	42	15	0	3	1	0	0	0	0	0	0	0	61
8:00 PM	0	7	4	0	1	0	0	0	0	0	0	0	0	12
8:15 PM	0	5	0	0	1	0	0	0	0	0	0	0	0	6
8:30 PM	0	5	0	0	1	0	0	0	0	0	0	0	0	6
8:45 PM	0	8	0	0	1	0	0	0	0	0	0	0	0	9
Hour Total	0	25	4	0	4	0	0	0	0	0	0	0	0	33
9:00 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
9:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
9:30 PM	0	10	2	0	1	0	0	0	0	0	0	0	0	13
9:45 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	32	6	0	1	0	0	0	0	0	0	0	0	39
10:00 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
10:15 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
10:30 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
10:45 PM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
Hour Total	0	14	4	0	1	0	0	0	0	0	0	0	0	19
11:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:15 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
11:30 PM	0	2	3	0	0	0	0	0	0	0	0	0	0	5
11:45 PM	0	2	0	0	1	0	0	0	1	0	0	0	0	4
Hour Total	0	11	4	0	1	0	0	0	1	0	0	0	0	17
Totals	5	668	223	12	97	19	1	13	4	1	0	0	0	1043
Percent	0.5%	64.0%	21.4%	1.2%	9.3%	1.8%	0.1%	1.2%	0.4%	0.1%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Mandela Parkway north of 7th Street (Outside Lanes)

Oakland

Project #:09-7224-001s

Date: 5/28/2009

THURSDAY

North Bound, South Bound

Begin	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
Time	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:45 AM	0	2	3	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	9	3	0	0	0	0	0	0	0	0	0	0	12
1:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	2
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	5	0	0	0	0	0	1	0	0	0	0	0	6
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	2	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30 AM	0	4	1	1	0	0	0	0	0	0	0	0	0	6
5:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	10	1	1	1	0	0	0	0	0	0	0	0	13
6:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
6:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
6:30 AM	1	9	3	0	2	0	0	0	0	0	0	0	0	15
6:45 AM	0	12	4	0	0	0	0	0	0	0	0	0	0	16
Hour Total	1	26	8	0	3	0	0	0	0	0	0	0	0	38
7:00 AM	0	12	2	0	0	2	0	0	0	1	0	0	0	17
7:15 AM	0	18	5	0	2	0	0	0	0	0	0	0	0	25
7:30 AM	0	16	7	1	0	4	0	1	0	0	0	0	0	29
7:45 AM	1	20	4	0	1	1	0	0	0	0	0	0	0	27
Hour Total	1	66	18	1	3	7	0	1	0	1	0	0	0	98

8:00 AM	0	32	3	1	4	2	0	0	0	0	0	0	0	42
8:15 AM	1	28	7	0	3	0	0	0	0	0	0	0	0	39
8:30 AM	1	26	2	1	5	0	0	2	0	0	0	0	0	37
8:45 AM	0	23	6	0	4	0	0	0	1	0	0	0	0	34
Hour Total	2	109	18	2	16	2	0	2	1	0	0	0	0	152
9:00 AM	0	25	2	1	4	0	1	0	0	0	0	0	0	33
9:15 AM	0	18	7	0	3	1	0	0	0	0	0	0	0	29
9:30 AM	0	20	8	1	1	2	0	2	0	0	0	0	0	34
9:45 AM	0	12	4	0	0	1	0	1	0	0	0	0	0	18
Hour Total	0	75	21	2	8	4	1	3	0	0	0	0	0	114
10:00 AM	0	17	5	1	1	0	0	0	0	0	0	0	0	24
10:15 AM	0	12	2	0	2	1	0	0	1	0	0	0	0	18
10:30 AM	0	10	7	0	6	1	0	0	0	0	0	0	0	24
10:45 AM	0	17	3	2	5	0	0	1	1	0	0	0	0	29
Hour Total	0	56	17	3	14	2	0	1	2	0	0	0	0	95
11:00 AM	0	29	5	0	3	0	0	1	1	0	0	0	0	39
11:15 AM	0	21	6	0	5	4	0	1	0	0	0	0	0	37
11:30 AM	0	18	7	1	1	1	0	1	0	0	0	0	0	29
11:45 AM	0	14	12	0	0	1	0	0	1	0	0	0	0	28
Hour Total	0	82	30	1	9	6	0	3	2	0	0	0	0	133
12:00 PM	0	19	9	2	1	1	0	0	1	0	0	0	0	33
12:15 PM	0	19	5	1	2	1	0	1	0	0	1	0	0	30
12:30 PM	1	26	7	1	2	2	0	1	0	0	0	0	0	40
12:45 PM	0	26	1	1	2	0	0	1	0	0	0	0	0	31
Hour Total	1	90	22	5	7	4	0	3	1	0	1	0	0	134
1:00 PM	0	21	3	0	2	1	0	1	0	0	0	0	0	28
1:15 PM	0	22	2	0	1	1	0	0	1	0	0	0	0	27
1:30 PM	1	16	4	0	2	1	0	0	0	0	0	0	0	24
1:45 PM	0	17	6	0	5	0	0	1	1	0	0	0	0	30
Hour Total	1	76	15	0	10	3	0	2	2	0	0	0	0	109
2:00 PM	0	19	1	0	3	2	0	0	0	0	0	0	0	25
2:15 PM	1	26	9	0	5	0	0	1	0	0	0	0	0	42
2:30 PM	0	22	6	0	2	1	0	0	1	0	0	0	0	32
2:45 PM	0	23	10	0	2	1	0	0	0	0	0	0	0	36
Hour Total	1	90	26	0	12	4	0	1	1	0	0	0	0	135
3:00 PM	0	24	9	0	3	0	0	0	0	0	0	0	0	36
3:15 PM	0	30	5	0	4	1	0	0	0	0	0	0	0	40
3:30 PM	1	27	7	0	3	1	0	1	1	0	0	0	0	41
3:45 PM	0	26	2	0	2	1	0	1	2	0	0	0	0	34
Hour Total	1	107	23	0	12	3	0	2	3	0	0	0	0	151

4:00 PM	0	27	7	0	1	2	0	0	0	0	0	0	0	37
4:15 PM	0	28	5	1	4	0	0	0	0	0	0	0	0	38
4:30 PM	0	33	5	0	0	1	0	0	0	0	0	0	0	39
4:45 PM	1	33	7	0	0	1	0	0	0	0	0	0	0	42
Hour Total	1	121	24	1	5	4	0	0	0	0	0	0	0	156
5:00 PM	0	45	6	0	2	0	0	0	0	0	0	0	0	53
5:15 PM	0	44	6	0	5	0	0	0	0	0	0	0	0	55
5:30 PM	1	38	4	1	1	1	0	0	0	0	0	0	0	46
5:45 PM	0	47	9	0	2	1	0	0	0	0	0	0	0	59
Hour Total	1	174	25	1	10	2	0	0	0	0	0	0	0	213
6:00 PM	0	37	7	0	1	0	0	0	0	0	0	0	0	45
6:15 PM	0	40	3	0	2	0	0	0	0	0	0	0	0	45
6:30 PM	0	35	3	1	2	0	0	1	0	0	0	0	0	42
6:45 PM	0	35	5	0	0	0	0	0	0	0	0	0	0	40
Hour Total	0	147	18	1	5	0	0	1	0	0	0	0	0	172
7:00 PM	0	21	6	0	1	0	0	0	0	0	0	0	0	28
7:15 PM	1	25	6	0	1	0	0	0	0	0	0	0	0	33
7:30 PM	0	20	3	1	0	0	0	0	0	0	0	0	0	24
7:45 PM	0	17	3	0	1	1	0	0	0	0	0	0	0	22
Hour Total	1	83	18	1	3	1	0	0	0	0	0	0	0	107
8:00 PM	0	17	6	0	2	0	0	0	0	0	0	0	0	25
8:15 PM	0	19	2	0	1	0	0	0	0	0	0	0	0	22
8:30 PM	0	9	0	0	1	0	0	0	0	0	0	0	0	10
8:45 PM	0	19	0	0	3	0	0	0	0	0	0	0	0	22
Hour Total	0	64	8	0	7	0	0	0	0	0	0	0	0	79
9:00 PM	0	21	3	0	0	0	0	0	0	0	0	0	0	24
9:15 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
9:30 PM	0	21	2	0	1	0	0	0	0	0	0	0	0	24
9:45 PM	0	13	3	0	0	0	0	0	0	0	0	0	0	16
Hour Total	0	63	9	0	1	0	0	0	0	0	0	0	0	73
10:00 PM	0	12	3	0	0	0	0	0	0	0	0	0	0	15
10:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
10:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
10:45 PM	0	7	2	0	2	0	0	0	0	0	0	0	0	11
Hour Total	0	33	6	0	2	0	0	0	0	0	0	0	0	41
11:00 PM	1	9	1	0	0	0	0	0	0	0	0	0	0	11
11:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
11:30 PM	0	5	3	0	0	0	0	0	0	0	0	0	0	8
11:45 PM	1	5	0	0	1	1	0	0	1	0	0	0	0	9
Hour Total	2	24	5	0	1	1	0	0	1	0	0	0	0	34
Totals	13	1516	317	19	129	43	1	20	13	1	1	0	0	2073
Percent	0.6%	73.1%	15.3%	0.9%	6.2%	2.1%	0.0%	1.0%	0.6%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

5/28/2009

City: Oakland

Project #: 09-7224-001s

Location: Mandela Parkway north of 7th Street (Outside Lanes)

Start Time	Southbound		Hour Totals		Northbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	1	18			1	15				
12:15	1	14			3	16				
12:30	0	25			1	15				
12:45	5	16	7	73	0	15	5	61	12	134
1:00	1	17			1	11				
1:15	1	17			0	10				
1:30	0	14			0	10				
1:45	2	17	4	65	1	13	2	44	6	109
2:00	0	9			2	16				
2:15	0	25			1	17				
2:30	0	20			0	12				
2:45	0	18	0	72	1	18	4	63	4	135
3:00	0	21			1	15				
3:15	0	21			1	19				
3:30	0	19			1	22				
3:45	0	15	0	76	0	19	3	75	3	151
4:00	0	15			0	22				
4:15	0	14			0	24				
4:30	0	20			0	19				
4:45	0	17	0	66	1	25	1	90	1	156
5:00	2	26			2	27				
5:15	1	28			0	27				
5:30	4	23			2	23				
5:45	1	31	8	108	1	28	5	105	13	213
6:00	1	22			2	23				
6:15	2	19			2	26				
6:30	10	28			5	14				
6:45	9	19	22	88	7	21	16	84	38	172
7:00	9	14			8	14				
7:15	14	21			11	12				
7:30	16	15			13	9				
7:45	9	11	48	61	18	11	50	46	98	107
8:00	24	12			18	13				
8:15	15	6			24	16				
8:30	15	6			22	4				
8:45	11	9	65	33	23	13	87	46	152	79
9:00	14	13			19	11				
9:15	16	6			13	3				
9:30	17	13			17	11				
9:45	5	7	52	39	13	9	62	34	114	73
10:00	13	8			11	7				
10:15	9	5			9	4				
10:30	15	2			9	4				
10:45	14	4	51	19	15	7	44	22	95	41
11:00	15	4			24	7				
11:15	22	4			15	2				
11:30	15	5			14	3				
11:45	17	4	69	17	11	5	64	17	133	34
Total	326	717	326	717	343	687	343	687	669	1404
Combined Total	1043		1043		1030		1030		2073	
AM Peak	11:45 AM				8:15 AM					
Vol.	74				88					
P.H.F.	0.740				0.917					
PM Peak	5:00 PM				5:00 PM					
Vol.	108				105					
P.H.F.	0.871				0.938					
Percentage	31.3%	68.7%			33.3%	66.7%				

Prepared by NDS/ATD

Volumes for: Wednesday, May 27, 2009

City: Oakland

Project #: 09-7224-002

Location: 7th Street east of Mandela Parkway

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	30	71			8	94				
12:15	17	72			13	88				
12:30	23	65			7	98				
12:45	10	70	80	278	8	87	36	367	116	645
1:00	8	68			12	92				
1:15	8	76			3	88				
1:30	9	66			11	70				
1:45	3	65	28	275	6	91	32	341	60	616
2:00	8	82			6	79				
2:15	2	55			5	89				
2:30	8	72			3	83				
2:45	2	70	20	279	5	88	19	339	39	618
3:00	2	99			4	93				
3:15	5	91			3	91				
3:30	3	112			5	100				
3:45	2	140	12	442	6	101	18	385	30	827
4:00	7	111			4	76				
4:15	6	89			12	90				
4:30	2	75			14	88				
4:45	7	109	22	384	17	103	47	357	69	741
5:00	7	116			23	115				
5:15	14	154			24	111				
5:30	8	122			47	107				
5:45	10	138	39	530	64	114	158	447	197	977
6:00	19	113			56	100				
6:15	23	108			87	87				
6:30	39	129			88	111				
6:45	47	84	128	434	103	72	334	370	462	804
7:00	50	72			97	77				
7:15	43	82			118	65				
7:30	51	44			144	83				
7:45	52	55	196	253	143	71	502	296	698	549
8:00	40	63			150	55				
8:15	53	61			166	47				
8:30	59	56			160	41				
8:45	65	45	217	225	165	60	641	203	858	428
9:00	59	48			141	53				
9:15	76	55			101	53				
9:30	53	47			85	59				
9:45	55	38	243	188	88	65	415	230	658	418
10:00	45	37			84	40				
10:15	37	27			66	25				
10:30	53	35			78	34				
10:45	49	37	184	136	66	34	294	133	478	269
11:00	40	44			73	31				
11:15	53	29			72	20				
11:30	54	15			82	15				
11:45	58	8	205	96	73	18	300	84	505	180
Total	1374	3520	1374	3520	2796	3552	2796	3552	4170	7072
Combined Total	4894		4894		6348		6348		11242	
AM Peak	11:45 AM				8:00 AM					
Vol.	266				641					
P.H.F.	0.924				0.965					
PM Peak	5:00 PM				5:00 PM					
Vol.	530				447					
P.H.F.	0.860				0.972					
Percentage	28.1%	71.9%			44.0%	56.0%				

Prepared by NDS/ATD

Volumes for: Thursday, May 28, 2009

City: Oakland

Project #: 09-7224-002

Location: 7th Street east of Mandela Parkway

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	34	70			10	100				
12:15	17	56			15	87				
12:30	21	67			11	96				
12:45	14	62	86	255	10	93	46	376	132	631
1:00	10	67			6	82				
1:15	3	67			6	71				
1:30	7	62			4	79				
1:45	4	73	24	269	9	79	25	311	49	580
2:00	2	38			6	79				
2:15	5	71			5	85				
2:30	8	56			3	64				
2:45	4	66	19	231	8	82	22	310	41	541
3:00	2	63			7	78				
3:15	4	62			4	80				
3:30	3	69			2	83				
3:45	2	73	11	267	5	80	18	321	29	588
4:00	4	65			6	85				
4:15	6	67			11	81				
4:30	5	92			13	81				
4:45	8	86	23	310	12	93	42	340	65	650
5:00	5	118			16	117				
5:15	10	110			31	128				
5:30	22	118			47	128				
5:45	12	108	49	454	55	115	149	488	198	942
6:00	20	115			61	126				
6:15	25	104			74	94				
6:30	67	93			85	84				
6:45	36	75	148	387	119	73	339	377	487	764
7:00	58	59			95	71				
7:15	49	69			143	78				
7:30	97	45			157	72				
7:45	49	49	253	222	125	51	520	272	773	494
8:00	62	38			166	44				
8:15	66	46			164	62				
8:30	64	33			165	47				
8:45	55	39	247	156	144	43	639	196	886	352
9:00	61	42			125	44				
9:15	41	38			108	44				
9:30	61	41			95	57				
9:45	44	42	207	163	92	62	420	207	627	370
10:00	40	27			62	46				
10:15	44	32			65	29				
10:30	32	38			78	33				
10:45	38	22	154	119	61	30	266	138	420	257
11:00	61	19			76	26				
11:15	57	29			67	17				
11:30	51	18			71	20				
11:45	64	15	233	81	98	15	312	78	545	159
Total	1454	2914	1454	2914	2798	3414	2798	3414	4252	6328
Combined Total	4368		4368		6212		6212		10580	
AM Peak	7:30 AM				8:00 AM					
Vol.	274				639					
P.H.F.	0.706				0.962					
PM Peak	5:00 PM				5:15 PM					
Vol.	454				497					
P.H.F.	0.962				0.971					
Percentage	33.3%	66.7%			45.0%	55.0%				

Class Report - Prepared by: NDS/ATD

7th Street east of Mandela Parkway (Outside Lanes)

Oakland

Project #:09-7224-002w

Date: 5/27/2009

WEDNESDAY

West Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
12:15 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
12:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
12:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	12	1	0	1	0	0	0	0	0	0	0	0	14
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
1:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	10	2	0	0	0	0	0	0	0	0	0	0	12
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	10	0	0	0	0	0	0	0	0	0	0	0	10
3:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
Hour Total	0	11	2	0	1	0	0	0	0	0	0	0	0	14
4:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	2
4:15 AM	0	4	1	0	0	0	0	1	0	0	0	0	0	6
4:30 AM	0	4	0	0	1	1	0	0	1	0	0	0	0	7
4:45 AM	0	8	1	0	1	0	0	1	0	0	0	0	0	11
Hour Total	0	17	2	1	2	1	0	2	1	0	0	0	0	26
5:00 AM	0	8	1	0	1	0	0	0	1	0	0	0	0	11
5:15 AM	0	17	1	0	0	0	0	0	0	0	0	0	0	18
5:30 AM	0	20	1	0	2	1	0	1	2	0	0	0	0	27
5:45 AM	0	36	1	0	0	0	0	1	0	0	0	0	0	38
Hour Total	0	81	4	0	3	1	0	2	3	0	0	0	0	94
6:00 AM	0	27	3	0	0	0	0	1	0	0	0	0	0	31
6:15 AM	1	43	2	1	2	0	0	2	0	0	0	0	0	51
6:30 AM	0	39	7	0	0	0	0	0	0	0	0	0	0	46
6:45 AM	0	42	9	1	2	0	0	1	0	0	0	0	0	55
Hour Total	1	151	21	2	4	0	0	4	0	0	0	0	0	183
7:00 AM	0	52	3	2	2	0	0	1	1	0	0	0	0	61
7:15 AM	0	72	2	1	2	0	0	1	0	0	0	0	0	78
7:30 AM	0	75	8	0	2	0	0	0	0	0	0	0	0	85
7:45 AM	0	72	2	1	0	0	0	0	2	0	0	0	0	77
Hour Total	0	271	15	4	6	0	0	2	3	0	0	0	0	301

8:00 AM	2	76	4	2	3	0	0	0	2	0	0	0	0	89
8:15 AM	0	89	4	0	1	0	0	1	1	0	0	0	0	96
8:30 AM	1	83	8	1	2	1	0	0	1	0	0	0	0	97
8:45 AM	1	95	3	2	3	0	0	2	0	0	0	0	0	106
Hour Total	4	343	19	5	9	1	0	3	4	0	0	0	0	388
9:00 AM	0	78	4	1	2	0	0	0	1	0	0	0	0	86
9:15 AM	0	54	2	0	3	0	0	0	0	0	0	0	0	59
9:30 AM	0	36	3	1	3	1	0	1	0	0	0	0	0	45
9:45 AM	0	46	2	1	1	1	0	0	0	0	0	0	0	51
Hour Total	0	214	11	3	9	2	0	1	1	0	0	0	0	241
10:00 AM	1	40	3	1	0	0	0	0	0	0	0	0	0	45
10:15 AM	0	26	4	0	2	0	0	1	1	0	0	0	0	34
10:30 AM	0	39	0	1	0	1	0	1	0	1	0	0	0	43
10:45 AM	0	17	4	2	4	0	0	0	1	0	0	0	0	28
Hour Total	1	122	11	4	6	1	0	2	2	1	0	0	0	150
11:00 AM	0	23	8	1	1	1	0	1	0	0	0	0	0	35
11:15 AM	0	29	5	0	4	0	0	0	0	0	0	0	0	38
11:30 AM	0	26	3	1	2	1	0	1	0	0	0	0	0	34
11:45 AM	0	32	2	3	1	0	0	0	2	0	0	0	0	40
Hour Total	0	110	18	5	8	2	0	2	2	0	0	0	0	147
12:00 PM	0	36	4	1	3	0	0	0	1	0	0	0	0	45
12:15 PM	0	29	4	1	1	0	0	0	0	0	0	0	0	35
12:30 PM	1	58	5	0	3	1	0	1	0	0	0	0	0	69
12:45 PM	0	44	8	2	2	0	0	0	0	0	0	0	0	56
Hour Total	1	167	21	4	9	1	0	1	1	0	0	0	0	205
1:00 PM	0	30	5	0	0	0	0	0	1	0	0	0	0	36
1:15 PM	2	31	2	3	2	0	0	0	0	0	0	0	0	40
1:30 PM	0	23	2	0	0	0	0	0	0	0	0	0	0	25
1:45 PM	0	29	4	1	2	0	0	0	0	0	0	0	0	36
Hour Total	2	113	13	4	4	0	0	0	1	0	0	0	0	137
2:00 PM	0	33	5	1	2	0	0	1	1	0	0	0	0	43
2:15 PM	0	28	5	1	3	1	0	0	0	0	0	0	0	38
2:30 PM	1	38	5	1	2	0	0	0	1	0	0	0	0	48
2:45 PM	0	42	6	0	2	0	0	0	0	0	0	0	0	50
Hour Total	1	141	21	3	9	1	0	1	2	0	0	0	0	179
3:00 PM	1	40	1	1	3	0	0	1	0	0	0	0	0	47
3:15 PM	1	43	4	3	2	0	0	0	2	0	0	0	0	55
3:30 PM	0	33	5	1	4	1	0	0	0	0	0	0	0	44
3:45 PM	0	47	2	1	1	0	0	1	0	0	0	0	0	52
Hour Total	2	163	12	6	10	1	0	2	2	0	0	0	0	198

4:00 PM	0	31	2	1	3	0	0	0	0	0	0	0	0	37
4:15 PM	1	36	2	0	0	0	0	1	3	0	0	0	0	43
4:30 PM	0	47	1	1	1	1	0	0	0	0	0	0	0	51
4:45 PM	0	44	6	1	3	1	0	0	0	0	0	0	0	55
Hour Total	1	158	11	3	7	2	0	1	3	0	0	0	0	186
5:00 PM	0	50	5	1	2	0	0	0	0	0	0	0	0	58
5:15 PM	1	48	2	0	2	0	0	1	0	0	0	0	0	54
5:30 PM	0	51	2	2	2	1	0	0	0	0	0	0	0	58
5:45 PM	1	54	2	1	1	0	0	1	0	0	0	0	0	60
Hour Total	2	203	11	4	7	1	0	2	0	0	0	0	0	230
6:00 PM	0	42	3	1	3	0	0	0	0	0	0	0	0	49
6:15 PM	0	43	4	1	1	0	0	0	0	0	0	0	0	49
6:30 PM	0	51	3	3	2	0	0	0	1	0	0	0	0	60
6:45 PM	0	35	4	1	1	0	0	0	0	0	0	0	0	41
Hour Total	0	171	14	6	7	0	0	0	1	0	0	0	0	199
7:00 PM	1	30	2	0	3	0	0	1	1	0	0	0	0	38
7:15 PM	0	29	3	1	0	0	0	1	1	0	0	0	0	35
7:30 PM	0	29	6	0	2	0	0	2	0	0	0	0	0	39
7:45 PM	0	27	4	2	4	0	0	0	1	0	0	0	0	38
Hour Total	1	115	15	3	9	0	0	4	3	0	0	0	0	150
8:00 PM	0	24	1	1	1	0	0	1	0	0	0	0	0	28
8:15 PM	0	22	0	0	0	0	0	0	0	0	0	0	0	22
8:30 PM	0	15	1	2	1	0	0	0	0	0	0	0	0	19
8:45 PM	0	24	2	0	0	0	0	0	0	0	0	0	0	26
Hour Total	0	85	4	3	2	0	0	1	0	0	0	0	0	95
9:00 PM	0	23	1	1	0	0	0	0	0	0	0	0	0	25
9:15 PM	0	26	2	0	1	0	0	0	0	0	0	0	0	29
9:30 PM	0	26	4	1	0	0	0	0	0	0	0	0	0	31
9:45 PM	0	29	3	0	1	0	0	0	0	0	0	0	0	33
Hour Total	0	104	10	2	2	0	0	0	0	0	0	0	0	118
10:00 PM	0	12	0	1	0	0	0	0	0	0	0	0	0	13
10:15 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	15
10:30 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	18
10:45 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	17
Hour Total	0	60	2	1	0	0	0	0	0	0	0	0	0	63
11:00 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
11:15 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
11:30 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
11:45 PM	0	7	0	1	0	0	0	0	0	0	0	0	0	8
Hour Total	0	33	4	1	0	0	0	0	0	0	0	0	0	38
Totals	16	2865	244	64	115	14	0	30	29	1	0	0	0	3378
Percent	0.5%	84.8%	7.2%	1.9%	3.4%	0.4%	0.0%	0.9%	0.9%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

7th Street east of Mandela Parkway (Outside Lanes)

Oakland

Project #:09-7224-002e

Date: 5/27/2009

WEDNESDAY

East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	22	1	0	0	0	0	0	0	0	0	0	0	23
12:15 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14
12:30 AM	0	17	1	0	1	0	0	0	0	0	0	0	0	19
12:45 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	60	3	0	1	0	0	0	0	0	0	0	0	64
1:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
1:15 AM	0	1	1	0	2	0	0	1	0	0	0	0	0	5
1:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
1:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	17	3	0	2	0	0	1	0	0	0	0	0	23
2:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
2:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	11	3	0	0	0	0	0	0	0	0	0	0	14
3:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	2
3:15 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	2
3:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	5	1	0	0	1	0	1	0	0	0	0	0	8
4:00 AM	0	3	0	0	0	0	0	1	0	0	0	0	0	4
4:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:45 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	6
Hour Total	0	13	0	0	1	0	0	1	0	0	0	0	0	15
5:00 AM	0	0	1	0	0	0	0	2	0	0	0	0	0	3
5:15 AM	0	5	2	0	0	0	0	0	2	0	0	0	0	9
5:30 AM	0	7	0	1	0	0	0	0	0	0	0	0	0	8
5:45 AM	0	8	0	0	2	0	0	0	0	0	0	0	0	10
Hour Total	0	20	3	1	2	0	0	2	2	0	0	0	0	30
6:00 AM	0	18	2	0	0	0	0	0	0	0	0	0	0	20
6:15 AM	0	18	2	0	2	0	0	0	0	0	0	0	0	22
6:30 AM	0	36	3	1	1	0	0	0	0	0	0	0	0	41
6:45 AM	1	34	5	0	2	1	0	1	0	0	0	0	0	44
Hour Total	1	106	12	1	5	1	0	1	0	0	0	0	0	127
7:00 AM	0	40	8	0	1	0	0	0	0	0	0	0	0	49
7:15 AM	0	38	2	1	2	0	0	0	0	0	0	0	0	43
7:30 AM	0	45	5	0	1	0	0	0	0	0	0	0	0	51
7:45 AM	0	45	4	0	4	0	0	0	0	0	0	0	0	53
Hour Total	0	168	19	1	8	0	0	0	0	0	0	0	0	196

8:00 AM	0	36	3	0	0	1	0	0	0	0	0	0	0	40
8:15 AM	0	43	3	2	4	0	0	0	0	0	0	0	0	52
8:30 AM	0	44	6	1	0	0	0	0	1	0	0	0	0	52
8:45 AM	0	43	4	1	1	0	0	1	0	0	0	0	0	50
Hour Total	0	166	16	4	5	1	0	1	1	0	0	0	0	194
9:00 AM	0	39	5	0	0	1	0	0	0	0	0	0	0	45
9:15 AM	0	43	5	1	7	0	0	2	0	0	0	0	0	58
9:30 AM	0	29	9	0	3	1	0	0	0	0	0	0	0	42
9:45 AM	0	35	4	0	2	1	0	0	0	0	0	0	0	42
Hour Total	0	146	23	1	12	3	0	2	0	0	0	0	0	187
10:00 AM	0	29	2	0	3	1	0	1	0	0	0	0	0	36
10:15 AM	0	24	6	1	1	0	0	0	0	0	0	0	0	32
10:30 AM	1	39	4	0	0	1	0	0	0	0	0	0	0	45
10:45 AM	0	30	7	0	2	0	0	0	0	0	0	0	0	39
Hour Total	1	122	19	1	6	2	0	1	0	0	0	0	0	152
11:00 AM	0	27	5	0	0	0	0	0	0	0	0	0	0	32
11:15 AM	0	36	4	0	1	1	0	0	0	0	0	0	0	42
11:30 AM	0	41	5	1	1	2	0	0	1	0	0	0	0	51
11:45 AM	0	43	6	1	1	0	0	0	0	0	0	0	0	51
Hour Total	0	147	20	2	3	3	0	0	1	0	0	0	0	176
12:00 PM	0	54	5	0	0	1	0	1	0	0	0	0	0	61
12:15 PM	0	49	6	2	1	1	0	0	0	0	0	0	0	59
12:30 PM	2	44	6	1	2	0	0	1	0	0	0	0	0	56
12:45 PM	0	50	3	1	3	0	0	1	1	0	0	0	0	59
Hour Total	2	197	20	4	6	2	0	3	1	0	0	0	0	235
1:00 PM	2	43	4	1	3	0	0	0	0	0	0	0	0	53
1:15 PM	0	47	7	3	4	0	0	1	0	0	0	0	0	62
1:30 PM	0	45	5	1	6	0	0	0	0	0	0	0	0	57
1:45 PM	0	33	11	1	2	1	0	1	0	0	0	0	0	49
Hour Total	2	168	27	6	15	1	0	2	0	0	0	0	0	221
2:00 PM	0	61	4	0	0	1	0	0	0	0	0	0	0	66
2:15 PM	0	44	4	0	2	0	0	0	1	0	0	0	0	51
2:30 PM	0	53	4	1	0	0	0	0	0	0	0	0	0	58
2:45 PM	0	43	5	1	4	0	0	0	0	0	0	0	0	53
Hour Total	0	201	17	2	6	1	0	0	1	0	0	0	0	228
3:00 PM	0	65	6	2	3	1	0	0	1	0	0	0	0	78
3:15 PM	2	59	11	2	2	0	0	0	0	0	0	0	0	76
3:30 PM	0	78	5	0	1	0	0	3	1	0	0	0	0	88
3:45 PM	0	89	7	1	2	0	0	0	0	0	0	0	0	99
Hour Total	2	291	29	5	8	1	0	3	2	0	0	0	0	341

4:00 PM	2	79	5	0	1	1	0	0	0	0	0	0	0	88
4:15 PM	0	66	6	1	2	0	0	0	0	0	0	0	0	75
4:30 PM	0	52	6	1	0	0	0	0	1	0	0	0	0	60
4:45 PM	0	83	4	1	2	0	0	0	0	0	0	0	0	90
Hour Total	2	280	21	3	5	1	0	0	1	0	0	0	0	313
5:00 PM	0	89	6	1	2	0	0	0	0	0	0	0	0	98
5:15 PM	1	92	8	0	4	1	0	1	0	0	0	0	0	107
5:30 PM	0	87	9	0	2	0	0	0	0	0	0	0	0	98
5:45 PM	1	102	4	0	1	0	0	1	0	0	0	0	0	109
Hour Total	2	370	27	1	9	1	0	2	0	0	0	0	0	412
6:00 PM	0	88	5	0	2	0	0	1	0	0	0	0	0	96
6:15 PM	0	73	8	1	2	0	0	0	1	0	0	0	0	85
6:30 PM	1	88	5	0	3	0	0	0	0	0	0	0	0	97
6:45 PM	1	64	4	0	6	0	0	0	0	0	0	0	0	75
Hour Total	2	313	22	1	13	0	0	1	1	0	0	0	0	353
7:00 PM	0	55	4	1	0	0	0	0	0	0	0	0	0	60
7:15 PM	0	59	7	0	1	0	0	0	0	0	0	0	0	67
7:30 PM	0	36	2	0	1	0	0	0	0	0	0	0	0	39
7:45 PM	1	35	5	0	2	0	0	0	0	0	0	0	0	43
Hour Total	1	185	18	1	4	0	0	0	0	0	0	0	0	209
8:00 PM	0	51	2	0	0	0	0	0	0	0	0	0	0	53
8:15 PM	0	37	4	1	1	0	0	0	0	0	0	0	0	43
8:30 PM	0	40	2	0	1	0	0	0	0	0	0	0	0	43
8:45 PM	0	32	1	1	1	0	0	0	0	0	0	0	0	35
Hour Total	0	160	9	2	3	0	0	0	0	0	0	0	0	174
9:00 PM	0	41	0	0	1	0	0	0	0	0	0	0	0	42
9:15 PM	0	37	2	0	0	1	0	0	0	0	0	0	0	40
9:30 PM	0	35	4	0	1	0	0	0	0	0	0	0	0	40
9:45 PM	0	32	1	1	1	0	0	0	0	0	0	0	0	35
Hour Total	0	145	7	1	3	1	0	0	0	0	0	0	0	157
10:00 PM	0	28	0	0	1	0	0	0	0	0	0	0	0	29
10:15 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	19
10:30 PM	1	27	2	0	0	0	0	0	0	0	0	0	0	30
10:45 PM	0	27	2	0	0	0	0	0	0	0	0	0	0	29
Hour Total	1	100	5	0	1	0	0	0	0	0	0	0	0	107
11:00 PM	0	31	3	0	2	0	0	0	0	0	0	0	0	36
11:15 PM	0	23	1	0	0	0	0	0	0	0	0	0	0	24
11:30 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
11:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	70	5	0	2	0	0	0	0	0	0	0	0	77
Totals	16	3461	329	37	120	19	0	21	10	0	0	0	0	4013
Percent	0.4%	86.2%	8.2%	0.9%	3.0%	0.5%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

7th Street east of Mandela Parkway (Outside Lanes)

Oakland

Project #:09-7224-002e

Date: 5/27/2009

WEDNESDAY

West Bound, East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	26	1	0	0	0	0	0	0	0	0	0	0	27
12:15 AM	0	16	0	0	1	0	0	0	0	0	0	0	0	17
12:30 AM	0	19	2	0	1	0	0	0	0	0	0	0	0	22
12:45 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	72	4	0	2	0	0	0	0	0	0	0	0	78
1:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
1:15 AM	0	3	1	0	2	0	0	1	0	0	0	0	0	7
1:30 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
1:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	27	5	0	2	0	0	1	0	0	0	0	0	35
2:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
2:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
2:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	21	3	0	0	0	0	0	0	0	0	0	0	24
3:00 AM	0	4	0	0	0	1	0	0	0	0	0	0	0	5
3:15 AM	0	4	1	0	0	0	0	1	0	0	0	0	0	6
3:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:45 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
Hour Total	0	16	3	0	1	1	0	1	0	0	0	0	0	22
4:00 AM	0	4	0	1	0	0	0	1	0	0	0	0	0	6
4:15 AM	0	7	1	0	0	0	0	1	0	0	0	0	0	9
4:30 AM	0	6	0	0	1	1	0	0	1	0	0	0	0	9
4:45 AM	0	13	1	0	2	0	0	1	0	0	0	0	0	17
Hour Total	0	30	2	1	3	1	0	3	1	0	0	0	0	41
5:00 AM	0	8	2	0	1	0	0	2	1	0	0	0	0	14
5:15 AM	0	22	3	0	0	0	0	0	2	0	0	0	0	27
5:30 AM	0	27	1	1	2	1	0	1	2	0	0	0	0	35
5:45 AM	0	44	1	0	2	0	0	1	0	0	0	0	0	48
Hour Total	0	101	7	1	5	1	0	4	5	0	0	0	0	124
6:00 AM	0	45	5	0	0	0	0	1	0	0	0	0	0	51
6:15 AM	1	61	4	1	4	0	0	2	0	0	0	0	0	73
6:30 AM	0	75	10	1	1	0	0	0	0	0	0	0	0	87
6:45 AM	1	76	14	1	4	1	0	2	0	0	0	0	0	99
Hour Total	2	257	33	3	9	1	0	5	0	0	0	0	0	310
7:00 AM	0	92	11	2	3	0	0	1	1	0	0	0	0	110
7:15 AM	0	110	4	2	4	0	0	1	0	0	0	0	0	121
7:30 AM	0	120	13	0	3	0	0	0	0	0	0	0	0	136
7:45 AM	0	117	6	1	4	0	0	0	2	0	0	0	0	130
Hour Total	0	439	34	5	14	0	0	2	3	0	0	0	0	497

8:00 AM	2	112	7	2	3	1	0	0	2	0	0	0	0	129
8:15 AM	0	132	7	2	5	0	0	1	1	0	0	0	0	148
8:30 AM	1	127	14	2	2	1	0	0	2	0	0	0	0	149
8:45 AM	1	138	7	3	4	0	0	3	0	0	0	0	0	156
Hour Total	4	509	35	9	14	2	0	4	5	0	0	0	0	582
9:00 AM	0	117	9	1	2	1	0	0	1	0	0	0	0	131
9:15 AM	0	97	7	1	10	0	0	2	0	0	0	0	0	117
9:30 AM	0	65	12	1	6	2	0	1	0	0	0	0	0	87
9:45 AM	0	81	6	1	3	2	0	0	0	0	0	0	0	93
Hour Total	0	360	34	4	21	5	0	3	1	0	0	0	0	428
10:00 AM	1	69	5	1	3	1	0	1	0	0	0	0	0	81
10:15 AM	0	50	10	1	3	0	0	1	1	0	0	0	0	66
10:30 AM	1	78	4	1	0	2	0	1	0	1	0	0	0	88
10:45 AM	0	47	11	2	6	0	0	0	1	0	0	0	0	67
Hour Total	2	244	30	5	12	3	0	3	2	1	0	0	0	302
11:00 AM	0	50	13	1	1	1	0	1	0	0	0	0	0	67
11:15 AM	0	65	9	0	5	1	0	0	0	0	0	0	0	80
11:30 AM	0	67	8	2	3	3	0	1	1	0	0	0	0	85
11:45 AM	0	75	8	4	2	0	0	0	2	0	0	0	0	91
Hour Total	0	257	38	7	11	5	0	2	3	0	0	0	0	323
12:00 PM	0	90	9	1	3	1	0	1	1	0	0	0	0	106
12:15 PM	0	78	10	3	2	1	0	0	0	0	0	0	0	94
12:30 PM	3	102	11	1	5	1	0	2	0	0	0	0	0	125
12:45 PM	0	94	11	3	5	0	0	1	1	0	0	0	0	115
Hour Total	3	364	41	8	15	3	0	4	2	0	0	0	0	440
1:00 PM	2	73	9	1	3	0	0	0	1	0	0	0	0	89
1:15 PM	2	78	9	6	6	0	0	1	0	0	0	0	0	102
1:30 PM	0	68	7	1	6	0	0	0	0	0	0	0	0	82
1:45 PM	0	62	15	2	4	1	0	1	0	0	0	0	0	85
Hour Total	4	281	40	10	19	1	0	2	1	0	0	0	0	358
2:00 PM	0	94	9	1	2	1	0	1	1	0	0	0	0	109
2:15 PM	0	72	9	1	5	1	0	0	1	0	0	0	0	89
2:30 PM	1	91	9	2	2	0	0	0	1	0	0	0	0	106
2:45 PM	0	85	11	1	6	0	0	0	0	0	0	0	0	103
Hour Total	1	342	38	5	15	2	0	1	3	0	0	0	0	407
3:00 PM	1	105	7	3	6	1	0	1	1	0	0	0	0	125
3:15 PM	3	102	15	5	4	0	0	0	2	0	0	0	0	131
3:30 PM	0	111	10	1	5	1	0	3	1	0	0	0	0	132
3:45 PM	0	136	9	2	3	0	0	1	0	0	0	0	0	151
Hour Total	4	454	41	11	18	2	0	5	4	0	0	0	0	539

4:00 PM	2	110	7	1	4	1	0	0	0	0	0	0	0	125
4:15 PM	1	102	8	1	2	0	0	1	3	0	0	0	0	118
4:30 PM	0	99	7	2	1	1	0	0	1	0	0	0	0	111
4:45 PM	0	127	10	2	5	1	0	0	0	0	0	0	0	145
Hour Total	3	438	32	6	12	3	0	1	4	0	0	0	0	499
5:00 PM	0	139	11	2	4	0	0	0	0	0	0	0	0	156
5:15 PM	2	140	10	0	6	1	0	2	0	0	0	0	0	161
5:30 PM	0	138	11	2	4	1	0	0	0	0	0	0	0	156
5:45 PM	2	156	6	1	2	0	0	2	0	0	0	0	0	169
Hour Total	4	573	38	5	16	2	0	4	0	0	0	0	0	642
6:00 PM	0	130	8	1	5	0	0	1	0	0	0	0	0	145
6:15 PM	0	116	12	2	3	0	0	0	1	0	0	0	0	134
6:30 PM	1	139	8	3	5	0	0	0	1	0	0	0	0	157
6:45 PM	1	99	8	1	7	0	0	0	0	0	0	0	0	116
Hour Total	2	484	36	7	20	0	0	1	2	0	0	0	0	552
7:00 PM	1	85	6	1	3	0	0	1	1	0	0	0	0	98
7:15 PM	0	88	10	1	1	0	0	1	1	0	0	0	0	102
7:30 PM	0	65	8	0	3	0	0	2	0	0	0	0	0	78
7:45 PM	1	62	9	2	6	0	0	0	1	0	0	0	0	81
Hour Total	2	300	33	4	13	0	0	4	3	0	0	0	0	359
8:00 PM	0	75	3	1	1	0	0	1	0	0	0	0	0	81
8:15 PM	0	59	4	1	1	0	0	0	0	0	0	0	0	65
8:30 PM	0	55	3	2	2	0	0	0	0	0	0	0	0	62
8:45 PM	0	56	3	1	1	0	0	0	0	0	0	0	0	61
Hour Total	0	245	13	5	5	0	0	1	0	0	0	0	0	269
9:00 PM	0	64	1	1	1	0	0	0	0	0	0	0	0	67
9:15 PM	0	63	4	0	1	1	0	0	0	0	0	0	0	69
9:30 PM	0	61	8	1	1	0	0	0	0	0	0	0	0	71
9:45 PM	0	61	4	1	2	0	0	0	0	0	0	0	0	68
Hour Total	0	249	17	3	5	1	0	0	0	0	0	0	0	275
10:00 PM	0	40	0	1	1	0	0	0	0	0	0	0	0	42
10:15 PM	0	33	1	0	0	0	0	0	0	0	0	0	0	34
10:30 PM	1	44	3	0	0	0	0	0	0	0	0	0	0	48
10:45 PM	0	43	3	0	0	0	0	0	0	0	0	0	0	46
Hour Total	1	160	7	1	1	0	0	0	0	0	0	0	0	170
11:00 PM	0	44	4	0	2	0	0	0	0	0	0	0	0	50
11:15 PM	0	30	3	0	0	0	0	0	0	0	0	0	0	33
11:30 PM	0	16	2	0	0	0	0	0	0	0	0	0	0	18
11:45 PM	0	13	0	1	0	0	0	0	0	0	0	0	0	14
Hour Total	0	103	9	1	2	0	0	0	0	0	0	0	0	115
Totals	32	6326	573	101	235	33	0	51	39	1	0	0	0	7391
Percent	0.4%	85.6%	7.8%	1.4%	3.2%	0.4%	0.0%	0.7%	0.5%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

5/27/2009

City: Oakland

Project #: 09-7224-002e

Location: 7th Street east of Mandela Parkway (Outside Lanes)

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	23	61			4	45				
12:15	14	59			3	35				
12:30	19	56			3	69				
12:45	8	59	64	235	4	56	14	205	78	440
1:00	7	53			1	36				
1:15	5	62			2	40				
1:30	8	57			5	25				
1:45	3	49	23	221	4	36	12	137	35	358
2:00	5	66			2	43				
2:15	1	51			3	38				
2:30	6	58			1	48				
2:45	2	53	14	228	4	50	10	179	24	407
3:00	2	78			3	47				
3:15	2	76			4	55				
3:30	3	88			1	44				
3:45	1	99	8	341	6	52	14	198	22	539
4:00	4	88			2	37				
4:15	3	75			6	43				
4:30	2	60			7	51				
4:45	6	90	15	313	11	55	26	186	41	499
5:00	3	98			11	58				
5:15	9	107			18	54				
5:30	8	98			27	58				
5:45	10	109	30	412	38	60	94	230	124	642
6:00	20	96			31	49				
6:15	22	85			51	49				
6:30	41	97			46	60				
6:45	44	75	127	353	55	41	183	199	310	552
7:00	49	60			61	38				
7:15	43	67			78	35				
7:30	51	39			85	39				
7:45	53	43	196	209	77	38	301	150	497	359
8:00	40	53			89	28				
8:15	52	43			96	22				
8:30	52	43			97	19				
8:45	50	35	194	174	106	26	388	95	582	269
9:00	45	42			86	25				
9:15	58	40			59	29				
9:30	42	40			45	31				
9:45	42	35	187	157	51	33	241	118	428	275
10:00	36	29			45	13				
10:15	32	19			34	15				
10:30	45	30			43	18				
10:45	39	29	152	107	28	17	150	63	302	170
11:00	32	36			35	14				
11:15	42	24			38	9				
11:30	51	11			34	7				
11:45	51	6	176	77	40	8	147	38	323	115
Total	1186	2827	1186	2827	1580	1798	1580	1798	2766	4625
Combined Total	4013		4013		3378		3378		7391	
AM Peak	11:45 AM				8:00 AM					
Vol.	227				388					
P.H.F.	0.930				0.915					
PM Peak	5:00 PM				5:00 PM					
Vol.	412				230					
P.H.F.	0.945				0.958					
Percentage	29.6%	70.4%			46.8%	53.2%				

Class Report - Prepared by: NDS/ATD

7th Street east of Mandela Parkway (Outside Lanes)

Oakland

Project #:09-7224-002w

Date: 5/28/2009

THURSDAY

West Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	3	0	1	0	0	0	0	0	0	0	0	0	4
12:15 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	4
12:30 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	3
12:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	13	1	2	0	1	0	0	0	0	0	0	0	17
1:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
1:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
1:45 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	7	4	0	1	0	0	0	0	0	0	0	0	12
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
2:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	8	2	0	0	0	0	0	0	0	0	0	0	10
3:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	8	1	0	0	0	0	0	0	0	0	0	0	9
4:00 AM	0	2	0	0	0	0	0	1	0	0	0	0	0	3
4:15 AM	0	7	2	0	1	0	0	0	0	0	0	0	0	10
4:30 AM	0	5	0	0	1	0	0	1	0	0	0	0	0	7
4:45 AM	0	5	1	0	0	1	0	0	0	0	0	0	0	7
Hour Total	0	19	3	0	2	1	0	2	0	0	0	0	0	27
5:00 AM	0	7	0	0	1	0	0	0	1	0	0	0	0	9
5:15 AM	0	19	1	0	2	0	0	0	0	0	0	0	0	22
5:30 AM	0	26	1	0	0	0	0	0	1	0	0	0	0	28
5:45 AM	0	21	5	0	1	0	0	0	0	0	0	0	0	27
Hour Total	0	73	7	0	4	0	0	0	2	0	0	0	0	86
6:00 AM	0	33	5	1	2	0	0	1	0	0	0	0	0	42
6:15 AM	0	42	3	1	2	0	0	0	0	0	0	0	0	48
6:30 AM	0	36	6	0	2	1	0	0	1	0	0	0	0	46
6:45 AM	0	47	6	2	2	0	0	2	1	0	0	0	0	60
Hour Total	0	158	20	4	8	1	0	3	2	0	0	0	0	196
7:00 AM	1	52	4	1	1	0	0	0	0	0	0	0	0	59
7:15 AM	1	72	7	1	2	0	0	1	0	0	0	0	0	84
7:30 AM	0	84	5	0	1	1	0	0	1	0	0	0	0	92
7:45 AM	0	68	4	2	1	0	0	0	0	0	0	0	0	75
Hour Total	2	276	20	4	5	1	0	1	1	0	0	0	0	310

8:00 AM	0	77	8	1	2	1	0	1	1	0	0	0	0	91
8:15 AM	0	81	7	0	1	0	0	1	0	0	0	0	0	90
8:30 AM	1	93	4	0	3	0	0	0	0	0	0	0	0	101
8:45 AM	0	68	3	1	4	0	0	0	0	0	0	0	0	76
Hour Total	1	319	22	2	10	1	0	2	1	0	0	0	0	358
9:00 AM	0	60	8	2	1	0	0	0	2	0	0	0	0	73
9:15 AM	0	60	6	1	3	0	0	0	0	0	0	0	0	70
9:30 AM	1	44	4	0	1	1	0	1	0	0	0	0	0	52
9:45 AM	0	54	8	1	2	1	0	0	0	1	0	0	0	67
Hour Total	1	218	26	4	7	2	0	1	2	1	0	0	0	262
10:00 AM	1	30	5	1	1	0	0	0	0	0	0	0	0	38
10:15 AM	0	17	1	0	4	0	0	0	1	0	0	0	0	23
10:30 AM	0	34	2	0	0	0	0	1	1	0	0	0	0	38
10:45 AM	0	25	2	3	3	1	0	0	0	0	0	0	0	34
Hour Total	1	106	10	4	8	1	0	1	2	0	0	0	0	133
11:00 AM	0	22	3	0	3	0	0	0	1	0	0	0	0	29
11:15 AM	0	28	5	0	0	0	0	0	0	0	0	0	0	33
11:30 AM	0	20	1	1	5	1	0	0	0	0	0	0	0	28
11:45 AM	0	41	4	1	2	0	0	0	0	0	0	0	0	48
Hour Total	0	111	13	2	10	1	0	0	1	0	0	0	0	138
12:00 PM	0	37	5	1	1	0	0	0	0	0	0	0	0	44
12:15 PM	0	25	2	1	3	0	0	0	0	0	0	0	0	31
12:30 PM	0	37	0	0	1	0	0	0	0	0	0	0	0	38
12:45 PM	0	40	8	1	3	0	0	0	0	0	0	0	0	52
Hour Total	0	139	15	3	8	0	0	0	0	0	0	0	0	165
1:00 PM	0	30	5	2	0	0	0	1	0	0	0	0	0	38
1:15 PM	0	28	5	2	2	0	0	1	0	0	0	0	0	38
1:30 PM	0	28	6	0	1	1	0	0	0	0	0	0	0	36
1:45 PM	1	31	1	1	1	0	0	0	0	0	0	0	0	35
Hour Total	1	117	17	5	4	1	0	2	0	0	0	0	0	147
2:00 PM	0	27	5	2	1	0	0	0	1	0	0	0	0	36
2:15 PM	0	34	3	1	2	0	0	2	0	0	0	0	0	42
2:30 PM	1	30	2	0	2	1	0	0	0	0	0	0	0	36
2:45 PM	0	37	6	0	1	0	0	0	0	0	0	0	0	44
Hour Total	1	128	16	3	6	1	0	2	1	0	0	0	0	158
3:00 PM	0	36	1	1	1	0	0	1	0	0	0	0	0	40
3:15 PM	1	41	1	1	3	0	0	0	0	0	0	0	0	47
3:30 PM	0	29	2	2	3	1	0	0	0	0	0	0	0	37
3:45 PM	0	29	2	2	1	0	0	2	0	0	0	0	0	36
Hour Total	1	135	6	6	8	1	0	3	0	0	0	0	0	160

4:00 PM	0	39	3	1	4	0	0	0	0	0	0	0	0	47
4:15 PM	0	32	3	0	1	2	0	1	0	0	0	0	0	39
4:30 PM	0	33	3	1	0	0	0	0	0	0	0	0	0	37
4:45 PM	0	37	4	1	3	0	0	0	0	0	0	0	0	45
Hour Total	0	141	13	3	8	2	0	1	0	0	0	0	0	168
5:00 PM	1	59	3	0	0	0	0	0	0	0	0	0	0	63
5:15 PM	2	55	6	2	3	0	0	1	0	0	0	0	0	69
5:30 PM	0	55	2	1	4	0	0	0	0	0	0	0	0	62
5:45 PM	0	55	3	1	1	0	0	0	1	0	0	0	0	61
Hour Total	3	224	14	4	8	0	0	1	1	0	0	0	0	255
6:00 PM	0	52	6	1	3	0	0	2	1	0	0	0	0	65
6:15 PM	0	39	1	1	1	0	0	2	0	0	0	0	0	44
6:30 PM	0	36	1	0	2	0	0	0	0	0	0	0	0	39
6:45 PM	0	34	1	1	2	0	0	0	0	0	0	0	0	38
Hour Total	0	161	9	3	8	0	0	4	1	0	0	0	0	186
7:00 PM	0	26	1	2	2	0	0	1	1	0	0	0	0	33
7:15 PM	0	31	4	2	0	0	0	0	3	0	0	0	0	40
7:30 PM	0	34	1	0	3	0	0	1	1	0	0	0	0	40
7:45 PM	0	27	2	2	0	0	0	0	0	0	0	0	0	31
Hour Total	0	118	8	6	5	0	0	2	5	0	0	0	0	144
8:00 PM	0	17	0	2	1	0	0	0	0	0	0	0	0	20
8:15 PM	0	22	0	0	1	0	0	0	0	0	0	0	0	23
8:30 PM	0	22	0	2	1	0	0	0	0	0	0	0	0	25
8:45 PM	0	16	1	0	2	0	0	0	0	0	0	0	0	19
Hour Total	0	77	1	4	5	0	0	0	0	0	0	0	0	87
9:00 PM	0	21	1	1	0	0	0	0	0	0	0	0	0	23
9:15 PM	0	21	1	0	1	0	0	0	0	0	0	0	0	23
9:30 PM	0	29	1	1	0	1	0	0	0	0	0	0	0	32
9:45 PM	0	31	3	0	1	0	0	0	0	0	0	0	0	35
Hour Total	0	102	6	2	2	1	0	0	0	0	0	0	0	113
10:00 PM	0	28	1	1	0	0	0	0	0	0	0	0	0	30
10:15 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	13
10:30 PM	0	17	1	1	0	0	0	0	0	0	0	0	0	19
10:45 PM	0	15	3	0	1	0	0	0	0	0	0	0	0	19
Hour Total	0	73	5	2	1	0	0	0	0	0	0	0	0	81
11:00 PM	0	14	0	1	0	0	0	0	0	0	0	0	0	15
11:15 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
11:30 PM	0	9	1	1	0	0	0	0	0	0	0	0	0	11
11:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	35	3	2	0	0	0	0	0	0	0	0	0	40
Totals	11	2766	242	65	118	15	0	25	19	1	0	0	0	3262
Percent	0.3%	84.8%	7.4%	2.0%	3.6%	0.5%	0.0%	0.8%	0.6%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

7th Street east of Mandela Parkway (Outside Lanes)

Oakland

Project #:09-7224-002e

Date: 5/28/2009

THURSDAY

East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	26	2	0	0	0	0	0	0	0	0	0	0	28
12:15 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
12:30 AM	0	17	0	1	0	0	0	0	0	0	0	0	0	18
12:45 AM	0	11	0	0	1	0	0	0	0	0	0	0	0	12
Hour Total	0	64	3	1	1	0	0	0	0	0	0	0	0	69
1:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
1:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:30 AM	0	4	2	0	0	0	0	1	0	0	0	0	0	7
1:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	17	2	0	0	0	0	1	0	0	0	0	0	20
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:15 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
2:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
2:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	15	1	0	1	0	0	0	0	0	0	0	0	17
3:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:15 AM	0	2	0	0	0	0	0	1	0	0	0	0	0	3
3:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1
3:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	5	1	0	0	0	0	1	1	0	0	0	0	8
4:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4:15 AM	0	4	1	0	0	0	0	1	0	0	0	0	0	6
4:30 AM	0	3	0	0	0	0	0	1	0	0	0	0	0	4
4:45 AM	0	4	1	0	0	0	0	1	0	0	0	0	0	6
Hour Total	0	11	2	0	0	0	0	4	0	0	0	0	0	17
5:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	4
5:15 AM	0	3	0	0	0	0	0	1	2	0	0	0	0	6
5:30 AM	0	14	1	1	1	1	0	0	1	0	0	0	0	19
5:45 AM	0	6	0	0	0	0	0	1	0	0	0	0	0	7
Hour Total	0	24	2	1	3	1	0	2	3	0	0	0	0	36
6:00 AM	0	13	2	0	1	0	0	1	0	0	0	0	0	17
6:15 AM	1	12	2	0	3	0	0	0	1	0	0	0	0	19
6:30 AM	0	44	8	1	0	0	0	0	1	0	0	0	0	54
6:45 AM	0	20	5	0	3	0	0	1	0	0	0	0	0	29
Hour Total	1	89	17	1	7	0	0	2	2	0	0	0	0	119
7:00 AM	0	41	4	0	2	1	0	0	0	0	0	0	0	48
7:15 AM	0	36	5	1	3	1	0	0	0	0	0	0	0	46
7:30 AM	0	62	5	0	2	2	0	0	0	0	0	0	0	71
7:45 AM	0	32	5	0	2	0	0	0	0	0	0	0	0	39
Hour Total	0	171	19	1	9	4	0	0	0	0	0	0	0	204

8:00 AM	1	44	5	0	1	0	0	0	1	0	0	0	0	52
8:15 AM	0	53	4	0	3	0	0	0	0	0	0	0	0	60
8:30 AM	0	46	9	1	1	0	0	0	0	0	0	0	0	57
8:45 AM	0	39	7	0	1	0	0	0	0	0	0	0	0	47
Hour Total	1	182	25	1	6	0	0	0	1	0	0	0	0	216
9:00 AM	0	36	4	0	2	2	0	0	0	0	0	0	0	44
9:15 AM	0	28	2	0	4	0	0	0	0	0	0	0	0	34
9:30 AM	0	41	3	2	2	0	0	1	0	0	0	0	0	49
9:45 AM	0	31	2	0	4	1	0	0	0	0	0	0	0	38
Hour Total	0	136	11	2	12	3	0	1	0	0	0	0	0	165
10:00 AM	0	26	5	0	0	0	0	0	0	0	0	0	0	31
10:15 AM	0	31	5	0	3	0	0	0	0	0	0	0	0	39
10:30 AM	0	25	2	0	1	0	0	0	1	0	0	0	0	29
10:45 AM	0	26	4	0	3	0	0	0	0	0	0	0	0	33
Hour Total	0	108	16	0	7	0	0	0	1	0	0	0	0	132
11:00 AM	0	31	7	0	1	1	0	0	1	0	0	0	0	41
11:15 AM	0	38	9	1	1	0	0	1	0	0	0	0	0	50
11:30 AM	0	29	6	1	2	1	0	0	1	0	0	0	0	40
11:45 AM	0	44	6	1	3	0	0	0	0	0	0	0	0	54
Hour Total	0	142	28	3	7	2	0	1	2	0	0	0	0	185
12:00 PM	1	56	5	1	2	0	0	1	0	0	0	0	0	66
12:15 PM	0	36	3	0	5	0	0	1	0	0	0	0	0	45
12:30 PM	0	49	4	1	1	2	0	1	0	0	0	0	0	58
12:45 PM	2	43	7	1	1	0	0	0	0	0	0	0	0	54
Hour Total	3	184	19	3	9	2	0	3	0	0	0	0	0	223
1:00 PM	0	40	4	1	5	0	0	0	0	0	0	0	0	50
1:15 PM	0	43	5	1	5	0	0	0	0	0	0	0	0	54
1:30 PM	0	38	5	2	3	2	0	1	0	0	0	0	0	51
1:45 PM	0	43	14	0	3	0	0	1	0	0	0	0	0	61
Hour Total	0	164	28	4	16	2	0	2	0	0	0	0	0	216
2:00 PM	0	31	3	0	2	2	0	0	0	0	0	0	0	38
2:15 PM	0	57	8	1	3	1	0	1	0	0	0	0	0	71
2:30 PM	1	53	8	1	1	0	0	0	1	0	0	0	0	65
2:45 PM	0	56	5	0	4	0	0	0	0	0	0	0	0	65
Hour Total	1	197	24	2	10	3	0	1	1	0	0	0	0	239
3:00 PM	0	58	5	0	1	0	0	0	0	0	0	0	0	64
3:15 PM	2	47	9	0	2	0	0	1	1	0	0	0	0	62
3:30 PM	0	62	6	1	0	0	0	1	0	0	0	0	0	70
3:45 PM	0	53	10	0	2	1	0	0	0	0	0	0	0	66
Hour Total	2	220	30	1	5	1	0	2	1	0	0	0	0	262

4:00 PM	0	58	2	0	2	1	0	0	1	0	0	0	0	64
4:15 PM	0	65	5	1	1	0	0	1	0	0	0	0	0	73
4:30 PM	0	75	8	0	3	1	0	0	0	0	0	0	0	87
4:45 PM	1	70	6	1	1	0	0	0	1	0	0	0	0	80
Hour Total	1	268	21	2	7	2	0	1	2	0	0	0	0	304
5:00 PM	1	102	9	1	3	0	0	0	0	0	0	0	0	116
5:15 PM	2	83	8	0	1	0	0	0	1	0	0	0	0	95
5:30 PM	1	110	9	0	1	0	0	0	0	0	0	0	0	121
5:45 PM	0	95	8	0	2	0	0	0	0	0	0	0	0	105
Hour Total	4	390	34	1	7	0	0	0	1	0	0	0	0	437
6:00 PM	0	105	5	0	1	0	0	0	0	0	0	0	0	111
6:15 PM	0	90	3	1	1	0	0	0	0	0	0	0	0	95
6:30 PM	0	83	2	2	1	1	0	0	0	0	0	0	0	89
6:45 PM	0	69	3	0	2	0	0	0	0	0	0	0	0	74
Hour Total	0	347	13	3	5	1	0	0	0	0	0	0	0	369
7:00 PM	1	55	4	2	0	0	0	0	0	0	0	0	0	62
7:15 PM	0	61	5	0	1	1	0	0	0	0	0	0	0	68
7:30 PM	0	44	3	0	1	0	0	0	0	0	0	0	0	48
7:45 PM	0	44	2	0	1	1	0	0	0	0	0	0	0	48
Hour Total	1	204	14	2	3	2	0	0	0	0	0	0	0	226
8:00 PM	0	33	1	0	1	0	0	0	0	0	0	0	0	35
8:15 PM	1	36	5	2	3	0	0	1	0	0	0	0	0	48
8:30 PM	0	33	0	1	0	0	0	0	0	0	0	0	0	34
8:45 PM	0	39	2	0	1	0	0	0	0	0	0	0	0	42
Hour Total	1	141	8	3	5	0	0	1	0	0	0	0	0	159
9:00 PM	1	36	0	0	2	0	0	0	0	0	0	0	0	39
9:15 PM	0	37	1	0	0	0	0	0	0	0	0	0	0	38
9:30 PM	0	36	2	0	1	0	0	0	0	0	0	0	0	39
9:45 PM	0	37	0	2	1	0	0	0	0	0	0	0	0	40
Hour Total	1	146	3	2	4	0	0	0	0	0	0	0	0	156
10:00 PM	1	22	1	0	0	0	0	0	0	0	0	0	0	24
10:15 PM	0	28	1	0	0	0	0	0	0	0	0	0	0	29
10:30 PM	0	32	3	0	0	0	0	0	0	0	0	0	0	35
10:45 PM	0	17	2	0	0	0	0	0	0	0	0	0	0	19
Hour Total	1	99	7	0	0	0	0	0	0	0	0	0	0	107
11:00 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	18
11:15 PM	0	27	2	0	0	0	0	0	0	0	0	0	0	29
11:30 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	18
11:45 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	75	5	0	0	0	0	0	0	0	0	0	0	80
Totals	17	3399	333	33	124	23	0	22	15	0	0	0	0	3966
Percent	0.4%	85.7%	8.4%	0.8%	3.1%	0.6%	0.0%	0.6%	0.4%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

7th Street east of Mandela Parkway (Outside Lanes)

Oakland

Project #:09-7224-002e

Date: 5/28/2009

THURSDAY

West Bound, East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	29	2	1	0	0	0	0	0	0	0	0	0	32
12:15 AM	0	13	1	0	0	1	0	0	0	0	0	0	0	15
12:30 AM	0	19	0	2	0	0	0	0	0	0	0	0	0	21
12:45 AM	0	16	1	0	1	0	0	0	0	0	0	0	0	18
Hour Total	0	77	4	3	1	1	0	0	0	0	0	0	0	86
1:00 AM	0	11	0	0	1	0	0	0	0	0	0	0	0	12
1:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
1:30 AM	0	6	3	0	0	0	0	1	0	0	0	0	0	10
1:45 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	24	6	0	1	0	0	1	0	0	0	0	0	32
2:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:15 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
2:30 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
2:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	23	3	0	1	0	0	0	0	0	0	0	0	27
3:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
3:15 AM	0	3	0	0	0	0	0	1	0	0	0	0	0	4
3:30 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	2
3:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	13	2	0	0	0	0	1	1	0	0	0	0	17
4:00 AM	0	2	0	0	0	0	0	2	0	0	0	0	0	4
4:15 AM	0	11	3	0	1	0	0	1	0	0	0	0	0	16
4:30 AM	0	8	0	0	1	0	0	2	0	0	0	0	0	11
4:45 AM	0	9	2	0	0	1	0	1	0	0	0	0	0	13
Hour Total	0	30	5	0	2	1	0	6	0	0	0	0	0	44
5:00 AM	0	8	1	0	3	0	0	0	1	0	0	0	0	13
5:15 AM	0	22	1	0	2	0	0	1	2	0	0	0	0	28
5:30 AM	0	40	2	1	1	1	0	0	2	0	0	0	0	47
5:45 AM	0	27	5	0	1	0	0	1	0	0	0	0	0	34
Hour Total	0	97	9	1	7	1	0	2	5	0	0	0	0	122
6:00 AM	0	46	7	1	3	0	0	2	0	0	0	0	0	59
6:15 AM	1	54	5	1	5	0	0	0	1	0	0	0	0	67
6:30 AM	0	80	14	1	2	1	0	0	2	0	0	0	0	100
6:45 AM	0	67	11	2	5	0	0	3	1	0	0	0	0	89
Hour Total	1	247	37	5	15	1	0	5	4	0	0	0	0	315
7:00 AM	1	93	8	1	3	1	0	0	0	0	0	0	0	107
7:15 AM	1	108	12	2	5	1	0	1	0	0	0	0	0	130
7:30 AM	0	146	10	0	3	3	0	0	1	0	0	0	0	163
7:45 AM	0	100	9	2	3	0	0	0	0	0	0	0	0	114
Hour Total	2	447	39	5	14	5	0	1	1	0	0	0	0	514

8:00 AM	1	121	13	1	3	1	0	1	2	0	0	0	0	143
8:15 AM	0	134	11	0	4	0	0	1	0	0	0	0	0	150
8:30 AM	1	139	13	1	4	0	0	0	0	0	0	0	0	158
8:45 AM	0	107	10	1	5	0	0	0	0	0	0	0	0	123
Hour Total	2	501	47	3	16	1	0	2	2	0	0	0	0	574
9:00 AM	0	96	12	2	3	2	0	0	2	0	0	0	0	117
9:15 AM	0	88	8	1	7	0	0	0	0	0	0	0	0	104
9:30 AM	1	85	7	2	3	1	0	2	0	0	0	0	0	101
9:45 AM	0	85	10	1	6	2	0	0	0	1	0	0	0	105
Hour Total	1	354	37	6	19	5	0	2	2	1	0	0	0	427
10:00 AM	1	56	10	1	1	0	0	0	0	0	0	0	0	69
10:15 AM	0	48	6	0	7	0	0	0	1	0	0	0	0	62
10:30 AM	0	59	4	0	1	0	0	1	2	0	0	0	0	67
10:45 AM	0	51	6	3	6	1	0	0	0	0	0	0	0	67
Hour Total	1	214	26	4	15	1	0	1	3	0	0	0	0	265
11:00 AM	0	53	10	0	4	1	0	0	2	0	0	0	0	70
11:15 AM	0	66	14	1	1	0	0	1	0	0	0	0	0	83
11:30 AM	0	49	7	2	7	2	0	0	1	0	0	0	0	68
11:45 AM	0	85	10	2	5	0	0	0	0	0	0	0	0	102
Hour Total	0	253	41	5	17	3	0	1	3	0	0	0	0	323
12:00 PM	1	93	10	2	3	0	0	1	0	0	0	0	0	110
12:15 PM	0	61	5	1	8	0	0	1	0	0	0	0	0	76
12:30 PM	0	86	4	1	2	2	0	1	0	0	0	0	0	96
12:45 PM	2	83	15	2	4	0	0	0	0	0	0	0	0	106
Hour Total	3	323	34	6	17	2	0	3	0	0	0	0	0	388
1:00 PM	0	70	9	3	5	0	0	1	0	0	0	0	0	88
1:15 PM	0	71	10	3	7	0	0	1	0	0	0	0	0	92
1:30 PM	0	66	11	2	4	3	0	1	0	0	0	0	0	87
1:45 PM	1	74	15	1	4	0	0	1	0	0	0	0	0	96
Hour Total	1	281	45	9	20	3	0	4	0	0	0	0	0	363
2:00 PM	0	58	8	2	3	2	0	0	1	0	0	0	0	74
2:15 PM	0	91	11	2	5	1	0	3	0	0	0	0	0	113
2:30 PM	2	83	10	1	3	1	0	0	1	0	0	0	0	101
2:45 PM	0	93	11	0	5	0	0	0	0	0	0	0	0	109
Hour Total	2	325	40	5	16	4	0	3	2	0	0	0	0	397
3:00 PM	0	94	6	1	2	0	0	1	0	0	0	0	0	104
3:15 PM	3	88	10	1	5	0	0	1	1	0	0	0	0	109
3:30 PM	0	91	8	3	3	1	0	1	0	0	0	0	0	107
3:45 PM	0	82	12	2	3	1	0	2	0	0	0	0	0	102
Hour Total	3	355	36	7	13	2	0	5	1	0	0	0	0	422

4:00 PM	0	97	5	1	6	1	0	0	1	0	0	0	0	111
4:15 PM	0	97	8	1	2	2	0	2	0	0	0	0	0	112
4:30 PM	0	108	11	1	3	1	0	0	0	0	0	0	0	124
4:45 PM	1	107	10	2	4	0	0	0	1	0	0	0	0	125
Hour Total	1	409	34	5	15	4	0	2	2	0	0	0	0	472
5:00 PM	2	161	12	1	3	0	0	0	0	0	0	0	0	179
5:15 PM	4	138	14	2	4	0	0	1	1	0	0	0	0	164
5:30 PM	1	165	11	1	5	0	0	0	0	0	0	0	0	183
5:45 PM	0	150	11	1	3	0	0	0	1	0	0	0	0	166
Hour Total	7	614	48	5	15	0	0	1	2	0	0	0	0	692
6:00 PM	0	157	11	1	4	0	0	2	1	0	0	0	0	176
6:15 PM	0	129	4	2	2	0	0	2	0	0	0	0	0	139
6:30 PM	0	119	3	2	3	1	0	0	0	0	0	0	0	128
6:45 PM	0	103	4	1	4	0	0	0	0	0	0	0	0	112
Hour Total	0	508	22	6	13	1	0	4	1	0	0	0	0	555
7:00 PM	1	81	5	4	2	0	0	1	1	0	0	0	0	95
7:15 PM	0	92	9	2	1	1	0	0	3	0	0	0	0	108
7:30 PM	0	78	4	0	4	0	0	1	1	0	0	0	0	88
7:45 PM	0	71	4	2	1	1	0	0	0	0	0	0	0	79
Hour Total	1	322	22	8	8	2	0	2	5	0	0	0	0	370
8:00 PM	0	50	1	2	2	0	0	0	0	0	0	0	0	55
8:15 PM	1	58	5	2	4	0	0	1	0	0	0	0	0	71
8:30 PM	0	55	0	3	1	0	0	0	0	0	0	0	0	59
8:45 PM	0	55	3	0	3	0	0	0	0	0	0	0	0	61
Hour Total	1	218	9	7	10	0	0	1	0	0	0	0	0	246
9:00 PM	1	57	1	1	2	0	0	0	0	0	0	0	0	62
9:15 PM	0	58	2	0	1	0	0	0	0	0	0	0	0	61
9:30 PM	0	65	3	1	1	1	0	0	0	0	0	0	0	71
9:45 PM	0	68	3	2	2	0	0	0	0	0	0	0	0	75
Hour Total	1	248	9	4	6	1	0	0	0	0	0	0	0	269
10:00 PM	1	50	2	1	0	0	0	0	0	0	0	0	0	54
10:15 PM	0	41	1	0	0	0	0	0	0	0	0	0	0	42
10:30 PM	0	49	4	1	0	0	0	0	0	0	0	0	0	54
10:45 PM	0	32	5	0	1	0	0	0	0	0	0	0	0	38
Hour Total	1	172	12	2	1	0	0	0	0	0	0	0	0	188
11:00 PM	0	31	1	1	0	0	0	0	0	0	0	0	0	33
11:15 PM	0	35	3	0	0	0	0	0	0	0	0	0	0	38
11:30 PM	0	26	2	1	0	0	0	0	0	0	0	0	0	29
11:45 PM	0	18	2	0	0	0	0	0	0	0	0	0	0	20
Hour Total	0	110	8	2	0	0	0	0	0	0	0	0	0	120
Totals	28	6165	575	98	242	38	0	47	34	1	0	0	0	7228
Percent	0.4%	85.3%	8.0%	1.4%	3.3%	0.5%	0.0%	0.7%	0.5%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

5/28/2009

City: Oakland

Project #: 09-7224-002e

Location: 7th Street east of Mandela Parkway (Outside Lanes)

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	28	66			4	44				
12:15	11	45			4	31				
12:30	18	58			3	38				
12:45	12	54	69	223	6	52	17	165	86	388
1:00	8	50			4	38				
1:15	2	54			2	38				
1:30	7	51			3	36				
1:45	3	61	20	216	3	35	12	147	32	363
2:00	2	38			2	36				
2:15	4	71			3	42				
2:30	7	65			1	36				
2:45	4	65	17	239	4	44	10	158	27	397
3:00	2	64			4	40				
3:15	3	62			1	47				
3:30	1	70			1	37				
3:45	2	66	8	262	3	36	9	160	17	422
4:00	1	64			3	47				
4:15	6	73			10	39				
4:30	4	87			7	37				
4:45	6	80	17	304	7	45	27	168	44	472
5:00	4	116			9	63				
5:15	6	95			22	69				
5:30	19	121			28	62				
5:45	7	105	36	437	27	61	86	255	122	692
6:00	17	111			42	65				
6:15	19	95			48	44				
6:30	54	89			46	39				
6:45	29	74	119	369	60	38	196	186	315	555
7:00	48	62			59	33				
7:15	46	68			84	40				
7:30	71	48			92	40				
7:45	39	48	204	226	75	31	310	144	514	370
8:00	52	35			91	20				
8:15	60	48			90	23				
8:30	57	34			101	25				
8:45	47	42	216	159	76	19	358	87	574	246
9:00	44	39			73	23				
9:15	34	38			70	23				
9:30	49	39			52	32				
9:45	38	40	165	156	67	35	262	113	427	269
10:00	31	24			38	30				
10:15	39	29			23	13				
10:30	29	35			38	19				
10:45	33	19	132	107	34	19	133	81	265	188
11:00	41	18			29	15				
11:15	50	29			33	9				
11:30	40	18			28	11				
11:45	54	15	185	80	48	5	138	40	323	120
Total	1188	2778	1188	2778	1558	1704	1558	1704	2746	4482
Combined Total	3966		3966		3262		3262		7228	
AM Peak	11:45 AM				8:00 AM					
Vol.	223				358					
P.H.F.	0.845				0.886					
PM Peak	5:00 PM				5:15 PM					
Vol.	437				257					
P.H.F.	0.903				0.931					
Percentage	30.0%	70.0%			47.8%	52.2%				

Prepared by NDS/ATD

Volumes for: Wednesday, May 27, 2009

City: Oakland

Project #: 09-7224-003

Location: 7th Street west of Peralta Street

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	23	77			11	67				
12:15	33	67			15	77				
12:30	34	77			19	84				
12:45	22	94	112	315	11	81	56	309	168	624
1:00	21	91			10	81				
1:15	11	91			21	88				
1:30	19	100			11	80				
1:45	8	88	59	370	19	98	61	347	120	717
2:00	9	84			8	85				
2:15	9	87			8	86				
2:30	4	102			4	68				
2:45	4	88	26	361	8	88	28	327	54	688
3:00	5	66			4	84				
3:15	5	88			4	99				
3:30	4	99			5	94				
3:45	4	68	18	321	5	66	18	343	36	664
4:00	2	88			2	68				
4:15	2	88			2	88				
4:30	6	99			2	77				
4:45	5	94	15	369	10	102	16	335	31	704
5:00	4	87			9	111				
5:15	11	76			11	84				
5:30	12	84			18	84				
5:45	15	99	42	346	25	55	63	334	105	680
6:00	15	102			34	55				
6:15	11	88			42	66				
6:30	33	55			55	68				
6:45	35	66	94	311	66	99	197	288	291	599
7:00	55	66			68	98				
7:15	55	64			88	84				
7:30	66	77			44	81				
7:45	68	44	244	251	44	55	244	318	488	569
8:00	77	44			55	66				
8:15	88	42			54	64				
8:30	99	38			44	33				
8:45	94	34	358	158	78	32	231	195	589	353
9:00	44	29			99	22				
9:15	102	27			98	24				
9:30	88	28			48	29				
9:45	84	17	318	101	88	25	333	100	651	201
10:00	88	15			88	18				
10:15	66	16			66	15				
10:30	68	18			67	15				
10:45	88	13	310	62	65	16	286	64	596	126
11:00	47	16			55	12				
11:15	77	9			54	11				
11:30	88	8			66	15				
11:45	57	7	269	40	65	12	240	50	509	90
Total	1865	3005	1865	3005	1773	3010	1773	3010	3638	6015
Combined Total	4870		4870		4783		4783		9653	
AM Peak	9:15 AM				9:00 AM					
Vol.	362				333					
P.H.F.	0.887				0.841					
PM Peak	12:45 PM				4:45 PM					
Vol.	376				381					
P.H.F.	0.940				0.858					
Percentage	38.3%	61.7%			37.1%	62.9%				

Prepared by NDS/ATD

Volumes for: Thursday, May 28, 2009

City: Oakland

Project #: 09-7224-003

Location: 7th Street west of Peralta Street

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	22	67			14	88				
12:15	15	77			4	84				
12:30	13	78			5	77				
12:45	7	84	57	306	5	76	28	325	85	631
1:00	6	99			7	65				
1:15	5	94			3	67				
1:30	6	84			4	77				
1:45	7	88	24	365	3	70	17	279	41	644
2:00	6	85			3	88				
2:15	5	66			6	81				
2:30	8	68			5	99				
2:45	5	102	24	321	6	94	20	362	44	683
3:00	2	111			4	91				
3:15	2	88			2	90				
3:30	2	84			4	90				
3:45	4	87	10	370	4	88	14	359	24	729
4:00	5	77			7	68				
4:15	7	66			8	66				
4:30	9	64			8	77				
4:45	8	67	29	274	9	77	32	288	61	562
5:00	6	77			9	78				
5:15	11	78			14	102				
5:30	16	88			16	88				
5:45	22	84	55	327	27	84	66	352	121	679
6:00	24	91			28	84				
6:15	41	91			32	67				
6:30	42	88			37	98				
6:45	35	84	142	354	43	81	140	330	282	684
7:00	55	66			51	81				
7:15	58	66			55	45				
7:30	66	67			66	55				
7:45	89	55	268	254	88	56	260	237	528	491
8:00	94	54			87	66				
8:15	77	44			84	67				
8:30	78	34			81	54				
8:45	84	27	333	159	99	44	351	231	684	390
9:00	81	34			94	42				
9:15	81	22			77	43				
9:30	99	19			75	33				
9:45	98	25	359	100	76	32	322	150	681	250
10:00	100	17			66	21				
10:15	102	15			67	18				
10:30	88	19			64	19				
10:45	84	14	374	65	88	24	285	82	659	147
11:00	88	21			84	9				
11:15	88	8			81	10				
11:30	86	12			88	13				
11:45	66	17	328	58	102	14	355	46	683	104
Total	2003	2953	2003	2953	1890	3041	1890	3041	3893	5994
Combined Total	4956		4956		4931		4931		9887	
AM Peak	9:30 AM				11:30 AM					
Vol.	399				362					
P.H.F.	0.978				0.887					
PM Peak	2:45 PM				2:30 PM					
Vol.	385				374					
P.H.F.	0.867				0.944					
Percentage	40.4%	59.6%			38.3%	61.7%				

Class Report - Prepared by: NDS/ATD

7th Street west of Peralta Street (Outside Lanes)

Oakland

Project #:09-7224-003w

Date: 5/27/2009

WEDNESDAY

West Bound

Begin Time	Cars & 2 Axle			2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total	
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	4
12:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	9	3	0	0	0	0	0	0	0	0	0	0	12
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	8	2	0	0	0	0	0	0	0	0	0	0	10
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:45 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	5	3	0	0	0	0	0	0	0	0	0	0	8
3:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	8	4	0	0	0	0	0	0	0	0	0	0	12
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:45 AM	0	2	0	1	2	1	0	1	0	0	0	0	0	7
Hour Total	0	7	0	1	2	1	0	1	0	0	0	0	0	12
5:00 AM	0	3	0	1	1	1	0	0	1	0	0	0	0	7
5:15 AM	0	5	1	2	1	0	0	0	0	0	0	0	0	9
5:30 AM	0	5	5	0	1	0	0	1	3	0	0	0	0	15
5:45 AM	0	15	4	0	0	0	0	1	1	0	0	0	0	21
Hour Total	0	28	10	3	3	1	0	2	5	0	0	0	0	52
6:00 AM	0	9	4	1	2	0	0	0	0	0	0	0	0	16
6:15 AM	1	24	5	2	1	0	0	0	0	0	0	0	0	33
6:30 AM	0	16	11	0	0	1	0	0	0	0	0	0	0	28
6:45 AM	0	27	9	0	2	1	0	2	1	0	0	0	0	42
Hour Total	1	76	29	3	5	2	0	2	1	0	0	0	0	119
7:00 AM	1	13	5	1	2	0	0	0	0	0	0	0	0	22
7:15 AM	0	20	5	0	1	0	0	1	0	0	0	0	0	27
7:30 AM	0	13	4	0	3	0	0	0	0	0	0	0	0	20
7:45 AM	0	11	5	1	0	0	0	1	1	0	0	0	0	19
Hour Total	1	57	19	2	6	0	0	2	1	0	0	0	0	88

8:00 AM	1	18	4	2	5	0	0	0	1	0	0	0	0	31
8:15 AM	0	17	0	0	2	0	0	1	3	0	0	0	0	23
8:30 AM	0	20	3	0	2	1	0	0	2	0	0	0	0	28
8:45 AM	0	12	6	2	2	0	0	2	1	0	0	0	0	25
Hour Total	1	67	13	4	11	1	0	3	7	0	0	0	0	107
9:00 AM	0	10	8	2	2	0	0	1	1	0	0	0	0	24
9:15 AM	0	14	7	1	2	1	0	0	0	0	0	0	0	25
9:30 AM	0	12	4	3	3	1	0	1	0	0	0	0	0	24
9:45 AM	0	17	4	0	3	1	0	0	0	0	0	0	0	25
Hour Total	0	53	23	6	10	3	0	2	1	0	0	0	0	98
10:00 AM	0	15	4	0	0	0	0	0	0	0	0	0	0	19
10:15 AM	0	11	8	2	1	0	0	2	1	0	0	0	0	25
10:30 AM	0	13	5	0	0	1	0	1	0	1	0	0	0	21
10:45 AM	0	13	4	2	4	1	0	1	0	0	0	0	0	25
Hour Total	0	52	21	4	5	2	0	4	1	1	0	0	0	90
11:00 AM	0	10	4	0	2	1	0	1	0	0	0	0	0	18
11:15 AM	0	14	6	0	2	0	0	0	1	0	0	0	0	23
11:30 AM	0	17	4	1	4	1	0	0	1	0	0	0	0	28
11:45 AM	0	24	1	1	2	0	0	0	1	0	0	0	0	29
Hour Total	0	65	15	2	10	2	0	1	3	0	0	0	0	98
12:00 PM	0	21	6	0	5	0	0	0	0	0	0	0	0	32
12:15 PM	0	23	8	0	1	1	0	0	0	0	0	0	0	33
12:30 PM	1	29	5	1	2	0	0	0	0	0	0	0	0	38
12:45 PM	0	24	1	2	5	0	0	0	0	0	0	0	0	32
Hour Total	1	97	20	3	13	1	0	0	0	0	0	0	0	135
1:00 PM	0	17	3	0	2	0	0	0	1	0	0	0	0	23
1:15 PM	0	24	2	1	2	1	0	0	0	0	0	0	0	30
1:30 PM	0	19	3	0	1	1	0	0	1	0	0	0	0	25
1:45 PM	0	20	2	0	3	0	0	0	0	0	0	0	0	25
Hour Total	0	80	10	1	8	2	0	0	2	0	0	0	0	103
2:00 PM	0	24	3	1	3	0	0	0	0	0	0	0	0	31
2:15 PM	0	24	7	3	2	1	0	1	1	0	0	0	0	39
2:30 PM	0	33	8	0	1	0	0	0	0	0	0	0	0	42
2:45 PM	0	40	4	1	3	2	0	0	0	0	0	0	0	50
Hour Total	0	121	22	5	9	3	0	1	1	0	0	0	0	162
3:00 PM	1	43	3	3	1	1	0	2	0	0	0	0	0	54
3:15 PM	0	38	4	2	4	0	0	2	1	0	0	0	0	51
3:30 PM	0	31	3	2	6	2	0	0	1	0	0	0	0	45
3:45 PM	0	36	4	1	1	0	0	1	0	0	0	0	0	43
Hour Total	1	148	14	8	12	3	0	5	2	0	0	0	0	193

4:00 PM	0	21	5	0	1	0	0	0	0	0	0	0	0	27
4:15 PM	1	21	1	0	0	0	0	1	1	0	0	0	0	25
4:30 PM	0	26	2	1	0	0	0	0	0	0	0	0	0	29
4:45 PM	0	22	8	1	1	0	0	0	0	0	0	0	0	32
Hour Total	1	90	16	2	2	0	0	1	1	0	0	0	0	113
5:00 PM	0	24	5	0	3	0	0	0	0	0	0	0	0	32
5:15 PM	0	32	5	0	2	0	0	0	1	0	0	0	0	40
5:30 PM	0	16	7	0	0	0	0	2	0	0	0	0	0	25
5:45 PM	0	24	6	0	2	0	0	1	0	0	0	0	0	33
Hour Total	0	96	23	0	7	0	0	3	1	0	0	0	0	130
6:00 PM	0	30	6	0	3	0	0	0	0	0	0	0	0	39
6:15 PM	0	21	4	0	2	0	0	0	0	0	0	0	0	27
6:30 PM	0	29	7	2	1	0	0	0	1	0	1	0	0	41
6:45 PM	0	20	4	1	1	1	0	1	0	0	0	0	0	28
Hour Total	0	100	21	3	7	1	0	1	1	0	1	0	0	135
7:00 PM	0	10	5	0	3	0	0	1	1	0	0	0	0	20
7:15 PM	0	25	4	0	3	0	0	1	1	0	0	0	0	34
7:30 PM	0	21	2	0	1	0	0	3	0	0	0	0	0	27
7:45 PM	0	20	4	1	2	1	0	0	1	0	0	0	0	29
Hour Total	0	76	15	1	9	1	0	5	3	0	0	0	0	110
8:00 PM	0	18	5	0	1	0	0	0	0	0	0	0	0	24
8:15 PM	0	21	1	0	0	0	0	0	0	0	0	0	0	22
8:30 PM	0	12	2	1	0	0	0	0	0	0	0	0	0	15
8:45 PM	0	15	2	0	0	0	0	0	0	0	0	0	0	17
Hour Total	0	66	10	1	1	0	0	0	0	0	0	0	0	78
9:00 PM	0	16	4	0	0	0	0	0	0	0	0	0	0	20
9:15 PM	0	18	3	0	0	0	0	0	0	0	0	0	0	21
9:30 PM	0	21	5	0	1	0	0	0	0	0	0	0	0	27
9:45 PM	0	18	4	0	0	0	0	0	0	0	0	0	0	22
Hour Total	0	73	16	0	1	0	0	0	0	0	0	0	0	90
10:00 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
10:15 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
10:30 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
10:45 PM	0	8	5	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	31	11	0	0	0	0	0	0	0	0	0	0	42
11:00 PM	0	6	3	0	1	0	0	0	0	0	0	0	0	10
11:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:30 PM	0	8	4	0	0	0	0	0	0	0	0	0	0	12
11:45 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	22	9	0	1	0	0	0	0	0	0	0	0	32
Totals	6	1435	329	49	122	23	0	33	30	1	1	0	0	2029
Percent	0.3%	70.7%	16.2%	2.4%	6.0%	1.1%	0.0%	1.6%	1.5%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

7th Street west of Peralta Street (Outside Lanes)

Oakland

Project #:09-7224-003e

Date: 5/27/2009

WEDNESDAY

East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	16	3	0	0	0	0	0	0	0	0	0	0	19
12:15 AM	0	7	0	0	1	0	0	0	0	0	0	0	0	8
12:30 AM	0	10	1	0	1	0	0	0	0	0	0	0	0	12
12:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	37	4	0	2	0	0	0	0	0	0	0	0	43
1:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
1:15 AM	0	3	0	0	2	0	0	0	0	0	0	0	0	5
1:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	14	1	0	2	0	0	0	0	0	0	0	0	17
2:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	6	2	0	0	0	0	0	0	0	0	0	0	8
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	1
3:30 AM	1	2	0	0	0	0	0	0	0	0	0	0	0	3
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	1	2	0	0	0	0	0	1	0	0	0	0	0	4
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	5	0	0	0	0	0	0	0	0	0	0	0	5
5:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
5:15 AM	0	3	0	0	0	0	0	0	1	0	0	0	0	4
5:30 AM	0	4	0	1	0	0	0	0	0	0	0	0	0	5
5:45 AM	0	3	0	0	1	1	0	0	0	0	0	0	0	5
Hour Total	0	13	1	1	1	1	0	0	1	0	0	0	0	18
6:00 AM	0	10	3	0	1	0	0	0	0	0	0	0	0	14
6:15 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
6:30 AM	0	26	6	0	0	0	0	0	0	0	0	0	0	32
6:45 AM	0	17	2	0	0	1	0	1	0	0	0	0	0	21
Hour Total	0	61	13	0	1	1	0	1	0	0	0	0	0	77
7:00 AM	0	20	3	1	1	0	0	0	0	0	0	0	0	25
7:15 AM	0	15	3	0	3	0	0	0	0	0	0	0	0	21
7:30 AM	0	22	2	0	0	0	0	0	0	0	0	0	0	24
7:45 AM	0	17	2	0	1	0	0	0	0	0	0	0	0	20
Hour Total	0	74	10	1	5	0	0	0	0	0	0	0	0	90

8:00 AM	0	20	2	0	1	1	0	0	1	0	0	0	0	25
8:15 AM	0	25	5	1	0	0	0	0	0	0	0	0	0	31
8:30 AM	0	15	1	1	0	0	0	0	0	0	0	0	0	17
8:45 AM	0	15	4	1	2	0	0	0	0	0	0	0	0	22
Hour Total	0	75	12	3	3	1	0	0	1	0	0	0	0	95
9:00 AM	0	15	2	0	1	1	0	0	0	0	0	0	0	19
9:15 AM	0	14	4	0	3	1	0	1	0	0	0	0	0	23
9:30 AM	0	16	3	0	1	1	0	0	0	0	0	0	0	21
9:45 AM	0	17	7	0	1	0	0	2	0	0	0	0	0	27
Hour Total	0	62	16	0	6	3	0	3	0	0	0	0	0	90
10:00 AM	0	22	3	0	3	0	0	0	2	0	0	0	0	30
10:15 AM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
10:30 AM	0	24	3	1	2	0	0	0	0	0	0	0	0	30
10:45 AM	0	18	2	1	0	1	0	0	0	0	0	0	0	22
Hour Total	0	77	10	2	5	1	0	0	2	0	0	0	0	97
11:00 AM	0	12	4	0	1	1	0	0	0	0	0	0	0	18
11:15 AM	0	18	6	0	0	1	0	0	1	0	0	0	0	26
11:30 AM	0	21	2	0	2	0	0	0	0	0	0	0	0	25
11:45 AM	0	31	8	0	2	1	0	0	0	0	0	0	0	42
Hour Total	0	82	20	0	5	3	0	0	1	0	0	0	0	111
12:00 PM	0	38	7	0	0	2	0	0	0	0	1	0	0	48
12:15 PM	0	21	7	0	1	1	0	0	0	0	0	0	0	30
12:30 PM	0	22	2	0	1	0	0	0	0	0	0	0	0	25
12:45 PM	0	27	3	0	0	1	0	0	1	0	0	0	0	32
Hour Total	0	108	19	0	2	4	0	0	1	0	1	0	0	135
1:00 PM	0	20	3	0	5	0	0	0	0	0	0	0	0	28
1:15 PM	0	29	4	2	1	1	0	0	0	0	0	0	0	37
1:30 PM	0	23	1	0	3	0	0	0	1	0	0	0	0	28
1:45 PM	1	18	7	0	1	1	0	1	0	0	0	0	0	29
Hour Total	1	90	15	2	10	2	0	1	1	0	0	0	0	122
2:00 PM	0	23	4	0	0	1	0	0	1	0	0	0	0	29
2:15 PM	0	12	6	0	1	0	0	0	0	0	0	0	0	19
2:30 PM	0	27	1	0	1	1	0	0	0	0	0	0	0	30
2:45 PM	0	18	4	0	4	1	0	0	0	0	0	0	0	27
Hour Total	0	80	15	0	6	3	0	0	1	0	0	0	0	105
3:00 PM	1	32	8	0	0	1	0	0	0	0	0	0	0	42
3:15 PM	0	42	1	1	0	0	0	1	1	0	0	0	0	46
3:30 PM	0	40	3	0	1	0	0	0	0	0	0	0	0	44
3:45 PM	0	57	2	2	0	0	0	0	0	0	0	0	0	61
Hour Total	1	171	14	3	1	1	0	1	1	0	0	0	0	193

4:00 PM	0	39	4	0	0	0	0	0	1	0	0	0	0	44
4:15 PM	0	30	3	0	1	0	0	0	2	0	0	0	0	36
4:30 PM	0	32	4	1	0	0	0	0	0	0	0	0	0	37
4:45 PM	0	34	4	1	2	0	0	0	0	0	0	0	0	41
Hour Total	0	135	15	2	3	0	0	0	3	0	0	0	0	158
5:00 PM	0	42	1	0	0	1	0	0	0	0	0	0	0	44
5:15 PM	1	24	4	0	2	0	0	0	0	0	0	0	0	31
5:30 PM	0	28	7	0	1	0	0	0	0	0	0	0	0	36
5:45 PM	0	20	2	0	2	0	0	0	0	0	0	0	0	24
Hour Total	1	114	14	0	5	1	0	0	0	0	0	0	0	135
6:00 PM	0	25	6	0	0	0	0	0	0	0	0	0	0	31
6:15 PM	0	16	4	0	0	0	0	1	1	0	0	0	0	22
6:30 PM	0	29	4	0	1	0	0	0	0	0	0	0	0	34
6:45 PM	0	23	1	0	1	0	0	0	0	0	0	0	0	25
Hour Total	0	93	15	0	2	0	0	1	1	0	0	0	0	112
7:00 PM	0	23	5	2	0	0	0	0	0	0	0	0	0	30
7:15 PM	0	26	4	0	0	0	0	0	0	0	0	0	0	30
7:30 PM	0	17	3	0	1	2	0	0	0	0	0	0	0	23
7:45 PM	1	7	2	0	0	0	0	0	0	0	0	0	0	10
Hour Total	1	73	14	2	1	2	0	0	0	0	0	0	0	93
8:00 PM	0	18	0	1	0	0	0	0	0	0	0	0	0	19
8:15 PM	0	19	1	1	0	0	0	0	0	0	0	0	0	21
8:30 PM	0	18	3	0	0	0	0	0	0	0	0	0	0	21
8:45 PM	0	20	2	0	0	0	0	0	0	0	0	0	0	22
Hour Total	0	75	6	2	0	0	0	0	0	0	0	0	0	83
9:00 PM	0	16	0	0	1	0	0	0	0	0	0	0	0	17
9:15 PM	0	16	1	0	0	1	0	0	0	0	0	0	0	18
9:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
9:45 PM	1	7	2	1	1	0	0	0	0	0	0	0	0	12
Hour Total	1	49	3	1	2	1	0	0	0	0	0	0	0	57
10:00 PM	0	13	0	0	1	0	0	0	0	0	0	0	0	14
10:15 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
10:30 PM	1	12	2	0	0	0	0	0	0	0	0	0	0	15
10:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	1	37	4	0	1	0	0	0	0	0	0	0	0	43
11:00 PM	0	9	3	0	1	0	0	0	0	0	0	0	0	13
11:15 PM	0	8	0	1	0	0	0	0	0	0	0	0	0	9
11:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
11:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	28	3	1	1	0	0	0	0	0	0	0	0	33
Totals	7	1561	226	20	64	24	0	8	13	0	1	0	0	1924
Percent	0.4%	81.1%	11.7%	1.0%	3.3%	1.2%	0.0%	0.4%	0.7%	0.0%	0.1%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

7th Street west of Peralta Street (Outside Lanes)

Oakland

Project #:09-7224-003e

Date: 5/27/2009

WEDNESDAY

West Bound, East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	17	6	0	0	0	0	0	0	0	0	0	0	23
12:15 AM	0	10	0	0	1	0	0	0	0	0	0	0	0	11
12:30 AM	0	12	1	0	1	0	0	0	0	0	0	0	0	14
12:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	46	7	0	2	0	0	0	0	0	0	0	0	55
1:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
1:15 AM	0	4	0	0	2	0	0	0	0	0	0	0	0	6
1:30 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
1:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	22	3	0	2	0	0	0	0	0	0	0	0	27
2:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
2:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:30 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
2:45 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	11	5	0	0	0	0	0	0	0	0	0	0	16
3:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:15 AM	0	2	1	0	0	0	0	1	0	0	0	0	0	4
3:30 AM	1	3	1	0	0	0	0	0	0	0	0	0	0	5
3:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Hour Total	1	10	4	0	0	0	0	1	0	0	0	0	0	16
4:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:45 AM	0	2	0	1	2	1	0	1	0	0	0	0	0	7
Hour Total	0	12	0	1	2	1	0	1	0	0	0	0	0	17
5:00 AM	0	6	1	1	1	1	0	0	1	0	0	0	0	11
5:15 AM	0	8	1	2	1	0	0	0	1	0	0	0	0	13
5:30 AM	0	9	5	1	1	0	0	1	3	0	0	0	0	20
5:45 AM	0	18	4	0	1	1	0	1	1	0	0	0	0	26
Hour Total	0	41	11	4	4	2	0	2	6	0	0	0	0	70
6:00 AM	0	19	7	1	3	0	0	0	0	0	0	0	0	30
6:15 AM	1	32	7	2	1	0	0	0	0	0	0	0	0	43
6:30 AM	0	42	17	0	0	1	0	0	0	0	0	0	0	60
6:45 AM	0	44	11	0	2	2	0	3	1	0	0	0	0	63
Hour Total	1	137	42	3	6	3	0	3	1	0	0	0	0	196
7:00 AM	1	33	8	2	3	0	0	0	0	0	0	0	0	47
7:15 AM	0	35	8	0	4	0	0	1	0	0	0	0	0	48
7:30 AM	0	35	6	0	3	0	0	0	0	0	0	0	0	44
7:45 AM	0	28	7	1	1	0	0	1	1	0	0	0	0	39
Hour Total	1	131	29	3	11	0	0	2	1	0	0	0	0	178

8:00 AM	1	38	6	2	6	1	0	0	2	0	0	0	0	56
8:15 AM	0	42	5	1	2	0	0	1	3	0	0	0	0	54
8:30 AM	0	35	4	1	2	1	0	0	2	0	0	0	0	45
8:45 AM	0	27	10	3	4	0	0	2	1	0	0	0	0	47
Hour Total	1	142	25	7	14	2	0	3	8	0	0	0	0	202
9:00 AM	0	25	10	2	3	1	0	1	1	0	0	0	0	43
9:15 AM	0	28	11	1	5	2	0	1	0	0	0	0	0	48
9:30 AM	0	28	7	3	4	2	0	1	0	0	0	0	0	45
9:45 AM	0	34	11	0	4	1	0	2	0	0	0	0	0	52
Hour Total	0	115	39	6	16	6	0	5	1	0	0	0	0	188
10:00 AM	0	37	7	0	3	0	0	0	2	0	0	0	0	49
10:15 AM	0	24	10	2	1	0	0	2	1	0	0	0	0	40
10:30 AM	0	37	8	1	2	1	0	1	0	1	0	0	0	51
10:45 AM	0	31	6	3	4	2	0	1	0	0	0	0	0	47
Hour Total	0	129	31	6	10	3	0	4	3	1	0	0	0	187
11:00 AM	0	22	8	0	3	2	0	1	0	0	0	0	0	36
11:15 AM	0	32	12	0	2	1	0	0	2	0	0	0	0	49
11:30 AM	0	38	6	1	6	1	0	0	1	0	0	0	0	53
11:45 AM	0	55	9	1	4	1	0	0	1	0	0	0	0	71
Hour Total	0	147	35	2	15	5	0	1	4	0	0	0	0	209
12:00 PM	0	59	13	0	5	2	0	0	0	0	1	0	0	80
12:15 PM	0	44	15	0	2	2	0	0	0	0	0	0	0	63
12:30 PM	1	51	7	1	3	0	0	0	0	0	0	0	0	63
12:45 PM	0	51	4	2	5	1	0	0	1	0	0	0	0	64
Hour Total	1	205	39	3	15	5	0	0	1	0	1	0	0	270
1:00 PM	0	37	6	0	7	0	0	0	1	0	0	0	0	51
1:15 PM	0	53	6	3	3	2	0	0	0	0	0	0	0	67
1:30 PM	0	42	4	0	4	1	0	0	2	0	0	0	0	53
1:45 PM	1	38	9	0	4	1	0	1	0	0	0	0	0	54
Hour Total	1	170	25	3	18	4	0	1	3	0	0	0	0	225
2:00 PM	0	47	7	1	3	1	0	0	1	0	0	0	0	60
2:15 PM	0	36	13	3	3	1	0	1	1	0	0	0	0	58
2:30 PM	0	60	9	0	2	1	0	0	0	0	0	0	0	72
2:45 PM	0	58	8	1	7	3	0	0	0	0	0	0	0	77
Hour Total	0	201	37	5	15	6	0	1	2	0	0	0	0	267
3:00 PM	2	75	11	3	1	2	0	2	0	0	0	0	0	96
3:15 PM	0	80	5	3	4	0	0	3	2	0	0	0	0	97
3:30 PM	0	71	6	2	7	2	0	0	1	0	0	0	0	89
3:45 PM	0	93	6	3	1	0	0	1	0	0	0	0	0	104
Hour Total	2	319	28	11	13	4	0	6	3	0	0	0	0	386

4:00 PM	0	60	9	0	1	0	0	0	1	0	0	0	0	71
4:15 PM	1	51	4	0	1	0	0	1	3	0	0	0	0	61
4:30 PM	0	58	6	2	0	0	0	0	0	0	0	0	0	66
4:45 PM	0	56	12	2	3	0	0	0	0	0	0	0	0	73
Hour Total	1	225	31	4	5	0	0	1	4	0	0	0	0	271
5:00 PM	0	66	6	0	3	1	0	0	0	0	0	0	0	76
5:15 PM	1	56	9	0	4	0	0	0	1	0	0	0	0	71
5:30 PM	0	44	14	0	1	0	0	2	0	0	0	0	0	61
5:45 PM	0	44	8	0	4	0	0	1	0	0	0	0	0	57
Hour Total	1	210	37	0	12	1	0	3	1	0	0	0	0	265
6:00 PM	0	55	12	0	3	0	0	0	0	0	0	0	0	70
6:15 PM	0	37	8	0	2	0	0	1	1	0	0	0	0	49
6:30 PM	0	58	11	2	2	0	0	0	1	0	1	0	0	75
6:45 PM	0	43	5	1	2	1	0	1	0	0	0	0	0	53
Hour Total	0	193	36	3	9	1	0	2	2	0	1	0	0	247
7:00 PM	0	33	10	2	3	0	0	1	1	0	0	0	0	50
7:15 PM	0	51	8	0	3	0	0	1	1	0	0	0	0	64
7:30 PM	0	38	5	0	2	2	0	3	0	0	0	0	0	50
7:45 PM	1	27	6	1	2	1	0	0	1	0	0	0	0	39
Hour Total	1	149	29	3	10	3	0	5	3	0	0	0	0	203
8:00 PM	0	36	5	1	1	0	0	0	0	0	0	0	0	43
8:15 PM	0	40	2	1	0	0	0	0	0	0	0	0	0	43
8:30 PM	0	30	5	1	0	0	0	0	0	0	0	0	0	36
8:45 PM	0	35	4	0	0	0	0	0	0	0	0	0	0	39
Hour Total	0	141	16	3	1	0	0	0	0	0	0	0	0	161
9:00 PM	0	32	4	0	1	0	0	0	0	0	0	0	0	37
9:15 PM	0	34	4	0	0	1	0	0	0	0	0	0	0	39
9:30 PM	0	31	5	0	1	0	0	0	0	0	0	0	0	37
9:45 PM	1	25	6	1	1	0	0	0	0	0	0	0	0	34
Hour Total	1	122	19	1	3	1	0	0	0	0	0	0	0	147
10:00 PM	0	17	2	0	1	0	0	0	0	0	0	0	0	20
10:15 PM	0	17	4	0	0	0	0	0	0	0	0	0	0	21
10:30 PM	1	20	4	0	0	0	0	0	0	0	0	0	0	25
10:45 PM	0	14	5	0	0	0	0	0	0	0	0	0	0	19
Hour Total	1	68	15	0	1	0	0	0	0	0	0	0	0	85
11:00 PM	0	15	6	0	2	0	0	0	0	0	0	0	0	23
11:15 PM	0	12	0	1	0	0	0	0	0	0	0	0	0	13
11:30 PM	0	16	4	0	0	0	0	0	0	0	0	0	0	20
11:45 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	50	12	1	2	0	0	0	0	0	0	0	0	65
Totals	13	2996	555	69	186	47	0	41	43	1	2	0	0	3953
Percent	0.3%	75.8%	14.0%	1.7%	4.7%	1.2%	0.0%	1.0%	1.1%	0.0%	0.1%	0.0%	0.0%	

Prepared by NDS/ATD

5/27/2009

City: Oakland

Project #: 09-7224-003e

Location: 7th Street west of Peralta Street (Outside Lanes)

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	19	48			4	32				
12:15	8	30			3	33				
12:30	12	25			2	38				
12:45	4	32	43	135	3	32	12	135	55	270
1:00	4	28			1	23				
1:15	5	37			1	30				
1:30	4	28			6	25				
1:45	4	29	17	122	2	25	10	103	27	225
2:00	4	29			2	31				
2:15	1	19			1	39				
2:30	3	30			2	42				
2:45	0	27	8	105	3	50	8	162	16	267
3:00	0	42			4	54				
3:15	1	46			3	51				
3:30	3	44			2	45				
3:45	0	61	4	193	3	43	12	193	16	386
4:00	2	44			1	27				
4:15	2	36			2	25				
4:30	1	37			2	29				
4:45	0	41	5	158	7	32	12	113	17	271
5:00	4	44			7	32				
5:15	4	31			9	40				
5:30	5	36			15	25				
5:45	5	24	18	135	21	33	52	130	70	265
6:00	14	31			16	39				
6:15	10	22			33	27				
6:30	32	34			28	41				
6:45	21	25	77	112	42	28	119	135	196	247
7:00	25	30			22	20				
7:15	21	30			27	34				
7:30	24	23			20	27				
7:45	20	10	90	93	19	29	88	110	178	203
8:00	25	19			31	24				
8:15	31	21			23	22				
8:30	17	21			28	15				
8:45	22	22	95	83	25	17	107	78	202	161
9:00	19	17			24	20				
9:15	23	18			25	21				
9:30	21	10			24	27				
9:45	27	12	90	57	25	22	98	90	188	147
10:00	30	14			19	6				
10:15	15	8			25	13				
10:30	30	15			21	10				
10:45	22	6	97	43	25	13	90	42	187	85
11:00	18	13			18	10				
11:15	26	9			23	4				
11:30	25	8			28	12				
11:45	42	3	111	33	29	6	98	32	209	65
Total	655	1269	655	1269	706	1323	706	1323	1361	2592
Combined Total	1924		1924		2029		2029		3953	
AM Peak	11:30 AM				11:45 AM					
Vol.	145				132					
P.H.F.	0.755				0.868					
PM Peak		3:15 PM				2:45 PM				
Vol.		195				200				
P.H.F.		0.799				0.926				
Percentage	34.0%	66.0%			34.8%	65.2%				

Class Report - Prepared by: NDS/ATD

7th Street west of Peralta Street (Outside Lanes)

Oakland

Project #:09-7224-003w

Date: 5/28/2009

THURSDAY

West Bound

Begin Time	Cars & 2 Axle			2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total	
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	6	3	0	0	0	0	0	0	0	0	0	0	9
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	12	4	0	0	0	0	0	0	0	0	0	0	16
1:00 AM	0	2	1	0	1	0	0	1	0	0	0	0	0	5
1:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	5	3	0	1	0	0	1	0	0	0	0	0	10
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
2:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	9	1	0	1	0	0	0	0	0	0	0	0	11
3:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:45 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
Hour Total	0	6	2	0	1	0	0	0	0	0	0	0	0	9
4:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	2
4:15 AM	0	1	1	1	0	0	0	0	0	0	0	0	0	3
4:30 AM	0	1	1	1	0	0	0	2	0	0	0	0	0	5
4:45 AM	0	5	0	1	0	1	0	0	0	0	0	0	0	7
Hour Total	0	8	2	3	0	1	0	3	0	0	0	0	0	17
5:00 AM	0	1	0	1	0	0	0	0	1	0	0	0	0	3
5:15 AM	0	5	1	2	2	0	0	1	0	0	0	0	0	11
5:30 AM	0	6	4	0	0	0	0	0	1	0	0	0	0	11
5:45 AM	0	12	7	0	2	0	0	1	1	0	0	0	0	23
Hour Total	0	24	12	3	4	0	0	2	3	0	0	0	0	48
6:00 AM	0	12	5	1	4	0	0	1	0	0	0	0	0	23
6:15 AM	0	20	7	2	1	0	0	0	0	0	0	0	0	30
6:30 AM	0	18	12	0	2	0	0	0	2	0	0	0	0	34
6:45 AM	0	28	9	0	0	0	0	2	2	0	0	0	0	41
Hour Total	0	78	33	3	7	0	0	3	4	0	0	0	0	128
7:00 AM	0	14	6	1	1	0	0	0	0	0	0	0	0	22
7:15 AM	0	19	7	0	1	0	0	1	0	0	0	0	0	28
7:30 AM	0	15	4	0	4	0	0	0	1	0	0	0	0	24
7:45 AM	0	22	5	2	1	0	0	0	0	0	0	0	0	30
Hour Total	0	70	22	3	7	0	0	1	1	0	0	0	0	104

8:00 AM	0	19	3	0	3	0	0	2	1	0	0	0	0	28
8:15 AM	0	11	1	1	1	0	0	1	1	0	0	0	0	16
8:30 AM	0	10	2	1	1	1	0	0	0	0	0	0	0	15
8:45 AM	0	17	5	1	1	0	0	1	0	0	0	0	0	25
Hour Total	0	57	11	3	6	1	0	4	2	0	0	0	0	84
9:00 AM	0	10	4	2	0	1	0	1	3	0	0	0	0	21
9:15 AM	0	17	4	0	3	0	0	0	0	0	0	0	0	24
9:30 AM	0	11	3	1	1	1	0	1	0	0	0	0	0	18
9:45 AM	0	15	1	0	2	0	0	0	0	0	0	0	0	18
Hour Total	0	53	12	3	6	2	0	2	3	0	0	0	0	81
10:00 AM	0	13	7	1	2	0	0	0	0	1	0	0	0	24
10:15 AM	0	15	4	1	1	0	0	1	1	0	0	0	0	23
10:30 AM	0	14	3	0	0	0	0	1	0	0	0	0	0	18
10:45 AM	0	11	4	2	2	2	0	0	1	0	0	0	0	22
Hour Total	0	53	18	4	5	2	0	2	2	1	0	0	0	87
11:00 AM	0	12	2	0	2	0	0	0	3	0	0	0	0	19
11:15 AM	0	13	6	0	2	0	0	0	0	0	0	0	0	21
11:30 AM	0	9	3	0	5	1	0	0	0	0	0	0	0	18
11:45 AM	0	19	8	0	2	0	0	0	0	0	0	0	0	29
Hour Total	0	53	19	0	11	1	0	0	3	0	0	0	0	87
12:00 PM	0	21	5	0	2	0	0	0	1	0	0	0	0	29
12:15 PM	0	19	8	0	5	0	0	0	0	0	0	0	0	32
12:30 PM	0	29	3	0	5	0	0	0	0	0	0	0	0	37
12:45 PM	0	19	10	1	4	2	0	0	1	0	0	0	0	37
Hour Total	0	88	26	1	16	2	0	0	2	0	0	0	0	135
1:00 PM	0	25	1	1	4	0	0	1	0	0	0	0	0	32
1:15 PM	0	13	7	1	0	0	0	0	0	0	0	0	0	21
1:30 PM	0	16	5	0	2	0	0	0	0	0	0	0	0	23
1:45 PM	1	21	5	0	0	3	0	0	0	0	0	0	0	30
Hour Total	1	75	18	2	6	3	0	1	0	0	0	0	0	106
2:00 PM	0	20	7	0	4	1	0	0	0	0	0	0	0	32
2:15 PM	0	26	8	2	2	0	0	2	0	0	0	0	0	40
2:30 PM	0	20	2	0	3	0	0	1	1	0	0	0	0	27
2:45 PM	0	29	5	1	0	0	0	0	0	0	0	0	0	35
Hour Total	0	95	22	3	9	1	0	3	1	0	0	0	0	134
3:00 PM	0	31	2	0	2	0	0	1	0	0	0	0	0	36
3:15 PM	0	30	4	2	2	0	0	0	0	0	0	0	0	38
3:30 PM	0	16	5	1	1	0	0	0	0	0	0	0	0	23
3:45 PM	0	22	0	3	2	1	0	3	0	0	0	0	0	31
Hour Total	0	99	11	6	7	1	0	4	0	0	0	0	0	128

4:00 PM	0	17	6	0	2	0	0	0	0	0	0	0	0	25
4:15 PM	0	20	3	0	0	1	0	2	0	0	0	0	0	26
4:30 PM	0	19	5	0	2	0	0	0	1	0	0	0	0	27
4:45 PM	0	20	7	1	1	0	0	0	0	0	0	0	0	29
Hour Total	0	76	21	1	5	1	0	2	1	0	0	0	0	107
5:00 PM	0	30	4	0	1	0	0	0	0	0	0	0	0	35
5:15 PM	0	26	4	0	1	0	0	0	0	0	0	0	0	31
5:30 PM	0	33	5	0	5	0	0	0	0	0	0	0	0	43
5:45 PM	0	24	6	0	2	0	0	0	1	0	0	0	0	33
Hour Total	0	113	19	0	9	0	0	0	1	0	0	0	0	142
6:00 PM	0	29	8	0	3	0	0	0	0	0	0	0	0	40
6:15 PM	0	31	6	1	1	1	0	2	0	0	0	0	0	42
6:30 PM	0	22	2	0	1	0	0	0	0	0	1	0	0	26
6:45 PM	0	27	4	1	2	0	0	0	0	0	0	0	0	34
Hour Total	0	109	20	2	7	1	0	2	0	0	1	0	0	142
7:00 PM	0	15	3	1	1	0	0	1	1	0	0	0	0	22
7:15 PM	0	14	8	1	2	0	0	0	3	0	0	0	0	28
7:30 PM	0	30	3	0	4	0	0	1	1	0	0	0	0	39
7:45 PM	0	26	3	1	1	0	0	0	0	0	0	0	0	31
Hour Total	0	85	17	3	8	0	0	2	5	0	0	0	0	120
8:00 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
8:15 PM	0	18	2	0	1	0	0	0	0	0	0	0	0	21
8:30 PM	0	19	0	1	1	0	0	0	0	0	0	0	0	21
8:45 PM	0	14	4	0	1	0	0	0	0	0	0	0	0	19
Hour Total	0	62	7	1	3	0	0	0	0	0	0	0	0	73
9:00 PM	0	16	3	0	0	0	0	0	0	0	0	0	0	19
9:15 PM	0	16	4	0	0	0	0	0	0	0	0	0	0	20
9:30 PM	0	18	4	0	0	0	0	0	0	0	0	0	0	22
9:45 PM	0	24	3	0	1	0	0	0	0	0	0	0	0	28
Hour Total	0	74	14	0	1	0	0	0	0	0	0	0	0	89
10:00 PM	0	16	2	0	0	0	0	0	0	0	0	0	0	18
10:15 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
10:30 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	11
10:45 PM	0	13	3	0	1	0	0	0	0	0	0	0	0	17
Hour Total	0	48	9	0	1	0	0	0	0	0	0	0	0	58
11:00 PM	0	5	3	0	0	0	0	0	0	0	0	0	0	8
11:15 PM	0	6	3	0	0	0	0	0	0	0	0	0	0	9
11:30 PM	0	5	4	0	0	0	0	0	0	0	0	0	0	9
11:45 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	25	11	0	0	0	0	0	0	0	0	0	0	36
Totals	1	1377	334	41	121	16	0	32	28	1	1	0	0	1952
Percent	0.1%	70.5%	17.1%	2.1%	6.2%	0.8%	0.0%	1.6%	1.4%	0.1%	0.1%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

7th Street west of Peralta Street (Outside Lanes)

Oakland

Project #:09-7224-003e

Date: 5/28/2009

THURSDAY

East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	17	2	0	0	0	0	0	0	0	0	0	0	19
12:15 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	8
12:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
12:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	37	5	0	0	0	0	0	0	0	0	0	0	42
1:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	15	0	0	0	0	0	0	0	0	0	0	0	15
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:30 AM	0	5	0	0	0	0	0	0	1	0	0	0	0	6
2:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	10	0	0	0	0	0	0	1	0	0	0	0	11
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	1	1	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	1	3	0	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	2	0	0	0	0	0	1	0	0	0	0	0	3
4:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:30 AM	0	5	0	0	0	0	0	1	0	0	0	0	0	6
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	11	0	0	0	0	0	2	0	0	0	0	0	13
5:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:15 AM	0	1	0	0	0	0	0	1	1	0	0	0	0	3
5:30 AM	0	8	2	1	1	0	0	0	1	0	0	0	0	13
5:45 AM	0	4	0	0	1	0	0	1	0	0	0	0	0	6
Hour Total	0	16	2	1	2	0	0	2	2	0	0	0	0	25
6:00 AM	0	17	2	0	1	0	0	0	0	0	0	0	0	20
6:15 AM	0	13	4	0	1	0	0	0	0	0	0	0	0	18
6:30 AM	0	27	6	0	0	0	0	0	0	0	0	0	0	33
6:45 AM	0	14	2	0	2	0	0	1	0	0	0	0	0	19
Hour Total	0	71	14	0	4	0	0	1	0	0	0	0	0	90
7:00 AM	0	24	2	0	0	0	0	0	0	0	0	0	0	26
7:15 AM	0	17	1	1	2	0	0	0	0	0	0	0	0	21
7:30 AM	0	36	8	0	0	0	0	0	0	0	0	0	0	44
7:45 AM	0	15	3	0	2	1	0	0	0	0	0	0	0	21
Hour Total	0	92	14	1	4	1	0	0	0	0	0	0	0	112

8:00 AM	0	17	2	0	1	0	0	0	0	0	0	0	0	20
8:15 AM	0	17	1	0	1	0	0	0	1	0	0	0	0	20
8:30 AM	0	19	4	1	1	0	0	1	0	0	0	0	0	26
8:45 AM	0	18	3	0	0	0	0	0	0	0	0	0	0	21
Hour Total	0	71	10	1	3	0	0	1	1	0	0	0	0	87
9:00 AM	0	14	3	0	1	1	0	0	0	0	0	0	0	19
9:15 AM	0	12	0	0	1	1	0	0	0	0	0	0	0	14
9:30 AM	0	14	1	0	1	0	0	1	1	0	0	0	0	18
9:45 AM	0	16	1	0	3	0	0	0	0	0	0	0	0	20
Hour Total	0	56	5	0	6	2	0	1	1	0	0	0	0	71
10:00 AM	0	14	2	0	1	0	0	1	0	0	0	0	0	18
10:15 AM	0	17	3	0	0	0	0	0	0	0	0	0	0	20
10:30 AM	0	13	4	0	2	0	0	0	0	0	0	0	0	19
10:45 AM	0	22	3	0	1	0	0	0	1	0	0	0	0	27
Hour Total	0	66	12	0	4	0	0	1	1	0	0	0	0	84
11:00 AM	0	19	6	0	2	1	0	0	1	0	0	0	0	29
11:15 AM	0	26	2	1	1	0	0	0	0	0	0	0	0	30
11:30 AM	0	17	5	0	1	0	0	0	0	0	0	0	0	23
11:45 AM	0	31	7	0	4	1	0	1	0	0	0	0	0	44
Hour Total	0	93	20	1	8	2	0	1	1	0	0	0	0	126
12:00 PM	0	24	2	0	3	0	0	1	0	0	0	0	0	30
12:15 PM	0	22	6	0	0	0	0	0	0	0	0	0	0	28
12:30 PM	1	23	4	0	0	2	0	0	0	0	0	0	0	30
12:45 PM	0	26	3	0	1	0	0	0	0	0	0	0	0	30
Hour Total	1	95	15	0	4	2	0	1	0	0	0	0	0	118
1:00 PM	0	25	4	0	2	0	0	0	0	0	0	0	0	31
1:15 PM	0	18	4	1	0	0	0	0	0	0	0	0	0	23
1:30 PM	0	15	2	1	0	1	0	0	0	0	0	0	0	19
1:45 PM	1	21	6	0	1	0	0	0	0	0	0	0	0	29
Hour Total	1	79	16	2	3	1	0	0	0	0	0	0	0	102
2:00 PM	0	23	4	1	3	1	0	0	0	0	0	0	0	32
2:15 PM	0	20	8	0	0	1	0	0	1	0	0	0	0	30
2:30 PM	0	16	2	0	1	0	0	0	0	0	0	0	0	19
2:45 PM	0	37	3	0	1	0	0	0	1	0	0	0	0	42
Hour Total	0	96	17	1	5	2	0	0	2	0	0	0	0	123
3:00 PM	0	33	5	0	0	0	0	0	0	0	0	0	0	38
3:15 PM	1	17	5	0	0	1	0	0	1	0	0	0	0	25
3:30 PM	0	42	8	0	0	0	0	0	0	0	0	0	0	50
3:45 PM	0	25	2	0	0	1	0	0	1	0	0	0	0	29
Hour Total	1	117	20	0	0	2	0	0	2	0	0	0	0	142

4:00 PM	0	26	4	0	1	0	0	0	1	0	0	0	0	32
4:15 PM	0	24	0	1	0	0	0	0	0	0	0	0	0	25
4:30 PM	0	29	1	0	1	1	0	0	0	0	0	0	0	32
4:45 PM	0	27	6	1	0	0	0	0	0	0	0	0	0	34
Hour Total	0	106	11	2	2	1	0	0	1	0	0	0	0	123
5:00 PM	1	29	3	0	1	1	0	0	0	0	0	0	0	35
5:15 PM	1	29	3	0	0	0	0	0	0	0	0	0	0	33
5:30 PM	1	31	4	0	1	0	0	0	0	0	0	0	0	37
5:45 PM	0	28	1	0	3	0	0	0	0	0	0	0	0	32
Hour Total	3	117	11	0	5	1	0	0	0	0	0	0	0	137
6:00 PM	0	22	2	0	0	0	0	0	0	0	0	0	0	24
6:15 PM	0	23	7	0	1	0	0	0	1	0	0	0	0	32
6:30 PM	0	28	0	0	1	1	0	0	0	0	0	0	0	30
6:45 PM	0	22	4	1	2	0	0	0	0	0	0	0	0	29
Hour Total	0	95	13	1	4	1	0	0	1	0	0	0	0	115
7:00 PM	0	14	3	0	0	0	0	0	0	0	0	0	0	17
7:15 PM	0	23	2	1	0	0	0	0	0	0	0	0	0	26
7:30 PM	0	18	3	0	1	0	0	0	0	0	0	0	0	22
7:45 PM	0	13	3	0	0	0	0	0	0	0	0	0	0	16
Hour Total	0	68	11	1	1	0	0	0	0	0	0	0	0	81
8:00 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
8:15 PM	0	17	1	1	0	0	0	0	0	0	0	0	0	19
8:30 PM	0	10	0	1	0	0	0	0	0	0	0	0	0	11
8:45 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	14
Hour Total	0	50	4	2	0	0	0	0	0	0	0	0	0	56
9:00 PM	0	19	6	0	1	0	0	0	0	0	0	0	0	26
9:15 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
9:30 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	12
9:45 PM	0	15	1	1	0	0	0	0	0	0	0	0	0	17
Hour Total	0	55	11	1	1	0	0	0	0	0	0	0	0	68
10:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
10:15 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
10:30 PM	0	11	1	0	1	0	0	0	0	0	0	0	0	13
10:45 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	34	4	0	1	0	0	0	0	0	0	0	0	39
11:00 PM	0	11	1	0	1	0	0	0	0	0	0	0	0	13
11:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
11:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
11:45 PM	1	9	2	0	0	0	0	0	0	0	0	0	0	12
Hour Total	1	33	4	0	1	0	0	0	0	0	0	0	0	39
Totals	8	1486	219	14	58	15	0	10	13	0	0	0	0	1823
Percent	0.4%	81.5%	12.0%	0.8%	3.2%	0.8%	0.0%	0.5%	0.7%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

7th Street west of Peralta Street (Outside Lanes)

Oakland

Project #:09-7224-003e

Date: 5/28/2009

THURSDAY

West Bound, East Bound

Begin	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
Time	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	23	5	0	0	0	0	0	0	0	0	0	0	28
12:15 AM	0	6	3	0	0	0	0	0	0	0	0	0	0	9
12:30 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
12:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	49	9	0	0	0	0	0	0	0	0	0	0	58
1:00 AM	0	6	1	0	1	0	0	1	0	0	0	0	0	9
1:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
1:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
1:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	20	3	0	1	0	0	1	0	0	0	0	0	25
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
2:30 AM	0	6	0	0	1	0	0	0	1	0	0	0	0	8
2:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	19	1	0	1	0	0	0	1	0	0	0	0	22
3:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:45 AM	1	2	1	0	1	0	0	0	0	0	0	0	0	5
Hour Total	1	9	2	0	1	0	0	0	0	0	0	0	0	13
4:00 AM	0	3	0	0	0	0	0	2	0	0	0	0	0	5
4:15 AM	0	5	1	1	0	0	0	0	0	0	0	0	0	7
4:30 AM	0	6	1	1	0	0	0	3	0	0	0	0	0	11
4:45 AM	0	5	0	1	0	1	0	0	0	0	0	0	0	7
Hour Total	0	19	2	3	0	1	0	5	0	0	0	0	0	30
5:00 AM	0	4	0	1	0	0	0	0	1	0	0	0	0	6
5:15 AM	0	6	1	2	2	0	0	2	1	0	0	0	0	14
5:30 AM	0	14	6	1	1	0	0	0	2	0	0	0	0	24
5:45 AM	0	16	7	0	3	0	0	2	1	0	0	0	0	29
Hour Total	0	40	14	4	6	0	0	4	5	0	0	0	0	73
6:00 AM	0	29	7	1	5	0	0	1	0	0	0	0	0	43
6:15 AM	0	33	11	2	2	0	0	0	0	0	0	0	0	48
6:30 AM	0	45	18	0	2	0	0	0	2	0	0	0	0	67
6:45 AM	0	42	11	0	2	0	0	3	2	0	0	0	0	60
Hour Total	0	149	47	3	11	0	0	4	4	0	0	0	0	218
7:00 AM	0	38	8	1	1	0	0	0	0	0	0	0	0	48
7:15 AM	0	36	8	1	3	0	0	1	0	0	0	0	0	49
7:30 AM	0	51	12	0	4	0	0	0	1	0	0	0	0	68
7:45 AM	0	37	8	2	3	1	0	0	0	0	0	0	0	51
Hour Total	0	162	36	4	11	1	0	1	1	0	0	0	0	216

8:00 AM	0	36	5	0	4	0	0	2	1	0	0	0	0	48
8:15 AM	0	28	2	1	2	0	0	1	2	0	0	0	0	36
8:30 AM	0	29	6	2	2	1	0	1	0	0	0	0	0	41
8:45 AM	0	35	8	1	1	0	0	1	0	0	0	0	0	46
Hour Total	0	128	21	4	9	1	0	5	3	0	0	0	0	171
9:00 AM	0	24	7	2	1	2	0	1	3	0	0	0	0	40
9:15 AM	0	29	4	0	4	1	0	0	0	0	0	0	0	38
9:30 AM	0	25	4	1	2	1	0	2	1	0	0	0	0	36
9:45 AM	0	31	2	0	5	0	0	0	0	0	0	0	0	38
Hour Total	0	109	17	3	12	4	0	3	4	0	0	0	0	152
10:00 AM	0	27	9	1	3	0	0	1	0	1	0	0	0	42
10:15 AM	0	32	7	1	1	0	0	1	1	0	0	0	0	43
10:30 AM	0	27	7	0	2	0	0	1	0	0	0	0	0	37
10:45 AM	0	33	7	2	3	2	0	0	2	0	0	0	0	49
Hour Total	0	119	30	4	9	2	0	3	3	1	0	0	0	171
11:00 AM	0	31	8	0	4	1	0	0	4	0	0	0	0	48
11:15 AM	0	39	8	1	3	0	0	0	0	0	0	0	0	51
11:30 AM	0	26	8	0	6	1	0	0	0	0	0	0	0	41
11:45 AM	0	50	15	0	6	1	0	1	0	0	0	0	0	73
Hour Total	0	146	39	1	19	3	0	1	4	0	0	0	0	213
12:00 PM	0	45	7	0	5	0	0	1	1	0	0	0	0	59
12:15 PM	0	41	14	0	5	0	0	0	0	0	0	0	0	60
12:30 PM	1	52	7	0	5	2	0	0	0	0	0	0	0	67
12:45 PM	0	45	13	1	5	2	0	0	1	0	0	0	0	67
Hour Total	1	183	41	1	20	4	0	1	2	0	0	0	0	253
1:00 PM	0	50	5	1	6	0	0	1	0	0	0	0	0	63
1:15 PM	0	31	11	2	0	0	0	0	0	0	0	0	0	44
1:30 PM	0	31	7	1	2	1	0	0	0	0	0	0	0	42
1:45 PM	2	42	11	0	1	3	0	0	0	0	0	0	0	59
Hour Total	2	154	34	4	9	4	0	1	0	0	0	0	0	208
2:00 PM	0	43	11	1	7	2	0	0	0	0	0	0	0	64
2:15 PM	0	46	16	2	2	1	0	2	1	0	0	0	0	70
2:30 PM	0	36	4	0	4	0	0	1	1	0	0	0	0	46
2:45 PM	0	66	8	1	1	0	0	0	1	0	0	0	0	77
Hour Total	0	191	39	4	14	3	0	3	3	0	0	0	0	257
3:00 PM	0	64	7	0	2	0	0	1	0	0	0	0	0	74
3:15 PM	1	47	9	2	2	1	0	0	1	0	0	0	0	63
3:30 PM	0	58	13	1	1	0	0	0	0	0	0	0	0	73
3:45 PM	0	47	2	3	2	2	0	3	1	0	0	0	0	60
Hour Total	1	216	31	6	7	3	0	4	2	0	0	0	0	270

4:00 PM	0	43	10	0	3	0	0	0	1	0	0	0	0	57
4:15 PM	0	44	3	1	0	1	0	2	0	0	0	0	0	51
4:30 PM	0	48	6	0	3	1	0	0	1	0	0	0	0	59
4:45 PM	0	47	13	2	1	0	0	0	0	0	0	0	0	63
Hour Total	0	182	32	3	7	2	0	2	2	0	0	0	0	230
5:00 PM	1	59	7	0	2	1	0	0	0	0	0	0	0	70
5:15 PM	1	55	7	0	1	0	0	0	0	0	0	0	0	64
5:30 PM	1	64	9	0	6	0	0	0	0	0	0	0	0	80
5:45 PM	0	52	7	0	5	0	0	0	1	0	0	0	0	65
Hour Total	3	230	30	0	14	1	0	0	1	0	0	0	0	279
6:00 PM	0	51	10	0	3	0	0	0	0	0	0	0	0	64
6:15 PM	0	54	13	1	2	1	0	2	1	0	0	0	0	74
6:30 PM	0	50	2	0	2	1	0	0	0	0	1	0	0	56
6:45 PM	0	49	8	2	4	0	0	0	0	0	0	0	0	63
Hour Total	0	204	33	3	11	2	0	2	1	0	1	0	0	257
7:00 PM	0	29	6	1	1	0	0	1	1	0	0	0	0	39
7:15 PM	0	37	10	2	2	0	0	0	3	0	0	0	0	54
7:30 PM	0	48	6	0	5	0	0	1	1	0	0	0	0	61
7:45 PM	0	39	6	1	1	0	0	0	0	0	0	0	0	47
Hour Total	0	153	28	4	9	0	0	2	5	0	0	0	0	201
8:00 PM	0	22	2	0	0	0	0	0	0	0	0	0	0	24
8:15 PM	0	35	3	1	1	0	0	0	0	0	0	0	0	40
8:30 PM	0	29	0	2	1	0	0	0	0	0	0	0	0	32
8:45 PM	0	26	6	0	1	0	0	0	0	0	0	0	0	33
Hour Total	0	112	11	3	3	0	0	0	0	0	0	0	0	129
9:00 PM	0	35	9	0	1	0	0	0	0	0	0	0	0	45
9:15 PM	0	27	6	0	0	0	0	0	0	0	0	0	0	33
9:30 PM	0	28	6	0	0	0	0	0	0	0	0	0	0	34
9:45 PM	0	39	4	1	1	0	0	0	0	0	0	0	0	45
Hour Total	0	129	25	1	2	0	0	0	0	0	0	0	0	157
10:00 PM	0	23	3	0	0	0	0	0	0	0	0	0	0	26
10:15 PM	0	18	2	0	0	0	0	0	0	0	0	0	0	20
10:30 PM	0	19	4	0	1	0	0	0	0	0	0	0	0	24
10:45 PM	0	22	4	0	1	0	0	0	0	0	0	0	0	27
Hour Total	0	82	13	0	2	0	0	0	0	0	0	0	0	97
11:00 PM	0	16	4	0	1	0	0	0	0	0	0	0	0	21
11:15 PM	0	11	4	0	0	0	0	0	0	0	0	0	0	15
11:30 PM	0	13	4	0	0	0	0	0	0	0	0	0	0	17
11:45 PM	1	18	3	0	0	0	0	0	0	0	0	0	0	22
Hour Total	1	58	15	0	1	0	0	0	0	0	0	0	0	75
Totals	9	2863	553	55	179	31	0	42	41	1	1	0	0	3775
Percent	0.2%	75.8%	14.6%	1.5%	4.7%	0.8%	0.0%	1.1%	1.1%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

5/28/2009

City: Oakland

Project #: 09-7224-003e

Location: 7th Street west of Peralta Street (Outside Lanes)

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	19	30			9	29				
12:15	8	28			1	32				
12:30	10	30			2	37				
12:45	5	30	42	118	4	37	16	135	58	253
1:00	4	31			5	32				
1:15	2	23			1	21				
1:30	5	19			2	23				
1:45	4	29	15	102	2	30	10	106	25	208
2:00	0	32			2	32				
2:15	2	30			4	40				
2:30	6	19			2	27				
2:45	3	42	11	123	3	35	11	134	22	257
3:00	1	38			3	36				
3:15	0	25			0	38				
3:30	1	50			3	23				
3:45	2	29	4	142	3	31	9	128	13	270
4:00	3	32			2	25				
4:15	4	25			3	26				
4:30	6	32			5	27				
4:45	0	34	13	123	7	29	17	107	30	230
5:00	3	35			3	35				
5:15	3	33			11	31				
5:30	13	37			11	43				
5:45	6	32	25	137	23	33	48	142	73	279
6:00	20	24			23	40				
6:15	18	32			30	42				
6:30	33	30			34	26				
6:45	19	29	90	115	41	34	128	142	218	257
7:00	26	17			22	22				
7:15	21	26			28	28				
7:30	44	22			24	39				
7:45	21	16	112	81	30	31	104	120	216	201
8:00	20	12			28	12				
8:15	20	19			16	21				
8:30	26	11			15	21				
8:45	21	14	87	56	25	19	84	73	171	129
9:00	19	26			21	19				
9:15	14	13			24	20				
9:30	18	12			18	22				
9:45	20	17	71	68	18	28	81	89	152	157
10:00	18	8			24	18				
10:15	20	8			23	12				
10:30	19	13			18	11				
10:45	27	10	84	39	22	17	87	58	171	97
11:00	29	13			19	8				
11:15	30	6			21	9				
11:30	23	8			18	9				
11:45	44	12	126	39	29	10	87	36	213	75
Total	680	1143	680	1143	682	1270	682	1270	1362	2413
Combined Total	1823		1823		1952		1952		3775	
AM Peak	11:45 AM				6:00 AM					
Vol.	132				128					
P.H.F.	0.750				0.780					
PM Peak	2:45 PM				5:30 PM					
Vol.	155				158					
P.H.F.	0.775				0.919					
Percentage	37.3%	62.7%			34.9%	65.1%				

Class Report - Prepared by: NDS/ATD

Peralta Street north of 7th Street
Oakland
Project #:09-7224-004n

Date: 5/27/2009 WEDNESDAY

North Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	6	1	0	1	0	0	0	0	0	0	0	0	8
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
1:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	7	2	0	0	0	0	0	0	0	0	0	0	9
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	3
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	4	0	0	0	1	0	0	0	0	0	0	0	5
6:00 AM	0	6	1	0	1	0	0	0	0	0	0	0	0	8
6:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
6:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
6:45 AM	0	2	1	1	0	0	0	0	0	0	0	0	0	4
Hour Total	0	14	4	1	1	0	0	0	0	0	0	0	0	20
7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
7:15 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	8
7:30 AM	0	4	2	0	1	0	0	0	0	0	0	0	0	7
7:45 AM	0	5	1	1	1	0	0	0	0	0	0	0	0	8
Hour Total	0	15	6	1	3	0	0	0	0	0	0	0	0	25

8:00 AM	1	5	2	0	3	0	0	0	0	0	0	0	0	11
8:15 AM	0	4	3	0	4	0	0	0	0	0	0	0	0	11
8:30 AM	0	11	4	0	1	0	0	0	0	0	0	0	0	16
8:45 AM	0	8	3	0	3	0	0	0	0	0	0	0	0	14
Hour Total	1	28	12	0	11	0	0	0	0	0	0	0	0	52
9:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
9:15 AM	0	4	2	0	1	0	0	0	0	0	0	0	0	7
9:30 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	9
9:45 AM	0	6	2	0	1	1	0	0	0	0	0	0	0	10
Hour Total	0	22	7	0	3	1	0	0	0	0	0	0	0	33
10:00 AM	0	4	1	0	1	1	0	0	0	0	0	0	0	7
10:15 AM	0	5	1	1	1	0	0	0	0	0	0	0	0	8
10:30 AM	0	5	2	0	0	1	0	0	0	0	0	0	0	8
10:45 AM	0	8	0	0	1	3	0	0	0	0	0	0	0	12
Hour Total	0	22	4	1	3	5	0	0	0	0	0	0	0	35
11:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
11:15 AM	0	6	2	0	1	0	0	1	0	0	0	0	0	10
11:30 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
11:45 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	21	8	0	2	0	0	1	0	0	0	0	0	32
12:00 PM	0	4	2	0	1	1	0	0	0	0	0	0	0	8
12:15 PM	0	6	1	0	3	0	0	0	0	0	0	0	0	10
12:30 PM	0	7	2	0	4	0	0	0	0	0	0	0	0	13
12:45 PM	1	5	2	0	2	0	0	1	0	0	0	0	0	11
Hour Total	1	22	7	0	10	1	0	1	0	0	0	0	0	42
1:00 PM	0	6	1	0	2	0	0	0	0	0	0	0	0	9
1:15 PM	0	12	3	0	3	1	0	0	0	0	0	0	0	19
1:30 PM	0	10	2	0	1	0	0	0	0	0	0	0	0	13
1:45 PM	0	9	1	0	1	0	0	0	0	0	0	0	0	11
Hour Total	0	37	7	0	7	1	0	0	0	0	0	0	0	52
2:00 PM	0	8	2	0	1	0	0	0	0	0	0	0	0	11
2:15 PM	0	5	2	0	1	0	0	0	0	0	0	0	0	8
2:30 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	11
2:45 PM	0	5	1	0	0	0	0	1	0	0	0	0	0	7
Hour Total	0	26	8	0	2	0	0	1	0	0	0	0	0	37
3:00 PM	0	10	3	0	1	1	0	0	0	0	0	0	0	15
3:15 PM	0	9	2	1	0	0	0	0	0	0	0	0	0	12
3:30 PM	0	7	2	0	2	0	0	0	0	0	0	0	0	11
3:45 PM	0	9	3	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	35	10	1	3	1	0	0	0	0	0	0	0	50

4:00 PM	0	10	3	0	0	0	0	0	0	0	0	0	0	13
4:15 PM	0	8	2	0	1	0	0	0	0	0	0	0	0	11
4:30 PM	0	6	2	0	2	0	0	0	0	0	0	0	0	10
4:45 PM	0	7	1	0	0	0	0	1	0	0	0	0	0	9
Hour Total	0	31	8	0	3	0	0	1	0	0	0	0	0	43
5:00 PM	0	13	2	0	3	2	0	0	0	0	0	0	0	20
5:15 PM	0	10	4	0	2	0	0	0	0	0	0	0	0	16
5:30 PM	0	10	3	0	1	0	0	1	0	0	0	0	0	15
5:45 PM	0	8	2	0	1	1	0	0	0	0	0	0	0	12
Hour Total	0	41	11	0	7	3	0	1	0	0	0	0	0	63
6:00 PM	0	10	3	0	1	1	0	0	0	0	0	0	0	15
6:15 PM	0	7	2	0	1	1	0	0	0	0	0	0	0	11
6:30 PM	0	13	5	0	2	0	0	0	0	0	0	0	0	20
6:45 PM	0	6	2	0	1	1	0	0	0	0	0	0	0	10
Hour Total	0	36	12	0	5	3	0	0	0	0	0	0	0	56
7:00 PM	1	11	3	0	0	0	0	0	0	0	0	0	0	15
7:15 PM	0	3	3	0	0	0	0	0	0	0	0	0	0	6
7:30 PM	0	6	3	0	0	0	0	0	0	0	0	0	0	9
7:45 PM	0	6	4	0	0	0	0	0	0	0	0	0	0	10
Hour Total	1	26	13	0	0	0	0	0	0	0	0	0	0	40
8:00 PM	0	4	2	0	3	0	0	0	0	0	0	0	0	9
8:15 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
8:30 PM	0	3	2	0	1	0	0	0	0	0	0	0	0	6
8:45 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	18	9	0	4	0	0	0	0	0	0	0	0	31
9:00 PM	0	4	3	0	0	0	0	0	0	0	0	0	0	7
9:15 PM	0	4	1	0	2	0	0	0	0	0	0	0	0	7
9:30 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
9:45 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
Hour Total	0	13	7	0	3	0	0	0	0	0	0	0	0	23
10:00 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
10:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
10:30 PM	0	3	1	0	0	1	0	0	0	0	0	0	0	5
10:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	15	5	0	0	1	0	0	0	0	0	0	0	21
11:00 PM	0	4	1	0	0	1	0	0	0	0	0	0	0	6
11:15 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
11:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	12	4	0	0	1	0	0	0	0	0	0	0	17
Totals	3	454	146	4	68	18	0	5	0	0	0	0	0	698
Percent	0.4%	65.0%	20.9%	0.6%	9.7%	2.6%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Peralta Street north of 7th Street
Oakland
Project #:09-7224-004s

Date: 5/27/2009 WEDNESDAY

South Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	4	1	0	0	0	0	0	0	0	0	0	0	5
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
2:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	3	3	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
Hour Total	0	2	1	0	1	0	0	0	0	0	0	0	0	4
5:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
5:15 AM	0	3	0	0	0	0	0	1	0	0	0	0	0	4
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	6	0	0	1	0	0	1	0	0	0	0	0	8
6:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
6:15 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
6:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
6:45 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
Hour Total	0	11	2	0	2	0	0	0	0	0	0	0	0	15
7:00 AM	0	5	2	1	1	0	0	0	0	0	0	0	0	9
7:15 AM	0	7	1	0	2	0	0	0	0	0	0	0	0	10
7:30 AM	0	12	2	1	1	0	0	0	0	0	0	0	0	16
7:45 AM	0	4	4	0	1	1	0	0	0	0	0	0	0	10
Hour Total	0	28	9	2	5	1	0	0	0	0	0	0	0	45

8:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
8:15 AM	1	7	4	0	2	0	0	0	0	0	0	0	0	14
8:30 AM	0	8	3	0	1	1	0	0	0	0	0	0	0	13
8:45 AM	0	11	7	0	2	0	0	0	1	0	0	0	0	21
Hour Total	1	31	16	0	5	1	0	0	1	0	0	0	0	55
9:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
9:15 AM	0	6	2	0	1	0	0	0	0	0	0	0	0	9
9:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
9:45 AM	0	5	3	0	4	0	0	0	0	0	0	0	0	12
Hour Total	0	21	7	0	5	0	0	0	0	0	0	0	0	33
10:00 AM	0	10	4	0	1	0	0	0	0	0	0	0	0	15
10:15 AM	0	8	2	0	2	0	0	1	0	0	0	0	0	13
10:30 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
10:45 AM	0	7	3	0	1	0	0	0	0	0	0	0	0	11
Hour Total	0	30	11	0	4	0	0	1	0	0	0	0	0	46
11:00 AM	0	9	1	0	1	0	0	0	0	0	0	0	0	11
11:15 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	9
11:30 AM	0	7	2	0	2	0	0	0	0	0	0	0	0	11
11:45 AM	0	8	3	0	3	0	0	0	0	0	0	0	0	14
Hour Total	0	31	7	0	7	0	0	0	0	0	0	0	0	45
12:00 PM	1	7	1	0	0	0	0	0	0	0	0	0	0	9
12:15 PM	0	6	2	0	1	0	0	0	0	0	0	0	0	9
12:30 PM	0	9	3	0	0	0	0	0	0	0	0	0	0	12
12:45 PM	1	6	2	0	2	0	0	0	0	0	0	0	0	11
Hour Total	2	28	8	0	3	0	0	0	0	0	0	0	0	41
1:00 PM	0	9	4	0	0	0	0	0	0	0	0	0	0	13
1:15 PM	0	14	2	0	2	0	0	0	0	0	0	0	0	18
1:30 PM	0	5	6	0	3	0	0	0	0	0	0	0	0	14
1:45 PM	0	12	0	1	2	0	0	0	0	0	0	0	0	15
Hour Total	0	40	12	1	7	0	0	0	0	0	0	0	0	60
2:00 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
2:15 PM	1	7	4	0	2	0	0	0	0	0	0	0	0	14
2:30 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
2:45 PM	0	11	3	0	3	0	0	0	0	0	0	0	0	17
Hour Total	1	32	9	0	6	0	0	0	0	0	0	0	0	48
3:00 PM	0	11	4	0	0	0	0	1	0	0	0	0	0	16
3:15 PM	0	9	3	0	2	0	0	0	0	0	0	0	0	14
3:30 PM	0	9	2	0	1	0	0	0	0	0	0	0	0	12
3:45 PM	0	10	2	0	2	0	0	0	0	0	0	0	0	14
Hour Total	0	39	11	0	5	0	0	1	0	0	0	0	0	56

4:00 PM	0	27	3	0	1	0	0	0	0	0	0	0	0	31
4:15 PM	0	12	3	0	0	0	0	0	1	0	0	0	0	16
4:30 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
4:45 PM	2	8	3	0	1	0	0	0	0	0	0	0	0	14
Hour Total	2	54	11	0	2	0	0	0	1	0	0	0	0	70
5:00 PM	0	11	5	0	0	0	0	0	0	0	0	0	0	16
5:15 PM	0	19	2	0	1	0	0	1	0	0	0	0	0	23
5:30 PM	0	14	7	0	0	0	0	0	0	0	0	0	0	21
5:45 PM	0	12	3	0	1	1	0	0	0	0	0	0	0	17
Hour Total	0	56	17	0	2	1	0	1	0	0	0	0	0	77
6:00 PM	0	12	3	0	0	0	0	0	0	0	0	0	0	15
6:15 PM	0	16	2	0	2	0	0	0	0	0	0	0	0	20
6:30 PM	0	3	4	0	0	0	0	0	0	0	0	0	0	7
6:45 PM	0	9	1	0	1	0	0	0	0	0	0	0	0	11
Hour Total	0	40	10	0	3	0	0	0	0	0	0	0	0	53
7:00 PM	0	10	1	0	1	0	0	0	0	0	0	0	0	12
7:15 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	16
7:30 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
7:45 PM	0	4	1	0	1	1	0	0	0	0	0	0	0	7
Hour Total	0	39	4	0	2	1	0	0	0	0	0	0	0	46
8:00 PM	0	12	4	0	0	0	0	0	0	0	0	0	0	16
8:15 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
8:30 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
8:45 PM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
Hour Total	0	32	6	0	1	0	0	0	0	0	0	0	0	39
9:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
9:15 PM	0	8	1	0	1	0	0	0	0	0	0	0	0	10
9:30 PM	0	4	4	0	0	0	0	0	0	0	0	0	0	8
9:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
Hour Total	0	18	5	0	2	0	0	0	0	0	0	0	0	25
10:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
10:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
10:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
10:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	19	0	0	0	0	0	0	0	0	0	0	0	19
11:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
11:15 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
11:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:45 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	16	2	0	0	0	0	0	0	0	0	0	0	18
Totals	6	584	154	3	63	4	0	4	2	0	0	0	0	820
Percent	0.7%	71.2%	18.8%	0.4%	7.7%	0.5%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Peralta Street north of 7th Street
Oakland
Project #:09-7224-004s

Date: 5/27/2009 WEDNESDAY

North Bound, South Bound															
Begin	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle		
Time	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total	
12:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5	
12:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
12:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
Hour Total	0	10	2	0	1	0	0	0	0	0	0	0	0	13	
1:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
1:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
Hour Total	0	8	3	0	0	0	0	0	0	0	0	0	0	11	
2:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
2:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3	
Hour Total	0	4	4	0	0	0	0	0	0	0	0	0	0	8	
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
3:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Hour Total	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
4:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
4:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2	
Hour Total	0	4	1	0	1	0	0	0	0	0	0	0	0	6	
5:00 AM	0	2	0	0	1	1	0	0	0	0	0	0	0	4	
5:15 AM	0	4	0	0	0	0	0	1	0	0	0	0	0	5	
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
5:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
Hour Total	0	10	0	0	1	1	0	1	0	0	0	0	0	13	
6:00 AM	0	10	1	0	1	0	0	0	0	0	0	0	0	12	
6:15 AM	0	4	2	0	1	0	0	0	0	0	0	0	0	7	
6:30 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9	
6:45 AM	0	3	2	1	1	0	0	0	0	0	0	0	0	7	
Hour Total	0	25	6	1	3	0	0	0	0	0	0	0	0	35	
7:00 AM	0	6	2	1	2	0	0	0	0	0	0	0	0	11	
7:15 AM	0	12	4	0	2	0	0	0	0	0	0	0	0	18	
7:30 AM	0	16	4	1	2	0	0	0	0	0	0	0	0	23	
7:45 AM	0	9	5	1	2	1	0	0	0	0	0	0	0	18	
Hour Total	0	43	15	3	8	1	0	0	0	0	0	0	0	70	

8:00 AM	1	10	4	0	3	0	0	0	0	0	0	0	0	18
8:15 AM	1	11	7	0	6	0	0	0	0	0	0	0	0	25
8:30 AM	0	19	7	0	2	1	0	0	0	0	0	0	0	29
8:45 AM	0	19	10	0	5	0	0	0	1	0	0	0	0	35
Hour Total	2	59	28	0	16	1	0	0	1	0	0	0	0	107
9:00 AM	0	10	4	0	0	0	0	0	0	0	0	0	0	14
9:15 AM	0	10	4	0	2	0	0	0	0	0	0	0	0	16
9:30 AM	0	12	1	0	1	0	0	0	0	0	0	0	0	14
9:45 AM	0	11	5	0	5	1	0	0	0	0	0	0	0	22
Hour Total	0	43	14	0	8	1	0	0	0	0	0	0	0	66
10:00 AM	0	14	5	0	2	1	0	0	0	0	0	0	0	22
10:15 AM	0	13	3	1	3	0	0	1	0	0	0	0	0	21
10:30 AM	0	10	4	0	0	1	0	0	0	0	0	0	0	15
10:45 AM	0	15	3	0	2	3	0	0	0	0	0	0	0	23
Hour Total	0	52	15	1	7	5	0	1	0	0	0	0	0	81
11:00 AM	0	14	3	0	1	0	0	0	0	0	0	0	0	18
11:15 AM	0	13	3	0	2	0	0	1	0	0	0	0	0	19
11:30 AM	0	10	3	0	3	0	0	0	0	0	0	0	0	16
11:45 AM	0	15	6	0	3	0	0	0	0	0	0	0	0	24
Hour Total	0	52	15	0	9	0	0	1	0	0	0	0	0	77
12:00 PM	1	11	3	0	1	1	0	0	0	0	0	0	0	17
12:15 PM	0	12	3	0	4	0	0	0	0	0	0	0	0	19
12:30 PM	0	16	5	0	4	0	0	0	0	0	0	0	0	25
12:45 PM	2	11	4	0	4	0	0	1	0	0	0	0	0	22
Hour Total	3	50	15	0	13	1	0	1	0	0	0	0	0	83
1:00 PM	0	15	5	0	2	0	0	0	0	0	0	0	0	22
1:15 PM	0	26	5	0	5	1	0	0	0	0	0	0	0	37
1:30 PM	0	15	8	0	4	0	0	0	0	0	0	0	0	27
1:45 PM	0	21	1	1	3	0	0	0	0	0	0	0	0	26
Hour Total	0	77	19	1	14	1	0	0	0	0	0	0	0	112
2:00 PM	0	11	2	0	2	0	0	0	0	0	0	0	0	15
2:15 PM	1	12	6	0	3	0	0	0	0	0	0	0	0	22
2:30 PM	0	19	5	0	0	0	0	0	0	0	0	0	0	24
2:45 PM	0	16	4	0	3	0	0	1	0	0	0	0	0	24
Hour Total	1	58	17	0	8	0	0	1	0	0	0	0	0	85
3:00 PM	0	21	7	0	1	1	0	1	0	0	0	0	0	31
3:15 PM	0	18	5	1	2	0	0	0	0	0	0	0	0	26
3:30 PM	0	16	4	0	3	0	0	0	0	0	0	0	0	23
3:45 PM	0	19	5	0	2	0	0	0	0	0	0	0	0	26
Hour Total	0	74	21	1	8	1	0	1	0	0	0	0	0	106

4:00 PM	0	37	6	0	1	0	0	0	0	0	0	0	0	44
4:15 PM	0	20	5	0	1	0	0	0	1	0	0	0	0	27
4:30 PM	0	13	4	0	2	0	0	0	0	0	0	0	0	19
4:45 PM	2	15	4	0	1	0	0	1	0	0	0	0	0	23
Hour Total	2	85	19	0	5	0	0	1	1	0	0	0	0	113
5:00 PM	0	24	7	0	3	2	0	0	0	0	0	0	0	36
5:15 PM	0	29	6	0	3	0	0	1	0	0	0	0	0	39
5:30 PM	0	24	10	0	1	0	0	1	0	0	0	0	0	36
5:45 PM	0	20	5	0	2	2	0	0	0	0	0	0	0	29
Hour Total	0	97	28	0	9	4	0	2	0	0	0	0	0	140
6:00 PM	0	22	6	0	1	1	0	0	0	0	0	0	0	30
6:15 PM	0	23	4	0	3	1	0	0	0	0	0	0	0	31
6:30 PM	0	16	9	0	2	0	0	0	0	0	0	0	0	27
6:45 PM	0	15	3	0	2	1	0	0	0	0	0	0	0	21
Hour Total	0	76	22	0	8	3	0	0	0	0	0	0	0	109
7:00 PM	1	21	4	0	1	0	0	0	0	0	0	0	0	27
7:15 PM	0	18	4	0	0	0	0	0	0	0	0	0	0	22
7:30 PM	0	16	4	0	0	0	0	0	0	0	0	0	0	20
7:45 PM	0	10	5	0	1	1	0	0	0	0	0	0	0	17
Hour Total	1	65	17	0	2	1	0	0	0	0	0	0	0	86
8:00 PM	0	16	6	0	3	0	0	0	0	0	0	0	0	25
8:15 PM	0	12	3	0	0	0	0	0	0	0	0	0	0	15
8:30 PM	0	11	3	0	1	0	0	0	0	0	0	0	0	15
8:45 PM	0	11	3	0	1	0	0	0	0	0	0	0	0	15
Hour Total	0	50	15	0	5	0	0	0	0	0	0	0	0	70
9:00 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	11
9:15 PM	0	12	2	0	3	0	0	0	0	0	0	0	0	17
9:30 PM	0	8	6	0	0	0	0	0	0	0	0	0	0	14
9:45 PM	0	3	1	0	2	0	0	0	0	0	0	0	0	6
Hour Total	0	31	12	0	5	0	0	0	0	0	0	0	0	48
10:00 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
10:15 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
10:30 PM	0	7	1	0	0	1	0	0	0	0	0	0	0	9
10:45 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	34	5	0	0	1	0	0	0	0	0	0	0	40
11:00 PM	0	9	1	0	0	1	0	0	0	0	0	0	0	11
11:15 PM	0	6	4	0	0	0	0	0	0	0	0	0	0	10
11:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
11:45 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	28	6	0	0	1	0	0	0	0	0	0	0	35
Totals	9	1038	300	7	131	22	0	9	2	0	0	0	0	1518
Percent	0.6%	68.4%	19.8%	0.5%	8.6%	1.4%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

5/27/2009

City: Oakland

Project #: 09-7224-004s

Location: Peralta Street north of 7th Street

Start Time	Southbound		Hour Totals		Northbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	0	9			5	8				
12:15	1	9			1	10				
12:30	0	12			1	13				
12:45	4	11	5	41	1	11	8	42	13	83
1:00	1	13			3	9				
1:15	0	18			0	19				
1:30	1	14			3	13				
1:45	0	15	2	60	3	11	9	52	11	112
2:00	3	4			1	11				
2:15	1	14			0	8				
2:30	0	13			0	11				
2:45	2	17	6	48	1	7	2	37	8	85
3:00	1	16			0	15				
3:15	1	14			0	12				
3:30	2	12			0	11				
3:45	0	14	4	56	0	12	0	50	4	106
4:00	0	31			1	13				
4:15	1	16			1	11				
4:30	1	9			0	10				
4:45	2	14	4	70	0	9	2	43	6	113
5:00	1	16			3	20				
5:15	4	23			1	16				
5:30	0	21			1	15				
5:45	3	17	8	77	0	12	5	63	13	140
6:00	4	15			8	15				
6:15	4	20			3	11				
6:30	4	7			5	20				
6:45	3	11	15	53	4	10	20	56	35	109
7:00	9	12			2	15				
7:15	10	16			8	6				
7:30	16	11			7	9				
7:45	10	7	45	46	8	10	25	40	70	86
8:00	7	16			11	9				
8:15	14	10			11	5				
8:30	13	9			16	6				
8:45	21	4	55	39	14	11	52	31	107	70
9:00	7	4			7	7				
9:15	9	10			7	7				
9:30	5	8			9	6				
9:45	12	3	33	25	10	3	33	23	66	48
10:00	15	5			7	8				
10:15	13	8			8	5				
10:30	7	4			8	5				
10:45	11	2	46	19	12	3	35	21	81	40
11:00	11	5			7	6				
11:15	9	6			10	4				
11:30	11	3			5	4				
11:45	14	4	45	18	10	3	32	17	77	35
Total	268	552	268	552	223	475	223	475	491	1027
Combined Total	820		820		698		698		1518	
AM Peak	8:00 AM				8:00 AM					
Vol.	55				52					
P.H.F.	0.655				0.813					
PM Peak	5:00 PM				5:00 PM					
Vol.	77				63					
P.H.F.	0.837				0.788					
Percentage	32.7%	67.3%			31.9%	68.1%				

Class Report - Prepared by: NDS/ATD

Peralta Street north of 7th Street
Oakland

Project #:09-7224-004n

Date: 5/28/2009

THURSDAY

North Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
12:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
12:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	5	3	0	0	0	0	0	0	0	0	0	0	8
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
1:30 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	5	1	0	2	0	0	0	0	0	0	0	0	8
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	3	1	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	3	2	0	0	1	0	1	0	0	0	0	0	7
6:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	4
6:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
6:45 AM	1	5	1	0	0	0	0	0	0	0	0	0	0	7
Hour Total	1	14	3	0	2	1	0	1	0	0	0	0	0	22
7:00 AM	0	4	2	0	1	0	0	0	0	0	0	0	0	7
7:15 AM	0	8	2	0	0	1	0	0	0	0	0	0	0	11
7:30 AM	0	6	1	0	1	0	0	0	0	0	0	0	0	8
7:45 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
Hour Total	0	23	6	0	3	1	0	0	0	0	0	0	0	33

8:00 AM	0	6	2	0	0	1	0	0	0	0	0	0	0	9
8:15 AM	0	5	2	0	1	0	0	0	0	0	0	0	0	8
8:30 AM	0	8	2	0	2	1	0	0	0	0	0	0	0	13
8:45 AM	0	7	3	1	0	0	0	0	0	0	0	0	0	11
Hour Total	0	26	9	1	3	2	0	0	0	0	0	0	0	41
9:00 AM	0	5	3	0	2	0	0	0	0	0	0	0	0	10
9:15 AM	0	2	4	0	1	0	0	0	0	0	0	0	0	7
9:30 AM	0	6	2	0	2	0	0	0	0	0	0	0	0	10
9:45 AM	1	8	2	0	1	1	0	0	0	0	0	0	0	13
Hour Total	1	21	11	0	6	1	0	0	0	0	0	0	0	40
10:00 AM	0	6	2	0	1	0	0	0	0	0	0	0	0	9
10:15 AM	0	6	3	0	0	0	0	0	0	0	0	0	0	9
10:30 AM	1	8	2	0	1	1	0	0	0	0	0	0	0	13
10:45 AM	0	10	4	0	1	1	0	0	0	0	0	0	0	16
Hour Total	1	30	11	0	3	2	0	0	0	0	0	0	0	47
11:00 AM	0	3	1	0	2	2	0	0	0	0	0	0	0	8
11:15 AM	0	4	1	0	3	0	0	0	0	0	0	0	0	8
11:30 AM	0	6	2	0	2	0	0	0	0	0	0	0	0	10
11:45 AM	1	6	3	0	1	2	0	0	0	0	0	0	0	13
Hour Total	1	19	7	0	8	4	0	0	0	0	0	0	0	39
12:00 PM	0	7	3	0	1	0	0	0	0	0	0	0	0	11
12:15 PM	0	10	1	0	1	0	0	0	0	0	0	0	0	12
12:30 PM	0	5	2	0	1	0	0	0	0	0	0	0	0	8
12:45 PM	0	9	4	0	1	1	0	0	0	0	0	0	0	15
Hour Total	0	31	10	0	4	1	0	0	0	0	0	0	0	46
1:00 PM	0	12	4	0	0	0	0	0	0	0	0	0	0	16
1:15 PM	0	4	2	0	4	0	0	0	0	0	0	0	0	10
1:30 PM	0	4	1	0	2	1	0	0	0	0	0	0	0	8
1:45 PM	0	6	2	0	5	0	0	0	0	0	0	0	0	13
Hour Total	0	26	9	0	11	1	0	0	0	0	0	0	0	47
2:00 PM	0	5	4	0	2	0	0	0	0	0	0	0	0	11
2:15 PM	0	8	4	0	0	0	0	0	0	0	0	0	0	12
2:30 PM	0	8	3	0	1	2	0	0	0	0	0	0	0	14
2:45 PM	0	7	1	0	1	0	0	0	0	0	0	0	0	9
Hour Total	0	28	12	0	4	2	0	0	0	0	0	0	0	46
3:00 PM	0	2	3	0	0	0	0	0	0	0	0	0	0	5
3:15 PM	0	6	4	0	1	0	0	0	0	0	0	0	0	11
3:30 PM	0	12	6	0	1	0	0	0	0	0	0	0	0	19
3:45 PM	0	3	1	0	3	0	0	0	0	0	0	0	0	7
Hour Total	0	23	14	0	5	0	0	0	0	0	0	0	0	42

4:00 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
4:15 PM	0	8	3	0	0	1	0	0	0	0	0	0	0	12
4:30 PM	0	10	4	0	0	0	0	0	0	0	0	0	0	14
4:45 PM	0	12	3	0	1	0	0	0	0	0	0	0	0	16
Hour Total	0	36	12	0	1	1	0	0	0	0	0	0	0	50
5:00 PM	0	14	5	0	1	1	0	0	0	0	0	0	0	21
5:15 PM	0	12	3	0	1	1	0	0	0	0	0	0	0	17
5:30 PM	0	13	4	0	2	0	0	0	0	0	0	0	0	19
5:45 PM	0	10	3	1	1	1	0	0	0	0	0	0	0	16
Hour Total	0	49	15	1	5	3	0	0	0	0	0	0	0	73
6:00 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
6:15 PM	0	13	4	0	1	0	0	0	0	0	0	0	0	18
6:30 PM	0	10	6	0	1	2	0	0	0	0	0	0	0	19
6:45 PM	0	6	4	0	4	0	0	0	0	0	0	0	0	14
Hour Total	0	36	15	0	6	2	0	0	0	0	0	0	0	59
7:00 PM	0	8	4	0	0	0	0	0	0	0	0	0	0	12
7:15 PM	0	5	2	0	2	0	0	0	0	0	0	0	0	9
7:30 PM	0	5	2	0	2	0	0	0	0	0	0	0	0	9
7:45 PM	0	6	1	0	1	1	0	0	0	0	0	0	0	9
Hour Total	0	24	9	0	5	1	0	0	0	0	0	0	0	39
8:00 PM	0	3	2	0	0	1	0	0	0	0	0	0	0	6
8:15 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
8:30 PM	0	4	3	0	0	0	0	0	0	0	0	0	0	7
8:45 PM	0	2	2	0	1	0	0	0	0	0	0	0	0	5
Hour Total	0	14	9	0	1	1	0	0	0	0	0	0	0	25
9:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
9:15 PM	0	5	2	0	1	0	0	0	0	0	0	0	0	8
9:30 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
9:45 PM	0	7	2	0	0	1	0	0	0	0	0	0	0	10
Hour Total	0	20	6	0	1	1	0	0	0	0	0	0	0	28
10:00 PM	0	6	5	0	0	0	0	0	0	0	0	0	0	11
10:15 PM	0	4	2	0	1	0	0	0	0	0	0	0	0	7
10:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
10:45 PM	0	3	2	0	0	1	0	0	0	0	0	0	0	6
Hour Total	0	14	9	0	2	1	0	0	0	0	0	0	0	26
11:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
11:15 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
11:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:45 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	12	5	0	0	0	0	0	0	0	0	0	0	17
Totals	4	463	177	2	72	25	0	1	0	0	0	0	0	744
Percent	0.5%	62.2%	23.8%	0.3%	9.7%	3.4%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Peralta Street north of 7th Street
Oakland
Project #:09-7224-004s

Date: 5/28/2009 THURSDAY

South Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	7	1	0	0	0	0	0	0	0	0	0	0	8
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	1	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	1	1	1	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	4	1	0	0	0	0	0	0	0	0	0	0	5
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	5	0	0	0	0	0	0	0	0	0	0	0	5
6:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
6:15 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
6:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
6:45 AM	0	6	4	0	2	0	0	0	0	0	0	0	0	12
Hour Total	0	19	5	0	3	0	0	0	0	0	0	0	0	27
7:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
7:15 AM	0	12	2	1	3	0	0	0	0	0	0	0	0	18
7:30 AM	0	10	1	1	0	0	0	1	0	0	0	0	0	13
7:45 AM	0	10	2	0	1	0	0	0	0	0	0	0	0	13
Hour Total	0	34	5	2	5	0	0	1	0	0	0	0	0	47

8:00 AM	0	8	0	0	1	0	0	0	0	0	0	0	0	9
8:15 AM	0	15	1	0	2	0	0	0	0	0	0	0	0	18
8:30 AM	0	19	4	0	1	0	0	0	0	0	0	0	0	24
8:45 AM	0	8	0	0	1	1	0	0	0	0	0	0	0	10
Hour Total	0	50	5	0	5	1	0	0	0	0	0	0	0	61
9:00 AM	0	8	4	0	1	0	0	0	0	0	0	0	0	13
9:15 AM	0	7	3	0	1	1	0	0	0	0	0	0	0	12
9:30 AM	1	5	2	0	0	0	0	0	0	0	0	0	0	8
9:45 AM	0	12	2	0	1	0	0	0	0	0	0	0	0	15
Hour Total	1	32	11	0	3	1	0	0	0	0	0	0	0	48
10:00 AM	0	9	0	0	2	0	0	0	0	0	0	0	0	11
10:15 AM	0	11	1	0	1	0	0	0	0	0	0	0	0	13
10:30 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
10:45 AM	0	3	0	0	2	0	0	0	0	0	0	0	0	5
Hour Total	0	29	3	0	5	0	0	0	0	0	0	0	0	37
11:00 AM	0	9	2	0	1	0	0	0	0	0	0	0	0	12
11:15 AM	0	10	2	0	1	0	0	0	0	0	0	0	0	13
11:30 AM	0	5	1	0	0	1	0	0	0	0	0	0	0	7
11:45 AM	0	6	1	0	1	0	0	0	0	0	0	0	0	8
Hour Total	0	30	6	0	3	1	0	0	0	0	0	0	0	40
12:00 PM	0	13	3	0	0	0	0	0	0	0	0	0	0	16
12:15 PM	0	9	1	0	1	0	0	0	0	0	0	0	0	11
12:30 PM	0	4	1	0	2	0	0	0	0	0	0	0	0	7
12:45 PM	1	11	3	0	3	0	0	0	0	0	0	0	0	18
Hour Total	1	37	8	0	6	0	0	0	0	0	0	0	0	52
1:00 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
1:15 PM	0	5	2	0	3	0	0	0	0	0	0	0	0	10
1:30 PM	0	9	3	0	0	0	0	0	0	0	0	0	0	12
1:45 PM	0	5	0	0	3	1	0	0	0	0	0	0	0	9
Hour Total	0	29	6	0	6	1	0	0	0	0	0	0	0	42
2:00 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
2:15 PM	0	9	1	0	2	0	0	0	0	0	0	0	0	12
2:30 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	14
2:45 PM	0	9	2	0	1	0	0	0	0	0	0	0	0	12
Hour Total	0	38	6	0	3	0	0	0	0	0	0	0	0	47
3:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
3:15 PM	0	17	3	0	3	0	0	0	0	0	0	0	0	23
3:30 PM	0	11	2	0	2	0	0	0	0	0	0	0	0	15
3:45 PM	0	9	2	0	1	0	0	0	0	0	0	0	0	12
Hour Total	0	47	7	0	6	0	0	0	0	0	0	0	0	60

4:00 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	11
4:15 PM	0	13	3	0	1	0	0	0	0	0	0	0	0	17
4:30 PM	0	19	4	0	1	0	0	0	0	0	0	0	0	24
4:45 PM	0	11	3	0	2	0	0	0	0	0	0	0	0	16
Hour Total	0	51	13	0	4	0	0	0	0	0	0	0	0	68
5:00 PM	1	22	7	0	1	0	0	0	0	0	0	0	0	31
5:15 PM	0	4	5	0	1	0	0	0	0	0	0	0	0	10
5:30 PM	0	14	3	0	0	0	0	0	0	0	0	0	0	17
5:45 PM	0	12	5	0	0	0	0	1	0	0	0	0	0	18
Hour Total	1	52	20	0	2	0	0	1	0	0	0	0	0	76
6:00 PM	0	12	2	0	1	0	0	0	0	0	0	0	0	15
6:15 PM	0	13	2	0	1	0	0	0	0	0	0	0	0	16
6:30 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
6:45 PM	0	14	1	0	1	0	0	0	0	0	0	0	0	16
Hour Total	0	51	6	0	3	0	0	0	0	0	0	0	0	60
7:00 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
7:15 PM	0	7	0	0	2	1	0	0	0	0	0	0	0	10
7:30 PM	0	6	1	0	1	0	0	0	0	0	0	0	0	8
7:45 PM	0	9	0	0	1	0	0	0	0	0	0	0	0	10
Hour Total	0	35	2	0	4	1	0	0	0	0	0	0	0	42
8:00 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
8:15 PM	1	11	2	0	1	0	0	0	0	0	0	0	0	15
8:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
8:45 PM	0	9	0	0	1	0	0	0	0	0	0	0	0	10
Hour Total	1	36	3	0	2	0	0	0	0	0	0	0	0	42
9:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
9:15 PM	0	10	0	0	1	0	0	0	0	0	0	0	0	11
9:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
9:45 PM	0	7	0	0	2	0	0	0	0	0	0	0	0	9
Hour Total	0	27	1	0	3	0	0	0	0	0	0	0	0	31
10:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
10:15 PM	0	6	0	0	1	0	0	0	0	0	0	0	0	7
10:30 PM	0	4	0	0	2	0	0	0	0	0	0	0	0	6
10:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	15	2	0	3	0	0	0	0	0	0	0	0	20
11:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
11:15 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
11:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	13	2	0	0	0	0	0	0	0	0	0	0	15
Totals	5	645	116	2	66	5	0	2	0	0	0	0	0	841
Percent	0.6%	76.7%	13.8%	0.2%	7.8%	0.6%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Peralta Street north of 7th Street
Oakland

Project #:09-7224-004s

Date: 5/28/2009

THURSDAY

North Bound, South Bound

Begin Time	Cars & 2 Axle			2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi
12:00 AM	0	8	2	0	0	0	0	0	0	0	0	0	10
12:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	2
12:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	2
12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	12	4	0	0	0	0	0	0	0	0	0	16
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	2	0	0	1	0	0	0	0	0	0	0	3
1:30 AM	0	4	2	0	1	0	0	0	0	0	0	0	7
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	7	2	0	2	0	0	0	0	0	0	0	11
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
2:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
2:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	1	1	1	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	1	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	2
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	3
4:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	6	1	0	0	0	0	0	0	0	0	0	7
5:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	4
Hour Total	0	8	1	0	0	0	0	0	0	0	0	0	9
6:00 AM	0	8	2	0	0	1	0	1	0	0	0	0	12
6:15 AM	0	5	0	0	3	0	0	0	0	0	0	0	8
6:30 AM	0	9	1	0	0	0	0	0	0	0	0	0	10
6:45 AM	1	11	5	0	2	0	0	0	0	0	0	0	19
Hour Total	1	33	8	0	5	1	0	1	0	0	0	0	49
7:00 AM	0	6	2	0	2	0	0	0	0	0	0	0	10
7:15 AM	0	20	4	1	3	1	0	0	0	0	0	0	29
7:30 AM	0	16	2	1	1	0	0	1	0	0	0	0	21
7:45 AM	0	15	3	0	2	0	0	0	0	0	0	0	20
Hour Total	0	57	11	2	8	1	0	1	0	0	0	0	80

8:00 AM	0	14	2	0	1	1	0	0	0	0	0	0	0	18
8:15 AM	0	20	3	0	3	0	0	0	0	0	0	0	0	26
8:30 AM	0	27	6	0	3	1	0	0	0	0	0	0	0	37
8:45 AM	0	15	3	1	1	1	0	0	0	0	0	0	0	21
Hour Total	0	76	14	1	8	3	0	0	0	0	0	0	0	102
9:00 AM	0	13	7	0	3	0	0	0	0	0	0	0	0	23
9:15 AM	0	9	7	0	2	1	0	0	0	0	0	0	0	19
9:30 AM	1	11	4	0	2	0	0	0	0	0	0	0	0	18
9:45 AM	1	20	4	0	2	1	0	0	0	0	0	0	0	28
Hour Total	2	53	22	0	9	2	0	0	0	0	0	0	0	88
10:00 AM	0	15	2	0	3	0	0	0	0	0	0	0	0	20
10:15 AM	0	17	4	0	1	0	0	0	0	0	0	0	0	22
10:30 AM	1	14	4	0	1	1	0	0	0	0	0	0	0	21
10:45 AM	0	13	4	0	3	1	0	0	0	0	0	0	0	21
Hour Total	1	59	14	0	8	2	0	0	0	0	0	0	0	84
11:00 AM	0	12	3	0	3	2	0	0	0	0	0	0	0	20
11:15 AM	0	14	3	0	4	0	0	0	0	0	0	0	0	21
11:30 AM	0	11	3	0	2	1	0	0	0	0	0	0	0	17
11:45 AM	1	12	4	0	2	2	0	0	0	0	0	0	0	21
Hour Total	1	49	13	0	11	5	0	0	0	0	0	0	0	79
12:00 PM	0	20	6	0	1	0	0	0	0	0	0	0	0	27
12:15 PM	0	19	2	0	2	0	0	0	0	0	0	0	0	23
12:30 PM	0	9	3	0	3	0	0	0	0	0	0	0	0	15
12:45 PM	1	20	7	0	4	1	0	0	0	0	0	0	0	33
Hour Total	1	68	18	0	10	1	0	0	0	0	0	0	0	98
1:00 PM	0	22	5	0	0	0	0	0	0	0	0	0	0	27
1:15 PM	0	9	4	0	7	0	0	0	0	0	0	0	0	20
1:30 PM	0	13	4	0	2	1	0	0	0	0	0	0	0	20
1:45 PM	0	11	2	0	8	1	0	0	0	0	0	0	0	22
Hour Total	0	55	15	0	17	2	0	0	0	0	0	0	0	89
2:00 PM	0	13	5	0	2	0	0	0	0	0	0	0	0	20
2:15 PM	0	17	5	0	2	0	0	0	0	0	0	0	0	24
2:30 PM	0	20	5	0	1	2	0	0	0	0	0	0	0	28
2:45 PM	0	16	3	0	2	0	0	0	0	0	0	0	0	21
Hour Total	0	66	18	0	7	2	0	0	0	0	0	0	0	93
3:00 PM	0	12	3	0	0	0	0	0	0	0	0	0	0	15
3:15 PM	0	23	7	0	4	0	0	0	0	0	0	0	0	34
3:30 PM	0	23	8	0	3	0	0	0	0	0	0	0	0	34
3:45 PM	0	12	3	0	4	0	0	0	0	0	0	0	0	19
Hour Total	0	70	21	0	11	0	0	0	0	0	0	0	0	102

4:00 PM	0	14	5	0	0	0	0	0	0	0	0	0	0	19
4:15 PM	0	21	6	0	1	1	0	0	0	0	0	0	0	29
4:30 PM	0	29	8	0	1	0	0	0	0	0	0	0	0	38
4:45 PM	0	23	6	0	3	0	0	0	0	0	0	0	0	32
Hour Total	0	87	25	0	5	1	0	0	0	0	0	0	0	118
5:00 PM	1	36	12	0	2	1	0	0	0	0	0	0	0	52
5:15 PM	0	16	8	0	2	1	0	0	0	0	0	0	0	27
5:30 PM	0	27	7	0	2	0	0	0	0	0	0	0	0	36
5:45 PM	0	22	8	1	1	1	0	1	0	0	0	0	0	34
Hour Total	1	101	35	1	7	3	0	1	0	0	0	0	0	149
6:00 PM	0	19	3	0	1	0	0	0	0	0	0	0	0	23
6:15 PM	0	26	6	0	2	0	0	0	0	0	0	0	0	34
6:30 PM	0	22	7	0	1	2	0	0	0	0	0	0	0	32
6:45 PM	0	20	5	0	5	0	0	0	0	0	0	0	0	30
Hour Total	0	87	21	0	9	2	0	0	0	0	0	0	0	119
7:00 PM	0	21	5	0	0	0	0	0	0	0	0	0	0	26
7:15 PM	0	12	2	0	4	1	0	0	0	0	0	0	0	19
7:30 PM	0	11	3	0	3	0	0	0	0	0	0	0	0	17
7:45 PM	0	15	1	0	2	1	0	0	0	0	0	0	0	19
Hour Total	0	59	11	0	9	2	0	0	0	0	0	0	0	81
8:00 PM	0	13	3	0	0	1	0	0	0	0	0	0	0	17
8:15 PM	1	16	4	0	1	0	0	0	0	0	0	0	0	22
8:30 PM	0	10	3	0	0	0	0	0	0	0	0	0	0	13
8:45 PM	0	11	2	0	2	0	0	0	0	0	0	0	0	15
Hour Total	1	50	12	0	3	1	0	0	0	0	0	0	0	67
9:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
9:15 PM	0	15	2	0	2	0	0	0	0	0	0	0	0	19
9:30 PM	0	9	3	0	0	0	0	0	0	0	0	0	0	12
9:45 PM	0	14	2	0	2	1	0	0	0	0	0	0	0	19
Hour Total	0	47	7	0	4	1	0	0	0	0	0	0	0	59
10:00 PM	0	11	6	0	0	0	0	0	0	0	0	0	0	17
10:15 PM	0	10	2	0	2	0	0	0	0	0	0	0	0	14
10:30 PM	0	5	0	0	3	0	0	0	0	0	0	0	0	8
10:45 PM	0	3	3	0	0	1	0	0	0	0	0	0	0	7
Hour Total	0	29	11	0	5	1	0	0	0	0	0	0	0	46
11:00 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
11:15 PM	0	6	3	0	0	0	0	0	0	0	0	0	0	9
11:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
11:45 PM	0	2	3	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	25	7	0	0	0	0	0	0	0	0	0	0	32
Totals	9	1108	293	4	138	30	0	3	0	0	0	0	0	1585
Percent	0.6%	69.9%	18.5%	0.3%	8.7%	1.9%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

5/28/2009

City: Oakland

Project #: 09-7224-004s

Location: Peralta Street north of 7th Street

Start Time	Southbound		Hour Totals		Northbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	6	16			4	11				
12:15	0	11			2	12				
12:30	1	7			1	8				
12:45	1	18	8	52	1	15	8	46	16	98
1:00	0	11			0	16				
1:15	1	10			2	10				
1:30	2	12			5	8				
1:45	0	9	3	42	1	13	8	47	11	89
2:00	1	9			0	11				
2:15	1	12			0	12				
2:30	1	14			0	14				
2:45	0	12	3	47	0	9	0	46	3	93
3:00	1	10			0	5				
3:15	1	23			1	11				
3:30	0	15			0	19				
3:45	0	12	2	60	1	7	2	42	4	102
4:00	1	11			1	8				
4:15	0	17			0	12				
4:30	2	24			1	14				
4:45	2	16	5	68	0	16	2	50	7	118
5:00	1	31			1	21				
5:15	2	10			0	17				
5:30	0	17			1	19				
5:45	2	18	5	76	2	16	4	73	9	149
6:00	5	15			7	8				
6:15	4	16			4	18				
6:30	6	13			4	19				
6:45	12	16	27	60	7	14	22	59	49	119
7:00	3	14			7	12				
7:15	18	10			11	9				
7:30	13	8			8	9				
7:45	13	10	47	42	9	9	33	39	80	81
8:00	9	11			9	6				
8:15	18	15			8	7				
8:30	24	6			13	7				
8:45	10	10	61	42	11	5	41	25	102	67
9:00	13	5			10	4				
9:15	12	11			7	8				
9:30	8	6			10	6				
9:45	15	9	48	31	13	10	40	28	88	59
10:00	11	6			9	11				
10:15	13	7			9	7				
10:30	8	6			13	2				
10:45	5	1	37	20	16	6	47	26	84	46
11:00	12	6			8	5				
11:15	13	2			8	7				
11:30	7	4			10	3				
11:45	8	3	40	15	13	2	39	17	79	32
Total	286	555	286	555	246	498	246	498	532	1053
Combined Total	841		841		744		744		1585	
AM Peak	8:15 AM				10:00 AM					
Vol.	65				47					
P.H.F.	0.677				0.734					
PM Peak		4:15 PM				4:45 PM				
Vol.		88				73				
P.H.F.		0.710				0.869				
Percentage	34.0%	66.0%			33.1%	66.9%				

Prepared by NDS/ATD

Volumes for: Wednesday, June 3, 2009

City: Oakland

Project #: 09-7224-005

Location: San Pablo Avenue south of Stanford Avenue

Start Time	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	25	176			28	191				
12:15	30	216			37	164				
12:30	29	192			22	186				
12:45	20	202	104	786	17	181	104	722	208	1508
1:00	18	184			19	203				
1:15	15	187			24	176				
1:30	10	164			13	192				
1:45	21	183	64	718	25	196	81	767	145	1485
2:00	18	225			25	182				
2:15	13	202			10	164				
2:30	11	217			10	213				
2:45	9	212	51	856	13	187	58	746	109	1602
3:00	8	236			8	207				
3:15	9	211			6	189				
3:30	9	235			8	228				
3:45	14	228	40	910	9	232	31	856	71	1766
4:00	11	286			11	219				
4:15	14	258			15	241				
4:30	9	245			9	238				
4:45	22	287	56	1076	24	249	59	947	115	2023
5:00	21	296			14	236				
5:15	31	348			30	260				
5:30	43	354			27	242				
5:45	43	272	138	1270	32	237	103	975	241	2245
6:00	57	264			51	256				
6:15	42	222			57	237				
6:30	56	194			64	223				
6:45	97	202	252	882	99	175	271	891	523	1773
7:00	162	169			110	167				
7:15	158	133			133	153				
7:30	198	150			155	126				
7:45	185	124	703	576	184	136	582	582	1285	1158
8:00	221	133			235	109				
8:15	219	126			198	144				
8:30	192	142			199	117				
8:45	202	94	834	495	194	112	826	482	1660	977
9:00	172	117			181	89				
9:15	160	119			154	98				
9:30	165	65			160	114	0			
9:45	152	90	649	391	154	80	649	381	1298	772
10:00	134	73			178	78				
10:15	136	63			144	57				
10:30	145	59			162	70				
10:45	165	58	580	253	153	64	637	269	1217	522
11:00	207	50			158	58				
11:15	201	32			141	54				
11:30	181	55			154	38				
11:45	170	61	759	198	165	39	618	189	1377	387
Total	4230	8411	4230	8411	4019	7807	4019	7807	8249	16218
Combined Total	12641		12641		11826		11826		24467	
AM Peak	8:00 AM				8:00 AM					
Vol.	834				826					
P.H.F.	0.943				0.879					
PM Peak	4:45 PM				5:15 PM					
Vol.	1285				995					
P.H.F.	0.919				0.957					
Percentage	33.5%	66.5%			34.0%	66.0%				

Prepared by NDS/ATD

Volumes for: Thursday, June 4, 2009

City: Oakland

Project #: 09-7224-005

Location: San Pablo Avenue south of Stanford Avenue

Start Time	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	41	182			42	168				
12:15	32	206			41	190				
12:30	27	206			22	152				
12:45	31	199	131	793	29	163	134	673	265	1466
1:00	25	197			22	214				
1:15	26	173			22	193				
1:30	16	229			20	174				
1:45	20	207	87	806	16	185	80	766	167	1572
2:00	22	164			13	168				
2:15	12	181			19	175				
2:30	13	195			7	185				
2:45	12	179	59	719	17	179	56	707	115	1426
3:00	7	208			12	236				
3:15	11	200			9	203				
3:30	12	237			5	251				
3:45	14	269	44	914	15	238	41	928	85	1842
4:00	16	310			11	229				
4:15	13	270			10	231				
4:30	14	250			18	232				
4:45	15	346	58	1176	21	268	60	960	118	2136
5:00	18	317			17	233				
5:15	30	310			26	267				
5:30	40	347			30	278				
5:45	55	264	143	1238	33	259	106	1037	249	2275
6:00	40	268			32	265				
6:15	48	294			54	253				
6:30	64	208			80	232				
6:45	74	183	226	953	69	183	235	933	461	1886
7:00	89	134			97	160				
7:15	106	153			102	147				
7:30	115	130			111	125				
7:45	185	136	495	553	168	123	478	555	973	1108
8:00	168	98			182	118				
8:15	192	108			191	107				
8:30	193	104			189	95				
8:45	184	127	737	437	172	119	734	439	1471	876
9:00	173	100			166	129				
9:15	183	105			184	101				
9:30	142	83			160	129	0			
9:45	156	73	654	361	166	93	676	452	1330	813
10:00	135	95			151	77				
10:15	147	57			145	74				
10:30	131	47			145	62				
10:45	141	51	554	250	146	71	587	284	1141	534
11:00	152	64			135	66				
11:15	167	54			164	44				
11:30	182	38			153	43				
11:45	173	32	674	188	200	33	652	186	1326	374
Total	3862	8388	3862	8388	3839	7920	3839	7920	7701	16308
Combined Total	12250		12250		11759		11759		24009	
AM Peak	11:45 AM				8:00 AM					
Vol.	767				734					
P.H.F.	0.931				0.961					
PM Peak	4:45 PM				5:15 PM					
Vol.	1320				1069					
P.H.F.	0.927				0.961					
Percentage	31.5%	68.5%			32.6%	67.4%				

Class Report - Prepared by: NDS/ATD

San Pablo Avenue south of Stanford Avenue (Outside Lanes)

Oakland

Project #:09-7224-005n

Date: 6/3/2009

WEDNESDAY

North Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	10	2	1	0	0	0	0	0	0	0	0	0	13
12:15 AM	0	10	3	1	0	0	0	0	0	0	0	0	0	14
12:30 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	15
12:45 AM	0	8	0	1	0	0	0	0	0	0	0	0	0	9
Hour Total	0	42	6	3	0	0	0	0	0	0	0	0	0	51
1:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
1:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
1:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:45 AM	0	13	0	1	1	0	0	0	0	0	0	0	0	15
Hour Total	0	32	1	1	1	0	0	0	0	0	0	0	0	35
2:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
2:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:45 AM	0	3	0	1	0	0	0	0	0	0	0	0	0	4
Hour Total	0	20	0	1	0	0	0	0	0	0	0	0	0	21
3:00 AM	0	3	0	1	0	0	0	0	0	0	0	0	0	4
3:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
3:45 AM	0	6	0	1	0	0	0	0	0	0	0	0	0	7
Hour Total	0	16	2	2	0	0	0	0	0	0	0	0	0	20
4:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:30 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
4:45 AM	0	3	0	2	1	0	0	0	1	0	0	0	0	7
Hour Total	0	9	3	2	1	0	0	0	1	0	0	0	0	16
5:00 AM	0	5	2	0	2	0	0	0	0	0	0	0	0	9
5:15 AM	0	4	1	2	4	0	0	1	0	0	0	0	0	12
5:30 AM	0	8	2	1	2	2	0	2	0	0	0	0	0	17
5:45 AM	0	9	1	3	6	0	0	1	0	0	0	0	0	20
Hour Total	0	26	6	6	14	2	0	4	0	0	0	0	0	58
6:00 AM	0	10	0	3	4	0	0	0	0	0	0	0	0	17
6:15 AM	0	16	2	1	3	0	0	2	0	0	0	0	0	24
6:30 AM	0	14	1	1	3	0	0	3	0	0	0	0	0	22
6:45 AM	0	23	2	2	3	0	0	1	1	0	0	0	0	32
Hour Total	0	63	5	7	13	0	0	6	1	0	0	0	0	95
7:00 AM	0	45	4	2	4	0	0	1	0	0	0	0	0	56
7:15 AM	0	37	6	1	5	0	0	2	0	0	0	0	0	51
7:30 AM	0	61	6	2	3	0	0	0	0	0	0	0	0	72
7:45 AM	0	58	6	0	2	0	0	4	0	0	0	0	0	70
Hour Total	0	201	22	5	14	0	0	7	0	0	0	0	0	249

8:00 AM	0	70	7	0	2	1	0	2	0	0	0	0	0	82
8:15 AM	0	81	10	1	3	0	0	0	0	0	0	0	0	95
8:30 AM	0	61	7	0	7	0	0	0	0	0	0	0	0	75
8:45 AM	1	58	7	1	4	0	0	1	0	0	0	0	0	72
Hour Total	1	270	31	2	16	1	0	3	0	0	0	0	0	324
9:00 AM	0	57	7	1	4	0	0	2	0	0	0	0	0	71
9:15 AM	0	51	7	1	3	0	0	1	0	0	0	0	0	63
9:30 AM	0	41	8	0	5	0	0	1	0	0	0	0	0	55
9:45 AM	0	37	9	0	2	0	0	1	0	0	0	0	0	49
Hour Total	0	186	31	2	14	0	0	5	0	0	0	0	0	238
10:00 AM	0	40	4	2	5	0	0	1	0	0	0	0	0	52
10:15 AM	1	26	5	0	1	0	0	1	0	0	0	0	0	34
10:30 AM	0	31	1	1	3	0	0	0	0	0	0	0	0	36
10:45 AM	0	46	6	1	1	0	0	1	0	0	0	0	0	55
Hour Total	1	143	16	4	10	0	0	3	0	0	0	0	0	177
11:00 AM	0	19	0	0	3	0	0	0	0	0	0	0	0	22
11:15 AM	1	23	5	1	2	0	0	2	0	0	0	0	0	34
11:30 AM	0	55	13	0	2	0	0	2	0	0	0	0	0	72
11:45 AM	0	53	5	1	2	1	0	2	1	0	0	0	0	65
Hour Total	1	150	23	2	9	1	0	6	1	0	0	0	0	193
12:00 PM	0	59	5	1	3	0	0	2	0	0	0	0	0	70
12:15 PM	0	73	9	0	3	0	0	3	0	0	0	0	0	88
12:30 PM	1	68	11	0	3	0	0	0	0	0	0	0	0	83
12:45 PM	0	76	6	1	0	0	0	2	0	0	0	0	0	85
Hour Total	1	276	31	2	9	0	0	7	0	0	0	0	0	326
1:00 PM	0	41	4	1	2	2	0	1	0	0	0	0	0	51
1:15 PM	0	62	8	0	2	0	0	0	1	0	0	0	0	73
1:30 PM	0	57	4	1	1	0	0	1	0	0	0	0	0	64
1:45 PM	0	61	12	1	4	1	0	0	0	0	0	0	0	79
Hour Total	0	221	28	3	9	3	0	2	1	0	0	0	0	267
2:00 PM	0	76	12	2	6	0	0	2	0	0	0	0	0	98
2:15 PM	0	75	5	0	2	1	0	1	0	0	0	0	0	84
2:30 PM	0	66	6	0	2	1	0	1	0	0	0	0	0	76
2:45 PM	0	61	10	0	0	0	0	1	0	0	0	0	0	72
Hour Total	0	278	33	2	10	2	0	5	0	0	0	0	0	330
3:00 PM	0	74	8	1	3	0	0	1	0	0	0	0	0	87
3:15 PM	0	57	10	2	3	0	0	1	0	0	0	0	0	73
3:30 PM	0	78	13	0	4	0	0	1	0	0	0	0	0	96
3:45 PM	0	68	12	0	4	0	0	2	0	0	0	0	0	86
Hour Total	0	277	43	3	14	0	0	5	0	0	0	0	0	342

4:00 PM	0	79	10	4	3	0	0	2	0	0	0	0	0	98
4:15 PM	1	80	12	2	1	0	0	2	0	0	0	0	0	98
4:30 PM	0	76	19	0	3	0	0	0	0	0	0	0	0	98
4:45 PM	0	99	7	1	1	1	0	1	0	0	0	0	0	110
Hour Total	1	334	48	7	8	1	0	5	0	0	0	0	0	404
5:00 PM	1	77	6	1	2	1	0	1	0	0	0	0	0	89
5:15 PM	0	99	11	1	2	0	0	2	0	0	0	0	0	115
5:30 PM	0	105	9	0	3	0	0	2	0	0	0	0	0	119
5:45 PM	0	110	7	0	3	0	0	1	0	0	0	0	0	121
Hour Total	1	391	33	2	10	1	0	6	0	0	0	0	0	444
6:00 PM	0	91	7	0	2	0	0	0	0	0	0	0	0	100
6:15 PM	0	87	7	1	1	0	0	1	0	0	0	0	0	97
6:30 PM	0	82	8	0	5	0	0	0	0	0	0	0	0	95
6:45 PM	0	73	0	3	2	0	0	1	0	0	0	0	0	79
Hour Total	0	333	22	4	10	0	0	2	0	0	0	0	0	371
7:00 PM	0	66	4	0	1	0	0	2	0	0	0	0	0	73
7:15 PM	0	50	2	0	1	0	0	1	0	0	0	0	0	54
7:30 PM	0	55	5	0	2	0	0	1	0	0	0	0	0	63
7:45 PM	1	56	2	2	0	0	0	0	0	0	0	0	0	61
Hour Total	1	227	13	2	4	0	0	4	0	0	0	0	0	251
8:00 PM	0	45	4	1	1	0	0	0	0	0	0	0	0	51
8:15 PM	0	44	5	0	1	0	0	1	0	0	0	0	0	51
8:30 PM	0	56	4	1	1	0	0	0	0	0	0	0	0	62
8:45 PM	0	44	3	0	0	0	0	0	0	0	0	0	0	47
Hour Total	0	189	16	2	3	0	0	1	0	0	0	0	0	211
9:00 PM	0	40	1	0	1	0	0	1	0	0	0	0	0	43
9:15 PM	0	42	3	0	3	0	0	1	0	0	0	0	0	49
9:30 PM	0	30	4	0	0	0	0	0	0	0	0	0	0	34
9:45 PM	0	39	3	1	0	0	0	1	0	0	0	0	0	44
Hour Total	0	151	11	1	4	0	0	3	0	0	0	0	0	170
10:00 PM	0	37	1	0	0	0	0	0	0	0	0	0	0	38
10:15 PM	0	25	2	0	2	0	0	1	0	0	0	0	0	30
10:30 PM	0	20	2	0	0	0	0	0	0	0	0	0	0	22
10:45 PM	0	30	5	1	0	0	0	0	0	0	0	0	0	36
Hour Total	0	112	10	1	2	0	0	1	0	0	0	0	0	126
11:00 PM	0	27	2	1	0	0	0	0	0	0	0	0	0	30
11:15 PM	0	14	0	0	0	0	0	1	0	0	0	0	0	15
11:30 PM	0	22	3	0	0	0	0	0	0	0	0	0	0	25
11:45 PM	0	29	2	1	0	0	0	2	0	0	0	0	0	34
Hour Total	0	92	7	2	0	0	0	3	0	0	0	0	0	104
Totals	7	4039	441	68	175	11	0	78	4	0	0	0	0	4823
Percent	0.1%	83.7%	9.1%	1.4%	3.6%	0.2%	0.0%	1.6%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

San Pablo Avenue south of Stanford Avenue (Outside Lanes)
Oakland

Project #:09-7224-005s

Date: 6/3/2009

WEDNESDAY

South Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	15	0	3	0	0	0	0	0	0	0	0	0	18
12:15 AM	0	18	1	2	0	0	0	1	0	0	0	0	0	22
12:30 AM	0	14	1	0	1	0	0	0	0	0	0	0	0	16
12:45 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	57	3	5	1	0	0	1	0	0	0	0	0	67
1:00 AM	0	9	4	0	0	0	0	0	0	0	0	0	0	13
1:15 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
1:30 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
1:45 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	38	6	0	1	0	0	0	0	0	0	0	0	45
2:00 AM	0	9	1	0	1	0	0	0	0	0	0	0	0	11
2:15 AM	0	2	0	1	0	0	0	0	1	0	0	0	0	4
2:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
2:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	23	2	1	1	0	0	0	1	0	0	0	0	28
3:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
3:15 AM	0	3	0	1	0	0	0	0	0	0	0	0	0	4
3:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	17	0	1	0	0	0	0	0	0	0	0	0	18
4:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
4:15 AM	0	8	0	1	0	0	0	0	0	0	0	0	0	9
4:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
4:45 AM	0	10	1	0	0	0	0	0	1	0	0	0	0	12
Hour Total	0	31	2	1	0	0	0	0	1	0	0	0	0	35
5:00 AM	0	5	1	1	0	0	0	0	0	0	0	0	0	7
5:15 AM	0	14	1	0	2	0	0	0	0	0	0	0	0	17
5:30 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13
5:45 AM	0	15	4	0	0	0	0	0	0	0	0	0	0	19
Hour Total	0	47	6	1	2	0	0	0	0	0	0	0	0	56
6:00 AM	0	26	4	0	1	0	0	0	0	0	0	0	0	31
6:15 AM	0	27	2	1	1	0	0	0	1	0	0	0	0	32
6:30 AM	0	33	5	0	1	0	0	0	0	0	0	0	0	39
6:45 AM	0	53	4	1	2	0	0	0	0	0	0	0	0	60
Hour Total	0	139	15	2	5	0	0	0	1	0	0	0	0	162
7:00 AM	0	57	6	4	1	0	0	0	0	0	0	0	0	68
7:15 AM	0	73	4	1	2	1	0	1	0	0	0	0	0	82
7:30 AM	0	85	8	0	5	0	0	0	0	0	0	0	0	98
7:45 AM	0	94	10	1	0	0	0	0	0	0	0	0	0	105
Hour Total	0	309	28	6	8	1	0	1	0	0	0	0	0	353

8:00 AM	0	108	12	2	5	0	0	1	1	0	0	0	0	129
8:15 AM	0	92	11	1	2	0	0	1	0	0	0	0	0	107
8:30 AM	0	95	10	1	5	0	0	1	0	0	0	0	0	112
8:45 AM	0	88	6	2	3	1	0	1	0	0	0	0	0	101
Hour Total	0	383	39	6	15	1	0	4	1	0	0	0	0	449
9:00 AM	0	90	10	2	1	0	0	1	0	0	0	0	0	104
9:15 AM	1	82	5	2	4	0	0	0	0	0	0	0	0	94
9:30 AM	0	83	5	0	1	0	0	1	0	0	0	0	0	90
9:45 AM	0	68	12	1	5	0	0	1	0	0	0	0	0	87
Hour Total	1	323	32	5	11	0	0	3	0	0	0	0	0	375
10:00 AM	0	84	18	2	4	0	0	1	0	0	0	0	0	109
10:15 AM	0	72	7	0	3	0	0	1	1	0	0	0	0	84
10:30 AM	0	80	11	1	3	0	0	1	1	0	0	0	0	97
10:45 AM	0	65	11	1	3	0	0	1	0	0	0	0	0	81
Hour Total	0	301	47	4	13	0	0	4	2	0	0	0	0	371
11:00 AM	0	70	15	1	1	0	0	2	0	0	0	0	0	89
11:15 AM	0	66	7	3	0	0	0	0	0	0	0	0	0	76
11:30 AM	0	67	19	1	4	0	0	1	0	0	0	0	0	92
11:45 AM	0	78	12	1	5	0	0	0	0	0	0	0	0	96
Hour Total	0	281	53	6	10	0	0	3	0	0	0	0	0	353
12:00 PM	0	97	9	2	2	0	0	3	0	0	0	0	0	113
12:15 PM	1	79	8	2	2	0	0	2	0	0	0	0	0	94
12:30 PM	0	75	12	0	3	1	0	1	0	0	0	0	0	92
12:45 PM	0	84	10	0	4	0	0	1	0	0	0	0	0	99
Hour Total	1	335	39	4	11	1	0	7	0	0	0	0	0	398
1:00 PM	0	105	13	0	3	1	0	0	0	0	0	0	0	122
1:15 PM	0	88	8	1	3	2	0	0	0	0	0	0	0	102
1:30 PM	0	87	14	1	1	1	0	0	0	0	0	0	0	104
1:45 PM	0	80	9	0	2	0	0	2	0	0	0	0	0	93
Hour Total	0	360	44	2	9	4	0	2	0	0	0	0	0	421
2:00 PM	0	98	8	1	2	1	0	1	0	0	0	0	0	111
2:15 PM	0	87	10	0	4	1	0	0	0	0	0	0	0	102
2:30 PM	0	119	5	0	0	0	0	1	0	0	0	0	0	125
2:45 PM	0	100	13	0	5	1	0	2	0	0	0	0	0	121
Hour Total	0	404	36	1	11	3	0	4	0	0	0	0	0	459
3:00 PM	0	97	16	0	3	0	0	2	0	0	0	0	0	118
3:15 PM	0	91	8	1	3	0	0	2	0	0	0	0	0	105
3:30 PM	0	106	15	1	3	0	0	1	0	0	0	0	0	126
3:45 PM	0	104	19	2	3	0	0	1	1	0	0	0	0	130
Hour Total	0	398	58	4	12	0	0	6	1	0	0	0	0	479

4:00 PM	0	110	9	0	2	0	0	2	0	0	0	0	0	123
4:15 PM	0	132	13	2	3	0	0	0	0	0	0	0	0	150
4:30 PM	0	117	14	2	2	0	0	1	1	0	0	0	0	137
4:45 PM	0	130	15	1	2	0	0	1	0	0	0	0	0	149
Hour Total	0	489	51	5	9	0	0	4	1	0	0	0	0	559
5:00 PM	0	129	10	0	2	0	0	3	0	0	0	0	0	144
5:15 PM	0	127	8	3	3	0	0	3	0	0	0	0	0	144
5:30 PM	0	136	8	0	0	0	0	1	0	0	0	0	0	145
5:45 PM	0	130	7	2	1	0	0	0	0	0	0	0	0	140
Hour Total	0	522	33	5	6	0	0	7	0	0	0	0	0	573
6:00 PM	0	149	4	1	2	0	0	0	0	0	0	0	0	156
6:15 PM	0	128	7	2	3	0	0	0	0	0	0	0	0	140
6:30 PM	0	109	7	1	1	0	0	0	0	0	0	0	0	118
6:45 PM	0	89	7	0	0	0	0	0	0	0	0	0	0	96
Hour Total	0	475	25	4	6	0	0	0	0	0	0	0	0	510
7:00 PM	0	99	3	1	1	0	0	0	0	0	0	0	0	104
7:15 PM	0	85	2	0	4	0	0	0	0	0	0	0	0	91
7:30 PM	0	69	4	0	2	0	0	0	0	0	0	0	0	75
7:45 PM	0	85	1	0	2	0	0	1	0	0	0	0	0	89
Hour Total	0	338	10	1	9	0	0	1	0	0	0	0	0	359
8:00 PM	0	52	6	0	1	0	0	1	0	0	0	0	0	60
8:15 PM	1	69	10	0	3	0	0	1	0	0	0	0	0	84
8:30 PM	0	56	5	0	1	0	0	1	0	0	0	0	0	63
8:45 PM	0	56	4	2	2	0	0	0	0	0	0	0	0	64
Hour Total	1	233	25	2	7	0	0	3	0	0	0	0	0	271
9:00 PM	0	59	2	0	3	0	0	0	0	0	0	0	0	64
9:15 PM	0	48	2	0	0	0	0	0	0	0	0	0	0	50
9:30 PM	0	62	8	1	0	0	0	0	0	0	0	0	0	71
9:45 PM	0	44	2	0	1	0	0	0	0	0	0	0	0	47
Hour Total	0	213	14	1	4	0	0	0	0	0	0	0	0	232
10:00 PM	0	39	3	0	1	0	0	0	0	0	0	0	0	43
10:15 PM	0	34	1	1	3	0	0	1	0	0	0	0	0	40
10:30 PM	0	38	1	0	0	0	0	0	0	0	0	0	0	39
10:45 PM	0	32	4	0	0	0	0	1	0	0	0	0	0	37
Hour Total	0	143	9	1	4	0	0	2	0	0	0	0	0	159
11:00 PM	0	27	2	0	0	0	0	1	0	0	0	0	0	30
11:15 PM	0	26	3	1	0	0	0	0	0	0	0	0	0	30
11:30 PM	0	21	2	0	0	0	0	0	0	0	0	0	0	23
11:45 PM	0	15	2	0	0	0	0	1	0	0	0	0	0	18
Hour Total	0	89	9	1	0	0	0	2	0	0	0	0	0	101
Totals	3	5948	586	69	155	10	0	54	8	0	0	0	0	6833
Percent	0.0%	87.0%	8.6%	1.0%	2.3%	0.1%	0.0%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

San Pablo Avenue south of Stanford Avenue (Outside Lanes)

Oakland

Project #:09-7224-005s

Date: 6/3/2009

WEDNESDAY

North Bound, South Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	25	2	4	0	0	0	0	0	0	0	0	0	31
12:15 AM	0	28	4	3	0	0	0	1	0	0	0	0	0	36
12:30 AM	0	28	2	0	1	0	0	0	0	0	0	0	0	31
12:45 AM	0	18	1	1	0	0	0	0	0	0	0	0	0	20
Hour Total	0	99	9	8	1	0	0	1	0	0	0	0	0	118
1:00 AM	0	17	4	0	0	0	0	0	0	0	0	0	0	21
1:15 AM	0	19	2	0	0	0	0	0	0	0	0	0	0	21
1:30 AM	0	9	0	0	1	0	0	0	0	0	0	0	0	10
1:45 AM	0	25	1	1	1	0	0	0	0	0	0	0	0	28
Hour Total	0	70	7	1	2	0	0	0	0	0	0	0	0	80
2:00 AM	0	14	1	0	1	0	0	0	0	0	0	0	0	16
2:15 AM	0	9	0	1	0	0	0	0	1	0	0	0	0	11
2:30 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
2:45 AM	0	9	1	1	0	0	0	0	0	0	0	0	0	11
Hour Total	0	43	2	2	1	0	0	0	1	0	0	0	0	49
3:00 AM	0	9	0	1	0	0	0	0	0	0	0	0	0	10
3:15 AM	0	6	1	1	0	0	0	0	0	0	0	0	0	8
3:30 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
3:45 AM	0	10	0	1	0	0	0	0	0	0	0	0	0	11
Hour Total	0	33	2	3	0	0	0	0	0	0	0	0	0	38
4:00 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
4:15 AM	0	11	0	1	0	0	0	0	0	0	0	0	0	12
4:30 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
4:45 AM	0	13	1	2	1	0	0	0	2	0	0	0	0	19
Hour Total	0	40	5	3	1	0	0	0	2	0	0	0	0	51
5:00 AM	0	10	3	1	2	0	0	0	0	0	0	0	0	16
5:15 AM	0	18	2	2	6	0	0	1	0	0	0	0	0	29
5:30 AM	0	21	2	1	2	2	0	2	0	0	0	0	0	30
5:45 AM	0	24	5	3	6	0	0	1	0	0	0	0	0	39
Hour Total	0	73	12	7	16	2	0	4	0	0	0	0	0	114
6:00 AM	0	36	4	3	5	0	0	0	0	0	0	0	0	48
6:15 AM	0	43	4	2	4	0	0	2	1	0	0	0	0	56
6:30 AM	0	47	6	1	4	0	0	3	0	0	0	0	0	61
6:45 AM	0	76	6	3	5	0	0	1	1	0	0	0	0	92
Hour Total	0	202	20	9	18	0	0	6	2	0	0	0	0	257
7:00 AM	0	102	10	6	5	0	0	1	0	0	0	0	0	124
7:15 AM	0	110	10	2	7	1	0	3	0	0	0	0	0	133
7:30 AM	0	146	14	2	8	0	0	0	0	0	0	0	0	170
7:45 AM	0	152	16	1	2	0	0	4	0	0	0	0	0	175
Hour Total	0	510	50	11	22	1	0	8	0	0	0	0	0	602

8:00 AM	0	178	19	2	7	1	0	3	1	0	0	0	0	211
8:15 AM	0	173	21	2	5	0	0	1	0	0	0	0	0	202
8:30 AM	0	156	17	1	12	0	0	1	0	0	0	0	0	187
8:45 AM	1	146	13	3	7	1	0	2	0	0	0	0	0	173
Hour Total	1	653	70	8	31	2	0	7	1	0	0	0	0	773
9:00 AM	0	147	17	3	5	0	0	3	0	0	0	0	0	175
9:15 AM	1	133	12	3	7	0	0	1	0	0	0	0	0	157
9:30 AM	0	124	13	0	6	0	0	2	0	0	0	0	0	145
9:45 AM	0	105	21	1	7	0	0	2	0	0	0	0	0	136
Hour Total	1	509	63	7	25	0	0	8	0	0	0	0	0	613
10:00 AM	0	124	22	4	9	0	0	2	0	0	0	0	0	161
10:15 AM	1	98	12	0	4	0	0	2	1	0	0	0	0	118
10:30 AM	0	111	12	2	6	0	0	1	1	0	0	0	0	133
10:45 AM	0	111	17	2	4	0	0	2	0	0	0	0	0	136
Hour Total	1	444	63	8	23	0	0	7	2	0	0	0	0	548
11:00 AM	0	89	15	1	4	0	0	2	0	0	0	0	0	111
11:15 AM	1	89	12	4	2	0	0	2	0	0	0	0	0	110
11:30 AM	0	122	32	1	6	0	0	3	0	0	0	0	0	164
11:45 AM	0	131	17	2	7	1	0	2	1	0	0	0	0	161
Hour Total	1	431	76	8	19	1	0	9	1	0	0	0	0	546
12:00 PM	0	156	14	3	5	0	0	5	0	0	0	0	0	183
12:15 PM	1	152	17	2	5	0	0	5	0	0	0	0	0	182
12:30 PM	1	143	23	0	6	1	0	1	0	0	0	0	0	175
12:45 PM	0	160	16	1	4	0	0	3	0	0	0	0	0	184
Hour Total	2	611	70	6	20	1	0	14	0	0	0	0	0	724
1:00 PM	0	146	17	1	5	3	0	1	0	0	0	0	0	173
1:15 PM	0	150	16	1	5	2	0	0	1	0	0	0	0	175
1:30 PM	0	144	18	2	2	1	0	1	0	0	0	0	0	168
1:45 PM	0	141	21	1	6	1	0	2	0	0	0	0	0	172
Hour Total	0	581	72	5	18	7	0	4	1	0	0	0	0	688
2:00 PM	0	174	20	3	8	1	0	3	0	0	0	0	0	209
2:15 PM	0	162	15	0	6	2	0	1	0	0	0	0	0	186
2:30 PM	0	185	11	0	2	1	0	2	0	0	0	0	0	201
2:45 PM	0	161	23	0	5	1	0	3	0	0	0	0	0	193
Hour Total	0	682	69	3	21	5	0	9	0	0	0	0	0	789
3:00 PM	0	171	24	1	6	0	0	3	0	0	0	0	0	205
3:15 PM	0	148	18	3	6	0	0	3	0	0	0	0	0	178
3:30 PM	0	184	28	1	7	0	0	2	0	0	0	0	0	222
3:45 PM	0	172	31	2	7	0	0	3	1	0	0	0	0	216
Hour Total	0	675	101	7	26	0	0	11	1	0	0	0	0	821

4:00 PM	0	189	19	4	5	0	0	4	0	0	0	0	0	221
4:15 PM	1	212	25	4	4	0	0	2	0	0	0	0	0	248
4:30 PM	0	193	33	2	5	0	0	1	1	0	0	0	0	235
4:45 PM	0	229	22	2	3	1	0	2	0	0	0	0	0	259
Hour Total	1	823	99	12	17	1	0	9	1	0	0	0	0	963
5:00 PM	1	206	16	1	4	1	0	4	0	0	0	0	0	233
5:15 PM	0	226	19	4	5	0	0	5	0	0	0	0	0	259
5:30 PM	0	241	17	0	3	0	0	3	0	0	0	0	0	264
5:45 PM	0	240	14	2	4	0	0	1	0	0	0	0	0	261
Hour Total	1	913	66	7	16	1	0	13	0	0	0	0	0	1017
6:00 PM	0	240	11	1	4	0	0	0	0	0	0	0	0	256
6:15 PM	0	215	14	3	4	0	0	1	0	0	0	0	0	237
6:30 PM	0	191	15	1	6	0	0	0	0	0	0	0	0	213
6:45 PM	0	162	7	3	2	0	0	1	0	0	0	0	0	175
Hour Total	0	808	47	8	16	0	0	2	0	0	0	0	0	881
7:00 PM	0	165	7	1	2	0	0	2	0	0	0	0	0	177
7:15 PM	0	135	4	0	5	0	0	1	0	0	0	0	0	145
7:30 PM	0	124	9	0	4	0	0	1	0	0	0	0	0	138
7:45 PM	1	141	3	2	2	0	0	1	0	0	0	0	0	150
Hour Total	1	565	23	3	13	0	0	5	0	0	0	0	0	610
8:00 PM	0	97	10	1	2	0	0	1	0	0	0	0	0	111
8:15 PM	1	113	15	0	4	0	0	2	0	0	0	0	0	135
8:30 PM	0	112	9	1	2	0	0	1	0	0	0	0	0	125
8:45 PM	0	100	7	2	2	0	0	0	0	0	0	0	0	111
Hour Total	1	422	41	4	10	0	0	4	0	0	0	0	0	482
9:00 PM	0	99	3	0	4	0	0	1	0	0	0	0	0	107
9:15 PM	0	90	5	0	3	0	0	1	0	0	0	0	0	99
9:30 PM	0	92	12	1	0	0	0	0	0	0	0	0	0	105
9:45 PM	0	83	5	1	1	0	0	1	0	0	0	0	0	91
Hour Total	0	364	25	2	8	0	0	3	0	0	0	0	0	402
10:00 PM	0	76	4	0	1	0	0	0	0	0	0	0	0	81
10:15 PM	0	59	3	1	5	0	0	2	0	0	0	0	0	70
10:30 PM	0	58	3	0	0	0	0	0	0	0	0	0	0	61
10:45 PM	0	62	9	1	0	0	0	1	0	0	0	0	0	73
Hour Total	0	255	19	2	6	0	0	3	0	0	0	0	0	285
11:00 PM	0	54	4	1	0	0	0	1	0	0	0	0	0	60
11:15 PM	0	40	3	1	0	0	0	1	0	0	0	0	0	45
11:30 PM	0	43	5	0	0	0	0	0	0	0	0	0	0	48
11:45 PM	0	44	4	1	0	0	0	3	0	0	0	0	0	52
Hour Total	0	181	16	3	0	0	0	5	0	0	0	0	0	205
Totals	10	9987	1027	137	330	21	0	132	12	0	0	0	0	11656
Percent	0.1%	85.7%	8.8%	1.2%	2.8%	0.2%	0.0%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/3/2009

City: Oakland

Project #: 09-7224-005s

Location: San Pablo Avenue south of Stanford Avenue (Outside Lanes)

Start Time	Southbound		Hour Totals		Northbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	18	113			13	70				
12:15	22	94			14	88				
12:30	16	92			15	83				
12:45	11	99	67	398	9	85	51	326	118	724
1:00	13	122			8	51				
1:15	14	102			7	73				
1:30	5	104			5	64				
1:45	13	93	45	421	15	79	35	267	80	688
2:00	11	111			5	98				
2:15	4	102			7	84				
2:30	6	125			5	76				
2:45	7	121	28	459	4	72	21	330	49	789
3:00	6	118			4	87				
3:15	4	105			4	73				
3:30	4	126			5	96				
3:45	4	130	18	479	7	86	20	342	38	821
4:00	7	123			3	98				
4:15	9	150			3	98				
4:30	7	137			3	98				
4:45	12	149	35	559	7	110	16	404	51	963
5:00	7	144			9	89				
5:15	17	144			12	115				
5:30	13	145			17	119				
5:45	19	140	56	573	20	121	58	444	114	1017
6:00	31	156			17	100				
6:15	32	140			24	97				
6:30	39	118			22	95				
6:45	60	96	162	510	32	79	95	371	257	881
7:00	68	104			56	73				
7:15	82	91			51	54				
7:30	98	75			72	63				
7:45	105	89	353	359	70	61	249	251	602	610
8:00	129	60			82	51				
8:15	107	84			95	51				
8:30	112	63			75	62				
8:45	101	64	449	271	72	47	324	211	773	482
9:00	104	64			71	43				
9:15	94	50			63	49				
9:30	90	71			55	34				
9:45	87	47	375	232	49	44	238	170	613	402
10:00	109	43			52	38				
10:15	84	40			34	30				
10:30	97	39			36	22				
10:45	81	37	371	159	55	36	177	126	548	285
11:00	89	30			22	30				
11:15	76	30			34	15				
11:30	92	23			72	25				
11:45	96	18	353	101	65	34	193	104	546	205
Total	2312	4521	2312	4521	1477	3346	1477	3346	3789	7867
Combined Total	6833		6833		4823		4823		11656	
AM Peak	7:45 AM				8:00 AM					
Vol.	453				324					
P.H.F.	0.878				0.853					
PM Peak	5:15 PM				5:15 PM					
Vol.	585				455					
P.H.F.	0.938				0.940					
Percentage	33.8%	66.2%			30.6%	69.4%				

Class Report - Prepared by: NDS/ATD

San Pablo Avenue south of Stanford Avenue (Outside Lanes)
Oakland

Project #:09-7224-005n

Date: 6/4/2009

THURSDAY

North Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	17	1	0	0	0	0	0	0	0	0	0	0	18
12:15 AM	0	16	2	1	1	0	0	0	0	0	0	0	0	20
12:30 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
12:45 AM	0	11	2	1	0	0	0	0	0	0	0	0	0	14
Hour Total	0	54	6	2	1	0	0	0	0	0	0	0	0	63
1:00 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	12
1:15 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	15
1:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
1:45 AM	0	5	0	1	1	0	0	0	0	0	0	0	0	7
Hour Total	0	36	3	1	1	0	0	0	0	0	0	0	0	41
2:00 AM	1	8	0	0	0	0	0	0	1	0	0	0	0	10
2:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
2:45 AM	0	4	0	1	0	0	0	0	0	0	0	0	0	5
Hour Total	1	18	1	1	0	0	0	0	1	0	0	0	0	22
3:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
3:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
3:30 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
3:45 AM	0	6	0	1	1	0	0	0	0	0	0	0	0	8
Hour Total	0	18	4	1	1	0	0	0	0	0	0	0	0	24
4:00 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	8
4:15 AM	0	4	2	1	0	0	0	0	0	0	0	0	0	7
4:30 AM	0	6	0	1	1	0	0	0	0	0	0	0	0	8
4:45 AM	0	2	1	1	2	0	0	0	0	0	0	0	0	6
Hour Total	0	17	6	3	3	0	0	0	0	0	0	0	0	29
5:00 AM	0	6	1	0	2	0	0	0	0	0	0	0	0	9
5:15 AM	0	8	0	1	5	0	0	2	0	0	0	0	0	16
5:30 AM	0	16	1	3	3	0	0	0	0	0	0	0	0	23
5:45 AM	0	9	1	3	4	1	0	1	0	0	0	0	0	19
Hour Total	0	39	3	7	14	1	0	3	0	0	0	0	0	67
6:00 AM	0	8	2	4	3	0	0	1	0	0	0	0	0	18
6:15 AM	0	14	1	2	4	0	0	0	0	0	0	0	0	21
6:30 AM	0	14	1	1	2	0	0	2	0	0	0	0	0	20
6:45 AM	0	21	2	1	3	0	0	1	0	0	0	0	0	28
Hour Total	0	57	6	8	12	0	0	4	0	0	0	0	0	87
7:00 AM	0	25	2	4	5	0	0	1	0	0	0	0	0	37
7:15 AM	0	35	6	1	4	0	0	1	0	0	0	0	0	47
7:30 AM	0	29	3	4	3	0	0	0	0	0	0	0	0	39
7:45 AM	0	64	7	0	3	0	0	1	2	0	0	0	0	77
Hour Total	0	153	18	9	15	0	0	3	2	0	0	0	0	200

8:00 AM	0	57	4	1	3	0	0	1	0	0	0	0	0	66
8:15 AM	1	55	14	0	3	1	0	0	1	0	0	0	0	75
8:30 AM	0	24	1	0	1	1	0	0	0	0	0	0	0	27
8:45 AM	0	57	10	1	3	0	0	0	0	0	0	0	0	71
Hour Total	1	193	29	2	10	2	0	1	1	0	0	0	0	239
9:00 AM	0	49	11	0	3	0	0	1	0	0	0	0	0	64
9:15 AM	0	43	9	2	2	0	0	0	0	0	0	0	0	56
9:30 AM	0	42	12	0	4	0	0	1	0	0	0	0	0	59
9:45 AM	0	45	4	0	4	0	0	1	0	0	0	0	0	54
Hour Total	0	179	36	2	13	0	0	3	0	0	0	0	0	233
10:00 AM	0	11	6	0	1	0	0	0	0	0	0	0	0	18
10:15 AM	0	49	8	0	7	1	0	2	0	0	0	0	0	67
10:30 AM	0	46	9	0	2	0	0	1	0	0	0	0	0	58
10:45 AM	0	56	8	2	2	0	0	0	0	0	0	0	0	68
Hour Total	0	162	31	2	12	1	0	3	0	0	0	0	0	211
11:00 AM	0	54	5	0	4	0	0	2	0	0	0	0	0	65
11:15 AM	0	61	6	0	1	0	0	1	0	0	0	0	0	69
11:30 AM	1	69	5	0	2	0	0	0	0	0	0	0	0	77
11:45 AM	0	69	14	1	3	0	0	0	0	0	0	0	0	87
Hour Total	1	253	30	1	10	0	0	3	0	0	0	0	0	298
12:00 PM	0	71	8	1	2	0	0	0	0	0	0	0	0	82
12:15 PM	0	70	10	1	1	0	0	1	0	0	0	0	0	83
12:30 PM	0	90	15	0	3	0	0	2	0	0	0	0	0	110
12:45 PM	0	60	7	0	1	0	0	2	0	0	0	0	0	70
Hour Total	0	291	40	2	7	0	0	5	0	0	0	0	0	345
1:00 PM	0	65	6	1	4	0	0	1	0	0	0	0	0	77
1:15 PM	0	71	3	0	1	0	0	1	0	0	0	0	0	76
1:30 PM	1	71	10	0	4	0	0	1	0	0	0	0	0	87
1:45 PM	0	78	6	1	2	0	0	0	0	0	0	0	0	87
Hour Total	1	285	25	2	11	0	0	3	0	0	0	0	0	327
2:00 PM	0	58	10	1	1	0	0	1	0	0	0	0	0	71
2:15 PM	0	82	5	0	3	1	0	1	0	0	0	0	0	92
2:30 PM	0	77	11	0	4	0	0	0	0	0	0	0	0	92
2:45 PM	0	55	4	1	5	0	0	2	0	0	0	0	0	67
Hour Total	0	272	30	2	13	1	0	4	0	0	0	0	0	322
3:00 PM	0	74	7	1	3	0	0	0	0	0	0	0	0	85
3:15 PM	1	73	6	1	3	0	0	1	0	0	0	0	0	85
3:30 PM	0	70	9	1	3	0	0	0	0	0	0	0	0	83
3:45 PM	0	72	11	0	8	0	0	1	0	0	0	0	0	92
Hour Total	1	289	33	3	17	0	0	2	0	0	0	0	0	345

4:00 PM	0	87	11	1	4	0	0	1	0	0	0	0	0	104
4:15 PM	0	76	10	1	3	0	0	0	0	0	0	0	0	90
4:30 PM	0	72	11	0	1	1	0	2	1	0	0	0	0	88
4:45 PM	0	89	10	0	3	0	0	2	0	0	0	0	0	104
Hour Total	0	324	42	2	11	1	0	5	1	0	0	0	0	386
5:00 PM	1	101	10	1	2	0	0	2	0	0	0	0	0	117
5:15 PM	0	107	10	2	6	1	0	0	0	0	0	0	0	126
5:30 PM	0	99	6	3	1	0	0	3	0	0	0	0	0	112
5:45 PM	0	101	10	0	1	0	0	0	0	0	0	0	0	112
Hour Total	1	408	36	6	10	1	0	5	0	0	0	0	0	467
6:00 PM	1	82	6	0	1	1	0	2	0	0	0	0	0	93
6:15 PM	0	87	11	1	1	0	0	0	0	0	0	0	0	100
6:30 PM	0	73	6	1	1	0	0	0	0	0	0	0	0	81
6:45 PM	0	64	7	0	2	0	0	2	0	0	0	0	0	75
Hour Total	1	306	30	2	5	1	0	4	0	0	0	0	0	349
7:00 PM	0	43	3	0	1	0	0	2	0	0	0	0	0	49
7:15 PM	1	63	2	0	2	0	0	2	0	0	0	0	0	70
7:30 PM	0	50	1	0	2	0	0	0	0	0	0	0	0	53
7:45 PM	0	41	8	1	0	0	0	1	0	0	0	0	0	51
Hour Total	1	197	14	1	5	0	0	5	0	0	0	0	0	223
8:00 PM	0	35	5	0	0	0	0	0	0	0	0	0	0	40
8:15 PM	0	39	4	0	1	0	0	1	0	0	0	0	0	45
8:30 PM	0	37	2	1	0	0	0	0	0	0	0	0	0	40
8:45 PM	0	56	8	0	0	0	0	0	0	0	0	0	0	64
Hour Total	0	167	19	1	1	0	0	1	0	0	0	0	0	189
9:00 PM	0	38	4	0	0	0	0	1	0	0	0	0	0	43
9:15 PM	1	40	5	1	0	0	0	0	0	0	0	0	0	47
9:30 PM	0	38	0	0	0	0	0	0	0	0	0	0	0	38
9:45 PM	0	30	2	1	0	0	0	1	0	0	0	0	0	34
Hour Total	1	146	11	2	0	0	0	2	0	0	0	0	0	162
10:00 PM	0	37	2	0	1	0	0	0	0	0	0	0	0	40
10:15 PM	0	26	4	1	0	0	0	0	0	0	0	0	0	31
10:30 PM	0	22	2	0	0	0	0	1	0	0	0	0	0	25
10:45 PM	0	23	0	0	0	0	0	0	0	0	0	0	0	23
Hour Total	0	108	8	1	1	0	0	1	0	0	0	0	0	119
11:00 PM	0	32	2	1	1	0	0	0	0	0	0	0	0	36
11:15 PM	0	28	2	0	0	0	0	1	0	0	0	0	0	31
11:30 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	19
11:45 PM	0	12	3	2	0	0	0	1	0	0	0	0	0	18
Hour Total	0	91	7	3	1	0	0	2	0	0	0	0	0	104
Totals	9	4063	468	66	174	8	0	59	5	0	0	0	0	4852
Percent	0.2%	83.7%	9.6%	1.4%	3.6%	0.2%	0.0%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

San Pablo Avenue south of Stanford Avenue (Outside Lanes)
Oakland

Project #:09-7224-005s

Date: 6/4/2009

THURSDAY

South Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	22	1	2	0	0	0	0	0	0	0	0	0	25
12:15 AM	0	25	0	4	2	0	0	0	0	0	0	0	0	31
12:30 AM	0	15	2	0	0	0	0	0	0	0	0	0	0	17
12:45 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	73	3	6	2	0	0	0	0	0	0	0	0	84
1:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
1:15 AM	0	14	1	1	0	0	0	0	0	0	0	0	0	16
1:30 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
1:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	39	4	1	0	0	0	0	0	0	0	0	0	44
2:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
2:15 AM	0	8	1	1	0	0	0	0	0	0	0	0	0	10
2:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:45 AM	0	5	6	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	27	8	1	0	0	0	0	0	0	0	0	0	36
3:00 AM	0	4	2	1	0	0	0	0	0	0	0	0	0	7
3:15 AM	0	7	1	1	0	0	0	0	0	0	0	0	0	9
3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:45 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	20	4	2	0	0	0	0	0	0	0	0	0	26
4:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:15 AM	0	3	1	1	0	0	0	1	0	0	0	0	0	6
4:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
4:45 AM	0	8	0	0	0	0	0	1	0	0	0	0	0	9
Hour Total	0	22	2	1	0	0	0	2	0	0	0	0	0	27
5:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
5:15 AM	0	13	2	3	1	0	0	0	0	0	0	0	0	19
5:30 AM	0	15	3	0	1	0	0	0	0	0	0	0	0	19
5:45 AM	0	15	2	0	1	0	0	0	0	0	0	0	0	18
Hour Total	0	46	9	3	3	0	0	0	0	0	0	0	0	61
6:00 AM	0	15	4	0	1	0	0	0	0	0	0	0	0	20
6:15 AM	0	27	3	1	0	0	0	0	0	0	0	0	0	31
6:30 AM	0	42	4	0	0	0	0	1	1	0	0	0	0	48
6:45 AM	0	43	5	0	2	0	0	0	0	0	0	0	0	50
Hour Total	0	127	16	1	3	0	0	1	1	0	0	0	0	149
7:00 AM	0	51	4	3	2	0	0	0	0	0	0	0	0	60
7:15 AM	0	59	6	1	1	0	0	0	0	0	0	0	0	67
7:30 AM	0	57	4	1	1	0	0	0	0	0	0	0	0	63
7:45 AM	0	85	8	1	1	0	0	1	0	0	0	0	0	96
Hour Total	0	252	22	6	5	0	0	1	0	0	0	0	0	286

8:00 AM	0	91	15	3	0	0	0	1	0	0	0	0	0	110
8:15 AM	0	95	13	0	1	0	0	1	0	0	0	0	0	110
8:30 AM	0	98	10	1	3	0	0	0	0	0	0	0	0	112
8:45 AM	0	79	8	0	1	0	0	1	0	0	0	0	0	89
Hour Total	0	363	46	4	5	0	0	3	0	0	0	0	0	421
9:00 AM	0	79	6	1	1	0	0	1	0	0	0	0	0	88
9:15 AM	0	81	15	2	1	0	0	0	0	0	0	0	0	99
9:30 AM	0	79	8	1	4	1	0	0	0	0	0	0	0	93
9:45 AM	0	91	7	3	2	0	0	0	0	0	0	0	0	103
Hour Total	0	330	36	7	8	1	0	1	0	0	0	0	0	383
10:00 AM	0	70	8	1	4	0	0	0	0	0	0	0	0	83
10:15 AM	0	59	4	1	3	0	0	0	0	0	0	0	0	67
10:30 AM	0	56	10	0	4	1	0	1	0	0	0	0	0	72
10:45 AM	1	65	10	1	2	0	0	1	1	0	0	0	0	81
Hour Total	1	250	32	3	13	1	0	2	1	0	0	0	0	303
11:00 AM	0	66	9	0	5	1	0	0	0	0	0	0	0	81
11:15 AM	0	67	14	2	4	0	0	0	0	0	0	0	0	87
11:30 AM	0	73	8	2	2	0	0	0	0	0	0	0	0	85
11:45 AM	0	85	12	1	5	0	0	1	0	0	0	0	0	104
Hour Total	0	291	43	5	16	1	0	1	0	0	0	0	0	357
12:00 PM	1	82	6	0	3	0	0	0	0	0	0	0	0	92
12:15 PM	0	94	7	0	4	0	0	1	0	0	0	0	0	106
12:30 PM	0	71	6	1	4	1	0	0	0	0	0	0	0	83
12:45 PM	0	75	6	1	3	0	0	2	0	0	0	0	0	87
Hour Total	1	322	25	2	14	1	0	3	0	0	0	0	0	368
1:00 PM	1	109	13	1	4	0	0	1	0	0	0	0	0	129
1:15 PM	0	89	10	1	3	0	0	1	0	0	0	0	0	104
1:30 PM	0	86	10	0	4	0	0	1	0	0	0	0	0	101
1:45 PM	0	76	11	0	4	0	0	1	1	0	0	0	0	93
Hour Total	1	360	44	2	15	0	0	4	1	0	0	0	0	427
2:00 PM	0	79	10	1	2	0	0	0	1	0	0	0	0	93
2:15 PM	0	84	8	0	3	0	0	0	0	0	0	0	0	95
2:30 PM	0	89	14	0	4	1	0	0	1	0	0	0	0	109
2:45 PM	0	87	6	0	3	0	0	0	0	0	0	0	0	96
Hour Total	0	339	38	1	12	1	0	0	2	0	0	0	0	393
3:00 PM	0	133	5	0	3	0	0	0	0	0	0	0	0	141
3:15 PM	0	104	8	0	2	0	0	0	0	0	0	0	0	114
3:30 PM	0	116	15	0	5	0	0	1	0	0	0	0	0	137
3:45 PM	0	123	11	2	2	0	0	0	0	0	0	0	0	138
Hour Total	0	476	39	2	12	0	0	1	0	0	0	0	0	530

4:00 PM	0	113	9	1	1	0	0	1	0	0	0	0	0	125
4:15 PM	0	118	14	1	0	0	0	1	0	0	0	0	0	134
4:30 PM	0	119	6	1	0	0	0	3	0	0	0	0	0	129
4:45 PM	0	132	14	1	0	0	0	1	0	0	0	0	0	148
Hour Total	0	482	43	4	1	0	0	6	0	0	0	0	0	536
5:00 PM	0	124	11	0	3	0	0	3	0	0	0	0	0	141
5:15 PM	0	134	12	1	3	0	0	0	0	0	0	0	0	150
5:30 PM	0	147	8	0	2	0	0	2	0	0	0	0	0	159
5:45 PM	0	126	8	0	1	0	0	1	0	0	0	0	0	136
Hour Total	0	531	39	1	9	0	0	6	0	0	0	0	0	586
6:00 PM	0	154	8	1	2	0	0	0	0	0	0	0	0	165
6:15 PM	0	130	10	1	3	0	0	1	0	0	0	0	0	145
6:30 PM	1	118	2	1	2	0	0	2	0	0	0	0	0	126
6:45 PM	0	92	8	1	1	0	0	0	0	0	0	0	0	102
Hour Total	1	494	28	4	8	0	0	3	0	0	0	0	0	538
7:00 PM	0	80	7	0	2	0	0	0	0	0	0	0	0	89
7:15 PM	0	79	5	0	0	0	0	1	0	0	0	0	0	85
7:30 PM	0	64	7	1	2	0	0	1	0	0	0	0	0	75
7:45 PM	0	60	3	0	0	0	0	0	0	0	0	0	0	63
Hour Total	0	283	22	1	4	0	0	2	0	0	0	0	0	312
8:00 PM	0	63	6	0	0	0	0	0	0	0	0	0	0	69
8:15 PM	0	56	4	0	0	0	0	0	0	0	0	0	0	60
8:30 PM	0	47	2	0	1	0	0	0	0	0	0	0	0	50
8:45 PM	0	55	1	0	2	0	0	0	0	0	0	0	0	58
Hour Total	0	221	13	0	3	0	0	0	0	0	0	0	0	237
9:00 PM	0	69	6	0	1	0	0	0	0	0	0	0	0	76
9:15 PM	0	52	5	0	1	0	0	0	0	0	0	0	0	58
9:30 PM	0	75	2	0	1	0	0	0	0	0	0	0	0	78
9:45 PM	0	47	3	0	0	0	0	0	0	0	0	0	0	50
Hour Total	0	243	16	0	3	0	0	0	0	0	0	0	0	262
10:00 PM	0	45	1	0	0	0	0	0	0	0	0	0	0	46
10:15 PM	0	38	2	0	0	0	0	0	0	0	0	0	0	40
10:30 PM	0	37	1	0	0	0	0	0	0	0	0	0	0	38
10:45 PM	0	34	1	0	0	0	0	0	0	0	0	0	0	35
Hour Total	0	154	5	0	0	0	0	0	0	0	0	0	0	159
11:00 PM	0	34	2	0	0	0	0	0	0	0	0	0	0	36
11:15 PM	0	22	0	0	0	0	0	0	0	0	0	0	0	22
11:30 PM	0	20	1	0	0	0	0	0	0	0	0	0	0	21
11:45 PM	0	11	2	1	0	0	0	0	0	0	0	0	0	14
Hour Total	0	87	5	1	0	0	0	0	0	0	0	0	0	93
Totals	4	5832	542	58	136	5	0	36	5	0	0	0	0	6618
Percent	0.1%	88.1%	8.2%	0.9%	2.1%	0.1%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

San Pablo Avenue south of Stanford Avenue (Outside Lanes)

Oakland

Project #:09-7224-005s

Date: 6/4/2009

THURSDAY

North Bound, South Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	39	2	2	0	0	0	0	0	0	0	0	0	43
12:15 AM	0	41	2	5	3	0	0	0	0	0	0	0	0	51
12:30 AM	0	25	3	0	0	0	0	0	0	0	0	0	0	28
12:45 AM	0	22	2	1	0	0	0	0	0	0	0	0	0	25
Hour Total	0	127	9	8	3	0	0	0	0	0	0	0	0	147
1:00 AM	0	15	4	0	0	0	0	0	0	0	0	0	0	19
1:15 AM	0	29	1	1	0	0	0	0	0	0	0	0	0	31
1:30 AM	0	18	2	0	0	0	0	0	0	0	0	0	0	20
1:45 AM	0	13	0	1	1	0	0	0	0	0	0	0	0	15
Hour Total	0	75	7	2	1	0	0	0	0	0	0	0	0	85
2:00 AM	1	17	1	0	0	0	0	0	1	0	0	0	0	20
2:15 AM	0	10	1	1	0	0	0	0	0	0	0	0	0	12
2:30 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
2:45 AM	0	9	6	1	0	0	0	0	0	0	0	0	0	16
Hour Total	1	45	9	2	0	0	0	0	1	0	0	0	0	58
3:00 AM	0	9	3	1	0	0	0	0	0	0	0	0	0	13
3:15 AM	0	12	2	1	0	0	0	0	0	0	0	0	0	15
3:30 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
3:45 AM	0	13	1	1	1	0	0	0	0	0	0	0	0	16
Hour Total	0	38	8	3	1	0	0	0	0	0	0	0	0	50
4:00 AM	0	8	4	0	0	0	0	0	0	0	0	0	0	12
4:15 AM	0	7	3	2	0	0	0	1	0	0	0	0	0	13
4:30 AM	0	14	0	1	1	0	0	0	0	0	0	0	0	16
4:45 AM	0	10	1	1	2	0	0	1	0	0	0	0	0	15
Hour Total	0	39	8	4	3	0	0	2	0	0	0	0	0	56
5:00 AM	0	9	3	0	2	0	0	0	0	0	0	0	0	14
5:15 AM	0	21	2	4	6	0	0	2	0	0	0	0	0	35
5:30 AM	0	31	4	3	4	0	0	0	0	0	0	0	0	42
5:45 AM	0	24	3	3	5	1	0	1	0	0	0	0	0	37
Hour Total	0	85	12	10	17	1	0	3	0	0	0	0	0	128
6:00 AM	0	23	6	4	4	0	0	1	0	0	0	0	0	38
6:15 AM	0	41	4	3	4	0	0	0	0	0	0	0	0	52
6:30 AM	0	56	5	1	2	0	0	3	1	0	0	0	0	68
6:45 AM	0	64	7	1	5	0	0	1	0	0	0	0	0	78
Hour Total	0	184	22	9	15	0	0	5	1	0	0	0	0	236
7:00 AM	0	76	6	7	7	0	0	1	0	0	0	0	0	97
7:15 AM	0	94	12	2	5	0	0	1	0	0	0	0	0	114
7:30 AM	0	86	7	5	4	0	0	0	0	0	0	0	0	102
7:45 AM	0	149	15	1	4	0	0	2	2	0	0	0	0	173
Hour Total	0	405	40	15	20	0	0	4	2	0	0	0	0	486

8:00 AM	0	148	19	4	3	0	0	2	0	0	0	0	0	176
8:15 AM	1	150	27	0	4	1	0	1	1	0	0	0	0	185
8:30 AM	0	122	11	1	4	1	0	0	0	0	0	0	0	139
8:45 AM	0	136	18	1	4	0	0	1	0	0	0	0	0	160
Hour Total	1	556	75	6	15	2	0	4	1	0	0	0	0	660
9:00 AM	0	128	17	1	4	0	0	2	0	0	0	0	0	152
9:15 AM	0	124	24	4	3	0	0	0	0	0	0	0	0	155
9:30 AM	0	121	20	1	8	1	0	1	0	0	0	0	0	152
9:45 AM	0	136	11	3	6	0	0	1	0	0	0	0	0	157
Hour Total	0	509	72	9	21	1	0	4	0	0	0	0	0	616
10:00 AM	0	81	14	1	5	0	0	0	0	0	0	0	0	101
10:15 AM	0	108	12	1	10	1	0	2	0	0	0	0	0	134
10:30 AM	0	102	19	0	6	1	0	2	0	0	0	0	0	130
10:45 AM	1	121	18	3	4	0	0	1	1	0	0	0	0	149
Hour Total	1	412	63	5	25	2	0	5	1	0	0	0	0	514
11:00 AM	0	120	14	0	9	1	0	2	0	0	0	0	0	146
11:15 AM	0	128	20	2	5	0	0	1	0	0	0	0	0	156
11:30 AM	1	142	13	2	4	0	0	0	0	0	0	0	0	162
11:45 AM	0	154	26	2	8	0	0	1	0	0	0	0	0	191
Hour Total	1	544	73	6	26	1	0	4	0	0	0	0	0	655
12:00 PM	1	153	14	1	5	0	0	0	0	0	0	0	0	174
12:15 PM	0	164	17	1	5	0	0	2	0	0	0	0	0	189
12:30 PM	0	161	21	1	7	1	0	2	0	0	0	0	0	193
12:45 PM	0	135	13	1	4	0	0	4	0	0	0	0	0	157
Hour Total	1	613	65	4	21	1	0	8	0	0	0	0	0	713
1:00 PM	1	174	19	2	8	0	0	2	0	0	0	0	0	206
1:15 PM	0	160	13	1	4	0	0	2	0	0	0	0	0	180
1:30 PM	1	157	20	0	8	0	0	2	0	0	0	0	0	188
1:45 PM	0	154	17	1	6	0	0	1	1	0	0	0	0	180
Hour Total	2	645	69	4	26	0	0	7	1	0	0	0	0	754
2:00 PM	0	137	20	2	3	0	0	1	1	0	0	0	0	164
2:15 PM	0	166	13	0	6	1	0	1	0	0	0	0	0	187
2:30 PM	0	166	25	0	8	1	0	0	1	0	0	0	0	201
2:45 PM	0	142	10	1	8	0	0	2	0	0	0	0	0	163
Hour Total	0	611	68	3	25	2	0	4	2	0	0	0	0	715
3:00 PM	0	207	12	1	6	0	0	0	0	0	0	0	0	226
3:15 PM	1	177	14	1	5	0	0	1	0	0	0	0	0	199
3:30 PM	0	186	24	1	8	0	0	1	0	0	0	0	0	220
3:45 PM	0	195	22	2	10	0	0	1	0	0	0	0	0	230
Hour Total	1	765	72	5	29	0	0	3	0	0	0	0	0	875

4:00 PM	0	200	20	2	5	0	0	2	0	0	0	0	0	229
4:15 PM	0	194	24	2	3	0	0	1	0	0	0	0	0	224
4:30 PM	0	191	17	1	1	1	0	5	1	0	0	0	0	217
4:45 PM	0	221	24	1	3	0	0	3	0	0	0	0	0	252
Hour Total	0	806	85	6	12	1	0	11	1	0	0	0	0	922
5:00 PM	1	225	21	1	5	0	0	5	0	0	0	0	0	258
5:15 PM	0	241	22	3	9	1	0	0	0	0	0	0	0	276
5:30 PM	0	246	14	3	3	0	0	5	0	0	0	0	0	271
5:45 PM	0	227	18	0	2	0	0	1	0	0	0	0	0	248
Hour Total	1	939	75	7	19	1	0	11	0	0	0	0	0	1053
6:00 PM	1	236	14	1	3	1	0	2	0	0	0	0	0	258
6:15 PM	0	217	21	2	4	0	0	1	0	0	0	0	0	245
6:30 PM	1	191	8	2	3	0	0	2	0	0	0	0	0	207
6:45 PM	0	156	15	1	3	0	0	2	0	0	0	0	0	177
Hour Total	2	800	58	6	13	1	0	7	0	0	0	0	0	887
7:00 PM	0	123	10	0	3	0	0	2	0	0	0	0	0	138
7:15 PM	1	142	7	0	2	0	0	3	0	0	0	0	0	155
7:30 PM	0	114	8	1	4	0	0	1	0	0	0	0	0	128
7:45 PM	0	101	11	1	0	0	0	1	0	0	0	0	0	114
Hour Total	1	480	36	2	9	0	0	7	0	0	0	0	0	535
8:00 PM	0	98	11	0	0	0	0	0	0	0	0	0	0	109
8:15 PM	0	95	8	0	1	0	0	1	0	0	0	0	0	105
8:30 PM	0	84	4	1	1	0	0	0	0	0	0	0	0	90
8:45 PM	0	111	9	0	2	0	0	0	0	0	0	0	0	122
Hour Total	0	388	32	1	4	0	0	1	0	0	0	0	0	426
9:00 PM	0	107	10	0	1	0	0	1	0	0	0	0	0	119
9:15 PM	1	92	10	1	1	0	0	0	0	0	0	0	0	105
9:30 PM	0	113	2	0	1	0	0	0	0	0	0	0	0	116
9:45 PM	0	77	5	1	0	0	0	1	0	0	0	0	0	84
Hour Total	1	389	27	2	3	0	0	2	0	0	0	0	0	424
10:00 PM	0	82	3	0	1	0	0	0	0	0	0	0	0	86
10:15 PM	0	64	6	1	0	0	0	0	0	0	0	0	0	71
10:30 PM	0	59	3	0	0	0	0	1	0	0	0	0	0	63
10:45 PM	0	57	1	0	0	0	0	0	0	0	0	0	0	58
Hour Total	0	262	13	1	1	0	0	1	0	0	0	0	0	278
11:00 PM	0	66	4	1	1	0	0	0	0	0	0	0	0	72
11:15 PM	0	50	2	0	0	0	0	1	0	0	0	0	0	53
11:30 PM	0	39	1	0	0	0	0	0	0	0	0	0	0	40
11:45 PM	0	23	5	3	0	0	0	1	0	0	0	0	0	32
Hour Total	0	178	12	4	1	0	0	2	0	0	0	0	0	197
Totals	13	9895	1010	124	310	13	0	95	10	0	0	0	0	11470
Percent	0.1%	86.3%	8.8%	1.1%	2.7%	0.1%	0.0%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/4/2009

City: Oakland

Project #: 09-7224-005s

Location: San Pablo Avenue south of Stanford Avenue (Outside Lanes)

Start Time	Southbound		Hour Totals		Northbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	25	92			18	82				
12:15	31	106			20	83				
12:30	17	83			11	110				
12:45	11	87	84	368	14	70	63	345	147	713
1:00	7	129			12	77				
1:15	16	104			15	76				
1:30	13	101			7	87				
1:45	8	93	44	427	7	87	41	327	85	754
2:00	10	93			10	71				
2:15	10	95			2	92				
2:30	5	109			5	92				
2:45	11	96	36	393	5	67	22	322	58	715
3:00	7	141			6	85				
3:15	9	114			6	85				
3:30	2	137			4	83				
3:45	8	138	26	530	8	92	24	345	50	875
4:00	4	125			8	104				
4:15	6	134			7	90				
4:30	8	129			8	88				
4:45	9	148	27	536	6	104	29	386	56	922
5:00	5	141			9	117				
5:15	19	150			16	126				
5:30	19	159			23	112				
5:45	18	136	61	586	19	112	67	467	128	1053
6:00	20	165			18	93				
6:15	31	145			21	100				
6:30	48	126			20	81				
6:45	50	102	149	538	28	75	87	349	236	887
7:00	60	89			37	49				
7:15	67	85			47	70				
7:30	63	75			39	53				
7:45	96	63	286	312	77	51	200	223	486	535
8:00	110	69			66	40				
8:15	110	60			75	45				
8:30	112	50			27	40				
8:45	89	58	421	237	71	64	239	189	660	426
9:00	88	76			64	43				
9:15	99	58			56	47				
9:30	93	78			59	38				
9:45	103	50	383	262	54	34	233	162	616	424
10:00	83	46			18	40				
10:15	67	40			67	31				
10:30	72	38			58	25				
10:45	81	35	303	159	68	23	211	119	514	278
11:00	81	36			65	36				
11:15	87	22			69	31				
11:30	85	21			77	19				
11:45	104	14	357	93	87	18	298	104	655	197
Total	2177	4441	2177	4441	1514	3338	1514	3338	3691	7779
Combined Total	6618		6618		4852		4852		11470	
AM Peak	7:45 AM				11:45 AM					
Vol.	428				362					
P.H.F.	0.955				0.823					
PM Peak	5:15 PM				5:00 PM					
Vol.	610				467					
P.H.F.	0.924				0.927					
Percentage	32.9%	67.1%			31.2%	68.8%				

Prepared by NDS/ATD

Volumes for: Wednesday, June 3, 2009

City: Oakland

Project #: 09-7224-006

Location: Stanford Avenue east of San Pablo Avenue

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	12	84			8	80				
12:15	10	95			10	93				
12:30	7	97			6	85				
12:45	8	74	37	350	4	82	28	340	65	690
1:00	2	87			5	105				
1:15	9	92			9	93				
1:30	10	106			4	89				
1:45	5	93	26	378	7	103	25	390	51	768
2:00	6	99			0	94				
2:15	5	97			5	83				
2:30	7	107			0	87				
2:45	3	87	21	390	5	100	10	364	31	754
3:00	3	106			1	88				
3:15	1	99			0	89				
3:30	0	105			2	99				
3:45	2	110	6	420	3	97	6	373	12	793
4:00	5	141			4	82				
4:15	6	114			5	101				
4:30	2	148			4	99				
4:45	8	142	21	545	8	113	21	395	42	940
5:00	6	183			5	115				
5:15	8	201			9	127				
5:30	15	172			6	114				
5:45	18	197	47	753	23	116	43	472	90	1225
6:00	16	181			23	95				
6:15	18	165			25	105				
6:30	19	120			29	88				
6:45	31	105	84	571	27	105	104	393	188	964
7:00	43	105			23	88				
7:15	50	83			31	72				
7:30	48	83			47	76				
7:45	42	62	183	333	86	75	187	311	370	644
8:00	73	72			116	60				
8:15	68	71			125	56				
8:30	76	52			148	56				
8:45	66	60	283	255	132	47	521	219	804	474
9:00	60	60			123	44				
9:15	66	68			104	50				
9:30	84	52			108	49				
9:45	69	38	279	218	81	29	416	172	695	390
10:00	47	50			82	31				
10:15	61	25			77	25				
10:30	62	29			64	17				
10:45	61	16	231	120	88	26	311	99	542	219
11:00	54	26			67	21				
11:15	85	23			70	14				
11:30	78	12			76	10				
11:45	88	23	305	84	78	9	291	54	596	138
Total	1523	4417	1523	4417	1963	3582	1963	3582	3486	7999
Combined Total	5940		5940		5545		5545		11485	
AM Peak	11:45 AM				8:15 AM					
Vol.	364				528					
P.H.F.	0.938				0.892					
PM Peak	5:00 PM				5:00 PM					
Vol.	753				472					
P.H.F.	0.937				0.929					
Percentage	25.6%	74.4%			35.4%	64.6%				

Prepared by NDS/ATD

Volumes for: Thursday, June 4, 2009

City: Oakland

Project #: 09-7224-006

Location: Stanford Avenue east of San Pablo Avenue

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	18	75			8	81				
12:15	19	88			20	97				
12:30	13	84			9	74				
12:45	14	98	64	345	5	113	42	365	106	710
1:00	4	93			8	91				
1:15	10	104			3	89				
1:30	5	85			10	84				
1:45	7	89	26	371	2	86	23	350	49	721
2:00	5	96			2	85				
2:15	7	83			5	86				
2:30	3	108			7	81				
2:45	2	103	17	390	0	71	14	323	31	713
3:00	2	111			0	91				
3:15	4	107			4	78				
3:30	2	135			0	94				
3:45	5	140	13	493	5	113	9	376	22	869
4:00	7	148			2	90				
4:15	5	128			5	84				
4:30	2	141			2	102				
4:45	5	145	19	562	5	108	14	384	33	946
5:00	1	195			2	109				
5:15	6	186			4	116				
5:30	12	182			16	120				
5:45	21	187	40	750	15	95	37	440	77	1190
6:00	12	182			11	98				
6:15	17	167			19	89				
6:30	18	159			32	85				
6:45	25	123	72	631	33	68	95	340	167	971
7:00	35	89			40	61				
7:15	35	73			46	62				
7:30	48	82			68	55				
7:45	55	76	173	320	91	55	245	233	418	553
8:00	73	70			109	55				
8:15	75	73			133	46				
8:30	67	67			143	59				
8:45	84	85	299	295	136	55	521	215	820	510
9:00	65	56			126	44				
9:15	68	48			111	45				
9:30	54	48			110	49				
9:45	55	52	242	204	79	38	426	176	668	380
10:00	55	39			96	40				
10:15	56	46			90	27				
10:30	63	21			71	20				
10:45	66	27	240	133	68	22	325	109	565	242
11:00	55	20			94	21				
11:15	71	23			73	28				
11:30	70	12			61	15				
11:45	97	28	293	83	96	13	324	77	617	160
Total	1498	4577	1498	4577	2075	3388	2075	3388	3573	7965
Combined Total	6075		6075		5463		5463		11538	
AM Peak	11:45 AM				8:15 AM					
Vol.	344				538					
P.H.F.	0.887				0.941					
PM Peak	5:00 PM				4:45 PM					
Vol.	750				453					
P.H.F.	0.962				0.944					
Percentage	24.7%	75.3%			38.0%	62.0%				

Class Report - Prepared by: NDS/ATD

Stanford Avenue east of San Pablo Avenue (Outside Lanes)

Oakland

Project #:09-7224-006w

Date: 6/3/2009

WEDNESDAY

West Bound

Begin Time	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:15 AM	0	4	0	1	1	0	0	0	0	0	0	0	0	6
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	8	1	1	1	0	0	0	0	0	0	0	0	11
1:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	8	1	0	0	0	0	0	0	0	0	0	0	9
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	5	0	0	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	10	0	0	0	0	0	0	0	0	0	0	0	10
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
5:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
5:45 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	20	2	0	1	0	0	0	0	0	0	0	0	23
6:00 AM	0	6	1	0	2	1	0	0	0	0	0	0	0	10
6:15 AM	0	12	0	0	1	0	0	0	0	0	0	0	0	13
6:30 AM	0	12	3	0	0	0	0	0	0	0	0	0	0	15
6:45 AM	0	14	4	0	0	0	0	0	0	0	0	0	0	18
Hour Total	0	44	8	0	3	1	0	0	0	0	0	0	0	56
7:00 AM	0	22	1	0	0	0	0	0	0	0	0	0	0	23
7:15 AM	0	28	2	0	0	1	0	0	0	0	0	0	0	31
7:30 AM	0	25	2	0	0	0	0	1	0	0	0	0	0	28
7:45 AM	0	53	0	0	0	0	0	0	0	0	0	0	0	53
Hour Total	0	128	5	0	0	1	0	1	0	0	0	0	0	135

8:00 AM	1	50	4	0	0	0	0	0	0	0	0	0	0	55
8:15 AM	0	67	3	0	0	1	0	0	0	0	0	0	0	71
8:30 AM	0	75	2	0	2	0	0	0	0	0	0	0	0	79
8:45 AM	0	69	3	0	1	0	0	0	0	0	0	0	0	73
Hour Total	1	261	12	0	3	1	0	0	0	0	0	0	0	278
9:00 AM	0	61	0	0	1	0	0	0	0	0	0	0	0	62
9:15 AM	0	53	3	0	0	0	0	0	0	0	0	0	0	56
9:30 AM	0	52	3	0	0	0	0	0	0	0	0	0	0	55
9:45 AM	0	43	3	0	0	0	0	1	0	0	0	0	0	47
Hour Total	0	209	9	0	1	0	0	1	0	0	0	0	0	220
10:00 AM	0	44	4	0	1	0	0	0	0	0	0	0	0	49
10:15 AM	0	35	1	0	1	0	0	1	0	0	0	0	0	38
10:30 AM	0	28	4	0	0	0	0	0	0	0	0	0	0	32
10:45 AM	0	42	5	0	1	0	0	0	0	0	0	0	0	48
Hour Total	0	149	14	0	3	0	0	1	0	0	0	0	0	167
11:00 AM	0	34	5	0	0	0	0	0	0	0	0	0	0	39
11:15 AM	0	29	3	0	1	0	0	0	0	0	0	0	0	33
11:30 AM	0	27	3	0	1	0	0	0	0	0	0	0	0	31
11:45 AM	0	30	3	0	0	0	0	1	0	0	0	0	0	34
Hour Total	0	120	14	0	2	0	0	1	0	0	0	0	0	137
12:00 PM	0	45	5	0	0	0	0	0	0	0	0	0	0	50
12:15 PM	1	53	5	0	0	0	0	0	0	0	0	0	0	59
12:30 PM	0	53	2	0	1	0	0	0	0	0	0	0	0	56
12:45 PM	0	47	6	0	2	0	0	0	0	0	0	0	0	55
Hour Total	1	198	18	0	3	0	0	0	0	0	0	0	0	220
1:00 PM	0	52	6	0	3	0	0	0	0	0	0	0	0	61
1:15 PM	0	41	2	0	0	1	0	0	0	0	0	0	0	44
1:30 PM	0	53	3	1	0	1	0	0	0	0	0	0	0	58
1:45 PM	0	51	3	0	0	0	0	0	0	0	0	0	0	54
Hour Total	0	197	14	1	3	2	0	0	0	0	0	0	0	217
2:00 PM	0	50	2	0	1	0	0	0	0	0	0	0	0	53
2:15 PM	0	40	4	0	1	0	0	0	0	0	0	0	0	45
2:30 PM	0	50	3	0	0	0	0	0	0	0	0	0	0	53
2:45 PM	0	46	4	0	0	1	0	0	0	0	0	0	0	51
Hour Total	0	186	13	0	2	1	0	0	0	0	0	0	0	202
3:00 PM	0	45	4	0	2	0	0	0	0	0	0	0	0	51
3:15 PM	0	48	5	0	0	0	0	0	0	0	0	0	0	53
3:30 PM	0	57	3	0	0	0	0	0	0	0	0	0	0	60
3:45 PM	0	56	1	0	1	0	0	0	0	0	0	0	0	58
Hour Total	0	206	13	0	3	0	0	0	0	0	0	0	0	222

4:00 PM	0	41	6	0	0	0	0	0	0	0	0	0	0	47
4:15 PM	0	49	5	1	1	0	0	0	0	0	0	0	0	56
4:30 PM	0	46	6	0	2	0	0	0	0	0	0	0	0	54
4:45 PM	0	65	1	0	0	0	0	0	0	0	0	0	0	66
Hour Total	0	201	18	1	3	0	0	0	0	0	0	0	0	223
5:00 PM	0	59	4	1	1	0	0	0	0	0	0	0	0	65
5:15 PM	0	63	5	0	1	0	0	0	0	0	0	0	0	69
5:30 PM	0	55	3	0	0	0	0	0	0	0	0	0	0	58
5:45 PM	0	68	2	0	0	0	0	0	0	0	0	0	0	70
Hour Total	0	245	14	1	2	0	0	0	0	0	0	0	0	262
6:00 PM	1	54	5	1	1	0	0	0	0	0	0	0	0	62
6:15 PM	0	62	2	1	0	0	0	0	0	0	0	0	0	65
6:30 PM	0	45	2	0	2	0	0	0	0	0	0	0	0	49
6:45 PM	0	53	3	0	0	0	0	0	0	0	0	0	0	56
Hour Total	1	214	12	2	3	0	0	0	0	0	0	0	0	232
7:00 PM	0	52	1	0	0	0	0	0	0	0	0	0	0	53
7:15 PM	1	37	2	0	0	0	0	0	0	0	0	0	0	40
7:30 PM	0	39	1	0	0	0	0	0	0	0	0	0	0	40
7:45 PM	0	34	3	0	1	0	0	0	0	0	0	0	0	38
Hour Total	1	162	7	0	1	0	0	0	0	0	0	0	0	171
8:00 PM	0	28	1	0	0	0	0	0	0	0	0	0	0	29
8:15 PM	0	31	1	2	1	1	0	0	0	0	0	0	0	36
8:30 PM	0	31	2	0	1	0	0	0	0	0	0	0	0	34
8:45 PM	0	29	0	0	0	0	0	0	0	0	0	0	0	29
Hour Total	0	119	4	2	2	1	0	0	0	0	0	0	0	128
9:00 PM	0	22	1	0	1	0	0	0	0	0	0	0	0	24
9:15 PM	0	22	1	0	0	0	0	0	0	0	0	0	0	23
9:30 PM	0	25	1	1	0	0	0	0	0	0	0	0	0	27
9:45 PM	0	20	0	0	1	0	0	0	0	0	0	0	0	21
Hour Total	0	89	3	1	2	0	0	0	0	0	0	0	0	95
10:00 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	15
10:15 PM	0	11	2	1	2	0	0	0	0	0	0	0	0	16
10:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
10:45 PM	0	15	0	0	2	0	0	0	0	0	0	0	0	17
Hour Total	0	49	3	1	4	0	0	0	0	0	0	0	0	57
11:00 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
11:15 PM	0	6	0	1	0	0	0	0	0	0	0	0	0	7
11:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
11:45 PM	0	5	0	0	1	0	0	1	0	0	0	0	0	7
Hour Total	0	24	0	1	1	0	0	1	0	0	0	0	0	27
Totals	4	2854	186	11	43	7	0	5	0	0	0	0	0	3110
Percent	0.1%	91.8%	6.0%	0.4%	1.4%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Stanford Avenue east of San Pablo Avenue (Outside Lanes)
Oakland

Project #:09-7224-006e

Date: 6/3/2009

WEDNESDAY

East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
12:15 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
12:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
12:45 AM	0	3	3	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	16	8	0	0	0	0	0	0	0	0	0	0	24
1:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:30 AM	0	2	3	0	0	0	0	0	0	0	0	0	0	5
1:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	7	5	0	0	0	0	0	0	0	0	0	0	12
2:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
2:15 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	4
2:30 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	3
2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	5	8	0	0	0	0	0	0	0	0	0	0	13
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4:45 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
Hour Total	0	6	1	0	2	0	0	0	0	0	0	0	0	9
5:00 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	4
5:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	2
5:30 AM	0	3	2	1	0	0	0	0	0	0	0	0	0	6
5:45 AM	0	1	0	1	2	0	0	1	0	0	0	0	0	5
Hour Total	0	6	5	2	2	1	0	1	0	0	0	0	0	17
6:00 AM	0	3	2	2	2	0	0	0	0	0	0	0	0	9
6:15 AM	0	6	1	0	2	0	0	1	0	0	0	0	0	10
6:30 AM	0	2	2	1	1	1	0	1	0	0	0	0	0	8
6:45 AM	0	6	8	2	0	1	0	0	0	0	0	0	0	17
Hour Total	0	17	13	5	5	2	0	2	0	0	0	0	0	44
7:00 AM	0	9	8	0	0	1	0	0	0	0	0	0	0	18
7:15 AM	0	15	9	0	2	0	0	0	0	0	0	0	0	26
7:30 AM	0	12	10	0	2	0	0	0	0	0	0	0	0	24
7:45 AM	0	11	10	1	0	0	0	0	0	0	0	0	0	22
Hour Total	0	47	37	1	4	1	0	0	0	0	0	0	0	90

8:00 AM	0	12	15	0	1	0	0	1	0	0	0	0	0	29
8:15 AM	1	25	8	1	2	1	0	0	0	0	0	0	0	38
8:30 AM	0	19	16	0	2	0	0	0	0	0	0	0	0	37
8:45 AM	0	16	13	0	2	0	0	0	0	0	0	0	0	31
Hour Total	1	72	52	1	7	1	0	1	0	0	0	0	0	135
9:00 AM	0	17	7	0	1	0	0	0	0	0	0	0	0	25
9:15 AM	1	10	12	0	3	0	0	0	0	0	0	0	0	26
9:30 AM	0	28	13	0	8	0	0	0	0	0	0	0	0	49
9:45 AM	0	12	11	0	3	0	0	0	0	0	0	0	0	26
Hour Total	1	67	43	0	15	0	0	0	0	0	0	0	0	126
10:00 AM	0	12	8	1	2	0	0	1	0	0	0	0	0	24
10:15 AM	0	19	12	1	3	0	0	0	0	0	0	0	0	35
10:30 AM	0	12	8	0	5	0	0	0	0	0	0	0	0	25
10:45 AM	0	21	12	1	1	0	0	0	0	0	0	0	0	35
Hour Total	0	64	40	3	11	0	0	1	0	0	0	0	0	119
11:00 AM	0	18	10	0	2	0	0	0	0	0	0	0	0	30
11:15 AM	0	22	13	1	3	0	0	0	0	0	0	0	0	39
11:30 AM	0	21	14	0	5	0	0	1	0	0	0	0	0	41
11:45 AM	1	24	22	0	4	0	0	0	0	0	0	0	0	51
Hour Total	1	85	59	1	14	0	0	1	0	0	0	0	0	161
12:00 PM	0	27	10	0	5	0	0	0	0	0	0	0	0	42
12:15 PM	0	39	12	0	1	0	0	0	0	0	0	0	0	52
12:30 PM	0	35	16	0	2	0	0	0	0	0	0	0	0	53
12:45 PM	0	27	10	0	1	0	0	0	0	0	0	0	0	38
Hour Total	0	128	48	0	9	0	0	0	0	0	0	0	0	185
1:00 PM	0	24	17	0	2	0	0	0	0	0	0	0	0	43
1:15 PM	0	30	16	0	0	0	0	0	0	0	0	0	0	46
1:30 PM	0	34	19	0	7	0	0	0	0	0	0	0	0	60
1:45 PM	0	26	15	0	4	1	0	0	0	0	0	0	0	46
Hour Total	0	114	67	0	13	1	0	0	0	0	0	0	0	195
2:00 PM	0	19	13	0	3	0	0	0	0	0	0	0	0	35
2:15 PM	0	31	16	0	1	0	0	0	0	0	0	0	0	48
2:30 PM	0	28	20	0	5	1	0	0	0	0	0	0	0	54
2:45 PM	0	29	12	0	3	0	0	0	0	0	0	0	0	44
Hour Total	0	107	61	0	12	1	0	0	0	0	0	0	0	181
3:00 PM	0	29	18	1	4	0	0	0	0	0	0	0	0	52
3:15 PM	0	32	17	0	4	0	0	0	0	0	0	0	0	53
3:30 PM	1	32	16	0	3	0	0	0	0	0	0	0	0	52
3:45 PM	0	32	11	0	3	0	0	0	0	0	0	0	0	46
Hour Total	1	125	62	1	14	0	0	0	0	0	0	0	0	203

4:00 PM	0	47	14	0	3	0	0	0	0	0	0	0	0	64
4:15 PM	0	32	14	0	3	0	0	0	0	0	0	0	0	49
4:30 PM	0	39	14	0	4	0	0	1	0	0	0	0	0	58
4:45 PM	0	49	17	0	3	0	0	1	0	0	0	0	0	70
Hour Total	0	167	59	0	13	0	0	2	0	0	0	0	0	241
5:00 PM	0	52	33	0	7	0	0	0	0	0	0	0	0	92
5:15 PM	0	66	29	1	5	0	0	0	0	0	0	0	0	101
5:30 PM	0	64	26	0	4	0	0	0	0	0	0	0	0	94
5:45 PM	0	75	27	0	4	0	0	0	0	0	0	0	0	106
Hour Total	0	257	115	1	20	0	0	0	0	0	0	0	0	393
6:00 PM	0	65	23	0	3	0	0	1	0	0	0	0	0	92
6:15 PM	0	58	19	0	5	0	0	0	0	0	0	0	0	82
6:30 PM	0	39	13	0	0	0	0	0	0	0	0	0	0	52
6:45 PM	0	40	9	0	0	1	0	0	0	0	0	0	0	50
Hour Total	0	202	64	0	8	1	0	1	0	0	0	0	0	276
7:00 PM	0	33	16	0	1	0	0	0	1	0	0	0	0	51
7:15 PM	0	30	14	0	1	0	0	0	0	0	0	0	0	45
7:30 PM	0	25	12	0	2	0	0	0	0	0	0	0	0	39
7:45 PM	0	24	10	0	0	0	0	0	0	0	0	0	0	34
Hour Total	0	112	52	0	4	0	0	0	1	0	0	0	0	169
8:00 PM	0	31	5	0	1	0	0	0	0	0	0	0	0	37
8:15 PM	0	19	12	0	1	0	0	0	0	0	0	0	0	32
8:30 PM	0	18	11	0	2	0	0	0	0	0	0	0	0	31
8:45 PM	0	23	11	0	2	0	0	0	0	0	0	0	0	36
Hour Total	0	91	39	0	6	0	0	0	0	0	0	0	0	136
9:00 PM	0	20	14	0	1	0	0	0	0	0	0	0	0	35
9:15 PM	0	25	11	0	1	0	0	0	0	0	0	0	0	37
9:30 PM	0	17	10	0	2	0	0	0	0	0	0	0	0	29
9:45 PM	0	16	8	0	1	0	0	0	0	0	0	0	0	25
Hour Total	0	78	43	0	5	0	0	0	0	0	0	0	0	126
10:00 PM	0	14	8	0	1	0	0	0	0	0	0	0	0	23
10:15 PM	0	10	4	0	1	0	0	0	0	0	0	0	0	15
10:30 PM	0	11	10	0	0	0	0	0	0	0	0	0	0	21
10:45 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	44	24	0	2	0	0	0	0	0	0	0	0	70
11:00 PM	0	6	5	0	0	0	0	0	0	0	0	0	0	11
11:15 PM	0	9	3	0	1	0	0	0	0	0	0	0	0	13
11:30 PM	0	6	3	0	0	0	0	0	0	0	0	0	0	9
11:45 PM	0	5	5	1	0	0	0	0	0	0	0	0	0	11
Hour Total	0	26	16	1	1	0	0	0	0	0	0	0	0	44
Totals	4	1843	922	16	167	8	0	9	1	0	0	0	0	2970
Percent	0.1%	62.1%	31.0%	0.5%	5.6%	0.3%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Stanford Avenue east of San Pablo Avenue (Outside Lanes)

Oakland

Project #:09-7224-006e

Date: 6/3/2009

WEDNESDAY

West Bound, East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
12:15 AM	0	8	2	1	1	0	0	0	0	0	0	0	0	12
12:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
12:45 AM	0	3	4	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	24	9	1	1	0	0	0	0	0	0	0	0	35
1:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
1:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:30 AM	0	3	3	0	0	0	0	0	0	0	0	0	0	6
1:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	15	6	0	0	0	0	0	0	0	0	0	0	21
2:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
2:15 AM	0	3	3	0	0	0	0	0	0	0	0	0	0	6
2:30 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	3
2:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	10	8	0	0	0	0	0	0	0	0	0	0	18
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	2	2	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
4:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
4:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
4:45 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	7
Hour Total	0	16	1	0	2	0	0	0	0	0	0	0	0	19
5:00 AM	0	2	3	0	0	0	0	0	0	0	0	0	0	5
5:15 AM	0	3	1	0	1	1	0	0	0	0	0	0	0	6
5:30 AM	0	8	2	1	0	0	0	0	0	0	0	0	0	11
5:45 AM	0	13	1	1	2	0	0	1	0	0	0	0	0	18
Hour Total	0	26	7	2	3	1	0	1	0	0	0	0	0	40
6:00 AM	0	9	3	2	4	1	0	0	0	0	0	0	0	19
6:15 AM	0	18	1	0	3	0	0	1	0	0	0	0	0	23
6:30 AM	0	14	5	1	1	1	0	1	0	0	0	0	0	23
6:45 AM	0	20	12	2	0	1	0	0	0	0	0	0	0	35
Hour Total	0	61	21	5	8	3	0	2	0	0	0	0	0	100
7:00 AM	0	31	9	0	0	1	0	0	0	0	0	0	0	41
7:15 AM	0	43	11	0	2	1	0	0	0	0	0	0	0	57
7:30 AM	0	37	12	0	2	0	0	1	0	0	0	0	0	52
7:45 AM	0	64	10	1	0	0	0	0	0	0	0	0	0	75
Hour Total	0	175	42	1	4	2	0	1	0	0	0	0	0	225

8:00 AM	1	62	19	0	1	0	0	1	0	0	0	0	0	84
8:15 AM	1	92	11	1	2	2	0	0	0	0	0	0	0	109
8:30 AM	0	94	18	0	4	0	0	0	0	0	0	0	0	116
8:45 AM	0	85	16	0	3	0	0	0	0	0	0	0	0	104
Hour Total	2	333	64	1	10	2	0	1	0	0	0	0	0	413
9:00 AM	0	78	7	0	2	0	0	0	0	0	0	0	0	87
9:15 AM	1	63	15	0	3	0	0	0	0	0	0	0	0	82
9:30 AM	0	80	16	0	8	0	0	0	0	0	0	0	0	104
9:45 AM	0	55	14	0	3	0	0	1	0	0	0	0	0	73
Hour Total	1	276	52	0	16	0	0	1	0	0	0	0	0	346
10:00 AM	0	56	12	1	3	0	0	1	0	0	0	0	0	73
10:15 AM	0	54	13	1	4	0	0	1	0	0	0	0	0	73
10:30 AM	0	40	12	0	5	0	0	0	0	0	0	0	0	57
10:45 AM	0	63	17	1	2	0	0	0	0	0	0	0	0	83
Hour Total	0	213	54	3	14	0	0	2	0	0	0	0	0	286
11:00 AM	0	52	15	0	2	0	0	0	0	0	0	0	0	69
11:15 AM	0	51	16	1	4	0	0	0	0	0	0	0	0	72
11:30 AM	0	48	17	0	6	0	0	1	0	0	0	0	0	72
11:45 AM	1	54	25	0	4	0	0	1	0	0	0	0	0	85
Hour Total	1	205	73	1	16	0	0	2	0	0	0	0	0	298
12:00 PM	0	72	15	0	5	0	0	0	0	0	0	0	0	92
12:15 PM	1	92	17	0	1	0	0	0	0	0	0	0	0	111
12:30 PM	0	88	18	0	3	0	0	0	0	0	0	0	0	109
12:45 PM	0	74	16	0	3	0	0	0	0	0	0	0	0	93
Hour Total	1	326	66	0	12	0	0	0	0	0	0	0	0	405
1:00 PM	0	76	23	0	5	0	0	0	0	0	0	0	0	104
1:15 PM	0	71	18	0	0	1	0	0	0	0	0	0	0	90
1:30 PM	0	87	22	1	7	1	0	0	0	0	0	0	0	118
1:45 PM	0	77	18	0	4	1	0	0	0	0	0	0	0	100
Hour Total	0	311	81	1	16	3	0	0	0	0	0	0	0	412
2:00 PM	0	69	15	0	4	0	0	0	0	0	0	0	0	88
2:15 PM	0	71	20	0	2	0	0	0	0	0	0	0	0	93
2:30 PM	0	78	23	0	5	1	0	0	0	0	0	0	0	107
2:45 PM	0	75	16	0	3	1	0	0	0	0	0	0	0	95
Hour Total	0	293	74	0	14	2	0	0	0	0	0	0	0	383
3:00 PM	0	74	22	1	6	0	0	0	0	0	0	0	0	103
3:15 PM	0	80	22	0	4	0	0	0	0	0	0	0	0	106
3:30 PM	1	89	19	0	3	0	0	0	0	0	0	0	0	112
3:45 PM	0	88	12	0	4	0	0	0	0	0	0	0	0	104
Hour Total	1	331	75	1	17	0	0	0	0	0	0	0	0	425

4:00 PM	0	88	20	0	3	0	0	0	0	0	0	0	0	111
4:15 PM	0	81	19	1	4	0	0	0	0	0	0	0	0	105
4:30 PM	0	85	20	0	6	0	0	1	0	0	0	0	0	112
4:45 PM	0	114	18	0	3	0	0	1	0	0	0	0	0	136
Hour Total	0	368	77	1	16	0	0	2	0	0	0	0	0	464
5:00 PM	0	111	37	1	8	0	0	0	0	0	0	0	0	157
5:15 PM	0	129	34	1	6	0	0	0	0	0	0	0	0	170
5:30 PM	0	119	29	0	4	0	0	0	0	0	0	0	0	152
5:45 PM	0	143	29	0	4	0	0	0	0	0	0	0	0	176
Hour Total	0	502	129	2	22	0	0	0	0	0	0	0	0	655
6:00 PM	1	119	28	1	4	0	0	1	0	0	0	0	0	154
6:15 PM	0	120	21	1	5	0	0	0	0	0	0	0	0	147
6:30 PM	0	84	15	0	2	0	0	0	0	0	0	0	0	101
6:45 PM	0	93	12	0	0	1	0	0	0	0	0	0	0	106
Hour Total	1	416	76	2	11	1	0	1	0	0	0	0	0	508
7:00 PM	0	85	17	0	1	0	0	0	1	0	0	0	0	104
7:15 PM	1	67	16	0	1	0	0	0	0	0	0	0	0	85
7:30 PM	0	64	13	0	2	0	0	0	0	0	0	0	0	79
7:45 PM	0	58	13	0	1	0	0	0	0	0	0	0	0	72
Hour Total	1	274	59	0	5	0	0	0	1	0	0	0	0	340
8:00 PM	0	59	6	0	1	0	0	0	0	0	0	0	0	66
8:15 PM	0	50	13	2	2	1	0	0	0	0	0	0	0	68
8:30 PM	0	49	13	0	3	0	0	0	0	0	0	0	0	65
8:45 PM	0	52	11	0	2	0	0	0	0	0	0	0	0	65
Hour Total	0	210	43	2	8	1	0	0	0	0	0	0	0	264
9:00 PM	0	42	15	0	2	0	0	0	0	0	0	0	0	59
9:15 PM	0	47	12	0	1	0	0	0	0	0	0	0	0	60
9:30 PM	0	42	11	1	2	0	0	0	0	0	0	0	0	56
9:45 PM	0	36	8	0	2	0	0	0	0	0	0	0	0	46
Hour Total	0	167	46	1	7	0	0	0	0	0	0	0	0	221
10:00 PM	0	28	9	0	1	0	0	0	0	0	0	0	0	38
10:15 PM	0	21	6	1	3	0	0	0	0	0	0	0	0	31
10:30 PM	0	20	10	0	0	0	0	0	0	0	0	0	0	30
10:45 PM	0	24	2	0	2	0	0	0	0	0	0	0	0	28
Hour Total	0	93	27	1	6	0	0	0	0	0	0	0	0	127
11:00 PM	0	14	5	0	0	0	0	0	0	0	0	0	0	19
11:15 PM	0	15	3	1	1	0	0	0	0	0	0	0	0	20
11:30 PM	0	11	3	0	0	0	0	0	0	0	0	0	0	14
11:45 PM	0	10	5	1	1	0	0	1	0	0	0	0	0	18
Hour Total	0	50	16	2	2	0	0	1	0	0	0	0	0	71
Totals	8	4697	1108	27	210	15	0	14	1	0	0	0	0	6080
Percent	0.1%	77.3%	18.2%	0.4%	3.5%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/3/2009

City: Oakland

Project #: 09-7224-006e

Location: Stanford Avenue east of San Pablo Avenue (Outside Lanes)

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	8	42			2	50				
12:15	6	52			6	59				
12:30	4	53			2	56				
12:45	6	38	24	185	1	55	11	220	35	405
1:00	2	43			2	61				
1:15	3	46			2	44				
1:30	5	60			1	58				
1:45	2	46	12	195	4	54	9	217	21	412
2:00	4	35			0	53				
2:15	4	48			2	45				
2:30	3	54			0	53				
2:45	2	44	13	181	3	51	5	202	18	383
3:00	1	52			0	51				
3:15	0	53			0	53				
3:30	0	52			1	60				
3:45	0	46	1	203	2	58	3	222	4	425
4:00	2	64			3	47				
4:15	4	49			1	56				
4:30	1	58			1	54				
4:45	2	70	9	241	5	66	10	223	19	464
5:00	4	92			1	65				
5:15	2	101			4	69				
5:30	6	94			5	58				
5:45	5	106	17	393	13	70	23	262	40	655
6:00	9	92			10	62				
6:15	10	82			13	65				
6:30	8	52			15	49				
6:45	17	50	44	276	18	56	56	232	100	508
7:00	18	51			23	53				
7:15	26	45			31	40				
7:30	24	39			28	40				
7:45	22	34	90	169	53	38	135	171	225	340
8:00	29	37			55	29				
8:15	38	32			71	36				
8:30	37	31			79	34				
8:45	31	36	135	136	73	29	278	128	413	264
9:00	25	35			62	24				
9:15	26	37			56	23				
9:30	49	29			55	27				
9:45	26	25	126	126	47	21	220	95	346	221
10:00	24	23			49	15				
10:15	35	15			38	16				
10:30	25	21			32	9				
10:45	35	11	119	70	48	17	167	57	286	127
11:00	30	11			39	8				
11:15	39	13			33	7				
11:30	41	9			31	5				
11:45	51	11	161	44	34	7	137	27	298	71
Total	751	2219	751	2219	1054	2056	1054	2056	1805	4275
Combined Total	2970		2970		3110		3110		6080	
AM Peak	11:45 AM				8:15 AM					
Vol.	198				285					
P.H.F.	0.934				0.902					
PM Peak	5:00 PM				5:00 PM					
Vol.	393				262					
P.H.F.	0.927				0.936					
Percentage	25.3%	74.7%			33.9%	66.1%				

Class Report - Prepared by: NDS/ATD

Stanford Avenue east of San Pablo Avenue (Outside Lanes)
Oakland

Project #:09-7224-006w

Date: 6/4/2009

THURSDAY

West Bound

Begin Time	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
12:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
12:15 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	7
12:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	16	1	0	1	0	0	0	0	0	0	0	0	18
1:00 AM	0	4	0	0	0	1	0	0	0	0	0	0	0	5
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	11	0	0	0	1	0	0	0	0	0	0	0	12
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	5	1	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
4:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:45 AM	0	4	0	0	0	0	0	1	0	0	0	0	0	5
Hour Total	0	12	1	0	0	0	0	1	0	0	0	0	0	14
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:30 AM	0	5	2	0	0	0	0	0	1	0	0	0	0	8
5:45 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
Hour Total	0	12	4	0	1	0	0	0	1	0	0	0	0	18
6:00 AM	0	8	2	0	0	1	0	0	0	0	0	0	0	11
6:15 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
6:30 AM	0	8	3	0	1	0	0	0	0	0	0	0	0	12
6:45 AM	0	15	1	0	1	0	0	0	0	0	0	0	0	17
Hour Total	0	43	7	0	2	1	0	0	0	0	0	0	0	53
7:00 AM	0	24	1	0	0	0	0	0	0	0	0	0	0	25
7:15 AM	0	19	3	0	0	0	0	0	0	0	0	0	0	22
7:30 AM	0	30	0	0	1	0	0	0	0	0	0	0	0	31
7:45 AM	1	47	2	0	0	0	0	0	1	0	0	0	0	51
Hour Total	1	120	6	0	1	0	0	0	1	0	0	0	0	129

8:00 AM	0	53	3	0	0	0	0	0	0	0	0	0	0	56
8:15 AM	0	61	4	1	1	0	0	0	0	0	0	0	0	67
8:30 AM	0	77	8	0	2	0	0	0	0	0	0	0	0	87
8:45 AM	1	78	5	0	0	0	0	0	0	0	0	0	0	84
Hour Total	1	269	20	1	3	0	0	0	0	0	0	0	0	294
9:00 AM	0	56	2	0	1	0	0	0	0	0	0	0	0	59
9:15 AM	0	62	5	0	1	0	0	0	0	0	0	0	0	68
9:30 AM	0	56	5	0	1	0	0	0	0	0	0	0	0	62
9:45 AM	0	35	3	0	0	0	0	1	0	0	0	0	0	39
Hour Total	0	209	15	0	3	0	0	1	0	0	0	0	0	228
10:00 AM	0	43	5	1	0	0	0	0	0	0	0	0	0	49
10:15 AM	0	43	6	0	1	0	0	1	0	0	0	0	0	51
10:30 AM	0	36	1	0	1	0	0	1	0	0	0	0	0	39
10:45 AM	0	30	5	0	0	0	0	0	0	0	0	0	0	35
Hour Total	0	152	17	1	2	0	0	2	0	0	0	0	0	174
11:00 AM	0	45	5	0	1	1	0	0	0	0	0	0	0	52
11:15 AM	0	39	2	0	1	0	0	0	0	0	0	0	0	42
11:30 AM	0	28	1	0	1	0	0	0	0	0	0	0	0	30
11:45 AM	0	44	6	1	3	0	0	0	0	0	0	0	0	54
Hour Total	0	156	14	1	6	1	0	0	0	0	0	0	0	178
12:00 PM	0	41	5	0	0	0	0	0	0	0	0	0	0	46
12:15 PM	1	53	1	1	1	0	0	0	0	0	0	0	0	57
12:30 PM	0	38	4	0	0	0	0	0	0	0	0	0	0	42
12:45 PM	0	55	6	0	1	0	0	0	0	0	0	0	0	62
Hour Total	1	187	16	1	2	0	0	0	0	0	0	0	0	207
1:00 PM	1	45	2	0	1	0	0	0	0	0	0	0	0	49
1:15 PM	0	46	4	0	0	0	0	0	0	0	0	0	0	50
1:30 PM	0	39	5	0	1	0	0	0	0	0	0	0	0	45
1:45 PM	0	47	3	0	0	0	0	0	0	0	0	0	0	50
Hour Total	1	177	14	0	2	0	0	0	0	0	0	0	0	194
2:00 PM	0	43	0	0	1	1	0	0	0	0	0	0	0	45
2:15 PM	0	36	4	0	0	0	0	0	1	0	0	0	0	41
2:30 PM	0	41	4	0	1	0	0	0	1	0	0	0	0	47
2:45 PM	0	38	4	0	0	0	0	0	0	0	0	0	0	42
Hour Total	0	158	12	0	2	1	0	0	2	0	0	0	0	175
3:00 PM	1	46	2	0	2	0	0	0	0	0	0	0	0	51
3:15 PM	0	41	0	0	0	0	0	0	0	0	0	0	0	41
3:30 PM	0	48	1	0	0	0	0	1	0	0	0	0	0	50
3:45 PM	0	52	3	0	2	0	0	0	0	0	0	0	0	57
Hour Total	1	187	6	0	4	0	0	1	0	0	0	0	0	199

4:00 PM	0	54	3	0	0	0	0	0	0	0	0	0	0	57
4:15 PM	0	32	2	0	0	0	0	0	0	0	0	0	0	34
4:30 PM	0	59	2	0	1	0	0	0	0	0	0	0	0	62
4:45 PM	0	58	1	0	1	0	0	0	0	0	0	0	0	60
Hour Total	0	203	8	0	2	0	0	0	0	0	0	0	0	213
5:00 PM	0	55	2	0	1	0	0	1	0	0	0	0	0	59
5:15 PM	0	66	0	1	1	0	0	0	0	0	0	0	0	68
5:30 PM	0	57	4	0	0	0	0	0	0	0	0	0	0	61
5:45 PM	0	51	3	0	0	0	0	0	0	0	0	0	0	54
Hour Total	0	229	9	1	2	0	0	1	0	0	0	0	0	242
6:00 PM	0	57	3	0	0	0	0	0	0	0	0	0	0	60
6:15 PM	0	43	2	1	0	0	0	0	0	0	0	0	0	46
6:30 PM	0	48	3	1	1	0	0	0	0	0	0	0	0	53
6:45 PM	0	36	2	0	0	0	0	0	0	0	0	0	0	38
Hour Total	0	184	10	2	1	0	0	0	0	0	0	0	0	197
7:00 PM	0	27	1	0	0	0	0	1	0	0	0	0	0	29
7:15 PM	0	26	2	0	0	0	0	0	0	0	0	0	0	28
7:30 PM	0	34	1	0	0	0	0	0	0	0	0	0	0	35
7:45 PM	0	31	1	0	1	0	0	0	0	0	0	0	0	33
Hour Total	0	118	5	0	1	0	0	1	0	0	0	0	0	125
8:00 PM	0	26	0	0	0	0	0	0	0	0	0	0	0	26
8:15 PM	0	19	0	0	1	0	0	0	0	0	0	0	0	20
8:30 PM	1	30	1	0	1	0	0	1	0	0	0	0	0	34
8:45 PM	0	31	0	1	0	0	0	0	0	0	0	0	0	32
Hour Total	1	106	1	1	2	0	0	1	0	0	0	0	0	112
9:00 PM	0	22	0	0	1	0	0	0	0	0	0	0	0	23
9:15 PM	0	21	0	0	0	0	0	0	0	0	0	0	0	21
9:30 PM	0	25	0	0	0	0	0	0	0	0	0	0	0	25
9:45 PM	0	16	1	0	1	0	0	0	0	0	0	0	0	18
Hour Total	0	84	1	0	2	0	0	0	0	0	0	0	0	87
10:00 PM	0	23	1	0	1	0	0	0	0	0	0	0	0	25
10:15 PM	0	9	0	1	1	0	0	0	0	0	0	0	0	11
10:30 PM	0	9	0	0	1	0	0	0	0	0	0	0	0	10
10:45 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	53	1	1	3	0	0	0	0	0	0	0	0	58
11:00 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
11:15 PM	0	13	2	1	0	0	0	0	0	0	0	0	0	16
11:30 PM	0	8	0	1	0	0	0	0	0	0	0	0	0	9
11:45 PM	0	1	1	0	0	0	0	1	0	0	0	0	0	3
Hour Total	0	31	4	2	0	0	0	1	0	0	0	0	0	38
Totals	6	2725	173	11	42	4	0	9	4	0	0	0	0	2974
Percent	0.2%	91.6%	5.8%	0.4%	1.4%	0.1%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Stanford Avenue east of San Pablo Avenue (Outside Lanes)

Oakland

Project #:09-7224-006e

Date: 6/4/2009

THURSDAY

East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	10
12:15 AM	0	7	3	0	1	0	0	0	0	0	0	0	0	11
12:30 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
12:45 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	27	10	0	1	0	0	0	0	0	0	0	0	38
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:15 AM	0	2	3	0	0	0	0	0	0	0	0	0	0	5
1:30 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
1:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	6	6	0	0	0	0	0	0	0	0	0	0	12
2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:15 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
2:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hour Total	0	4	3	0	1	0	0	0	0	0	0	0	0	8
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	4	3	0	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
4:15 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	3
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	5	5	0	0	0	0	0	0	0	0	0	0	10
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:30 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
5:45 AM	0	2	1	1	0	0	0	1	0	0	0	0	0	5
Hour Total	0	8	2	1	1	0	0	1	0	0	0	0	0	13
6:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
6:15 AM	0	6	0	1	2	0	0	0	0	0	0	0	0	9
6:30 AM	0	7	2	0	1	0	0	0	0	0	0	0	0	10
6:45 AM	0	4	3	1	1	0	0	0	0	0	0	0	0	9
Hour Total	0	20	6	2	5	0	0	0	0	0	0	0	0	33
7:00 AM	0	7	5	1	2	0	0	0	0	0	0	0	0	15
7:15 AM	0	14	7	0	2	0	0	0	0	0	0	0	0	23
7:30 AM	0	9	8	2	1	0	0	0	0	0	0	0	0	20
7:45 AM	0	13	8	0	1	0	0	0	0	0	0	0	0	22
Hour Total	0	43	28	3	6	0	0	0	0	0	0	0	0	80

8:00 AM	0	16	14	0	1	0	0	0	0	0	0	0	0	31
8:15 AM	0	21	15	0	1	0	0	0	0	0	0	0	0	37
8:30 AM	0	29	7	0	2	0	0	0	0	0	0	0	0	38
8:45 AM	0	22	13	1	6	0	0	0	0	0	0	0	0	42
Hour Total	0	88	49	1	10	0	0	0	0	0	0	0	0	148
9:00 AM	1	18	11	0	0	0	0	0	0	0	0	0	0	30
9:15 AM	0	21	8	0	2	1	0	0	0	0	0	0	0	32
9:30 AM	0	11	9	0	3	0	0	0	0	0	0	0	0	23
9:45 AM	0	14	13	0	2	0	0	0	0	0	0	0	0	29
Hour Total	1	64	41	0	7	1	0	0	0	0	0	0	0	114
10:00 AM	0	12	11	0	3	0	0	0	0	0	0	0	0	26
10:15 AM	0	19	2	0	2	0	0	0	0	0	0	0	0	23
10:30 AM	0	16	11	0	3	0	0	0	0	0	0	0	0	30
10:45 AM	0	17	11	0	2	0	0	0	0	0	0	0	0	30
Hour Total	0	64	35	0	10	0	0	0	0	0	0	0	0	109
11:00 AM	0	15	11	0	2	0	0	0	0	0	0	0	0	28
11:15 AM	0	20	9	0	1	1	0	1	0	0	0	0	0	32
11:30 AM	0	25	11	0	2	0	0	0	0	0	0	0	0	38
11:45 AM	0	29	23	0	4	1	0	0	0	0	0	0	0	57
Hour Total	0	89	54	0	9	2	0	1	0	0	0	0	0	155
12:00 PM	0	25	10	0	2	0	0	1	0	0	0	0	0	38
12:15 PM	0	31	12	1	5	0	0	0	0	0	0	0	0	49
12:30 PM	0	17	9	0	2	0	0	0	0	0	0	0	0	28
12:45 PM	0	32	17	0	0	0	0	0	0	0	0	0	0	49
Hour Total	0	105	48	1	9	0	0	1	0	0	0	0	0	164
1:00 PM	0	25	12	0	5	0	0	0	0	0	0	0	0	42
1:15 PM	0	30	18	0	1	0	0	0	0	0	0	0	0	49
1:30 PM	0	34	11	0	7	0	0	0	0	0	0	0	0	52
1:45 PM	0	26	15	0	5	0	0	0	0	0	0	0	0	46
Hour Total	0	115	56	0	18	0	0	0	0	0	0	0	0	189
2:00 PM	0	17	16	0	3	0	0	0	0	0	0	0	0	36
2:15 PM	0	26	13	0	4	0	0	0	0	0	0	0	0	43
2:30 PM	1	35	21	0	4	0	0	0	0	0	0	0	0	61
2:45 PM	0	31	15	0	1	0	0	0	0	0	0	0	0	47
Hour Total	1	109	65	0	12	0	0	0	0	0	0	0	0	187
3:00 PM	0	33	24	0	3	0	0	0	0	0	0	0	0	60
3:15 PM	0	40	14	0	1	0	0	0	0	0	0	0	0	55
3:30 PM	0	44	12	0	6	0	0	0	0	0	0	0	0	62
3:45 PM	0	45	17	2	7	0	0	0	0	0	0	0	0	71
Hour Total	0	162	67	2	17	0	0	0	0	0	0	0	0	248

4:00 PM	0	40	26	0	3	0	0	0	0	0	0	0	0	69
4:15 PM	0	37	23	0	6	0	0	0	0	0	0	0	0	66
4:30 PM	0	47	25	0	4	1	0	0	0	0	0	0	0	77
4:45 PM	0	41	21	0	5	0	0	0	0	0	0	0	0	67
Hour Total	0	165	95	0	18	1	0	0	0	0	0	0	0	279
5:00 PM	0	58	24	0	1	0	0	0	0	0	0	0	0	83
5:15 PM	1	76	18	0	3	0	0	0	0	0	0	0	0	98
5:30 PM	0	61	25	1	3	0	0	0	0	0	0	0	0	90
5:45 PM	0	64	32	0	3	0	0	0	0	0	0	0	0	99
Hour Total	1	259	99	1	10	0	0	0	0	0	0	0	0	370
6:00 PM	0	64	25	0	4	0	0	0	0	0	0	0	0	93
6:15 PM	1	66	9	0	4	0	0	1	0	0	0	0	0	81
6:30 PM	0	50	24	0	0	0	0	1	0	0	0	0	0	75
6:45 PM	0	43	24	0	0	0	0	0	0	0	0	0	0	67
Hour Total	1	223	82	0	8	0	0	2	0	0	0	0	0	316
7:00 PM	0	37	10	0	2	0	0	0	0	0	0	0	0	49
7:15 PM	0	35	8	0	1	0	0	0	0	0	0	0	0	44
7:30 PM	0	30	8	0	0	0	0	0	0	0	0	0	0	38
7:45 PM	1	26	17	0	2	0	0	0	0	0	0	0	0	46
Hour Total	1	128	43	0	5	0	0	0	0	0	0	0	0	177
8:00 PM	0	14	10	0	3	0	0	0	0	0	0	0	0	27
8:15 PM	0	23	13	0	0	0	0	0	0	0	0	0	0	36
8:30 PM	0	25	8	0	3	0	0	0	0	0	0	0	0	36
8:45 PM	0	33	11	0	2	0	0	0	0	0	0	0	0	46
Hour Total	0	95	42	0	8	0	0	0	0	0	0	0	0	145
9:00 PM	0	23	9	0	0	0	0	0	0	0	0	0	0	32
9:15 PM	0	10	13	0	0	0	0	0	0	0	0	0	0	23
9:30 PM	0	13	8	0	2	0	0	0	0	0	0	0	0	23
9:45 PM	0	16	12	0	1	0	0	0	0	0	0	0	0	29
Hour Total	0	62	42	0	3	0	0	0	0	0	0	0	0	107
10:00 PM	0	11	8	0	1	0	0	0	0	0	0	0	0	20
10:15 PM	1	11	8	0	1	0	0	0	0	0	0	0	0	21
10:30 PM	0	8	2	0	1	0	0	0	0	0	0	0	0	11
10:45 PM	0	11	7	0	0	0	0	0	0	0	0	0	0	18
Hour Total	1	41	25	0	3	0	0	0	0	0	0	0	0	70
11:00 PM	0	7	5	0	1	0	0	0	0	0	0	0	0	13
11:15 PM	0	9	3	0	0	0	0	0	0	0	0	0	0	12
11:30 PM	0	5	1	0	2	0	0	0	0	0	0	0	0	8
11:45 PM	0	11	6	0	2	0	0	0	0	0	0	0	0	19
Hour Total	0	32	15	0	5	0	0	0	0	0	0	0	0	52
Totals	6	1918	921	11	166	4	0	5	0	0	0	0	0	3031
Percent	0.2%	63.3%	30.4%	0.4%	5.5%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Stanford Avenue east of San Pablo Avenue (Outside Lanes)
Oakland

Project #:09-7224-006e

Date: 6/4/2009

THURSDAY

West Bound, East Bound

Begin Time	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	9	4	0	0	0	0	0	0	0	0	0	0	13
12:15 AM	0	13	3	0	2	0	0	0	0	0	0	0	0	18
12:30 AM	0	14	2	0	0	0	0	0	0	0	0	0	0	16
12:45 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	43	11	0	2	0	0	0	0	0	0	0	0	56
1:00 AM	0	4	1	0	0	1	0	0	0	0	0	0	0	6
1:15 AM	0	3	3	0	0	0	0	0	0	0	0	0	0	6
1:30 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
1:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	17	6	0	0	1	0	0	0	0	0	0	0	24
2:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:15 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
2:30 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
2:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hour Total	0	9	4	0	1	0	0	0	0	0	0	0	0	14
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	7	3	0	0	0	0	0	0	0	0	0	0	10
4:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
4:15 AM	0	4	4	0	0	0	0	0	0	0	0	0	0	8
4:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:45 AM	0	5	0	0	0	0	0	1	0	0	0	0	0	6
Hour Total	0	17	6	0	0	0	0	1	0	0	0	0	0	24
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
5:30 AM	0	9	3	0	1	0	0	0	1	0	0	0	0	14
5:45 AM	0	7	2	1	1	0	0	1	0	0	0	0	0	12
Hour Total	0	20	6	1	2	0	0	1	1	0	0	0	0	31
6:00 AM	0	11	3	0	1	1	0	0	0	0	0	0	0	16
6:15 AM	0	18	1	1	2	0	0	0	0	0	0	0	0	22
6:30 AM	0	15	5	0	2	0	0	0	0	0	0	0	0	22
6:45 AM	0	19	4	1	2	0	0	0	0	0	0	0	0	26
Hour Total	0	63	13	2	7	1	0	0	0	0	0	0	0	86
7:00 AM	0	31	6	1	2	0	0	0	0	0	0	0	0	40
7:15 AM	0	33	10	0	2	0	0	0	0	0	0	0	0	45
7:30 AM	0	39	8	2	2	0	0	0	0	0	0	0	0	51
7:45 AM	1	60	10	0	1	0	0	0	1	0	0	0	0	73
Hour Total	1	163	34	3	7	0	0	0	1	0	0	0	0	209

8:00 AM	0	69	17	0	1	0	0	0	0	0	0	0	0	87
8:15 AM	0	82	19	1	2	0	0	0	0	0	0	0	0	104
8:30 AM	0	106	15	0	4	0	0	0	0	0	0	0	0	125
8:45 AM	1	100	18	1	6	0	0	0	0	0	0	0	0	126
Hour Total	1	357	69	2	13	0	0	0	0	0	0	0	0	442
9:00 AM	1	74	13	0	1	0	0	0	0	0	0	0	0	89
9:15 AM	0	83	13	0	3	1	0	0	0	0	0	0	0	100
9:30 AM	0	67	14	0	4	0	0	0	0	0	0	0	0	85
9:45 AM	0	49	16	0	2	0	0	1	0	0	0	0	0	68
Hour Total	1	273	56	0	10	1	0	1	0	0	0	0	0	342
10:00 AM	0	55	16	1	3	0	0	0	0	0	0	0	0	75
10:15 AM	0	62	8	0	3	0	0	1	0	0	0	0	0	74
10:30 AM	0	52	12	0	4	0	0	1	0	0	0	0	0	69
10:45 AM	0	47	16	0	2	0	0	0	0	0	0	0	0	65
Hour Total	0	216	52	1	12	0	0	2	0	0	0	0	0	283
11:00 AM	0	60	16	0	3	1	0	0	0	0	0	0	0	80
11:15 AM	0	59	11	0	2	1	0	1	0	0	0	0	0	74
11:30 AM	0	53	12	0	3	0	0	0	0	0	0	0	0	68
11:45 AM	0	73	29	1	7	1	0	0	0	0	0	0	0	111
Hour Total	0	245	68	1	15	3	0	1	0	0	0	0	0	333
12:00 PM	0	66	15	0	2	0	0	1	0	0	0	0	0	84
12:15 PM	1	84	13	2	6	0	0	0	0	0	0	0	0	106
12:30 PM	0	55	13	0	2	0	0	0	0	0	0	0	0	70
12:45 PM	0	87	23	0	1	0	0	0	0	0	0	0	0	111
Hour Total	1	292	64	2	11	0	0	1	0	0	0	0	0	371
1:00 PM	1	70	14	0	6	0	0	0	0	0	0	0	0	91
1:15 PM	0	76	22	0	1	0	0	0	0	0	0	0	0	99
1:30 PM	0	73	16	0	8	0	0	0	0	0	0	0	0	97
1:45 PM	0	73	18	0	5	0	0	0	0	0	0	0	0	96
Hour Total	1	292	70	0	20	0	0	0	0	0	0	0	0	383
2:00 PM	0	60	16	0	4	1	0	0	0	0	0	0	0	81
2:15 PM	0	62	17	0	4	0	0	0	1	0	0	0	0	84
2:30 PM	1	76	25	0	5	0	0	0	1	0	0	0	0	108
2:45 PM	0	69	19	0	1	0	0	0	0	0	0	0	0	89
Hour Total	1	267	77	0	14	1	0	0	2	0	0	0	0	362
3:00 PM	1	79	26	0	5	0	0	0	0	0	0	0	0	111
3:15 PM	0	81	14	0	1	0	0	0	0	0	0	0	0	96
3:30 PM	0	92	13	0	6	0	0	1	0	0	0	0	0	112
3:45 PM	0	97	20	2	9	0	0	0	0	0	0	0	0	128
Hour Total	1	349	73	2	21	0	0	1	0	0	0	0	0	447

4:00 PM	0	94	29	0	3	0	0	0	0	0	0	0	0	126
4:15 PM	0	69	25	0	6	0	0	0	0	0	0	0	0	100
4:30 PM	0	106	27	0	5	1	0	0	0	0	0	0	0	139
4:45 PM	0	99	22	0	6	0	0	0	0	0	0	0	0	127
Hour Total	0	368	103	0	20	1	0	0	0	0	0	0	0	492
5:00 PM	0	113	26	0	2	0	0	1	0	0	0	0	0	142
5:15 PM	1	142	18	1	4	0	0	0	0	0	0	0	0	166
5:30 PM	0	118	29	1	3	0	0	0	0	0	0	0	0	151
5:45 PM	0	115	35	0	3	0	0	0	0	0	0	0	0	153
Hour Total	1	488	108	2	12	0	0	1	0	0	0	0	0	612
6:00 PM	0	121	28	0	4	0	0	0	0	0	0	0	0	153
6:15 PM	1	109	11	1	4	0	0	1	0	0	0	0	0	127
6:30 PM	0	98	27	1	1	0	0	1	0	0	0	0	0	128
6:45 PM	0	79	26	0	0	0	0	0	0	0	0	0	0	105
Hour Total	1	407	92	2	9	0	0	2	0	0	0	0	0	513
7:00 PM	0	64	11	0	2	0	0	1	0	0	0	0	0	78
7:15 PM	0	61	10	0	1	0	0	0	0	0	0	0	0	72
7:30 PM	0	64	9	0	0	0	0	0	0	0	0	0	0	73
7:45 PM	1	57	18	0	3	0	0	0	0	0	0	0	0	79
Hour Total	1	246	48	0	6	0	0	1	0	0	0	0	0	302
8:00 PM	0	40	10	0	3	0	0	0	0	0	0	0	0	53
8:15 PM	0	42	13	0	1	0	0	0	0	0	0	0	0	56
8:30 PM	1	55	9	0	4	0	0	1	0	0	0	0	0	70
8:45 PM	0	64	11	1	2	0	0	0	0	0	0	0	0	78
Hour Total	1	201	43	1	10	0	0	1	0	0	0	0	0	257
9:00 PM	0	45	9	0	1	0	0	0	0	0	0	0	0	55
9:15 PM	0	31	13	0	0	0	0	0	0	0	0	0	0	44
9:30 PM	0	38	8	0	2	0	0	0	0	0	0	0	0	48
9:45 PM	0	32	13	0	2	0	0	0	0	0	0	0	0	47
Hour Total	0	146	43	0	5	0	0	0	0	0	0	0	0	194
10:00 PM	0	34	9	0	2	0	0	0	0	0	0	0	0	45
10:15 PM	1	20	8	1	2	0	0	0	0	0	0	0	0	32
10:30 PM	0	17	2	0	2	0	0	0	0	0	0	0	0	21
10:45 PM	0	23	7	0	0	0	0	0	0	0	0	0	0	30
Hour Total	1	94	26	1	6	0	0	0	0	0	0	0	0	128
11:00 PM	0	16	6	0	1	0	0	0	0	0	0	0	0	23
11:15 PM	0	22	5	1	0	0	0	0	0	0	0	0	0	28
11:30 PM	0	13	1	1	2	0	0	0	0	0	0	0	0	17
11:45 PM	0	12	7	0	2	0	0	1	0	0	0	0	0	22
Hour Total	0	63	19	2	5	0	0	1	0	0	0	0	0	90
Totals	12	4643	1094	22	208	8	0	14	4	0	0	0	0	6005
Percent	0.2%	77.3%	18.2%	0.4%	3.5%	0.1%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/4/2009

City: Oakland

Project #: 09-7224-006e

Location: Stanford Avenue east of San Pablo Avenue (Outside Lanes)

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	10	38			3	46				
12:15	11	49			7	57				
12:30	10	28			6	42				
12:45	7	49	38	164	2	62	18	207	56	371
1:00	1	42			5	49				
1:15	5	49			1	50				
1:30	3	52			6	45				
1:45	3	46	12	189	0	50	12	194	24	383
2:00	3	36			2	45				
2:15	3	43			2	41				
2:30	1	61			2	47				
2:45	1	47	8	187	0	42	6	175	14	362
3:00	0	60			0	51				
3:15	3	55			0	41				
3:30	0	62			0	50				
3:45	4	71	7	248	3	57	3	199	10	447
4:00	5	69			2	57				
4:15	3	66			5	34				
4:30	1	77			2	62				
4:45	1	67	10	279	5	60	14	213	24	492
5:00	0	83			1	59				
5:15	2	98			2	68				
5:30	6	90			8	61				
5:45	5	99	13	370	7	54	18	242	31	612
6:00	5	93			11	60				
6:15	9	81			13	46				
6:30	10	75			12	53				
6:45	9	67	33	316	17	38	53	197	86	513
7:00	15	49			25	29				
7:15	23	44			22	28				
7:30	20	38			31	35				
7:45	22	46	80	177	51	33	129	125	209	302
8:00	31	27			56	26				
8:15	37	36			67	20				
8:30	38	36			87	34				
8:45	42	46	148	145	84	32	294	112	442	257
9:00	30	32			59	23				
9:15	32	23			68	21				
9:30	23	23			62	25				
9:45	29	29	114	107	39	18	228	87	342	194
10:00	26	20			49	25				
10:15	23	21			51	11				
10:30	30	11			39	10				
10:45	30	18	109	70	35	12	174	58	283	128
11:00	28	13			52	10				
11:15	32	12			42	16				
11:30	38	8			30	9				
11:45	57	19	155	52	54	3	178	38	333	90
Total	727	2304	727	2304	1127	1847	1127	1847	1854	4151
Combined Total	3031		3031		2974		2974		6005	
AM Peak	11:30 AM				8:30 AM					
Vol.	182				298					
P.H.F.	0.798				0.856					
PM Peak		5:15 PM				4:30 PM				
Vol.		380				249				
P.H.F.		0.960				0.915				
Percentage	24.0%	76.0%			37.9%	62.1%				

Prepared by NDS/ATD

Volumes for: Wednesday, June 3, 2009

City: Oakland

Project #: 09-7224-007

Location: MacArthur Boulevard west of Martin Luther King Way

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	26	91			32	113				
12:15	24	89			21	140				
12:30	9	76			25	108				
12:45	17	96	76	352	15	105	93	466	169	818
1:00	11	108			21	100				
1:15	17	106			11	111				
1:30	16	86			18	129				
1:45	10	102	54	402	11	105	61	445	115	847
2:00	8	101			10	108				
2:15	5	97			3	132				
2:30	8	97			8	124				
2:45	3	102	24	397	3	139	24	503	48	900
3:00	8	102			7	118				
3:15	3	96			4	108				
3:30	8	94			8	147				
3:45	12	80	31	372	6	130	25	503	56	875
4:00	3	106			7	153				
4:15	8	102			3	138				
4:30	7	107			7	166				
4:45	8	136	26	451	6	142	23	599	49	1050
5:00	11	187			20	171				
5:15	20	198			13	177				
5:30	21	186			14	177				
5:45	18	175	70	746	25	139	72	664	142	1410
6:00	27	180			23	122				
6:15	43	167			22	108				
6:30	44	169			43	129				
6:45	76	116	190	632	49	104	137	463	327	1095
7:00	62	95			69	109				
7:15	78	95			86	96				
7:30	92	66			83	93				
7:45	99	70	331	326	93	93	370	391	701	717
8:00	105	62			130	81				
8:15	92	60			131	91				
8:30	90	51			86	61				
8:45	107	45	394	218	124	77	471	310	865	528
9:00	90	56			91	64				
9:15	80	47			128	71				
9:30	74	57			102	58				
9:45	81	24	325	184	91	49	412	242	737	426
10:00	77	35			97	37				
10:15	84	38			113	44				
10:30	75	41			96	35				
10:45	83	39	319	153	106	46	412	162	731	315
11:00	76	47			107	37				
11:15	66	26			114	32				
11:30	81	30			115	31				
11:45	84	20	307	123	108	30	444	130	751	253
Total	2147	4356	2147	4356	2544	4878	2544	4878	4691	9234
Combined Total	6503		6503		7422		7422		13925	
AM Peak	8:00 AM				7:45 AM					
Vol.	394				479					
P.H.F.	0.921				0.907					
PM Peak	5:00 PM				4:45 PM					
Vol.	746				667					
P.H.F.	0.942				0.942					
Percentage	33.0%	67.0%			34.3%	65.7%				

Prepared by NDS/ATD

Volumes for: Thursday, June 4, 2009

City: Oakland

Project #: 09-7224-007

Location: MacArthur Boulevard west of Martin Luther King Way

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	18	87			30	118				
12:15	19	84			26	104				
12:30	18	89			26	103				
12:45	18	98	73	358	19	100	101	425	174	783
1:00	10	111			13	109				
1:15	13	104			15	100				
1:30	15	94			22	97				
1:45	9	84	47	393	13	120	63	426	110	819
2:00	14	77			7	115				
2:15	7	103			4	104				
2:30	5	93			6	125				
2:45	8	113	34	386	6	131	23	475	57	861
3:00	11	110			7	124				
3:15	8	88			4	118				
3:30	4	81			8	142				
3:45	6	99	29	378	6	129	25	513	54	891
4:00	8	93			9	150				
4:15	6	98			6	167				
4:30	10	107			4	153				
4:45	13	125	37	423	8	194	27	664	64	1087
5:00	16	136			7	172				
5:15	16	186			10	166				
5:30	19	213			18	179				
5:45	24	199	75	734	19	151	54	668	129	1402
6:00	18	185			18	130				
6:15	42	117			28	123				
6:30	49	98			37	101				
6:45	69	95	178	495	64	108	147	462	325	957
7:00	67	65			68	96				
7:15	74	81			87	91				
7:30	82	88			71	95				
7:45	104	50	327	284	114	83	340	365	667	649
8:00	105	40			111	86				
8:15	85	59			116	70				
8:30	84	61			111	82				
8:45	87	40	361	200	99	74	437	312	798	512
9:00	90	44			104	64				
9:15	79	59			101	64				
9:30	67	58			93	78				
9:45	72	42	308	203	97	59	395	265	703	468
10:00	80	30			94	47				
10:15	73	43			105	46				
10:30	82	30			107	50				
10:45	68	43	303	146	79	42	385	185	688	331
11:00	80	36			101	39				
11:15	80	29			106	36				
11:30	67	27			124	53				
11:45	81	27	308	119	103	30	434	158	742	277
Total	2080	4119	2080	4119	2431	4918	2431	4918	4511	9037
Combined Total	6199		6199		7349		7349		13548	
AM Peak	7:45 AM				7:45 AM					
Vol.	378				452					
P.H.F.	0.900				0.974					
PM Peak	5:15 PM				4:45 PM					
Vol.	783				711					
P.H.F.	0.919				0.916					
Percentage	33.6%	66.4%			33.1%	66.9%				

Class Report - Prepared by: NDS/ATD

MacArthur Boulevard west of Martin Luther King Way (Outside Lanes)

Oakland

Project #:09-7224-007w

Date: 6/3/2009

WEDNESDAY

West Bound

Begin Time	Cars & 2 Axle			Buses	2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long		6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
12:15 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
12:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
12:45 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	6
Hour Total	0	27	0	0	1	0	0	0	0	0	0	0	0	28
1:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
1:15 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	11	4	0	0	0	0	0	0	0	0	0	0	15
2:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	12	1	0	0	0	0	0	0	0	0	0	0	13
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	5	2	0	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	9	1	0	0	0	0	0	0	0	0	0	0	10
5:00 AM	0	1	1	0	0	1	0	0	0	0	0	0	0	3
5:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
5:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
5:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	15	1	0	0	1	0	0	0	0	0	0	0	17
6:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
6:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
6:30 AM	0	2	2	0	0	0	0	1	0	0	0	0	0	5
6:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	15	5	0	1	0	0	1	0	0	0	0	0	22
7:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
7:15 AM	0	13	3	0	0	0	0	0	0	0	0	0	0	16
7:30 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	14
7:45 AM	1	15	2	0	0	0	0	0	0	0	0	0	0	18
Hour Total	1	47	8	0	0	0	0	0	0	0	0	0	0	56

8:00 AM	0	17	4	0	0	0	0	0	0	0	0	0	0	21
8:15 AM	0	17	2	0	0	0	0	0	0	0	0	0	0	19
8:30 AM	0	27	4	0	0	0	0	0	0	0	0	0	0	31
8:45 AM	0	11	6	0	0	0	0	0	0	0	0	0	0	17
Hour Total	0	72	16	0	0	0	0	0	0	0	0	0	0	88
9:00 AM	0	19	0	0	0	0	0	0	0	0	0	0	0	19
9:15 AM	0	17	2	0	0	0	0	0	0	0	0	0	0	19
9:30 AM	0	17	2	0	1	0	0	0	0	0	0	0	0	20
9:45 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	65	5	0	1	0	0	0	0	0	0	0	0	71
10:00 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
10:15 AM	0	22	4	0	0	0	0	0	0	0	0	0	0	26
10:30 AM	0	22	2	0	1	0	0	0	0	0	0	0	0	25
10:45 AM	0	26	4	0	0	0	0	0	0	0	0	0	0	30
Hour Total	0	82	11	0	1	0	0	0	0	0	0	0	0	94
11:00 AM	0	22	2	0	0	1	0	0	0	0	0	0	0	25
11:15 AM	0	28	1	0	0	0	0	0	0	0	0	0	0	29
11:30 AM	0	29	5	0	0	0	0	0	0	0	0	0	0	34
11:45 AM	0	22	1	0	0	0	0	0	0	0	0	0	0	23
Hour Total	0	101	9	0	0	1	0	0	0	0	0	0	0	111
12:00 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	13
12:15 PM	1	14	4	0	0	1	0	0	0	0	0	0	0	20
12:30 PM	0	16	3	1	1	1	0	0	0	0	0	0	0	22
12:45 PM	0	22	4	0	0	0	0	0	0	0	0	0	0	26
Hour Total	1	65	11	1	1	2	0	0	0	0	0	0	0	81
1:00 PM	0	31	3	0	1	0	0	0	0	0	0	0	0	35
1:15 PM	0	25	4	0	0	0	0	0	0	0	0	0	0	29
1:30 PM	0	25	2	0	0	0	0	0	0	0	0	0	0	27
1:45 PM	0	27	6	0	0	0	0	0	0	0	0	0	0	33
Hour Total	0	108	15	0	1	0	0	0	0	0	0	0	0	124
2:00 PM	0	28	5	0	1	0	0	0	0	0	0	0	0	34
2:15 PM	0	22	3	0	0	0	0	1	0	0	0	0	0	26
2:30 PM	0	27	2	0	0	0	0	0	0	0	0	0	0	29
2:45 PM	0	29	6	0	1	1	0	0	0	0	0	0	0	37
Hour Total	0	106	16	0	2	1	0	1	0	0	0	0	0	126
3:00 PM	0	32	2	0	0	0	0	0	0	0	0	0	0	34
3:15 PM	0	31	3	1	0	0	0	0	0	0	0	0	0	35
3:30 PM	0	23	2	0	0	0	0	0	0	0	0	0	0	25
3:45 PM	0	23	6	0	1	0	0	0	0	0	0	0	0	30
Hour Total	0	109	13	1	1	0	0	0	0	0	0	0	0	124

4:00 PM	0	25	5	0	0	0	0	0	0	0	0	0	0	30
4:15 PM	0	36	4	0	0	0	0	0	0	0	0	0	0	40
4:30 PM	0	30	4	0	0	0	0	0	0	0	0	0	0	34
4:45 PM	0	37	2	0	0	0	0	0	0	0	0	0	0	39
Hour Total	0	128	15	0	0	0	0	0	0	0	0	0	0	143
5:00 PM	0	29	2	0	1	0	0	0	0	0	0	0	0	32
5:15 PM	1	31	1	0	0	0	0	0	0	0	0	0	0	33
5:30 PM	0	29	4	0	0	0	0	0	0	0	0	0	0	33
5:45 PM	0	32	4	0	0	0	0	0	0	0	0	0	0	36
Hour Total	1	121	11	0	1	0	0	0	0	0	0	0	0	134
6:00 PM	0	26	3	0	0	0	0	0	0	0	0	0	0	29
6:15 PM	0	21	1	0	0	0	0	0	0	0	0	0	0	22
6:30 PM	0	27	1	0	0	0	0	0	0	0	0	0	0	28
6:45 PM	0	14	2	0	0	0	0	0	0	0	0	0	0	16
Hour Total	0	88	7	0	0	0	0	0	0	0	0	0	0	95
7:00 PM	0	27	1	0	0	0	0	0	0	0	0	0	0	28
7:15 PM	0	28	2	0	0	0	0	0	0	0	0	0	0	30
7:30 PM	0	23	2	0	0	0	0	0	0	0	0	0	0	25
7:45 PM	0	18	6	0	0	0	0	0	0	0	0	0	0	24
Hour Total	0	96	11	0	0	0	0	0	0	0	0	0	0	107
8:00 PM	0	16	3	0	0	0	0	0	0	0	0	0	0	19
8:15 PM	0	17	4	0	0	0	0	0	0	0	0	0	0	21
8:30 PM	0	19	6	0	0	0	0	0	0	0	0	0	0	25
8:45 PM	0	22	0	0	0	0	0	0	0	0	0	0	0	22
Hour Total	0	74	13	0	0	0	0	0	0	0	0	0	0	87
9:00 PM	0	20	0	0	0	0	0	0	0	0	0	0	0	20
9:15 PM	0	18	2	0	0	0	0	0	0	0	0	0	0	20
9:30 PM	0	14	2	0	0	0	0	0	0	0	0	0	0	16
9:45 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	62	4	0	0	0	0	0	0	0	0	0	0	66
10:00 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	17
10:15 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
10:30 PM	0	13	4	0	0	0	0	0	0	0	0	0	0	17
10:45 PM	0	10	2	0	1	0	0	0	0	0	0	0	0	13
Hour Total	0	53	7	0	1	0	0	0	0	0	0	0	0	61
11:00 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	11
11:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
11:30 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
11:45 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	33	5	0	0	0	0	0	0	0	0	0	0	38
Totals	3	1504	191	2	11	5	0	2	0	0	0	0	0	1718
Percent	0.2%	87.5%	11.1%	0.1%	0.6%	0.3%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

MacArthur Boulevard west of Martin Luther King Way (Outside Lanes)

Oakland

Project #:09-7224-007e

Date: 6/3/2009

WEDNESDAY

East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
12:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
12:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
12:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	31	1	0	0	0	0	0	0	0	0	0	0	32
1:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
1:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
1:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	24	1	0	0	0	0	0	0	0	0	0	0	25
2:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
2:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	11	0	0	0	0	0	0	0	0	0	0	0	11
3:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	5	1	0	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
4:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	18	1	0	0	0	0	0	0	0	0	0	0	19
5:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
5:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
5:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
5:45 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	13	6	0	0	0	0	0	0	0	0	0	0	19
6:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
6:15 AM	0	10	3	0	0	1	0	0	0	0	0	0	0	14
6:30 AM	0	16	1	0	0	0	0	0	0	0	0	0	0	17
6:45 AM	0	19	1	0	0	0	0	0	0	0	0	0	0	20
Hour Total	0	53	5	0	0	1	0	0	0	0	0	0	0	59
7:00 AM	0	18	2	0	0	0	0	0	0	0	0	0	0	20
7:15 AM	0	31	2	0	0	0	0	0	0	0	0	0	0	33
7:30 AM	0	28	4	0	3	0	0	0	0	0	0	0	0	35
7:45 AM	0	14	8	0	1	0	0	0	0	0	0	0	0	23
Hour Total	0	91	16	0	4	0	0	0	0	0	0	0	0	111

8:00 AM	1	24	5	0	2	0	0	1	0	0	0	0	0	33
8:15 AM	0	34	4	0	2	0	0	1	0	0	0	0	0	41
8:30 AM	0	23	6	0	2	0	0	0	0	0	0	0	0	31
8:45 AM	1	25	5	0	1	0	0	0	0	0	0	0	0	32
Hour Total	2	106	20	0	7	0	0	2	0	0	0	0	0	137
9:00 AM	0	25	5	0	1	0	0	0	0	0	0	0	0	31
9:15 AM	0	30	5	0	1	0	0	0	0	0	0	0	0	36
9:30 AM	0	27	4	0	1	0	0	0	0	0	0	0	0	32
9:45 AM	0	26	1	0	1	0	0	0	0	0	0	0	0	28
Hour Total	0	108	15	0	4	0	0	0	0	0	0	0	0	127
10:00 AM	0	26	5	0	1	0	0	0	0	0	0	0	0	32
10:15 AM	0	28	1	0	2	0	0	0	0	0	0	0	0	31
10:30 AM	0	27	2	0	0	0	0	0	0	0	0	0	0	29
10:45 AM	0	25	4	0	2	0	0	0	0	0	0	0	0	31
Hour Total	0	106	12	0	5	0	0	0	0	0	0	0	0	123
11:00 AM	0	29	3	0	1	0	0	0	0	0	0	0	0	33
11:15 AM	0	26	1	0	1	0	0	0	0	0	0	0	0	28
11:30 AM	0	25	2	0	0	0	0	0	0	0	0	0	0	27
11:45 AM	0	19	2	0	1	0	0	0	0	0	0	0	0	22
Hour Total	0	99	8	0	3	0	0	0	0	0	0	0	0	110
12:00 PM	0	19	7	0	1	0	0	0	0	0	0	0	0	27
12:15 PM	0	32	2	0	2	0	0	0	0	0	0	0	0	36
12:30 PM	0	24	3	0	1	0	0	0	0	0	0	0	0	28
12:45 PM	0	26	6	0	1	0	0	0	0	0	0	0	0	33
Hour Total	0	101	18	0	5	0	0	0	0	0	0	0	0	124
1:00 PM	0	26	0	0	1	0	0	0	0	0	0	0	0	27
1:15 PM	0	29	4	0	1	0	0	0	0	0	0	0	0	34
1:30 PM	0	32	1	0	0	0	0	0	0	0	0	0	0	33
1:45 PM	0	28	4	0	0	0	0	0	0	0	0	0	0	32
Hour Total	0	115	9	0	2	0	0	0	0	0	0	0	0	126
2:00 PM	0	31	6	0	1	0	0	0	0	0	0	0	0	38
2:15 PM	0	30	1	0	3	0	0	0	0	0	0	0	0	34
2:30 PM	0	25	3	1	1	0	0	0	0	0	0	0	0	30
2:45 PM	0	33	2	0	0	0	0	0	0	0	0	0	0	35
Hour Total	0	119	12	1	5	0	0	0	0	0	0	0	0	137
3:00 PM	0	36	5	0	1	0	0	0	0	0	0	0	0	42
3:15 PM	0	24	4	0	0	0	0	0	0	0	0	0	0	28
3:30 PM	0	23	1	0	1	0	0	0	0	0	0	0	0	25
3:45 PM	0	32	3	0	1	0	0	0	0	0	0	0	0	36
Hour Total	0	115	13	0	3	0	0	0	0	0	0	0	0	131

4:00 PM	0	32	3	0	1	0	0	0	0	0	0	0	0	36
4:15 PM	0	16	3	2	0	0	0	0	0	0	0	0	0	21
4:30 PM	0	24	0	1	0	0	0	0	0	0	0	0	0	25
4:45 PM	1	31	4	1	0	0	0	0	0	0	0	0	0	37
Hour Total	1	103	10	4	1	0	0	0	0	0	0	0	0	119
5:00 PM	0	37	6	2	0	0	0	0	0	0	0	0	0	45
5:15 PM	0	32	2	1	0	0	0	0	0	0	0	0	0	35
5:30 PM	0	49	2	2	0	0	0	0	0	0	0	0	0	53
5:45 PM	0	53	0	1	0	0	0	0	0	0	0	0	0	54
Hour Total	0	171	10	6	0	0	0	0	0	0	0	0	0	187
6:00 PM	0	60	4	1	1	0	0	0	0	0	0	0	0	66
6:15 PM	0	66	2	2	0	0	0	0	0	0	0	0	0	70
6:30 PM	0	50	4	1	0	0	0	2	0	0	0	0	0	57
6:45 PM	0	38	3	1	0	0	0	0	0	0	0	0	0	42
Hour Total	0	214	13	5	1	0	0	2	0	0	0	0	0	235
7:00 PM	0	31	2	2	0	1	0	0	0	0	0	0	0	36
7:15 PM	0	23	1	1	0	0	0	0	0	0	0	0	0	25
7:30 PM	0	25	0	0	0	0	0	0	0	0	0	0	0	25
7:45 PM	0	21	1	1	0	0	0	0	0	0	0	0	0	23
Hour Total	0	100	4	4	0	1	0	0	0	0	0	0	0	109
8:00 PM	0	23	3	0	0	0	0	0	0	0	0	0	0	26
8:15 PM	0	17	1	0	1	0	0	0	0	0	0	0	0	19
8:30 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	15
8:45 PM	0	24	1	0	0	0	0	0	0	0	0	0	0	25
Hour Total	0	78	6	0	1	0	0	0	0	0	0	0	0	85
9:00 PM	0	23	4	0	0	0	0	0	0	0	0	0	0	27
9:15 PM	0	19	1	0	0	0	0	0	0	0	0	0	0	20
9:30 PM	0	22	1	0	0	0	0	0	0	0	0	0	0	23
9:45 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	78	7	0	0	0	0	0	0	0	0	0	0	85
10:00 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	19
10:15 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
10:30 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
10:45 PM	0	20	1	0	0	0	0	0	0	0	0	0	0	21
Hour Total	0	63	3	0	0	0	0	0	0	0	0	0	0	66
11:00 PM	0	20	1	0	0	0	0	0	0	0	0	0	0	21
11:15 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
11:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
11:45 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	48	2	0	0	0	0	0	0	0	0	0	0	50
Totals	3	1970	193	20	41	2	0	4	0	0	0	0	0	2233
Percent	0.1%	88.2%	8.6%	0.9%	1.8%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

MacArthur Boulevard west of Martin Luther King Way (Outside Lanes)

Oakland

Project #:09-7224-007e

Date: 6/3/2009

WEDNESDAY

West Bound, East Bound

Begin	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
Time	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
12:00 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	15
12:15 AM	0	17	1	0	0	0	0	0	0	0	0	0	0	18
12:30 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	15
12:45 AM	0	11	0	0	1	0	0	0	0	0	0	0	0	12
Hour Total	0	58	1	0	1	0	0	0	0	0	0	0	0	60
1:00 AM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
1:15 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	14
1:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	35	5	0	0	0	0	0	0	0	0	0	0	40
2:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
2:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
2:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	23	1	0	0	0	0	0	0	0	0	0	0	24
3:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:45 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	10	3	0	0	0	0	0	0	0	0	0	0	13
4:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
4:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
4:45 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	27	2	0	0	0	0	0	0	0	0	0	0	29
5:00 AM	0	6	3	0	0	1	0	0	0	0	0	0	0	10
5:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
5:30 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
5:45 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	28	7	0	0	1	0	0	0	0	0	0	0	36
6:00 AM	0	10	1	0	1	0	0	0	0	0	0	0	0	12
6:15 AM	0	16	4	0	0	1	0	0	0	0	0	0	0	21
6:30 AM	0	18	3	0	0	0	0	1	0	0	0	0	0	22
6:45 AM	0	24	2	0	0	0	0	0	0	0	0	0	0	26
Hour Total	0	68	10	0	1	1	0	1	0	0	0	0	0	81
7:00 AM	0	25	3	0	0	0	0	0	0	0	0	0	0	28
7:15 AM	0	44	5	0	0	0	0	0	0	0	0	0	0	49
7:30 AM	0	40	6	0	3	0	0	0	0	0	0	0	0	49
7:45 AM	1	29	10	0	1	0	0	0	0	0	0	0	0	41
Hour Total	1	138	24	0	4	0	0	0	0	0	0	0	0	167

8:00 AM	1	41	9	0	2	0	0	1	0	0	0	0	0	54
8:15 AM	0	51	6	0	2	0	0	1	0	0	0	0	0	60
8:30 AM	0	50	10	0	2	0	0	0	0	0	0	0	0	62
8:45 AM	1	36	11	0	1	0	0	0	0	0	0	0	0	49
Hour Total	2	178	36	0	7	0	0	2	0	0	0	0	0	225
9:00 AM	0	44	5	0	1	0	0	0	0	0	0	0	0	50
9:15 AM	0	47	7	0	1	0	0	0	0	0	0	0	0	55
9:30 AM	0	44	6	0	2	0	0	0	0	0	0	0	0	52
9:45 AM	0	38	2	0	1	0	0	0	0	0	0	0	0	41
Hour Total	0	173	20	0	5	0	0	0	0	0	0	0	0	198
10:00 AM	0	38	6	0	1	0	0	0	0	0	0	0	0	45
10:15 AM	0	50	5	0	2	0	0	0	0	0	0	0	0	57
10:30 AM	0	49	4	0	1	0	0	0	0	0	0	0	0	54
10:45 AM	0	51	8	0	2	0	0	0	0	0	0	0	0	61
Hour Total	0	188	23	0	6	0	0	0	0	0	0	0	0	217
11:00 AM	0	51	5	0	1	1	0	0	0	0	0	0	0	58
11:15 AM	0	54	2	0	1	0	0	0	0	0	0	0	0	57
11:30 AM	0	54	7	0	0	0	0	0	0	0	0	0	0	61
11:45 AM	0	41	3	0	1	0	0	0	0	0	0	0	0	45
Hour Total	0	200	17	0	3	1	0	0	0	0	0	0	0	221
12:00 PM	0	32	7	0	1	0	0	0	0	0	0	0	0	40
12:15 PM	1	46	6	0	2	1	0	0	0	0	0	0	0	56
12:30 PM	0	40	6	1	2	1	0	0	0	0	0	0	0	50
12:45 PM	0	48	10	0	1	0	0	0	0	0	0	0	0	59
Hour Total	1	166	29	1	6	2	0	0	0	0	0	0	0	205
1:00 PM	0	57	3	0	2	0	0	0	0	0	0	0	0	62
1:15 PM	0	54	8	0	1	0	0	0	0	0	0	0	0	63
1:30 PM	0	57	3	0	0	0	0	0	0	0	0	0	0	60
1:45 PM	0	55	10	0	0	0	0	0	0	0	0	0	0	65
Hour Total	0	223	24	0	3	0	0	0	0	0	0	0	0	250
2:00 PM	0	59	11	0	2	0	0	0	0	0	0	0	0	72
2:15 PM	0	52	4	0	3	0	0	1	0	0	0	0	0	60
2:30 PM	0	52	5	1	1	0	0	0	0	0	0	0	0	59
2:45 PM	0	62	8	0	1	1	0	0	0	0	0	0	0	72
Hour Total	0	225	28	1	7	1	0	1	0	0	0	0	0	263
3:00 PM	0	68	7	0	1	0	0	0	0	0	0	0	0	76
3:15 PM	0	55	7	1	0	0	0	0	0	0	0	0	0	63
3:30 PM	0	46	3	0	1	0	0	0	0	0	0	0	0	50
3:45 PM	0	55	9	0	2	0	0	0	0	0	0	0	0	66
Hour Total	0	224	26	1	4	0	0	0	0	0	0	0	0	255

4:00 PM	0	57	8	0	1	0	0	0	0	0	0	0	0	66
4:15 PM	0	52	7	2	0	0	0	0	0	0	0	0	0	61
4:30 PM	0	54	4	1	0	0	0	0	0	0	0	0	0	59
4:45 PM	1	68	6	1	0	0	0	0	0	0	0	0	0	76
Hour Total	1	231	25	4	1	0	0	0	0	0	0	0	0	262
5:00 PM	0	66	8	2	1	0	0	0	0	0	0	0	0	77
5:15 PM	1	63	3	1	0	0	0	0	0	0	0	0	0	68
5:30 PM	0	78	6	2	0	0	0	0	0	0	0	0	0	86
5:45 PM	0	85	4	1	0	0	0	0	0	0	0	0	0	90
Hour Total	1	292	21	6	1	0	0	0	0	0	0	0	0	321
6:00 PM	0	86	7	1	1	0	0	0	0	0	0	0	0	95
6:15 PM	0	87	3	2	0	0	0	0	0	0	0	0	0	92
6:30 PM	0	77	5	1	0	0	0	2	0	0	0	0	0	85
6:45 PM	0	52	5	1	0	0	0	0	0	0	0	0	0	58
Hour Total	0	302	20	5	1	0	0	2	0	0	0	0	0	330
7:00 PM	0	58	3	2	0	1	0	0	0	0	0	0	0	64
7:15 PM	0	51	3	1	0	0	0	0	0	0	0	0	0	55
7:30 PM	0	48	2	0	0	0	0	0	0	0	0	0	0	50
7:45 PM	0	39	7	1	0	0	0	0	0	0	0	0	0	47
Hour Total	0	196	15	4	0	1	0	0	0	0	0	0	0	216
8:00 PM	0	39	6	0	0	0	0	0	0	0	0	0	0	45
8:15 PM	0	34	5	0	1	0	0	0	0	0	0	0	0	40
8:30 PM	0	33	7	0	0	0	0	0	0	0	0	0	0	40
8:45 PM	0	46	1	0	0	0	0	0	0	0	0	0	0	47
Hour Total	0	152	19	0	1	0	0	0	0	0	0	0	0	172
9:00 PM	0	43	4	0	0	0	0	0	0	0	0	0	0	47
9:15 PM	0	37	3	0	0	0	0	0	0	0	0	0	0	40
9:30 PM	0	36	3	0	0	0	0	0	0	0	0	0	0	39
9:45 PM	0	24	1	0	0	0	0	0	0	0	0	0	0	25
Hour Total	0	140	11	0	0	0	0	0	0	0	0	0	0	151
10:00 PM	0	36	0	0	0	0	0	0	0	0	0	0	0	36
10:15 PM	0	26	2	0	0	0	0	0	0	0	0	0	0	28
10:30 PM	0	24	5	0	0	0	0	0	0	0	0	0	0	29
10:45 PM	0	30	3	0	1	0	0	0	0	0	0	0	0	34
Hour Total	0	116	10	0	1	0	0	0	0	0	0	0	0	127
11:00 PM	0	29	3	0	0	0	0	0	0	0	0	0	0	32
11:15 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	17
11:30 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	19
11:45 PM	0	17	3	0	0	0	0	0	0	0	0	0	0	20
Hour Total	0	81	7	0	0	0	0	0	0	0	0	0	0	88
Totals	6	3474	384	22	52	7	0	6	0	0	0	0	0	3951
Percent	0.2%	87.9%	9.7%	0.6%	1.3%	0.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/3/2009

City: Oakland

Project #: 09-7224-007e

Location: MacArthur Boulevard west of Martin Luther King Way (Outside Lanes)

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	11	27			4	13				
12:15	8	36			10	20				
12:30	7	28			8	22				
12:45	6	33	32	124	6	26	28	81	60	205
1:00	8	27			7	35				
1:15	8	34			6	29				
1:30	4	33			1	27				
1:45	5	32	25	126	1	33	15	124	40	250
2:00	6	38			4	34				
2:15	3	34			3	26				
2:30	1	30			5	29				
2:45	1	35	11	137	1	37	13	126	24	263
3:00	3	42			1	34				
3:15	0	28			0	35				
3:30	1	25			1	25				
3:45	2	36	6	131	5	30	7	124	13	255
4:00	1	36			2	30				
4:15	4	21			3	40				
4:30	7	25			0	34				
4:45	7	37	19	119	5	39	10	143	29	262
5:00	7	45			3	32				
5:15	4	35			4	33				
5:30	3	53			7	33				
5:45	5	54	19	187	3	36	17	134	36	321
6:00	8	66			4	29				
6:15	14	70			7	22				
6:30	17	57			5	28				
6:45	20	42	59	235	6	16	22	95	81	330
7:00	20	36			8	28				
7:15	33	25			16	30				
7:30	35	25			14	25				
7:45	23	23	111	109	18	24	56	107	167	216
8:00	33	26			21	19				
8:15	41	19			19	21				
8:30	31	15			31	25				
8:45	32	25	137	85	17	22	88	87	225	172
9:00	31	27			19	20				
9:15	36	20			19	20				
9:30	32	23			20	16				
9:45	28	15	127	85	13	10	71	66	198	151
10:00	32	19			13	17				
10:15	31	14			26	14				
10:30	29	12			25	17				
10:45	31	21	123	66	30	13	94	61	217	127
11:00	33	21			25	11				
11:15	28	9			29	8				
11:30	27	9			34	10				
11:45	22	11	110	50	23	9	111	38	221	88
Total	779	1454	779	1454	532	1186	532	1186	1311	2640
Combined Total	2233		2233		1718		1718		3951	
AM Peak	8:00 AM				10:45 AM					
Vol.	137				118					
P.H.F.	0.835				0.868					
PM Peak	5:45 PM				4:15 PM					
Vol.	247				145					
P.H.F.	0.882				0.906					
Percentage	34.9%	65.1%			31.0%	69.0%				

Class Report - Prepared by: NDS/ATD

MacArthur Boulevard west of Martin Luther King Way (Outside Lanes)

Oakland

Project #:09-7224-007w

Date: 6/4/2009

THURSDAY

West Bound

Begin Time	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
12:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
12:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
12:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	28	1	0	0	0	0	0	0	0	0	0	0	29
1:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
1:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
1:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	17	1	0	0	0	0	0	0	0	0	0	0	18
2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	9	0	0	0	0	0	0	0	0	0	0	0	9
3:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
3:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	11	2	0	0	0	0	0	0	0	0	0	0	13
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	8	1	0	0	0	0	0	0	0	0	0	0	9
5:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	10	1	0	0	0	0	0	0	0	0	0	0	11
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:15 AM	1	3	0	0	0	0	0	0	0	0	0	0	0	4
6:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
6:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
Hour Total	1	18	2	0	0	0	0	0	0	0	0	0	0	21
7:00 AM	1	4	0	0	0	0	0	0	0	0	0	0	0	5
7:15 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	12
7:30 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
7:45 AM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
Hour Total	1	40	5	0	0	0	0	0	0	0	0	0	0	46

8:00 AM	0	27	1	0	0	0	0	0	0	0	0	0	0	28
8:15 AM	0	19	2	0	0	0	0	0	0	0	0	0	0	21
8:30 AM	0	20	4	0	0	0	0	0	0	0	0	0	0	24
8:45 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	77	9	0	0	0	0	0	0	0	0	0	0	86
9:00 AM	0	18	2	0	1	0	0	0	0	0	0	0	0	21
9:15 AM	1	17	2	0	0	0	0	0	0	0	0	0	0	20
9:30 AM	0	24	1	0	0	0	0	0	0	0	0	0	0	25
9:45 AM	0	16	3	0	0	0	0	0	0	0	0	0	0	19
Hour Total	1	75	8	0	1	0	0	0	0	0	0	0	0	85
10:00 AM	0	18	4	0	0	0	0	0	0	0	0	0	0	22
10:15 AM	0	10	4	0	0	0	0	0	0	0	0	0	0	14
10:30 AM	0	16	4	0	1	0	0	0	0	0	0	0	0	21
10:45 AM	0	11	2	0	0	1	0	0	0	0	0	0	0	14
Hour Total	0	55	14	0	1	1	0	0	0	0	0	0	0	71
11:00 AM	0	20	3	0	0	0	0	0	0	0	0	0	0	23
11:15 AM	0	15	1	0	0	0	0	1	0	0	0	0	0	17
11:30 AM	0	28	3	0	1	0	0	0	0	0	0	0	0	32
11:45 AM	0	26	3	0	0	0	0	0	0	0	0	0	0	29
Hour Total	0	89	10	0	1	0	0	1	0	0	0	0	0	101
12:00 PM	0	23	2	0	2	0	0	0	0	0	0	0	0	27
12:15 PM	0	30	7	0	0	0	0	0	0	0	0	0	0	37
12:30 PM	0	16	3	0	0	0	0	0	0	0	0	0	0	19
12:45 PM	0	23	10	0	0	0	0	0	0	0	0	0	0	33
Hour Total	0	92	22	0	2	0	0	0	0	0	0	0	0	116
1:00 PM	0	32	2	0	0	0	0	0	0	0	0	0	0	34
1:15 PM	0	20	3	0	0	0	0	0	0	0	0	0	0	23
1:30 PM	0	24	4	0	1	0	0	0	0	0	0	0	0	29
1:45 PM	0	24	4	0	0	0	0	0	0	0	0	0	0	28
Hour Total	0	100	13	0	1	0	0	0	0	0	0	0	0	114
2:00 PM	0	29	3	0	0	0	0	0	0	0	0	0	0	32
2:15 PM	1	21	6	0	1	0	0	0	0	0	0	0	0	29
2:30 PM	0	28	7	0	1	0	0	0	0	0	0	0	0	36
2:45 PM	0	35	1	0	0	0	0	0	0	0	0	0	0	36
Hour Total	1	113	17	0	2	0	0	0	0	0	0	0	0	133
3:00 PM	0	28	3	0	0	0	0	0	0	0	0	0	0	31
3:15 PM	0	34	1	0	0	0	0	0	0	0	0	0	0	35
3:30 PM	0	28	2	0	1	0	0	0	0	0	0	0	0	31
3:45 PM	0	33	3	0	0	0	0	0	0	0	0	0	0	36
Hour Total	0	123	9	0	1	0	0	0	0	0	0	0	0	133

4:00 PM	0	34	0	1	0	0	0	0	0	0	0	0	0	35
4:15 PM	0	25	3	0	0	0	0	0	0	0	0	0	0	28
4:30 PM	0	31	5	0	1	0	0	0	0	0	0	0	0	37
4:45 PM	0	40	6	0	0	0	0	0	0	0	0	0	0	46
Hour Total	0	130	14	1	1	0	0	0	0	0	0	0	0	146
5:00 PM	0	29	3	0	0	0	0	0	0	0	0	0	0	32
5:15 PM	0	31	3	0	0	0	0	0	0	0	0	0	0	34
5:30 PM	0	32	2	0	0	0	0	0	0	0	0	0	0	34
5:45 PM	0	29	3	0	0	0	0	0	0	0	0	0	0	32
Hour Total	0	121	11	0	0	0	0	0	0	0	0	0	0	132
6:00 PM	0	25	2	1	0	0	0	0	0	0	0	0	0	28
6:15 PM	0	23	2	0	0	0	0	0	0	0	0	0	0	25
6:30 PM	0	27	5	0	1	0	0	0	0	0	0	0	0	33
6:45 PM	0	27	3	0	0	0	0	0	0	0	0	0	0	30
Hour Total	0	102	12	1	1	0	0	0	0	0	0	0	0	116
7:00 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	19
7:15 PM	0	27	3	0	1	0	0	0	0	0	0	0	0	31
7:30 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	16
7:45 PM	0	20	2	0	0	0	0	0	0	0	0	0	0	22
Hour Total	0	82	5	0	1	0	0	0	0	0	0	0	0	88
8:00 PM	1	34	1	0	0	0	0	0	0	0	0	0	0	36
8:15 PM	0	15	2	0	0	0	0	0	0	0	0	0	0	17
8:30 PM	0	10	4	0	1	0	0	0	0	0	0	0	0	15
8:45 PM	0	16	5	0	0	0	0	0	0	0	0	0	0	21
Hour Total	1	75	12	0	1	0	0	0	0	0	0	0	0	89
9:00 PM	0	17	2	0	0	0	0	0	0	0	0	0	0	19
9:15 PM	0	28	1	0	0	0	0	1	0	0	0	0	0	30
9:30 PM	0	20	1	0	0	0	0	0	0	0	0	0	0	21
9:45 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	77	4	0	0	0	0	1	0	0	0	0	0	82
10:00 PM	0	13	3	0	1	0	0	0	0	0	0	0	0	17
10:15 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
10:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
10:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	43	4	0	1	0	0	0	0	0	0	0	0	48
11:00 PM	0	15	2	0	0	0	0	0	0	0	0	0	0	17
11:15 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
11:30 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
11:45 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	41	4	0	0	0	0	0	0	0	0	0	0	45
Totals	5	1536	181	2	14	1	0	2	0	0	0	0	0	1741
Percent	0.3%	88.2%	10.4%	0.1%	0.8%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

MacArthur Boulevard west of Martin Luther King Way (Outside Lanes)

Oakland

Project #:09-7224-007e

Date: 6/4/2009

THURSDAY

East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
12:15 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
12:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	22	2	0	0	0	0	0	0	0	0	0	0	24
1:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
1:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
1:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
1:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	23	1	0	0	0	0	0	0	0	0	0	0	24
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	6	2	0	0	0	0	0	0	0	0	0	0	8
3:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	8	1	0	0	0	0	0	0	0	0	0	0	9
4:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
4:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	16	1	0	0	0	0	0	0	0	0	0	0	17
5:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
5:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
5:30 AM	0	4	3	0	0	0	0	0	0	0	0	0	0	7
5:45 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	19	7	0	0	0	0	0	0	0	0	0	0	26
6:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
6:15 AM	0	10	3	0	0	0	0	0	0	0	0	0	0	13
6:30 AM	0	25	1	0	0	0	0	0	1	0	0	0	0	27
6:45 AM	0	22	1	0	0	0	0	0	0	0	0	0	0	23
Hour Total	0	64	5	0	0	0	0	0	1	0	0	0	0	70
7:00 AM	0	30	1	0	0	0	0	0	0	0	0	0	0	31
7:15 AM	0	16	6	0	0	0	0	0	0	0	0	0	0	22
7:30 AM	0	23	5	0	1	0	0	0	0	0	0	0	0	29
7:45 AM	0	24	1	0	0	0	0	0	0	0	0	0	0	25
Hour Total	0	93	13	0	1	0	0	0	0	0	0	0	0	107

8:00 AM	0	32	2	0	1	0	0	1	0	0	0	0	0	36
8:15 AM	0	39	4	0	0	0	0	0	0	0	0	0	0	43
8:30 AM	0	30	7	0	1	0	0	0	0	0	0	0	0	38
8:45 AM	0	30	6	0	2	0	0	0	0	0	0	0	0	38
Hour Total	0	131	19	0	4	0	0	1	0	0	0	0	0	155
9:00 AM	0	36	1	0	1	0	0	0	0	0	0	0	0	38
9:15 AM	0	20	7	0	4	0	0	0	0	0	0	0	0	31
9:30 AM	0	23	5	0	0	0	0	0	0	0	0	0	0	28
9:45 AM	1	23	6	0	2	0	0	0	0	0	0	0	0	32
Hour Total	1	102	19	0	7	0	0	0	0	0	0	0	0	129
10:00 AM	0	20	5	0	1	0	0	0	0	0	0	0	0	26
10:15 AM	0	24	2	0	1	0	0	0	0	0	0	0	0	27
10:30 AM	0	25	0	0	1	0	0	0	0	0	0	0	0	26
10:45 AM	0	26	4	0	1	0	0	0	0	0	0	0	0	31
Hour Total	0	95	11	0	4	0	0	0	0	0	0	0	0	110
11:00 AM	0	29	6	0	0	0	0	0	0	0	0	0	0	35
11:15 AM	0	25	6	0	1	0	0	1	0	0	0	0	0	33
11:30 AM	0	28	3	0	0	0	0	0	0	0	0	0	0	31
11:45 AM	0	25	2	0	1	0	0	0	0	0	0	0	0	28
Hour Total	0	107	17	0	2	0	0	1	0	0	0	0	0	127
12:00 PM	0	26	1	0	1	0	0	0	0	0	0	0	0	28
12:15 PM	0	29	7	0	1	0	0	0	0	0	0	0	0	37
12:30 PM	0	24	4	0	1	0	0	0	0	0	0	0	0	29
12:45 PM	0	26	4	0	0	0	0	0	0	0	0	0	0	30
Hour Total	0	105	16	0	3	0	0	0	0	0	0	0	0	124
1:00 PM	0	26	1	0	1	0	0	0	0	0	0	0	0	28
1:15 PM	0	39	2	1	1	0	0	1	0	0	0	0	0	44
1:30 PM	0	32	6	0	1	0	0	0	0	0	0	0	0	39
1:45 PM	0	29	5	0	0	0	0	0	0	0	0	0	0	34
Hour Total	0	126	14	1	3	0	0	1	0	0	0	0	0	145
2:00 PM	0	26	4	0	1	0	0	0	0	0	0	0	0	31
2:15 PM	0	27	6	0	1	0	0	0	0	0	0	0	0	34
2:30 PM	0	26	2	0	1	0	0	0	0	0	0	0	0	29
2:45 PM	0	27	4	0	0	0	0	0	0	0	0	0	0	31
Hour Total	0	106	16	0	3	0	0	0	0	0	0	0	0	125
3:00 PM	0	24	4	0	1	0	0	0	0	0	0	0	0	29
3:15 PM	0	28	2	0	1	0	0	2	0	0	0	0	0	33
3:30 PM	1	28	4	0	1	0	0	0	0	0	0	0	0	34
3:45 PM	0	33	6	0	0	0	0	0	0	0	0	0	0	39
Hour Total	1	113	16	0	3	0	0	2	0	0	0	0	0	135

4:00 PM	0	30	4	0	1	0	0	0	0	0	0	0	0	35
4:15 PM	0	23	7	0	0	0	0	0	0	0	0	0	0	30
4:30 PM	0	24	4	0	1	0	0	0	0	0	0	0	0	29
4:45 PM	0	48	5	1	1	0	0	0	0	0	0	0	0	55
Hour Total	0	125	20	1	3	0	0	0	0	0	0	0	0	149
5:00 PM	0	44	4	0	0	0	0	1	0	0	0	0	0	49
5:15 PM	0	45	6	1	0	0	0	0	0	0	0	0	0	52
5:30 PM	0	57	3	1	1	0	0	0	0	0	0	0	0	62
5:45 PM	1	52	7	0	0	0	0	0	0	0	0	0	0	60
Hour Total	1	198	20	2	1	0	0	1	0	0	0	0	0	223
6:00 PM	0	62	3	1	2	0	0	0	0	0	0	0	0	68
6:15 PM	0	51	4	0	2	0	0	0	0	0	0	0	0	57
6:30 PM	0	52	4	0	0	0	0	0	0	0	0	0	0	56
6:45 PM	0	31	1	1	1	0	0	0	0	0	0	0	0	34
Hour Total	0	196	12	2	5	0	0	0	0	0	0	0	0	215
7:00 PM	0	32	3	1	1	0	0	0	0	0	0	0	0	37
7:15 PM	0	25	4	0	1	0	0	0	0	0	0	0	0	30
7:30 PM	0	26	1	0	0	0	0	0	0	0	0	0	0	27
7:45 PM	0	20	0	1	0	0	0	0	0	0	0	0	0	21
Hour Total	0	103	8	2	2	0	0	0	0	0	0	0	0	115
8:00 PM	1	14	1	1	0	0	0	0	0	0	0	0	0	17
8:15 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	14
8:30 PM	0	19	1	0	1	0	0	0	0	0	0	0	0	21
8:45 PM	0	21	3	0	0	0	0	0	0	0	0	0	0	24
Hour Total	1	68	5	1	1	0	0	0	0	0	0	0	0	76
9:00 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
9:15 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	17
9:30 PM	0	23	0	0	0	0	0	0	0	0	0	0	0	23
9:45 PM	0	26	2	0	0	0	0	0	0	0	0	0	0	28
Hour Total	0	79	3	0	0	0	0	0	0	0	0	0	0	82
10:00 PM	0	10	3	0	0	0	0	0	0	0	0	0	0	13
10:15 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	13
10:30 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	16
10:45 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	52	3	0	0	0	0	0	0	0	0	0	0	55
11:00 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	18
11:15 PM	0	19	1	0	0	0	0	0	0	0	0	0	0	20
11:30 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
11:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	54	2	0	0	0	0	0	0	0	0	0	0	56
Totals	4	2011	233	9	42	0	0	6	1	0	0	0	0	2306
Percent	0.2%	87.2%	10.1%	0.4%	1.8%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

MacArthur Boulevard west of Martin Luther King Way (Outside Lanes)

Oakland

Project #:09-7224-007e

Date: 6/4/2009

THURSDAY

West Bound, East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	16	0	0	0	0	0	0	0	0	0	0	0	16
12:15 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
12:30 AM	0	17	0	0	0	0	0	0	0	0	0	0	0	17
12:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	50	3	0	0	0	0	0	0	0	0	0	0	53
1:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
1:15 AM	0	17	0	0	0	0	0	0	0	0	0	0	0	17
1:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
1:45 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	40	2	0	0	0	0	0	0	0	0	0	0	42
2:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	15	2	0	0	0	0	0	0	0	0	0	0	17
3:00 AM	0	6	3	0	0	0	0	0	0	0	0	0	0	9
3:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
3:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	19	3	0	0	0	0	0	0	0	0	0	0	22
4:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
4:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
4:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
4:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	24	2	0	0	0	0	0	0	0	0	0	0	26
5:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
5:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
5:30 AM	0	6	3	0	0	0	0	0	0	0	0	0	0	9
5:45 AM	0	12	3	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	29	8	0	0	0	0	0	0	0	0	0	0	37
6:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
6:15 AM	1	13	3	0	0	0	0	0	0	0	0	0	0	17
6:30 AM	0	31	2	0	0	0	0	0	1	0	0	0	0	34
6:45 AM	0	30	2	0	0	0	0	0	0	0	0	0	0	32
Hour Total	1	82	7	0	0	0	0	0	1	0	0	0	0	91
7:00 AM	1	34	1	0	0	0	0	0	0	0	0	0	0	36
7:15 AM	0	26	8	0	0	0	0	0	0	0	0	0	0	34
7:30 AM	0	36	6	0	1	0	0	0	0	0	0	0	0	43
7:45 AM	0	37	3	0	0	0	0	0	0	0	0	0	0	40
Hour Total	1	133	18	0	1	0	0	0	0	0	0	0	0	153

8:00 AM	0	59	3	0	1	0	0	1	0	0	0	0	0	64
8:15 AM	0	58	6	0	0	0	0	0	0	0	0	0	0	64
8:30 AM	0	50	11	0	1	0	0	0	0	0	0	0	0	62
8:45 AM	0	41	8	0	2	0	0	0	0	0	0	0	0	51
Hour Total	0	208	28	0	4	0	0	1	0	0	0	0	0	241
9:00 AM	0	54	3	0	2	0	0	0	0	0	0	0	0	59
9:15 AM	1	37	9	0	4	0	0	0	0	0	0	0	0	51
9:30 AM	0	47	6	0	0	0	0	0	0	0	0	0	0	53
9:45 AM	1	39	9	0	2	0	0	0	0	0	0	0	0	51
Hour Total	2	177	27	0	8	0	0	0	0	0	0	0	0	214
10:00 AM	0	38	9	0	1	0	0	0	0	0	0	0	0	48
10:15 AM	0	34	6	0	1	0	0	0	0	0	0	0	0	41
10:30 AM	0	41	4	0	2	0	0	0	0	0	0	0	0	47
10:45 AM	0	37	6	0	1	1	0	0	0	0	0	0	0	45
Hour Total	0	150	25	0	5	1	0	0	0	0	0	0	0	181
11:00 AM	0	49	9	0	0	0	0	0	0	0	0	0	0	58
11:15 AM	0	40	7	0	1	0	0	2	0	0	0	0	0	50
11:30 AM	0	56	6	0	1	0	0	0	0	0	0	0	0	63
11:45 AM	0	51	5	0	1	0	0	0	0	0	0	0	0	57
Hour Total	0	196	27	0	3	0	0	2	0	0	0	0	0	228
12:00 PM	0	49	3	0	3	0	0	0	0	0	0	0	0	55
12:15 PM	0	59	14	0	1	0	0	0	0	0	0	0	0	74
12:30 PM	0	40	7	0	1	0	0	0	0	0	0	0	0	48
12:45 PM	0	49	14	0	0	0	0	0	0	0	0	0	0	63
Hour Total	0	197	38	0	5	0	0	0	0	0	0	0	0	240
1:00 PM	0	58	3	0	1	0	0	0	0	0	0	0	0	62
1:15 PM	0	59	5	1	1	0	0	1	0	0	0	0	0	67
1:30 PM	0	56	10	0	2	0	0	0	0	0	0	0	0	68
1:45 PM	0	53	9	0	0	0	0	0	0	0	0	0	0	62
Hour Total	0	226	27	1	4	0	0	1	0	0	0	0	0	259
2:00 PM	0	55	7	0	1	0	0	0	0	0	0	0	0	63
2:15 PM	1	48	12	0	2	0	0	0	0	0	0	0	0	63
2:30 PM	0	54	9	0	2	0	0	0	0	0	0	0	0	65
2:45 PM	0	62	5	0	0	0	0	0	0	0	0	0	0	67
Hour Total	1	219	33	0	5	0	0	0	0	0	0	0	0	258
3:00 PM	0	52	7	0	1	0	0	0	0	0	0	0	0	60
3:15 PM	0	62	3	0	1	0	0	2	0	0	0	0	0	68
3:30 PM	1	56	6	0	2	0	0	0	0	0	0	0	0	65
3:45 PM	0	66	9	0	0	0	0	0	0	0	0	0	0	75
Hour Total	1	236	25	0	4	0	0	2	0	0	0	0	0	268

4:00 PM	0	64	4	1	1	0	0	0	0	0	0	0	0	70
4:15 PM	0	48	10	0	0	0	0	0	0	0	0	0	0	58
4:30 PM	0	55	9	0	2	0	0	0	0	0	0	0	0	66
4:45 PM	0	88	11	1	1	0	0	0	0	0	0	0	0	101
Hour Total	0	255	34	2	4	0	0	0	0	0	0	0	0	295
5:00 PM	0	73	7	0	0	0	0	1	0	0	0	0	0	81
5:15 PM	0	76	9	1	0	0	0	0	0	0	0	0	0	86
5:30 PM	0	89	5	1	1	0	0	0	0	0	0	0	0	96
5:45 PM	1	81	10	0	0	0	0	0	0	0	0	0	0	92
Hour Total	1	319	31	2	1	0	0	1	0	0	0	0	0	355
6:00 PM	0	87	5	2	2	0	0	0	0	0	0	0	0	96
6:15 PM	0	74	6	0	2	0	0	0	0	0	0	0	0	82
6:30 PM	0	79	9	0	1	0	0	0	0	0	0	0	0	89
6:45 PM	0	58	4	1	1	0	0	0	0	0	0	0	0	64
Hour Total	0	298	24	3	6	0	0	0	0	0	0	0	0	331
7:00 PM	0	51	3	1	1	0	0	0	0	0	0	0	0	56
7:15 PM	0	52	7	0	2	0	0	0	0	0	0	0	0	61
7:30 PM	0	42	1	0	0	0	0	0	0	0	0	0	0	43
7:45 PM	0	40	2	1	0	0	0	0	0	0	0	0	0	43
Hour Total	0	185	13	2	3	0	0	0	0	0	0	0	0	203
8:00 PM	2	48	2	1	0	0	0	0	0	0	0	0	0	53
8:15 PM	0	29	2	0	0	0	0	0	0	0	0	0	0	31
8:30 PM	0	29	5	0	2	0	0	0	0	0	0	0	0	36
8:45 PM	0	37	8	0	0	0	0	0	0	0	0	0	0	45
Hour Total	2	143	17	1	2	0	0	0	0	0	0	0	0	165
9:00 PM	0	30	3	0	0	0	0	0	0	0	0	0	0	33
9:15 PM	0	45	1	0	0	0	0	1	0	0	0	0	0	47
9:30 PM	0	43	1	0	0	0	0	0	0	0	0	0	0	44
9:45 PM	0	38	2	0	0	0	0	0	0	0	0	0	0	40
Hour Total	0	156	7	0	0	0	0	1	0	0	0	0	0	164
10:00 PM	0	23	6	0	1	0	0	0	0	0	0	0	0	30
10:15 PM	0	26	1	0	0	0	0	0	0	0	0	0	0	27
10:30 PM	0	26	0	0	0	0	0	0	0	0	0	0	0	26
10:45 PM	0	20	0	0	0	0	0	0	0	0	0	0	0	20
Hour Total	0	95	7	0	1	0	0	0	0	0	0	0	0	103
11:00 PM	0	33	2	0	0	0	0	0	0	0	0	0	0	35
11:15 PM	0	25	2	0	0	0	0	0	0	0	0	0	0	27
11:30 PM	0	19	1	0	0	0	0	0	0	0	0	0	0	20
11:45 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	19
Hour Total	0	95	6	0	0	0	0	0	0	0	0	0	0	101
Totals	9	3547	414	11	56	1	0	8	1	0	0	0	0	4047
Percent	0.2%	87.6%	10.2%	0.3%	1.4%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/4/2009

City: Oakland

Project #: 09-7224-007e

Location: MacArthur Boulevard west of Martin Luther King Way (Outside Lanes)

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	8	28			8	27				
12:15	7	37			6	37				
12:30	8	29			9	19				
12:45	1	30	24	124	6	33	29	116	53	240
1:00	3	28			4	34				
1:15	8	44			9	23				
1:30	6	39			3	29				
1:45	7	34	24	145	2	28	18	114	42	259
2:00	2	31			3	32				
2:15	2	34			3	29				
2:30	2	29			2	36				
2:45	2	31	8	125	1	36	9	133	17	258
3:00	3	29			6	31				
3:15	2	33			3	35				
3:30	3	34			1	31				
3:45	1	39	9	135	3	36	13	133	22	268
4:00	3	35			2	35				
4:15	4	30			4	28				
4:30	8	29			1	37				
4:45	2	55	17	149	2	46	9	146	26	295
5:00	6	49			1	32				
5:15	3	52			3	34				
5:30	7	62			2	34				
5:45	10	60	26	223	5	32	11	132	37	355
6:00	7	68			1	28				
6:15	13	57			4	25				
6:30	27	56			7	33				
6:45	23	34	70	215	9	30	21	116	91	331
7:00	31	37			5	19				
7:15	22	30			12	31				
7:30	29	27			14	16				
7:45	25	21	107	115	15	22	46	88	153	203
8:00	36	17			28	36				
8:15	43	14			21	17				
8:30	38	21			24	15				
8:45	38	24	155	76	13	21	86	89	241	165
9:00	38	14			21	19				
9:15	31	17			20	30				
9:30	28	23			25	21				
9:45	32	28	129	82	19	12	85	82	214	164
10:00	26	13			22	17				
10:15	27	13			14	14				
10:30	26	16			21	10				
10:45	31	13	110	55	14	7	71	48	181	103
11:00	35	18			23	17				
11:15	33	20			17	7				
11:30	31	9			32	11				
11:45	28	9	127	56	29	10	101	45	228	101
Total	806	1500	806	1500	499	1242	499	1242	1305	2742
Combined Total	2306		2306		1741		1741		4047	
AM Peak	8:15 AM				11:30 AM					
Vol.	157				125					
P.H.F.	0.913				0.845					
PM Peak	5:30 PM				4:30 PM					
Vol.	247				149					
P.H.F.	0.908				0.810					
Percentage	35.0%	65.0%			28.7%	71.3%				

Prepared by NDS/ATD

Volumes for: Wednesday, May 27, 2009

City: Oakland

Project #: 09-7224-008

Location: Martin Luther King Way north of MacArthur Boulevard

Start Time	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	14	67			12	34				
12:15	10	52			9	35				
12:30	12	62			8	36				
12:45	9	76	45	257	6	40	35	145	80	402
1:00	11	56			11	48				
1:15	13	58			8	51				
1:30	5	77			7	53				
1:45	11	76	40	267	9	48	35	200	75	467
2:00	2	60			4	51				
2:15	5	61			2	45				
2:30	4	68			2	58				
2:45	2	73	13	262	2	43	10	197	23	459
3:00	3	82			5	39				
3:15	5	72			3	47				
3:30	3	71			3	64				
3:45	2	82	13	307	3	66	14	216	27	523
4:00	4	84			6	45				
4:15	2	92			2	43				
4:30	4	88			2	67				
4:45	6	92	16	356	0	61	10	216	26	572
5:00	6	128			4	60				
5:15	7	134			3	69				
5:30	8	111			5	71				
5:45	23	116	44	489	3	60	15	260	59	749
6:00	25	98			16	56				
6:15	23	80			6	47				
6:30	26	98			9	46				
6:45	34	90	108	366	18	44	49	193	157	559
7:00	34	71			18	55				
7:15	49	55			20	42				
7:30	52	63			30	40				
7:45	68	55	203	244	41	28	109	165	312	409
8:00	49	38			46	29				
8:15	76	32			49	28				
8:30	69	38			28	28				
8:45	59	54	253	162	53	33	176	118	429	280
9:00	58	43			36	28				
9:15	55	43			38	22				
9:30	75	42			36	17	0			
9:45	59	24	247	152	38	20	148	87	395	239
10:00	53	32			46	13				
10:15	38	32			37	20				
10:30	49	36			35	21				
10:45	62	34	202	134	36	17	154	71	356	205
11:00	69	26			41	25				
11:15	58	21			36	10				
11:30	63	20			32	12				
11:45	67	23	257	90	43	22	152	69	409	159
Total	1441	3086	1441	3086	907	1937	907	1937	2348	5023
Combined Total	4527		4527		2844		2844		7371	
AM Peak	7:45 AM				8:00 AM					
Vol.	262				176					
P.H.F.	0.862				0.830					
PM Peak	5:00 PM				4:45 PM					
Vol.	489				261					
P.H.F.	0.903				0.919					
Percentage	31.8%	68.2%			31.9%	68.1%				

Prepared by NDS/ATD

Volumes for: Thursday, May 28, 2009

City: Oakland

Project #: 09-7224-008

Location: Martin Luther King Way north of MacArthur Boulevard

Start Time	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	21	69			11	40				
12:15	18	69			10	54				
12:30	9	68			11	47				
12:45	7	64	55	270	4	32	36	173	91	443
1:00	6	52			2	49				
1:15	3	82			0	34				
1:30	0	63			7	53				
1:45	3	68	12	265	4	44	13	180	25	445
2:00	6	56			1	59				
2:15	3	72			2	37				
2:30	0	71			1	56				
2:45	0	74	9	273	0	45	4	197	13	470
3:00	1	70			2	62				
3:15	1	69			4	53				
3:30	3	78			3	55				
3:45	1	79	6	296	1	37	10	207	16	503
4:00	6	67			2	47				
4:15	4	100			5	57				
4:30	8	82			2	57				
4:45	8	101	26	350	5	57	14	218	40	568
5:00	7	128			2	53				
5:15	8	119			0	62				
5:30	5	112			6	62				
5:45	25	120	45	479	4	43	12	220	57	699
6:00	20	100			11	60				
6:15	23	99			10	40				
6:30	29	72			9	42				
6:45	28	69	100	340	19	35	49	177	149	517
7:00	41	73			21	35				
7:15	41	61			27	29				
7:30	52	64			31	31				
7:45	65	52	199	250	31	26	110	121	309	371
8:00	62	47			41	39				
8:15	65	44			47	26				
8:30	70	45			42	25				
8:45	52	43	249	179	38	19	168	109	417	288
9:00	44	47			26	21				
9:15	57	43			44	20				
9:30	51	43			28	17	0			
9:45	61	38	213	171	32	15	130	73	343	244
10:00	56	28			37	16				
10:15	53	26			35	24				
10:30	62	28			38	12				
10:45	54	32	225	114	41	20	151	72	376	186
11:00	65	24			28	15				
11:15	48	26			36	11				
11:30	65	28			31	14				
11:45	45	17	223	95	37	8	132	48	355	143
Total	1362	3082	1362	3082	829	1795	829	1795	2191	4877
Combined Total	4444		4444		2624		2624		7068	
AM Peak	7:45 AM				11:45 AM					
Vol.	262				178					
P.H.F.	0.936				0.824					
PM Peak	5:00 PM				4:45 PM					
Vol.	479				234					
P.H.F.	0.920				0.944					
Percentage	30.6%	69.4%			31.6%	68.4%				

Class Report - Prepared by: NDS/ATD

Martin Luther King Way north of MacArthur Boulevard (Outside Lanes)
Oakland

Project #:09-7224-008n

Date: 5/27/2009

WEDNESDAY

North Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	4	2	0	1	0	0	0	0	0	0	0	0	7
12:15 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
12:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
12:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	17	2	0	2	0	0	0	0	0	0	0	0	21
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	12	1	0	0	0	0	0	0	0	0	0	0	13
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	0	0	1	0	0	0	0	0	0	0	0	3
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	10	1	0	0	0	0	0	0	0	0	0	0	11
5:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
5:15 AM	0	4	1	1	0	0	0	0	0	0	0	0	0	6
5:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
5:45 AM	0	4	3	1	3	1	0	0	0	0	0	0	0	12
Hour Total	0	18	4	2	3	1	0	0	0	0	0	0	0	28
6:00 AM	0	6	3	2	2	0	0	0	0	0	0	0	0	13
6:15 AM	0	12	1	0	4	0	0	0	0	0	0	0	0	17
6:30 AM	0	8	3	1	3	0	0	0	0	0	0	0	0	15
6:45 AM	0	14	2	1	3	0	0	0	0	0	0	0	0	20
Hour Total	0	40	9	4	12	0	0	0	0	0	0	0	0	65
7:00 AM	0	12	2	1	5	0	0	0	0	0	0	0	0	20
7:15 AM	0	21	1	4	4	0	0	0	0	0	0	0	0	30
7:30 AM	0	19	5	3	2	0	0	0	0	0	0	0	0	29
7:45 AM	0	20	5	4	4	0	0	0	0	0	0	0	0	33
Hour Total	0	72	13	12	15	0	0	0	0	0	0	0	0	112

8:00 AM	0	23	1	3	3	0	0	0	0	0	0	0	0	30
8:15 AM	1	28	2	4	6	0	0	0	0	0	0	0	0	41
8:30 AM	0	29	2	2	3	0	0	0	0	0	0	0	0	36
8:45 AM	0	18	3	5	7	0	0	0	1	0	0	0	0	34
Hour Total	1	98	8	14	19	0	0	0	1	0	0	0	0	141
9:00 AM	0	17	4	4	5	0	0	0	0	0	0	0	0	30
9:15 AM	0	16	4	1	5	0	0	0	0	0	0	0	0	26
9:30 AM	1	22	2	2	7	0	0	0	0	0	0	0	0	34
9:45 AM	0	26	0	2	3	0	0	0	0	0	0	0	0	31
Hour Total	1	81	10	9	20	0	0	0	0	0	0	0	0	121
10:00 AM	0	18	6	3	5	0	0	1	0	0	0	0	0	33
10:15 AM	0	22	0	2	2	0	0	0	0	0	0	0	0	26
10:30 AM	1	17	1	2	6	0	0	0	0	0	0	0	0	27
10:45 AM	0	16	5	2	2	0	0	0	1	0	0	0	0	26
Hour Total	1	73	12	9	15	0	0	1	1	0	0	0	0	112
11:00 AM	0	33	2	1	0	0	0	0	0	0	0	0	0	36
11:15 AM	0	18	1	2	4	0	0	0	0	0	0	0	0	25
11:30 AM	0	19	5	4	2	0	0	0	0	0	0	0	0	30
11:45 AM	0	22	0	3	2	1	0	0	0	0	0	0	0	28
Hour Total	0	92	8	10	8	1	0	0	0	0	0	0	0	119
12:00 PM	0	22	7	1	4	0	0	0	0	0	0	0	0	34
12:15 PM	0	21	3	4	2	0	0	1	0	0	0	0	0	31
12:30 PM	2	27	2	2	2	0	0	0	0	0	0	0	0	35
12:45 PM	0	26	3	3	3	0	0	0	0	0	0	0	0	35
Hour Total	2	96	15	10	11	0	0	1	0	0	0	0	0	135
1:00 PM	0	20	4	2	2	0	0	0	0	0	0	0	0	28
1:15 PM	0	26	5	1	3	0	0	0	0	0	0	0	0	35
1:30 PM	0	31	2	3	3	0	0	1	0	0	0	0	0	40
1:45 PM	0	24	4	3	3	0	0	0	0	0	0	0	0	34
Hour Total	0	101	15	9	11	0	0	1	0	0	0	0	0	137
2:00 PM	0	20	4	3	2	0	0	0	0	0	0	0	0	29
2:15 PM	0	25	2	2	1	0	0	0	0	0	0	0	0	30
2:30 PM	0	29	5	3	5	1	0	0	0	0	0	0	0	43
2:45 PM	1	25	2	3	3	0	0	0	0	0	0	0	0	34
Hour Total	1	99	13	11	11	1	0	0	0	0	0	0	0	136
3:00 PM	0	30	4	1	5	0	0	0	0	0	0	0	0	40
3:15 PM	0	30	2	2	3	1	0	0	0	0	0	0	0	38
3:30 PM	0	28	2	2	3	0	0	0	0	0	0	0	0	35
3:45 PM	0	22	3	7	4	0	0	0	0	0	0	0	0	36
Hour Total	0	110	11	12	15	1	0	0	0	0	0	0	0	149

4:00 PM	0	34	1	2	3	0	0	1	0	0	0	0	0	41
4:15 PM	0	45	4	2	5	0	0	0	0	0	0	0	0	56
4:30 PM	0	44	3	0	5	0	0	0	0	0	0	0	0	52
4:45 PM	0	39	1	5	4	0	0	1	0	0	0	0	0	50
Hour Total	0	162	9	9	17	0	0	2	0	0	0	0	0	199
5:00 PM	0	60	4	2	3	1	0	0	0	0	0	0	0	70
5:15 PM	0	58	5	3	4	0	0	0	0	0	0	0	0	70
5:30 PM	0	53	0	4	2	0	0	0	0	0	0	0	0	59
5:45 PM	0	62	3	0	3	0	0	1	0	0	0	0	0	69
Hour Total	0	233	12	9	12	1	0	1	0	0	0	0	0	268
6:00 PM	0	42	3	4	3	0	0	0	0	0	0	0	0	52
6:15 PM	0	32	2	3	2	0	0	0	0	0	0	0	0	39
6:30 PM	0	44	3	3	1	0	0	1	0	0	0	0	0	52
6:45 PM	0	34	5	4	4	0	0	0	0	0	0	0	0	47
Hour Total	0	152	13	14	10	0	0	1	0	0	0	0	0	190
7:00 PM	0	25	1	4	5	0	0	0	0	0	0	0	0	35
7:15 PM	0	26	1	0	2	0	0	0	0	0	0	0	0	29
7:30 PM	0	23	3	3	1	0	0	0	0	0	0	0	0	30
7:45 PM	0	24	3	2	2	0	0	0	0	0	0	0	0	31
Hour Total	0	98	8	9	10	0	0	0	0	0	0	0	0	125
8:00 PM	0	13	1	3	1	0	0	0	0	0	0	0	0	18
8:15 PM	0	11	3	1	1	0	0	0	0	0	0	0	0	16
8:30 PM	1	19	0	2	1	0	0	0	0	0	0	0	0	23
8:45 PM	0	25	1	0	1	0	0	0	0	0	0	0	0	27
Hour Total	1	68	5	6	4	0	0	0	0	0	0	0	0	84
9:00 PM	0	20	0	1	2	0	0	0	0	0	0	0	0	23
9:15 PM	0	25	3	1	2	0	0	0	0	0	0	0	0	31
9:30 PM	0	23	0	0	1	0	0	0	0	0	0	0	0	24
9:45 PM	0	5	0	1	3	0	0	0	0	0	0	0	0	9
Hour Total	0	73	3	3	8	0	0	0	0	0	0	0	0	87
10:00 PM	0	19	0	0	1	0	0	0	0	0	0	0	0	20
10:15 PM	0	14	5	1	2	0	0	0	0	0	0	0	0	22
10:30 PM	0	21	0	1	1	0	0	0	0	0	0	0	0	23
10:45 PM	0	20	1	1	1	0	0	0	0	0	0	0	0	23
Hour Total	0	74	6	3	5	0	0	0	0	0	0	0	0	88
11:00 PM	0	15	0	0	1	0	0	0	0	0	0	0	0	16
11:15 PM	0	6	2	0	0	1	0	0	0	0	0	0	0	9
11:30 PM	0	5	1	1	2	0	0	0	0	0	0	0	0	9
11:45 PM	0	17	0	0	1	0	0	0	0	0	0	0	0	18
Hour Total	0	43	3	1	4	1	0	0	0	0	0	0	0	52
Totals	7	1828	181	156	213	6	0	7	2	0	0	0	0	2400
Percent	0.3%	76.2%	7.5%	6.5%	8.9%	0.3%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Martin Luther King Way north of MacArthur Boulevard (Outside Lanes)
Oakland

Project #:09-7224-008s

Date: 5/27/2009

WEDNESDAY

South Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1
12:15 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	4
12:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
12:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	8	3	1	0	0	0	0	0	0	0	0	0	12
1:00 AM	0	5	4	0	0	0	0	0	0	0	0	0	0	9
1:15 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
1:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	16	6	0	0	0	0	0	0	0	0	0	0	22
2:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	2
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	2	3	0	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	4	1	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30 AM	0	1	0	0	2	0	0	0	0	0	0	0	0	3
5:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	6	1	0	3	0	0	0	0	0	0	0	0	10
6:00 AM	0	0	1	1	2	0	0	0	0	0	0	0	0	4
6:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
6:30 AM	0	4	1	1	0	0	0	0	0	0	0	0	0	6
6:45 AM	0	7	4	1	0	0	0	0	0	0	0	0	0	12
Hour Total	0	12	6	3	3	0	0	0	0	0	0	0	0	24
7:00 AM	0	5	1	1	2	0	0	0	0	0	0	0	0	9
7:15 AM	0	5	2	2	2	0	0	0	0	0	0	0	0	11
7:30 AM	0	6	0	0	3	0	0	0	0	0	0	0	0	9
7:45 AM	0	13	1	0	1	0	0	0	0	0	0	0	0	15
Hour Total	0	29	4	3	8	0	0	0	0	0	0	0	0	44

8:00 AM	0	14	1	1	0	0	0	0	0	0	0	0	0	16
8:15 AM	0	20	6	1	0	0	0	0	0	0	0	0	0	27
8:30 AM	1	12	3	2	0	1	0	0	0	0	0	0	0	19
8:45 AM	0	13	5	1	4	0	0	1	0	0	0	0	0	24
Hour Total	1	59	15	5	4	1	0	1	0	0	0	0	0	86
9:00 AM	0	11	2	1	2	0	0	0	0	0	0	0	0	16
9:15 AM	1	7	3	2	1	0	0	0	0	0	0	0	0	14
9:30 AM	0	15	2	1	2	0	0	0	0	0	0	0	0	20
9:45 AM	0	6	3	1	2	0	0	0	0	0	0	0	0	12
Hour Total	1	39	10	5	7	0	0	0	0	0	0	0	0	62
10:00 AM	0	11	5	2	1	1	0	0	0	0	0	0	0	20
10:15 AM	0	13	2	1	3	0	0	0	0	0	0	0	0	19
10:30 AM	0	11	1	1	2	0	0	0	0	0	0	0	0	15
10:45 AM	0	9	2	0	3	0	0	1	0	0	0	0	0	15
Hour Total	0	44	10	4	9	1	0	1	0	0	0	0	0	69
11:00 AM	0	10	2	1	1	0	0	0	0	0	0	0	0	14
11:15 AM	0	7	2	1	1	0	0	0	0	0	0	0	0	11
11:30 AM	0	11	1	1	0	0	0	0	0	0	0	0	0	13
11:45 AM	0	10	4	2	1	0	0	0	0	0	0	0	0	17
Hour Total	0	38	9	5	3	0	0	0	0	0	0	0	0	55
12:00 PM	0	11	4	1	1	0	0	0	0	0	0	0	0	17
12:15 PM	0	9	5	1	1	0	0	0	0	0	0	0	0	16
12:30 PM	0	6	5	2	2	0	0	0	0	0	0	0	0	15
12:45 PM	0	13	5	1	2	0	0	0	0	0	0	0	0	21
Hour Total	0	39	19	5	6	0	0	0	0	0	0	0	0	69
1:00 PM	0	6	3	1	2	0	0	0	0	0	0	0	0	12
1:15 PM	0	11	7	1	1	0	0	0	0	0	0	0	0	20
1:30 PM	0	13	5	3	0	0	0	0	0	0	0	0	0	21
1:45 PM	0	19	4	0	2	0	0	0	0	0	0	0	0	25
Hour Total	0	49	19	5	5	0	0	0	0	0	0	0	0	78
2:00 PM	0	15	9	1	2	0	0	0	0	0	0	0	0	27
2:15 PM	0	8	3	1	2	0	0	1	0	0	0	0	0	15
2:30 PM	0	23	1	1	1	0	0	0	0	0	0	0	0	26
2:45 PM	0	10	3	0	1	0	0	0	0	0	0	0	0	14
Hour Total	0	56	16	3	6	0	0	1	0	0	0	0	0	82
3:00 PM	0	14	3	1	2	0	0	0	0	0	0	0	0	20
3:15 PM	0	12	5	1	2	0	0	0	0	0	0	0	0	20
3:30 PM	0	20	5	1	1	0	0	0	0	0	0	0	0	27
3:45 PM	0	17	9	1	3	0	0	0	0	0	0	0	0	30
Hour Total	0	63	22	4	8	0	0	0	0	0	0	0	0	97

4:00 PM	0	11	8	0	1	0	0	0	0	0	0	0	0	20
4:15 PM	0	3	1	2	1	0	0	0	0	0	0	0	0	7
4:30 PM	1	10	4	0	1	0	0	0	0	0	0	0	0	16
4:45 PM	0	11	8	3	0	0	0	0	0	0	0	0	0	22
Hour Total	1	35	21	5	3	0	0	0	0	0	0	0	0	65
5:00 PM	0	18	8	1	2	0	0	0	0	0	0	0	0	29
5:15 PM	0	20	7	1	1	0	0	0	0	0	0	0	0	29
5:30 PM	0	23	6	1	2	0	0	1	0	0	0	0	0	33
5:45 PM	0	22	6	1	2	0	0	0	0	0	0	0	0	31
Hour Total	0	83	27	4	7	0	0	1	0	0	0	0	0	122
6:00 PM	0	16	5	1	1	0	0	0	0	0	0	0	0	23
6:15 PM	0	15	3	0	1	0	0	0	0	0	0	0	0	19
6:30 PM	1	6	4	2	1	0	0	1	0	0	0	0	0	15
6:45 PM	0	5	4	1	2	0	0	0	0	0	0	0	0	12
Hour Total	1	42	16	4	5	0	0	1	0	0	0	0	0	69
7:00 PM	0	9	4	1	2	0	0	0	0	0	0	0	0	16
7:15 PM	0	16	5	1	2	0	0	0	0	0	0	0	0	24
7:30 PM	0	20	3	1	2	0	0	0	0	0	0	0	0	26
7:45 PM	1	8	1	2	0	0	0	0	0	0	0	0	0	12
Hour Total	1	53	13	5	6	0	0	0	0	0	0	0	0	78
8:00 PM	0	9	3	0	1	0	0	0	0	0	0	0	0	13
8:15 PM	0	5	5	1	1	0	0	0	0	0	0	0	0	12
8:30 PM	0	10	7	1	0	0	0	0	0	0	0	0	0	18
8:45 PM	0	10	3	0	1	0	0	0	0	0	0	0	0	14
Hour Total	0	34	18	2	3	0	0	0	0	0	0	0	0	57
9:00 PM	0	7	5	0	0	0	0	0	0	0	0	0	0	12
9:15 PM	0	9	4	2	0	0	0	0	0	0	0	0	0	15
9:30 PM	0	4	5	0	0	0	0	0	0	0	0	0	0	9
9:45 PM	0	9	2	1	2	0	0	0	0	0	0	0	0	14
Hour Total	0	29	16	3	2	0	0	0	0	0	0	0	0	50
10:00 PM	0	7	0	1	1	0	0	0	0	0	0	0	0	9
10:15 PM	0	10	2	1	0	0	0	0	0	0	0	0	0	13
10:30 PM	0	6	4	1	0	0	0	0	0	0	0	0	0	11
10:45 PM	1	7	2	0	0	0	0	0	0	0	0	0	0	10
Hour Total	1	30	8	3	1	0	0	0	0	0	0	0	0	43
11:00 PM	0	7	1	1	0	0	0	0	0	0	0	0	0	9
11:15 PM	0	4	3	1	0	0	0	0	0	0	0	0	0	8
11:30 PM	0	3	3	1	0	0	0	0	0	0	0	0	0	7
11:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	19	7	3	0	0	0	0	0	0	0	0	0	29
Totals	6	791	270	72	89	2	0	5	0	0	0	0	0	1235
Percent	0.5%	64.0%	21.9%	5.8%	7.2%	0.2%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Martin Luther King Way north of MacArthur Boulevard (Outside Lanes)
Oakland

Project #:09-7224-008s

Date: 5/27/2009

WEDNESDAY

North Bound, South Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	4	2	1	1	0	0	0	0	0	0	0	0	8
12:15 AM	0	5	3	0	1	0	0	0	0	0	0	0	0	9
12:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
12:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	25	5	1	2	0	0	0	0	0	0	0	0	33
1:00 AM	0	7	4	0	0	0	0	0	0	0	0	0	0	11
1:15 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
1:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:45 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	28	7	0	0	0	0	0	0	0	0	0	0	35
2:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	6	3	0	0	0	0	0	0	0	0	0	0	9
3:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	6	1	0	1	0	0	0	0	0	0	0	0	8
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
4:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	12	1	0	0	0	0	0	0	0	0	0	0	13
5:00 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	7
5:15 AM	0	5	1	1	0	0	0	0	0	0	0	0	0	7
5:30 AM	0	7	0	0	2	0	0	0	0	0	0	0	0	9
5:45 AM	0	6	4	1	3	1	0	0	0	0	0	0	0	15
Hour Total	0	24	5	2	6	1	0	0	0	0	0	0	0	38
6:00 AM	0	6	4	3	4	0	0	0	0	0	0	0	0	17
6:15 AM	0	13	1	0	5	0	0	0	0	0	0	0	0	19
6:30 AM	0	12	4	2	3	0	0	0	0	0	0	0	0	21
6:45 AM	0	21	6	2	3	0	0	0	0	0	0	0	0	32
Hour Total	0	52	15	7	15	0	0	0	0	0	0	0	0	89
7:00 AM	0	17	3	2	7	0	0	0	0	0	0	0	0	29
7:15 AM	0	26	3	6	6	0	0	0	0	0	0	0	0	41
7:30 AM	0	25	5	3	5	0	0	0	0	0	0	0	0	38
7:45 AM	0	33	6	4	5	0	0	0	0	0	0	0	0	48
Hour Total	0	101	17	15	23	0	0	0	0	0	0	0	0	156

8:00 AM	0	37	2	4	3	0	0	0	0	0	0	0	0	46
8:15 AM	1	48	8	5	6	0	0	0	0	0	0	0	0	68
8:30 AM	1	41	5	4	3	1	0	0	0	0	0	0	0	55
8:45 AM	0	31	8	6	11	0	0	1	1	0	0	0	0	58
Hour Total	2	157	23	19	23	1	0	1	1	0	0	0	0	227
9:00 AM	0	28	6	5	7	0	0	0	0	0	0	0	0	46
9:15 AM	1	23	7	3	6	0	0	0	0	0	0	0	0	40
9:30 AM	1	37	4	3	9	0	0	0	0	0	0	0	0	54
9:45 AM	0	32	3	3	5	0	0	0	0	0	0	0	0	43
Hour Total	2	120	20	14	27	0	0	0	0	0	0	0	0	183
10:00 AM	0	29	11	5	6	1	0	1	0	0	0	0	0	53
10:15 AM	0	35	2	3	5	0	0	0	0	0	0	0	0	45
10:30 AM	1	28	2	3	8	0	0	0	0	0	0	0	0	42
10:45 AM	0	25	7	2	5	0	0	1	1	0	0	0	0	41
Hour Total	1	117	22	13	24	1	0	2	1	0	0	0	0	181
11:00 AM	0	43	4	2	1	0	0	0	0	0	0	0	0	50
11:15 AM	0	25	3	3	5	0	0	0	0	0	0	0	0	36
11:30 AM	0	30	6	5	2	0	0	0	0	0	0	0	0	43
11:45 AM	0	32	4	5	3	1	0	0	0	0	0	0	0	45
Hour Total	0	130	17	15	11	1	0	0	0	0	0	0	0	174
12:00 PM	0	33	11	2	5	0	0	0	0	0	0	0	0	51
12:15 PM	0	30	8	5	3	0	0	1	0	0	0	0	0	47
12:30 PM	2	33	7	4	4	0	0	0	0	0	0	0	0	50
12:45 PM	0	39	8	4	5	0	0	0	0	0	0	0	0	56
Hour Total	2	135	34	15	17	0	0	1	0	0	0	0	0	204
1:00 PM	0	26	7	3	4	0	0	0	0	0	0	0	0	40
1:15 PM	0	37	12	2	4	0	0	0	0	0	0	0	0	55
1:30 PM	0	44	7	6	3	0	0	1	0	0	0	0	0	61
1:45 PM	0	43	8	3	5	0	0	0	0	0	0	0	0	59
Hour Total	0	150	34	14	16	0	0	1	0	0	0	0	0	215
2:00 PM	0	35	13	4	4	0	0	0	0	0	0	0	0	56
2:15 PM	0	33	5	3	3	0	0	1	0	0	0	0	0	45
2:30 PM	0	52	6	4	6	1	0	0	0	0	0	0	0	69
2:45 PM	1	35	5	3	4	0	0	0	0	0	0	0	0	48
Hour Total	1	155	29	14	17	1	0	1	0	0	0	0	0	218
3:00 PM	0	44	7	2	7	0	0	0	0	0	0	0	0	60
3:15 PM	0	42	7	3	5	1	0	0	0	0	0	0	0	58
3:30 PM	0	48	7	3	4	0	0	0	0	0	0	0	0	62
3:45 PM	0	39	12	8	7	0	0	0	0	0	0	0	0	66
Hour Total	0	173	33	16	23	1	0	0	0	0	0	0	0	246

4:00 PM	0	45	9	2	4	0	0	1	0	0	0	0	0	61
4:15 PM	0	48	5	4	6	0	0	0	0	0	0	0	0	63
4:30 PM	1	54	7	0	6	0	0	0	0	0	0	0	0	68
4:45 PM	0	50	9	8	4	0	0	1	0	0	0	0	0	72
Hour Total	1	197	30	14	20	0	0	2	0	0	0	0	0	264
5:00 PM	0	78	12	3	5	1	0	0	0	0	0	0	0	99
5:15 PM	0	78	12	4	5	0	0	0	0	0	0	0	0	99
5:30 PM	0	76	6	5	4	0	0	1	0	0	0	0	0	92
5:45 PM	0	84	9	1	5	0	0	1	0	0	0	0	0	100
Hour Total	0	316	39	13	19	1	0	2	0	0	0	0	0	390
6:00 PM	0	58	8	5	4	0	0	0	0	0	0	0	0	75
6:15 PM	0	47	5	3	3	0	0	0	0	0	0	0	0	58
6:30 PM	1	50	7	5	2	0	0	2	0	0	0	0	0	67
6:45 PM	0	39	9	5	6	0	0	0	0	0	0	0	0	59
Hour Total	1	194	29	18	15	0	0	2	0	0	0	0	0	259
7:00 PM	0	34	5	5	7	0	0	0	0	0	0	0	0	51
7:15 PM	0	42	6	1	4	0	0	0	0	0	0	0	0	53
7:30 PM	0	43	6	4	3	0	0	0	0	0	0	0	0	56
7:45 PM	1	32	4	4	2	0	0	0	0	0	0	0	0	43
Hour Total	1	151	21	14	16	0	0	0	0	0	0	0	0	203
8:00 PM	0	22	4	3	2	0	0	0	0	0	0	0	0	31
8:15 PM	0	16	8	2	2	0	0	0	0	0	0	0	0	28
8:30 PM	1	29	7	3	1	0	0	0	0	0	0	0	0	41
8:45 PM	0	35	4	0	2	0	0	0	0	0	0	0	0	41
Hour Total	1	102	23	8	7	0	0	0	0	0	0	0	0	141
9:00 PM	0	27	5	1	2	0	0	0	0	0	0	0	0	35
9:15 PM	0	34	7	3	2	0	0	0	0	0	0	0	0	46
9:30 PM	0	27	5	0	1	0	0	0	0	0	0	0	0	33
9:45 PM	0	14	2	2	5	0	0	0	0	0	0	0	0	23
Hour Total	0	102	19	6	10	0	0	0	0	0	0	0	0	137
10:00 PM	0	26	0	1	2	0	0	0	0	0	0	0	0	29
10:15 PM	0	24	7	2	2	0	0	0	0	0	0	0	0	35
10:30 PM	0	27	4	2	1	0	0	0	0	0	0	0	0	34
10:45 PM	1	27	3	1	1	0	0	0	0	0	0	0	0	33
Hour Total	1	104	14	6	6	0	0	0	0	0	0	0	0	131
11:00 PM	0	22	1	1	1	0	0	0	0	0	0	0	0	25
11:15 PM	0	10	5	1	0	1	0	0	0	0	0	0	0	17
11:30 PM	0	8	4	2	2	0	0	0	0	0	0	0	0	16
11:45 PM	0	22	0	0	1	0	0	0	0	0	0	0	0	23
Hour Total	0	62	10	4	4	1	0	0	0	0	0	0	0	81
Totals	13	2619	451	228	302	8	0	12	2	0	0	0	0	3635
Percent	0.4%	72.0%	12.4%	6.3%	8.3%	0.2%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

5/27/2009

City: Oakland

Project #: 09-7224-008s

Location: Martin Luther King Way north of MacArthur Boulevard (Outside Lanes)

Start Time	Southbound		Hour Totals		Northbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	1	17			7	34				
12:15	4	16			5	31				
12:30	4	15			6	35				
12:45	3	21	12	69	3	35	21	135	33	204
1:00	9	12			2	28				
1:15	4	20			4	35				
1:30	4	21			1	40				
1:45	5	25	22	78	6	34	13	137	35	215
2:00	2	27			2	29				
2:15	0	15			1	30				
2:30	1	26			1	43				
2:45	2	14	5	82	0	34	4	136	9	218
3:00	1	20			2	40				
3:15	3	20			0	38				
3:30	1	27			1	35				
3:45	0	30	5	97	0	36	3	149	8	246
4:00	0	20			1	41				
4:15	0	7			1	56				
4:30	1	16			4	52				
4:45	1	22	2	65	5	50	11	199	13	264
5:00	3	29			4	70				
5:15	1	29			6	70				
5:30	3	33			6	59				
5:45	3	31	10	122	12	69	28	268	38	390
6:00	4	23			13	52				
6:15	2	19			17	39				
6:30	6	15			15	52				
6:45	12	12	24	69	20	47	65	190	89	259
7:00	9	16			20	35				
7:15	11	24			30	29				
7:30	9	26			29	30				
7:45	15	12	44	78	33	31	112	125	156	203
8:00	16	13			30	18				
8:15	27	12			41	16				
8:30	19	18			36	23				
8:45	24	14	86	57	34	27	141	84	227	141
9:00	16	12			30	23				
9:15	14	15			26	31				
9:30	20	9			34	24				
9:45	12	14	62	50	31	9	121	87	183	137
10:00	20	9			33	20				
10:15	19	13			26	22				
10:30	15	11			27	23				
10:45	15	10	69	43	26	23	112	88	181	131
11:00	14	9			36	16				
11:15	11	8			25	9				
11:30	13	7			30	9				
11:45	17	5	55	29	28	18	119	52	174	81
Total	396	839	396	839	750	1650	750	1650	1146	2489
Combined Total	1235		1235		2400		2400		3635	
AM Peak	8:00 AM				8:00 AM					
Vol.	86				141					
P.H.F.	0.796				0.860					
PM Peak	5:00 PM				5:00 PM					
Vol.	122				268					
P.H.F.	0.924				0.957					
Percentage	32.1%	67.9%			31.3%	68.8%				

Class Report - Prepared by: NDS/ATD

Martin Luther King Way north of MacArthur Boulevard (Outside Lanes)
Oakland

Project #:09-7224-008n

Date: 5/28/2009

THURSDAY

North Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	7	1	1	1	0	0	0	0	0	0	0	0	10
12:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	19	1	1	1	0	0	0	0	0	0	0	0	22
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
3:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	1	0	1	0	0	0	0	0	0	0	0	4
4:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	14	0	0	1	0	0	0	0	0	0	0	0	15
5:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
5:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
5:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
5:45 AM	0	10	0	2	3	1	0	0	0	0	0	0	0	16
Hour Total	0	25	1	2	3	1	0	0	0	0	0	0	0	32
6:00 AM	0	9	1	0	3	0	0	1	0	0	0	0	0	14
6:15 AM	1	6	0	1	6	0	0	0	0	0	0	0	0	14
6:30 AM	0	11	3	3	1	1	0	0	0	0	0	0	0	19
6:45 AM	0	12	1	1	4	0	0	1	0	0	0	0	0	19
Hour Total	1	38	5	5	14	1	0	2	0	0	0	0	0	66
7:00 AM	0	16	2	2	5	0	0	0	0	0	0	0	0	25
7:15 AM	0	21	2	1	4	0	0	0	0	0	0	0	0	28
7:30 AM	0	25	5	2	4	0	0	1	0	0	0	0	0	37
7:45 AM	0	25	4	3	5	0	0	0	0	0	0	0	0	37
Hour Total	0	87	13	8	18	0	0	1	0	0	0	0	0	127

8:00 AM	0	34	2	1	3	0	0	1	0	0	0	0	0	41
8:15 AM	1	23	4	3	5	0	0	0	0	0	0	0	0	36
8:30 AM	0	31	1	1	5	0	0	0	0	0	0	0	0	38
8:45 AM	0	18	1	3	4	0	0	0	0	0	0	0	0	26
Hour Total	1	106	8	8	17	0	0	1	0	0	0	0	0	141
9:00 AM	0	18	1	2	6	0	0	0	0	0	0	0	0	27
9:15 AM	1	19	2	0	1	1	0	0	0	0	0	0	0	24
9:30 AM	0	17	0	5	5	0	0	0	0	0	0	0	0	27
9:45 AM	0	20	6	2	6	0	0	0	0	0	0	0	0	34
Hour Total	1	74	9	9	18	1	0	0	0	0	0	0	0	112
10:00 AM	0	22	2	2	4	0	0	0	0	0	0	0	0	30
10:15 AM	0	18	2	3	2	0	0	0	0	0	0	0	0	25
10:30 AM	0	21	6	2	3	0	0	0	0	0	0	0	0	32
10:45 AM	0	15	4	5	3	0	0	0	0	0	0	0	0	27
Hour Total	0	76	14	12	12	0	0	0	0	0	0	0	0	114
11:00 AM	0	21	3	3	1	0	0	0	0	0	0	0	0	28
11:15 AM	0	20	3	2	4	0	0	0	0	0	0	0	0	29
11:30 AM	0	24	1	3	1	1	0	0	0	0	0	0	0	30
11:45 AM	1	12	6	2	3	0	0	0	0	0	0	0	0	24
Hour Total	1	77	13	10	9	1	0	0	0	0	0	0	0	111
12:00 PM	0	24	2	2	2	0	0	1	0	0	0	0	0	31
12:15 PM	0	24	4	1	3	0	0	0	0	0	0	0	0	32
12:30 PM	0	30	4	1	4	1	0	0	0	0	0	0	0	40
12:45 PM	0	32	3	3	3	0	0	0	0	0	0	0	0	41
Hour Total	0	110	13	7	12	1	0	1	0	0	0	0	0	144
1:00 PM	0	28	1	3	2	0	0	0	0	0	0	0	0	34
1:15 PM	0	26	5	2	2	0	0	0	0	0	0	0	0	35
1:30 PM	0	26	3	2	2	0	0	0	0	0	0	0	0	33
1:45 PM	0	30	1	3	4	0	0	0	0	0	0	0	0	38
Hour Total	0	110	10	10	10	0	0	0	0	0	0	0	0	140
2:00 PM	0	17	4	2	4	0	0	0	0	0	0	0	0	27
2:15 PM	0	28	3	2	2	0	0	0	0	0	0	0	0	35
2:30 PM	0	29	2	2	3	0	0	1	1	0	0	0	0	38
2:45 PM	0	22	1	4	5	1	0	0	0	0	0	0	0	33
Hour Total	0	96	10	10	14	1	0	1	1	0	0	0	0	133
3:00 PM	0	28	7	1	3	0	0	0	0	0	0	0	0	39
3:15 PM	0	22	3	2	4	0	0	0	0	0	0	0	0	31
3:30 PM	0	19	2	4	1	0	0	0	0	0	0	0	0	26
3:45 PM	0	25	2	2	7	0	0	0	0	0	0	0	0	36
Hour Total	0	94	14	9	15	0	0	0	0	0	0	0	0	132

4:00 PM	0	19	7	0	4	0	0	1	0	0	0	0	0	31
4:15 PM	1	32	4	2	7	0	0	1	0	0	0	0	0	47
4:30 PM	0	35	3	1	3	0	0	0	0	0	0	0	0	42
4:45 PM	0	36	2	7	5	1	0	1	0	0	0	0	0	52
Hour Total	1	122	16	10	19	1	0	3	0	0	0	0	0	172
5:00 PM	0	63	4	2	2	0	0	0	0	0	0	0	0	71
5:15 PM	0	56	3	0	2	0	0	0	0	0	0	0	0	61
5:30 PM	0	35	5	6	0	1	0	1	0	0	0	0	0	48
5:45 PM	0	50	3	2	5	0	0	1	0	0	0	0	0	61
Hour Total	0	204	15	10	9	1	0	2	0	0	0	0	0	241
6:00 PM	0	45	3	5	1	0	0	0	0	0	0	0	0	54
6:15 PM	0	35	3	2	4	0	0	0	0	0	0	0	0	44
6:30 PM	1	33	2	5	0	0	0	1	0	0	0	0	0	42
6:45 PM	0	32	3	2	2	0	0	0	0	0	0	0	0	39
Hour Total	1	145	11	14	7	0	0	1	0	0	0	0	0	179
7:00 PM	0	28	2	2	3	0	0	0	0	0	0	0	0	35
7:15 PM	0	28	0	2	3	0	0	0	0	0	0	0	0	33
7:30 PM	0	33	1	1	1	0	0	0	0	0	0	0	0	36
7:45 PM	0	20	1	1	3	0	0	0	0	0	0	0	0	25
Hour Total	0	109	4	6	10	0	0	0	0	0	0	0	0	129
8:00 PM	0	25	0	2	1	0	0	0	0	0	0	0	0	28
8:15 PM	0	13	1	2	1	0	0	0	0	0	0	0	0	17
8:30 PM	0	14	0	1	1	0	0	0	0	0	0	0	0	16
8:45 PM	0	21	1	0	2	0	0	0	0	0	0	0	0	24
Hour Total	0	73	2	5	5	0	0	0	0	0	0	0	0	85
9:00 PM	0	14	1	1	1	0	0	0	0	0	0	0	0	17
9:15 PM	0	21	1	0	3	1	0	0	0	0	0	0	0	26
9:30 PM	0	22	0	0	2	0	0	0	0	0	0	0	0	24
9:45 PM	0	21	2	0	2	0	0	0	0	0	0	0	0	25
Hour Total	0	78	4	1	8	1	0	0	0	0	0	0	0	92
10:00 PM	0	10	0	0	1	1	0	0	0	0	0	0	0	12
10:15 PM	0	10	1	1	3	0	0	0	0	0	0	0	0	15
10:30 PM	0	12	3	1	2	0	0	0	0	0	0	0	0	18
10:45 PM	0	14	0	0	1	0	0	0	0	0	0	0	0	15
Hour Total	0	46	4	2	7	1	0	0	0	0	0	0	0	60
11:00 PM	0	10	3	1	1	0	0	0	0	0	0	0	0	15
11:15 PM	0	10	1	0	2	0	0	0	0	0	0	0	0	13
11:30 PM	0	14	0	2	2	0	0	0	0	0	0	0	0	18
11:45 PM	0	9	0	0	1	0	0	0	0	0	0	0	0	10
Hour Total	0	43	4	3	6	0	0	0	0	0	0	0	0	56
Totals	6	1755	173	142	216	10	0	12	1	0	0	0	0	2315
Percent	0.3%	75.8%	7.5%	6.1%	9.3%	0.4%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Martin Luther King Way north of MacArthur Boulevard (Outside Lanes)
Oakland

Project #:09-7224-008s

Date: 5/28/2009

THURSDAY

South Bound

Begin Time	Cars & 2 Axle			2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle		
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
12:00 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	3
12:15 AM	0	2	3	0	0	0	0	0	0	0	0	0	0	5
12:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
12:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	11	4	1	0	0	0	0	0	0	0	0	0	16
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	6	1	0	0	0	0	0	0	0	0	0	0	7
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	6	0	0	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:45 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	4	3	0	0	0	0	0	0	0	0	0	0	7
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	3
5:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	2	2	1	0	0	0	0	0	0	0	0	0	5
6:00 AM	0	3	0	1	1	0	0	0	0	0	0	0	0	5
6:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	4
6:30 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	3
6:45 AM	0	5	2	0	2	0	0	0	0	0	0	0	0	9
Hour Total	0	12	2	2	5	0	0	0	0	0	0	0	0	21
7:00 AM	0	6	2	1	1	0	0	0	0	0	0	0	0	10
7:15 AM	0	9	3	2	1	0	0	0	0	0	0	0	0	15
7:30 AM	1	4	3	1	2	0	0	0	0	0	0	0	0	11
7:45 AM	0	8	5	0	2	0	0	0	0	0	0	0	0	15
Hour Total	1	27	13	4	6	0	0	0	0	0	0	0	0	51

8:00 AM	0	15	5	1	2	0	0	0	0	0	0	0	0	23
8:15 AM	0	16	2	1	5	0	0	0	0	0	0	0	0	24
8:30 AM	0	11	2	1	1	0	0	0	0	0	0	0	0	15
8:45 AM	0	12	3	2	2	0	0	0	0	0	0	0	0	19
Hour Total	0	54	12	5	10	0	0	0	0	0	0	0	0	81
9:00 AM	0	5	6	0	3	0	0	0	0	0	0	0	0	14
9:15 AM	0	14	4	2	3	0	0	0	0	0	0	0	0	23
9:30 AM	0	7	1	1	0	0	0	0	0	0	0	0	0	9
9:45 AM	0	8	1	0	2	0	0	0	0	0	0	0	0	11
Hour Total	0	34	12	3	8	0	0	0	0	0	0	0	0	57
10:00 AM	0	11	5	2	2	0	0	0	0	0	0	0	0	20
10:15 AM	0	8	5	0	2	0	0	0	0	0	0	0	0	15
10:30 AM	0	5	2	1	4	0	0	0	0	0	0	0	0	12
10:45 AM	1	12	4	0	1	0	0	0	0	0	0	0	0	18
Hour Total	1	36	16	3	9	0	0	0	0	0	0	0	0	65
11:00 AM	0	5	4	1	1	0	0	0	0	0	0	0	0	11
11:15 AM	0	9	3	1	1	0	0	1	0	0	0	0	0	15
11:30 AM	0	11	3	1	2	0	0	0	0	0	0	0	0	17
11:45 AM	0	7	2	1	2	0	0	0	0	0	0	0	0	12
Hour Total	0	32	12	4	6	0	0	1	0	0	0	0	0	55
12:00 PM	0	8	6	1	3	0	0	0	0	0	0	0	0	18
12:15 PM	0	8	7	1	4	0	0	0	0	0	0	0	0	20
12:30 PM	1	14	4	1	1	1	0	0	0	0	0	0	0	22
12:45 PM	0	8	6	1	1	0	0	0	0	0	0	0	0	16
Hour Total	1	38	23	4	9	1	0	0	0	0	0	0	0	76
1:00 PM	0	14	6	0	3	0	0	1	0	0	0	0	0	24
1:15 PM	0	7	3	1	1	0	0	0	0	0	0	0	0	12
1:30 PM	0	11	4	2	3	0	0	0	0	0	0	0	0	20
1:45 PM	0	7	5	0	1	0	0	1	0	0	0	0	0	14
Hour Total	0	39	18	3	8	0	0	2	0	0	0	0	0	70
2:00 PM	0	12	7	2	3	0	0	0	0	0	0	0	0	24
2:15 PM	0	6	5	0	0	0	0	0	0	0	0	0	0	11
2:30 PM	0	14	6	1	3	0	0	0	0	0	0	0	0	24
2:45 PM	0	10	7	1	3	0	0	0	0	0	0	0	0	21
Hour Total	0	42	25	4	9	0	0	0	0	0	0	0	0	80
3:00 PM	0	12	6	1	4	0	0	0	0	0	0	0	0	23
3:15 PM	0	14	6	2	4	0	0	0	0	0	0	0	0	26
3:30 PM	0	15	6	0	3	0	0	0	0	0	0	0	0	24
3:45 PM	0	9	0	1	2	0	0	0	0	0	0	0	0	12
Hour Total	0	50	18	4	13	0	0	0	0	0	0	0	0	85

4:00 PM	0	13	6	0	2	0	0	0	0	0	0	0	0	21
4:15 PM	0	14	7	2	0	0	0	0	0	0	0	0	0	23
4:30 PM	0	5	11	1	1	0	0	0	0	0	0	0	0	18
4:45 PM	0	18	8	1	1	0	0	0	0	0	0	0	0	28
Hour Total	0	50	32	4	4	0	0	0	0	0	0	0	0	90
5:00 PM	0	20	4	1	1	0	0	0	0	0	0	0	0	26
5:15 PM	0	17	9	1	0	0	0	0	0	0	0	0	0	27
5:30 PM	0	15	6	1	4	0	0	1	0	0	0	0	0	27
5:45 PM	0	11	6	1	2	0	0	0	0	0	0	0	0	20
Hour Total	0	63	25	4	7	0	0	1	0	0	0	0	0	100
6:00 PM	1	20	4	1	0	0	0	0	0	0	0	0	0	26
6:15 PM	0	9	2	1	2	0	0	0	0	0	0	0	0	14
6:30 PM	0	11	5	1	0	0	0	0	0	0	0	0	0	17
6:45 PM	0	16	2	0	1	0	0	0	0	0	0	0	0	19
Hour Total	1	56	13	3	3	0	0	0	0	0	0	0	0	76
7:00 PM	0	6	3	0	2	0	0	0	0	0	0	0	0	11
7:15 PM	0	10	3	1	0	0	0	0	0	0	0	0	0	14
7:30 PM	0	7	3	1	2	0	0	0	0	0	0	0	0	13
7:45 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	31	11	2	4	0	0	0	0	0	0	0	0	48
8:00 PM	0	10	8	0	2	0	0	0	0	0	0	0	0	20
8:15 PM	0	7	5	1	2	0	0	0	0	0	0	0	0	15
8:30 PM	0	6	6	1	1	0	0	0	0	0	0	0	0	14
8:45 PM	0	6	3	0	1	0	0	0	0	0	0	0	0	10
Hour Total	0	29	22	2	6	0	0	0	0	0	0	0	0	59
9:00 PM	0	6	3	1	0	0	0	0	0	0	0	0	0	10
9:15 PM	0	8	3	1	1	0	0	0	0	0	0	0	0	13
9:30 PM	0	8	6	0	0	0	0	0	0	0	0	0	0	14
9:45 PM	0	5	0	1	1	0	0	0	0	0	0	0	0	7
Hour Total	0	27	12	3	2	0	0	0	0	0	0	0	0	44
10:00 PM	0	3	1	1	0	0	0	0	0	0	0	0	0	5
10:15 PM	0	8	7	1	0	0	0	0	0	0	0	0	0	16
10:30 PM	0	4	2	1	0	0	0	0	0	0	0	0	0	7
10:45 PM	0	6	5	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	21	15	3	0	0	0	0	0	0	0	0	0	39
11:00 PM	1	3	3	1	0	0	0	0	0	0	0	0	0	8
11:15 PM	0	4	1	2	0	0	0	0	0	0	0	0	0	7
11:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
11:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	2
Hour Total	1	13	5	4	0	0	0	0	0	0	0	0	0	23
Totals	5	685	297	63	109	1	0	4	0	0	0	0	0	1164
Percent	0.4%	58.8%	25.5%	5.4%	9.4%	0.1%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Martin Luther King Way north of MacArthur Boulevard (Outside Lanes)
Oakland

Project #:09-7224-008s

Date: 5/28/2009

THURSDAY

North Bound, South Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	9	1	2	1	0	0	0	0	0	0	0	0	13
12:15 AM	0	10	3	0	0	0	0	0	0	0	0	0	0	13
12:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
12:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	30	5	2	1	0	0	0	0	0	0	0	0	38
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	10	1	0	0	0	0	0	0	0	0	0	0	11
2:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
2:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	5	2	0	0	0	0	0	0	0	0	0	0	7
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:15 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
3:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	8	1	0	1	0	0	0	0	0	0	0	0	10
4:00 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
4:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
4:45 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	18	3	0	1	0	0	0	0	0	0	0	0	22
5:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
5:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
5:30 AM	0	5	2	1	0	0	0	0	0	0	0	0	0	8
5:45 AM	0	12	0	2	3	1	0	0	0	0	0	0	0	18
Hour Total	0	27	3	3	3	1	0	0	0	0	0	0	0	37
6:00 AM	0	12	1	1	4	0	0	1	0	0	0	0	0	19
6:15 AM	1	8	0	1	8	0	0	0	0	0	0	0	0	18
6:30 AM	0	13	3	4	1	1	0	0	0	0	0	0	0	22
6:45 AM	0	17	3	1	6	0	0	1	0	0	0	0	0	28
Hour Total	1	50	7	7	19	1	0	2	0	0	0	0	0	87
7:00 AM	0	22	4	3	6	0	0	0	0	0	0	0	0	35
7:15 AM	0	30	5	3	5	0	0	0	0	0	0	0	0	43
7:30 AM	1	29	8	3	6	0	0	1	0	0	0	0	0	48
7:45 AM	0	33	9	3	7	0	0	0	0	0	0	0	0	52
Hour Total	1	114	26	12	24	0	0	1	0	0	0	0	0	178

8:00 AM	0	49	7	2	5	0	0	1	0	0	0	0	0	64
8:15 AM	1	39	6	4	10	0	0	0	0	0	0	0	0	60
8:30 AM	0	42	3	2	6	0	0	0	0	0	0	0	0	53
8:45 AM	0	30	4	5	6	0	0	0	0	0	0	0	0	45
Hour Total	1	160	20	13	27	0	0	1	0	0	0	0	0	222
9:00 AM	0	23	7	2	9	0	0	0	0	0	0	0	0	41
9:15 AM	1	33	6	2	4	1	0	0	0	0	0	0	0	47
9:30 AM	0	24	1	6	5	0	0	0	0	0	0	0	0	36
9:45 AM	0	28	7	2	8	0	0	0	0	0	0	0	0	45
Hour Total	1	108	21	12	26	1	0	0	0	0	0	0	0	169
10:00 AM	0	33	7	4	6	0	0	0	0	0	0	0	0	50
10:15 AM	0	26	7	3	4	0	0	0	0	0	0	0	0	40
10:30 AM	0	26	8	3	7	0	0	0	0	0	0	0	0	44
10:45 AM	1	27	8	5	4	0	0	0	0	0	0	0	0	45
Hour Total	1	112	30	15	21	0	0	0	0	0	0	0	0	179
11:00 AM	0	26	7	4	2	0	0	0	0	0	0	0	0	39
11:15 AM	0	29	6	3	5	0	0	1	0	0	0	0	0	44
11:30 AM	0	35	4	4	3	1	0	0	0	0	0	0	0	47
11:45 AM	1	19	8	3	5	0	0	0	0	0	0	0	0	36
Hour Total	1	109	25	14	15	1	0	1	0	0	0	0	0	166
12:00 PM	0	32	8	3	5	0	0	1	0	0	0	0	0	49
12:15 PM	0	32	11	2	7	0	0	0	0	0	0	0	0	52
12:30 PM	1	44	8	2	5	2	0	0	0	0	0	0	0	62
12:45 PM	0	40	9	4	4	0	0	0	0	0	0	0	0	57
Hour Total	1	148	36	11	21	2	0	1	0	0	0	0	0	220
1:00 PM	0	42	7	3	5	0	0	1	0	0	0	0	0	58
1:15 PM	0	33	8	3	3	0	0	0	0	0	0	0	0	47
1:30 PM	0	37	7	4	5	0	0	0	0	0	0	0	0	53
1:45 PM	0	37	6	3	5	0	0	1	0	0	0	0	0	52
Hour Total	0	149	28	13	18	0	0	2	0	0	0	0	0	210
2:00 PM	0	29	11	4	7	0	0	0	0	0	0	0	0	51
2:15 PM	0	34	8	2	2	0	0	0	0	0	0	0	0	46
2:30 PM	0	43	8	3	6	0	0	1	1	0	0	0	0	62
2:45 PM	0	32	8	5	8	1	0	0	0	0	0	0	0	54
Hour Total	0	138	35	14	23	1	0	1	1	0	0	0	0	213
3:00 PM	0	40	13	2	7	0	0	0	0	0	0	0	0	62
3:15 PM	0	36	9	4	8	0	0	0	0	0	0	0	0	57
3:30 PM	0	34	8	4	4	0	0	0	0	0	0	0	0	50
3:45 PM	0	34	2	3	9	0	0	0	0	0	0	0	0	48
Hour Total	0	144	32	13	28	0	0	0	0	0	0	0	0	217

4:00 PM	0	32	13	0	6	0	0	1	0	0	0	0	0	52
4:15 PM	1	46	11	4	7	0	0	1	0	0	0	0	0	70
4:30 PM	0	40	14	2	4	0	0	0	0	0	0	0	0	60
4:45 PM	0	54	10	8	6	1	0	1	0	0	0	0	0	80
Hour Total	1	172	48	14	23	1	0	3	0	0	0	0	0	262
5:00 PM	0	83	8	3	3	0	0	0	0	0	0	0	0	97
5:15 PM	0	73	12	1	2	0	0	0	0	0	0	0	0	88
5:30 PM	0	50	11	7	4	1	0	2	0	0	0	0	0	75
5:45 PM	0	61	9	3	7	0	0	1	0	0	0	0	0	81
Hour Total	0	267	40	14	16	1	0	3	0	0	0	0	0	341
6:00 PM	1	65	7	6	1	0	0	0	0	0	0	0	0	80
6:15 PM	0	44	5	3	6	0	0	0	0	0	0	0	0	58
6:30 PM	1	44	7	6	0	0	0	1	0	0	0	0	0	59
6:45 PM	0	48	5	2	3	0	0	0	0	0	0	0	0	58
Hour Total	2	201	24	17	10	0	0	1	0	0	0	0	0	255
7:00 PM	0	34	5	2	5	0	0	0	0	0	0	0	0	46
7:15 PM	0	38	3	3	3	0	0	0	0	0	0	0	0	47
7:30 PM	0	40	4	2	3	0	0	0	0	0	0	0	0	49
7:45 PM	0	28	3	1	3	0	0	0	0	0	0	0	0	35
Hour Total	0	140	15	8	14	0	0	0	0	0	0	0	0	177
8:00 PM	0	35	8	2	3	0	0	0	0	0	0	0	0	48
8:15 PM	0	20	6	3	3	0	0	0	0	0	0	0	0	32
8:30 PM	0	20	6	2	2	0	0	0	0	0	0	0	0	30
8:45 PM	0	27	4	0	3	0	0	0	0	0	0	0	0	34
Hour Total	0	102	24	7	11	0	0	0	0	0	0	0	0	144
9:00 PM	0	20	4	2	1	0	0	0	0	0	0	0	0	27
9:15 PM	0	29	4	1	4	1	0	0	0	0	0	0	0	39
9:30 PM	0	30	6	0	2	0	0	0	0	0	0	0	0	38
9:45 PM	0	26	2	1	3	0	0	0	0	0	0	0	0	32
Hour Total	0	105	16	4	10	1	0	0	0	0	0	0	0	136
10:00 PM	0	13	1	1	1	1	0	0	0	0	0	0	0	17
10:15 PM	0	18	8	2	3	0	0	0	0	0	0	0	0	31
10:30 PM	0	16	5	2	2	0	0	0	0	0	0	0	0	25
10:45 PM	0	20	5	0	1	0	0	0	0	0	0	0	0	26
Hour Total	0	67	19	5	7	1	0	0	0	0	0	0	0	99
11:00 PM	1	13	6	2	1	0	0	0	0	0	0	0	0	23
11:15 PM	0	14	2	2	2	0	0	0	0	0	0	0	0	20
11:30 PM	0	19	1	2	2	0	0	0	0	0	0	0	0	24
11:45 PM	0	10	0	1	1	0	0	0	0	0	0	0	0	12
Hour Total	1	56	9	7	6	0	0	0	0	0	0	0	0	79
Totals	11	2440	470	205	325	11	0	16	1	0	0	0	0	3479
Percent	0.3%	70.1%	13.5%	5.9%	9.3%	0.3%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

5/28/2009

City: Oakland

Project #: 09-7224-008s

Location: Martin Luther King Way north of MacArthur Boulevard (Outside Lanes)

Start Time	Southbound		Hour Totals		Northbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	3	18			10	31				
12:15	5	20			8	32				
12:30	6	22			1	40				
12:45	2	16	16	76	3	41	22	144	38	220
1:00	1	24			2	34				
1:15	0	12			1	35				
1:30	5	20			0	33				
1:45	1	14	7	70	1	38	4	140	11	210
2:00	1	24			3	27				
2:15	1	11			1	35				
2:30	1	24			0	38				
2:45	0	21	3	80	0	33	4	133	7	213
3:00	1	23			1	39				
3:15	3	26			1	31				
3:30	1	24			2	26				
3:45	1	12	6	85	0	36	4	132	10	217
4:00	0	21			4	31				
4:15	2	23			1	47				
4:30	2	18			4	42				
4:45	3	28	7	90	6	52	15	172	22	262
5:00	0	26			4	71				
5:15	0	27			7	61				
5:30	3	27			5	48				
5:45	2	20	5	100	16	61	32	241	37	341
6:00	5	26			14	54				
6:15	4	14			14	44				
6:30	3	17			19	42				
6:45	9	19	21	76	19	39	66	179	87	255
7:00	10	11			25	35				
7:15	15	14			28	33				
7:30	11	13			37	36				
7:45	15	10	51	48	37	25	127	129	178	177
8:00	23	20			41	28				
8:15	24	15			36	17				
8:30	15	14			38	16				
8:45	19	10	81	59	26	24	141	85	222	144
9:00	14	10			27	17				
9:15	23	13			24	26				
9:30	9	14			27	24				
9:45	11	7	57	44	34	25	112	92	169	136
10:00	20	5			30	12				
10:15	15	16			25	15				
10:30	12	7			32	18				
10:45	18	11	65	39	27	15	114	60	179	99
11:00	11	8			28	15				
11:15	15	7			29	13				
11:30	17	6			30	18				
11:45	12	2	55	23	24	10	111	56	166	79
Total	374	790	374	790	752	1563	752	1563	1126	2353
Combined Total	1164		1164		2315		2315		3479	
AM Peak	8:00 AM				7:45 AM					
Vol.	81				152					
P.H.F.	0.844				0.927					
PM Peak	4:45 PM				5:00 PM					
Vol.	108				241					
P.H.F.	0.964				0.849					
Percentage	32.1%	67.9%			32.5%	67.5%				

Prepared by NDS/ATD

Volumes for: Wednesday, June 3, 2009

City: Oakland

Project #: 09-7224-009

Location: West Grand Avenue west of Martin Luther King Way

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	32	190			13	133				
12:15	25	169			25	143				
12:30	25	192			21	152				
12:45	16	169	98	720	14	165	73	593	171	1313
1:00	13	181			17	149				
1:15	18	167			19	152				
1:30	18	199			14	142				
1:45	7	187	56	734	12	145	62	588	118	1322
2:00	15	193			10	153				
2:15	15	194			17	143				
2:30	7	200			14	136				
2:45	19	203	56	790	2	145	43	577	99	1367
3:00	13	198			8	147				
3:15	8	192			12	146				
3:30	10	200			7	155				
3:45	8	214	39	804	3	165	30	613	69	1417
4:00	4	257			5	187				
4:15	13	215			15	191				
4:30	6	241			4	187				
4:45	16	229	39	942	16	149	40	714	79	1656
5:00	21	247			12	172				
5:15	9	251			22	201				
5:30	36	218			37	191				
5:45	34	218	100	934	35	160	106	724	206	1658
6:00	56	197			74	156				
6:15	53	164			68	137				
6:30	74	162			124	114				
6:45	110	152	293	675	118	116	384	523	677	1198
7:00	93	135			156	128				
7:15	126	108			155	101				
7:30	128	124			170	142				
7:45	155	106	502	473	200	82	681	453	1183	926
8:00	164	101			184	106				
8:15	180	91			168	82				
8:30	200	111			170	69				
8:45	191	96	735	399	170	68	692	325	1427	724
9:00	209	86			173	85				
9:15	184	79			162	89				
9:30	216	76			123	56				
9:45	181	60	790	301	161	61	619	291	1409	592
10:00	176	80			145	55				
10:15	184	64			136	52				
10:30	162	45			125	38				
10:45	179	55	701	244	132	28	538	173	1239	417
11:00	188	45			177	36				
11:15	164	25			155	39				
11:30	156	36			150	35				
11:45	170	22	678	128	133	27	615	137	1293	265
Total	4087	7144	4087	7144	3883	5711	3883	5711	7970	12855
Combined Total	11231		11231		9594		9594		20825	
AM Peak	8:45 AM				7:30 AM					
Vol.	800				722					
P.H.F.	0.926				0.903					
PM Peak	4:30 PM				3:45 PM					
Vol.	968				730					
P.H.F.	0.964				0.955					
Percentage	36.4%	63.6%			40.5%	59.5%				

Prepared by NDS/ATD

Volumes for: Thursday, June 4, 2009

City: Oakland

Project #: 09-7224-009

Location: West Grand Avenue west of Martin Luther King Way

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	26	218			25	146				
12:15	27	196			22	156				
12:30	28	180			30	149				
12:45	13	190	94	784	21	171	98	622	192	1406
1:00	21	191			16	162				
1:15	23	183			17	164				
1:30	17	170			10	124				
1:45	10	171	71	715	15	147	58	597	129	1312
2:00	16	184			13	148				
2:15	10	175			11	149				
2:30	9	171			4	139				
2:45	10	182	45	712	12	146	40	582	85	1294
3:00	14	187			6	138				
3:15	11	184			6	162				
3:30	12	249			3	162				
3:45	11	199	48	819	6	176	21	638	69	1457
4:00	6	231			7	162				
4:15	12	217			11	171				
4:30	13	254			11	183				
4:45	14	243	45	945	11	183	40	699	85	1644
5:00	18	270			9	193				
5:15	14	263			17	194				
5:30	34	268			36	182				
5:45	22	268	88	1069	36	171	98	740	186	1809
6:00	33	211			58	169				
6:15	49	168			81	130				
6:30	60	164			101	147				
6:45	94	121	236	664	117	113	357	559	593	1223
7:00	95	116			116	126				
7:15	94	138			137	132				
7:30	108	147			130	115				
7:45	136	102	433	503	144	95	527	468	960	971
8:00	177	95			177	87				
8:15	137	96			165	79				
8:30	211	92			171	90				
8:45	163	106	688	389	183	85	696	341	1384	730
9:00	188	100			155	87				
9:15	157	89			143	67				
9:30	164	69			115	69				
9:45	174	73	683	331	131	68	544	291	1227	622
10:00	164	82			116	65				
10:15	163	62			144	49				
10:30	164	57			121	45				
10:45	159	59	650	260	143	39	524	198	1174	458
11:00	146	40			112	47				
11:15	159	52			107	31				
11:30	179	42			151	33				
11:45	189	46	673	180	133	43	503	154	1176	334
Total	3754	7371	3754	7371	3506	5889	3506	5889	7260	13260
Combined Total	11125		11125		9395		9395		20520	
AM Peak	11:45 AM				8:00 AM					
Vol.	783				696					
P.H.F.	0.898				0.951					
PM Peak	5:00 PM				4:30 PM					
Vol.	1069				753					
P.H.F.	0.990				0.970					
Percentage	33.7%	66.3%			37.3%	62.7%				

Class Report - Prepared by: NDS/ATD

West Grand Avenue west of Martin Luther King Way (Outside Lanes)
Oakland

Project #:09-7224-009w

Date: 6/3/2009

WEDNESDAY

West Bound

Begin Time	Cars & 2 Axle			2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total	
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
12:15 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
12:30 AM	0	10	3	0	0	0	0	1	0	0	0	0	0	14
12:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	33	5	0	0	0	0	1	0	0	0	0	0	39
1:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
1:15 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
1:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
1:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	22	1	0	1	0	0	0	0	0	0	0	0	24
2:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
2:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
2:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	17	2	0	0	0	0	0	0	0	0	0	0	19
3:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:15 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
3:30 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	9	3	0	1	0	0	0	0	0	0	0	0	13
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:15 AM	0	4	2	0	1	0	0	1	0	0	0	0	0	8
4:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:45 AM	0	6	2	0	1	0	0	0	0	0	0	0	0	9
Hour Total	0	13	5	0	2	0	0	1	0	0	0	0	0	21
5:00 AM	0	2	1	0	1	1	0	0	0	0	0	0	0	5
5:15 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
5:30 AM	0	7	2	0	1	0	0	0	0	0	0	0	0	10
5:45 AM	0	12	3	0	1	0	0	0	1	0	0	0	0	17
Hour Total	0	30	7	0	3	1	0	0	1	0	0	0	0	42
6:00 AM	0	19	7	1	1	1	0	1	0	0	0	0	0	30
6:15 AM	1	25	1	0	2	0	0	0	0	0	0	0	0	29
6:30 AM	1	40	9	0	3	0	0	0	1	0	0	0	0	54
6:45 AM	0	35	13	0	1	0	0	0	0	0	0	0	0	49
Hour Total	2	119	30	1	7	1	0	1	1	0	0	0	0	162
7:00 AM	0	46	10	0	7	0	0	0	0	0	0	0	0	63
7:15 AM	0	54	6	0	7	0	0	0	0	0	0	0	0	67
7:30 AM	0	53	9	0	1	1	0	1	0	0	0	0	0	65
7:45 AM	0	61	20	0	3	0	0	0	0	0	0	0	0	84
Hour Total	0	214	45	0	18	1	0	1	0	0	0	0	0	279

8:00 AM	0	63	8	0	2	1	0	0	1	0	0	0	0	75
8:15 AM	0	70	9	0	3	1	0	0	0	0	0	0	0	83
8:30 AM	0	54	10	0	1	0	0	1	0	0	0	0	0	66
8:45 AM	0	76	7	0	0	0	0	1	0	0	0	0	0	84
Hour Total	0	263	34	0	6	2	0	2	1	0	0	0	0	308
9:00 AM	0	57	12	0	3	1	0	1	0	0	0	0	0	74
9:15 AM	0	50	9	0	3	0	0	1	0	0	0	0	0	63
9:30 AM	0	50	8	0	2	0	0	0	0	0	0	0	0	60
9:45 AM	1	54	15	0	2	1	0	1	1	0	0	0	0	75
Hour Total	1	211	44	0	10	2	0	3	1	0	0	0	0	272
10:00 AM	0	48	9	0	3	1	0	1	1	0	0	0	0	63
10:15 AM	0	46	14	1	2	0	0	0	0	0	0	0	0	63
10:30 AM	0	40	6	0	2	0	0	3	0	0	0	0	0	51
10:45 AM	0	39	9	0	2	0	0	2	0	0	0	0	0	52
Hour Total	0	173	38	1	9	1	0	6	1	0	0	0	0	229
11:00 AM	0	69	13	1	5	2	0	1	0	0	0	0	0	91
11:15 AM	0	60	7	1	3	0	0	0	0	0	0	0	0	71
11:30 AM	0	59	10	0	3	1	0	2	1	0	0	0	0	76
11:45 AM	0	41	15	0	6	1	0	0	1	0	0	0	0	64
Hour Total	0	229	45	2	17	4	0	3	2	0	0	0	0	302
12:00 PM	0	51	8	0	4	0	0	0	0	0	0	0	0	63
12:15 PM	0	67	8	0	1	0	0	0	0	0	0	0	0	76
12:30 PM	0	60	12	0	4	1	0	1	0	0	0	1	0	79
12:45 PM	0	63	11	0	4	0	0	1	0	0	0	0	0	79
Hour Total	0	241	39	0	13	1	0	2	0	0	0	1	0	297
1:00 PM	0	64	10	0	2	1	0	1	0	0	0	0	0	78
1:15 PM	0	59	12	0	2	0	0	0	0	0	0	0	0	73
1:30 PM	0	59	13	0	7	0	0	0	1	0	0	0	0	80
1:45 PM	0	57	11	1	0	0	0	0	0	0	0	0	0	69
Hour Total	0	239	46	1	11	1	0	1	1	0	0	0	0	300
2:00 PM	0	50	14	1	2	0	0	2	0	0	0	0	0	69
2:15 PM	0	57	10	0	3	0	0	0	0	0	0	0	0	70
2:30 PM	0	57	6	0	3	1	0	0	0	0	0	0	0	67
2:45 PM	0	60	10	0	3	0	0	0	0	0	0	0	0	73
Hour Total	0	224	40	1	11	1	0	2	0	0	0	0	0	279
3:00 PM	0	62	9	0	1	0	0	0	0	0	0	0	0	72
3:15 PM	1	53	10	0	8	0	0	1	0	0	0	0	0	73
3:30 PM	0	72	8	0	1	0	0	1	0	0	0	0	0	82
3:45 PM	0	71	11	0	2	1	0	1	1	0	0	0	0	87
Hour Total	1	258	38	0	12	1	0	3	1	0	0	0	0	314

4:00 PM	0	78	8	0	3	0	0	1	0	0	0	0	0	90
4:15 PM	0	84	6	2	4	0	0	1	0	0	0	0	0	97
4:30 PM	0	86	9	0	1	0	0	0	0	0	0	0	0	96
4:45 PM	0	57	13	0	2	0	0	1	0	0	0	0	0	73
Hour Total	0	305	36	2	10	0	0	3	0	0	0	0	0	356
5:00 PM	0	90	11	0	1	0	0	0	0	0	0	0	0	102
5:15 PM	0	82	7	0	0	0	0	0	0	0	0	0	0	89
5:30 PM	0	90	10	0	2	0	0	1	0	0	0	0	0	103
5:45 PM	0	67	8	0	0	0	0	0	0	0	0	0	0	75
Hour Total	0	329	36	0	3	0	0	1	0	0	0	0	0	369
6:00 PM	0	71	8	0	1	0	0	0	0	0	0	0	0	80
6:15 PM	0	58	7	0	2	0	0	0	0	0	0	0	0	67
6:30 PM	0	49	6	1	1	0	0	0	0	0	0	0	0	57
6:45 PM	1	52	3	0	0	0	0	0	0	0	0	0	0	56
Hour Total	1	230	24	1	4	0	0	0	0	0	0	0	0	260
7:00 PM	0	57	4	0	2	1	0	0	0	0	0	0	0	64
7:15 PM	0	48	6	0	2	0	0	0	0	0	0	0	0	56
7:30 PM	0	57	9	1	2	0	0	0	0	0	0	0	0	69
7:45 PM	0	36	5	0	0	0	0	0	0	0	0	0	0	41
Hour Total	0	198	24	1	6	1	0	0	0	0	0	0	0	230
8:00 PM	0	48	5	0	2	0	0	0	0	0	0	0	0	55
8:15 PM	0	32	2	0	1	0	0	0	0	0	0	0	0	35
8:30 PM	0	34	3	0	0	0	0	0	0	0	0	0	0	37
8:45 PM	0	29	1	0	0	0	0	0	1	0	0	0	0	31
Hour Total	0	143	11	0	3	0	0	0	1	0	0	0	0	158
9:00 PM	0	34	1	0	0	0	0	0	0	0	0	0	0	35
9:15 PM	0	34	6	0	0	0	0	0	0	0	0	0	0	40
9:30 PM	0	20	1	0	0	0	0	0	0	0	0	0	0	21
9:45 PM	0	22	3	0	0	0	0	0	0	0	0	0	0	25
Hour Total	0	110	11	0	0	0	0	0	0	0	0	0	0	121
10:00 PM	0	26	5	0	0	0	0	0	0	0	0	0	0	31
10:15 PM	0	21	4	0	0	0	0	0	0	0	0	0	0	25
10:30 PM	0	19	1	0	0	0	0	0	0	0	0	0	0	20
10:45 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	73	12	0	0	0	0	0	0	0	0	0	0	85
11:00 PM	0	16	3	0	0	0	0	0	0	0	0	0	0	19
11:15 PM	0	17	5	0	1	0	0	0	0	0	0	0	0	23
11:30 PM	0	19	2	0	0	0	0	0	0	0	0	0	0	21
11:45 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	60	11	0	1	0	0	0	0	0	0	0	0	72
Totals	5	3743	587	10	148	17	0	30	10	0	0	1	0	4551
Percent	0.1%	82.2%	12.9%	0.2%	3.3%	0.4%	0.0%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

West Grand Avenue west of Martin Luther King Way (Outside Lanes)

Oakland

Project #:09-7224-009e

Date: 6/3/2009

WEDNESDAY

East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	16
12:15 AM	0	13	0	0	1	0	0	0	0	0	0	0	0	14
12:30 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
12:45 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	44	3	0	1	0	0	0	0	0	0	0	0	48
1:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
1:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
1:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
1:45 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
Hour Total	0	19	3	0	1	0	0	0	0	0	0	0	0	23
2:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
2:15 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
Hour Total	0	15	3	0	1	0	0	0	0	0	0	0	0	19
3:00 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	6
3:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:45 AM	0	2	0	0	0	0	1	0	0	0	0	0	0	3
Hour Total	0	14	0	0	1	0	1	0	0	0	0	0	0	16
4:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	2
4:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:30 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	3
4:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	11	0	1	0	1	0	0	0	0	0	0	0	13
5:00 AM	0	6	2	0	2	0	0	0	0	0	0	0	0	10
5:15 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
5:30 AM	0	13	2	0	0	0	0	0	1	0	0	0	0	16
5:45 AM	0	14	2	0	0	0	0	0	0	0	0	0	0	16
Hour Total	0	36	6	0	3	0	0	0	1	0	0	0	0	46
6:00 AM	0	13	3	0	1	3	0	0	0	0	0	0	0	20
6:15 AM	0	15	2	0	0	2	0	1	0	0	0	0	0	20
6:30 AM	0	19	4	0	3	0	0	1	1	0	0	0	0	28
6:45 AM	0	30	7	0	3	1	0	2	0	0	0	0	0	43
Hour Total	0	77	16	0	7	6	0	4	1	0	0	0	0	111
7:00 AM	0	32	7	0	3	1	0	1	1	0	0	0	0	45
7:15 AM	1	38	10	0	1	1	0	2	0	0	0	0	0	53
7:30 AM	0	30	8	0	3	0	0	0	0	0	0	0	0	41
7:45 AM	0	50	9	1	1	0	1	1	0	0	0	0	0	63
Hour Total	1	150	34	1	8	2	1	4	1	0	0	0	0	202

8:00 AM	1	50	10	0	2	0	0	2	0	0	0	0	0	65
8:15 AM	0	66	15	0	3	1	0	0	0	0	0	0	0	85
8:30 AM	0	58	10	0	3	1	0	0	1	0	0	0	0	73
8:45 AM	0	49	15	0	3	0	0	1	0	0	0	0	0	68
Hour Total	1	223	50	0	11	2	0	3	1	0	0	0	0	291
9:00 AM	0	65	15	0	1	2	0	0	0	0	0	0	0	83
9:15 AM	0	58	19	2	1	1	0	1	0	0	0	0	0	82
9:30 AM	1	62	11	1	2	0	0	1	0	0	0	0	0	78
9:45 AM	0	55	17	2	6	1	0	0	0	0	0	0	0	81
Hour Total	1	240	62	5	10	4	0	2	0	0	0	0	0	324
10:00 AM	0	58	10	1	6	2	0	3	0	0	0	0	0	80
10:15 AM	0	52	18	1	5	2	0	0	0	0	0	0	0	78
10:30 AM	0	60	16	0	2	0	0	1	0	0	0	0	0	79
10:45 AM	1	52	14	0	3	0	0	0	0	0	0	0	0	70
Hour Total	1	222	58	2	16	4	0	4	0	0	0	0	0	307
11:00 AM	0	58	15	1	2	2	0	0	0	0	0	0	0	78
11:15 AM	0	46	12	1	3	2	0	0	0	0	0	0	0	64
11:30 AM	0	56	6	0	5	0	0	1	0	0	0	0	0	68
11:45 AM	0	54	14	1	4	0	0	1	0	0	0	0	0	74
Hour Total	0	214	47	3	14	4	0	2	0	0	0	0	0	284
12:00 PM	0	63	16	1	8	0	0	0	0	0	0	0	0	88
12:15 PM	0	65	16	0	6	0	0	0	0	0	0	0	0	87
12:30 PM	0	62	18	0	7	0	0	1	0	0	0	0	0	88
12:45 PM	0	52	15	1	6	0	0	1	0	0	0	0	0	75
Hour Total	0	242	65	2	27	0	0	2	0	0	0	0	0	338
1:00 PM	0	75	16	0	1	0	0	2	0	0	0	0	0	94
1:15 PM	0	62	14	0	2	0	0	2	0	0	0	0	0	80
1:30 PM	0	70	15	2	4	0	0	1	0	0	0	0	0	92
1:45 PM	0	64	17	1	3	0	0	0	1	0	0	0	0	86
Hour Total	0	271	62	3	10	0	0	5	1	0	0	0	0	352
2:00 PM	0	63	8	0	8	0	0	0	0	0	0	0	0	79
2:15 PM	0	67	15	0	6	0	0	2	0	0	0	0	0	90
2:30 PM	0	61	18	1	6	1	1	1	0	0	0	0	0	89
2:45 PM	0	59	10	0	6	0	0	1	0	0	0	0	0	76
Hour Total	0	250	51	1	26	1	1	4	0	0	0	0	0	334
3:00 PM	0	60	14	0	5	0	0	2	0	0	0	0	0	81
3:15 PM	1	61	13	0	7	0	0	1	0	0	0	0	0	83
3:30 PM	0	75	12	1	2	0	0	0	0	0	0	0	0	90
3:45 PM	0	83	15	1	2	0	0	1	0	0	0	0	0	102
Hour Total	1	279	54	2	16	0	0	4	0	0	0	0	0	356

4:00 PM	0	85	15	1	5	0	0	0	0	0	0	0	0	106
4:15 PM	0	83	14	0	3	0	0	1	0	0	0	0	0	101
4:30 PM	0	98	25	3	6	0	0	0	0	0	0	0	0	132
4:45 PM	0	77	11	1	2	0	0	0	0	0	0	0	0	91
Hour Total	0	343	65	5	16	0	0	1	0	0	0	0	0	430
5:00 PM	0	80	15	1	2	0	0	0	0	0	0	0	0	98
5:15 PM	0	85	12	1	3	0	0	2	0	0	0	0	0	103
5:30 PM	0	86	8	1	3	0	0	0	0	0	0	0	0	98
5:45 PM	0	83	11	1	1	0	0	1	0	0	0	0	0	97
Hour Total	0	334	46	4	9	0	0	3	0	0	0	0	0	396
6:00 PM	0	67	14	0	0	1	0	0	0	0	0	0	0	82
6:15 PM	0	53	13	1	3	0	0	1	0	0	0	0	0	71
6:30 PM	1	67	11	0	1	0	0	1	0	0	0	0	0	81
6:45 PM	0	57	7	0	3	1	0	0	0	0	0	0	0	68
Hour Total	1	244	45	1	7	2	0	2	0	0	0	0	0	302
7:00 PM	0	67	9	0	1	0	0	1	0	0	0	0	0	78
7:15 PM	0	45	6	0	0	0	0	0	0	0	0	0	0	51
7:30 PM	0	49	6	0	3	0	0	0	0	0	0	0	0	58
7:45 PM	0	37	5	0	2	0	0	0	0	0	0	0	0	44
Hour Total	0	198	26	0	6	0	0	1	0	0	0	0	0	231
8:00 PM	0	43	3	0	0	0	0	0	0	0	0	0	0	46
8:15 PM	0	43	5	0	0	1	0	0	0	0	0	0	0	49
8:30 PM	0	40	6	0	0	1	0	0	0	0	0	0	0	47
8:45 PM	0	33	9	0	2	0	0	0	0	0	0	0	0	44
Hour Total	0	159	23	0	2	2	0	0	0	0	0	0	0	186
9:00 PM	0	33	3	0	2	0	0	0	0	0	0	0	0	38
9:15 PM	0	33	5	0	1	0	0	0	0	0	0	0	0	39
9:30 PM	0	34	5	0	1	0	0	0	0	0	0	0	0	40
9:45 PM	0	27	5	0	0	0	0	0	0	0	0	0	0	32
Hour Total	0	127	18	0	4	0	0	0	0	0	0	0	0	149
10:00 PM	0	34	4	0	1	0	0	0	0	0	0	0	0	39
10:15 PM	0	29	10	0	0	0	0	0	0	0	0	0	0	39
10:30 PM	0	24	2	0	0	0	0	0	0	0	0	0	0	26
10:45 PM	0	22	4	0	1	1	0	0	0	0	0	0	0	28
Hour Total	0	109	20	0	2	1	0	0	0	0	0	0	0	132
11:00 PM	0	26	2	0	1	0	0	0	0	0	0	0	0	29
11:15 PM	0	10	0	0	0	1	0	0	0	0	0	0	0	11
11:30 PM	0	13	3	0	1	0	0	0	0	0	0	0	0	17
11:45 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	58	7	0	2	1	0	0	0	0	0	0	0	68
Totals	6	3879	764	30	200	30	3	41	5	0	0	0	0	4958
Percent	0.1%	78.2%	15.4%	0.6%	4.0%	0.6%	0.1%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

West Grand Avenue west of Martin Luther King Way (Outside Lanes)

Oakland

Project #:09-7224-009e

Date: 6/3/2009

WEDNESDAY

West Bound, East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	21	2	0	0	0	0	0	0	0	0	0	0	23
12:15 AM	0	22	1	0	1	0	0	0	0	0	0	0	0	24
12:30 AM	0	19	4	0	0	0	0	1	0	0	0	0	0	24
12:45 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	16
Hour Total	0	77	8	0	1	0	0	1	0	0	0	0	0	87
1:00 AM	0	9	2	0	1	0	0	0	0	0	0	0	0	12
1:15 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	16
1:30 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
1:45 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	7
Hour Total	0	41	4	0	2	0	0	0	0	0	0	0	0	47
2:00 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
2:15 AM	0	12	3	0	0	0	0	0	0	0	0	0	0	15
2:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2:45 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	6
Hour Total	0	32	5	0	1	0	0	0	0	0	0	0	0	38
3:00 AM	0	8	0	0	1	0	0	0	0	0	0	0	0	9
3:15 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
3:30 AM	0	6	1	0	1	0	0	0	0	0	0	0	0	8
3:45 AM	0	2	0	0	0	0	1	0	0	0	0	0	0	3
Hour Total	0	23	3	0	2	0	1	0	0	0	0	0	0	29
4:00 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	4
4:15 AM	0	7	2	0	1	0	0	1	0	0	0	0	0	11
4:30 AM	0	3	1	1	0	0	0	0	0	0	0	0	0	5
4:45 AM	0	11	2	0	1	0	0	0	0	0	0	0	0	14
Hour Total	0	24	5	1	2	1	0	1	0	0	0	0	0	34
5:00 AM	0	8	3	0	3	1	0	0	0	0	0	0	0	15
5:15 AM	0	12	1	0	1	0	0	0	0	0	0	0	0	14
5:30 AM	0	20	4	0	1	0	0	0	1	0	0	0	0	26
5:45 AM	0	26	5	0	1	0	0	0	1	0	0	0	0	33
Hour Total	0	66	13	0	6	1	0	0	2	0	0	0	0	88
6:00 AM	0	32	10	1	2	4	0	1	0	0	0	0	0	50
6:15 AM	1	40	3	0	2	2	0	1	0	0	0	0	0	49
6:30 AM	1	59	13	0	6	0	0	1	2	0	0	0	0	82
6:45 AM	0	65	20	0	4	1	0	2	0	0	0	0	0	92
Hour Total	2	196	46	1	14	7	0	5	2	0	0	0	0	273
7:00 AM	0	78	17	0	10	1	0	1	1	0	0	0	0	108
7:15 AM	1	92	16	0	8	1	0	2	0	0	0	0	0	120
7:30 AM	0	83	17	0	4	1	0	1	0	0	0	0	0	106
7:45 AM	0	111	29	1	4	0	1	1	0	0	0	0	0	147
Hour Total	1	364	79	1	26	3	1	5	1	0	0	0	0	481

8:00 AM	1	113	18	0	4	1	0	2	1	0	0	0	0	140
8:15 AM	0	136	24	0	6	2	0	0	0	0	0	0	0	168
8:30 AM	0	112	20	0	4	1	0	1	1	0	0	0	0	139
8:45 AM	0	125	22	0	3	0	0	2	0	0	0	0	0	152
Hour Total	1	486	84	0	17	4	0	5	2	0	0	0	0	599
9:00 AM	0	122	27	0	4	3	0	1	0	0	0	0	0	157
9:15 AM	0	108	28	2	4	1	0	2	0	0	0	0	0	145
9:30 AM	1	112	19	1	4	0	0	1	0	0	0	0	0	138
9:45 AM	1	109	32	2	8	2	0	1	1	0	0	0	0	156
Hour Total	2	451	106	5	20	6	0	5	1	0	0	0	0	596
10:00 AM	0	106	19	1	9	3	0	4	1	0	0	0	0	143
10:15 AM	0	98	32	2	7	2	0	0	0	0	0	0	0	141
10:30 AM	0	100	22	0	4	0	0	4	0	0	0	0	0	130
10:45 AM	1	91	23	0	5	0	0	2	0	0	0	0	0	122
Hour Total	1	395	96	3	25	5	0	10	1	0	0	0	0	536
11:00 AM	0	127	28	2	7	4	0	1	0	0	0	0	0	169
11:15 AM	0	106	19	2	6	2	0	0	0	0	0	0	0	135
11:30 AM	0	115	16	0	8	1	0	3	1	0	0	0	0	144
11:45 AM	0	95	29	1	10	1	0	1	1	0	0	0	0	138
Hour Total	0	443	92	5	31	8	0	5	2	0	0	0	0	586
12:00 PM	0	114	24	1	12	0	0	0	0	0	0	0	0	151
12:15 PM	0	132	24	0	7	0	0	0	0	0	0	0	0	163
12:30 PM	0	122	30	0	11	1	0	2	0	0	0	1	0	167
12:45 PM	0	115	26	1	10	0	0	2	0	0	0	0	0	154
Hour Total	0	483	104	2	40	1	0	4	0	0	0	1	0	635
1:00 PM	0	139	26	0	3	1	0	3	0	0	0	0	0	172
1:15 PM	0	121	26	0	4	0	0	2	0	0	0	0	0	153
1:30 PM	0	129	28	2	11	0	0	1	1	0	0	0	0	172
1:45 PM	0	121	28	2	3	0	0	0	1	0	0	0	0	155
Hour Total	0	510	108	4	21	1	0	6	2	0	0	0	0	652
2:00 PM	0	113	22	1	10	0	0	2	0	0	0	0	0	148
2:15 PM	0	124	25	0	9	0	0	2	0	0	0	0	0	160
2:30 PM	0	118	24	1	9	2	1	1	0	0	0	0	0	156
2:45 PM	0	119	20	0	9	0	0	1	0	0	0	0	0	149
Hour Total	0	474	91	2	37	2	1	6	0	0	0	0	0	613
3:00 PM	0	122	23	0	6	0	0	2	0	0	0	0	0	153
3:15 PM	2	114	23	0	15	0	0	2	0	0	0	0	0	156
3:30 PM	0	147	20	1	3	0	0	1	0	0	0	0	0	172
3:45 PM	0	154	26	1	4	1	0	2	1	0	0	0	0	189
Hour Total	2	537	92	2	28	1	0	7	1	0	0	0	0	670

4:00 PM	0	163	23	1	8	0	0	1	0	0	0	0	0	196
4:15 PM	0	167	20	2	7	0	0	2	0	0	0	0	0	198
4:30 PM	0	184	34	3	7	0	0	0	0	0	0	0	0	228
4:45 PM	0	134	24	1	4	0	0	1	0	0	0	0	0	164
Hour Total	0	648	101	7	26	0	0	4	0	0	0	0	0	786
5:00 PM	0	170	26	1	3	0	0	0	0	0	0	0	0	200
5:15 PM	0	167	19	1	3	0	0	2	0	0	0	0	0	192
5:30 PM	0	176	18	1	5	0	0	1	0	0	0	0	0	201
5:45 PM	0	150	19	1	1	0	0	1	0	0	0	0	0	172
Hour Total	0	663	82	4	12	0	0	4	0	0	0	0	0	765
6:00 PM	0	138	22	0	1	1	0	0	0	0	0	0	0	162
6:15 PM	0	111	20	1	5	0	0	1	0	0	0	0	0	138
6:30 PM	1	116	17	1	2	0	0	1	0	0	0	0	0	138
6:45 PM	1	109	10	0	3	1	0	0	0	0	0	0	0	124
Hour Total	2	474	69	2	11	2	0	2	0	0	0	0	0	562
7:00 PM	0	124	13	0	3	1	0	1	0	0	0	0	0	142
7:15 PM	0	93	12	0	2	0	0	0	0	0	0	0	0	107
7:30 PM	0	106	15	1	5	0	0	0	0	0	0	0	0	127
7:45 PM	0	73	10	0	2	0	0	0	0	0	0	0	0	85
Hour Total	0	396	50	1	12	1	0	1	0	0	0	0	0	461
8:00 PM	0	91	8	0	2	0	0	0	0	0	0	0	0	101
8:15 PM	0	75	7	0	1	1	0	0	0	0	0	0	0	84
8:30 PM	0	74	9	0	0	1	0	0	0	0	0	0	0	84
8:45 PM	0	62	10	0	2	0	0	0	1	0	0	0	0	75
Hour Total	0	302	34	0	5	2	0	0	1	0	0	0	0	344
9:00 PM	0	67	4	0	2	0	0	0	0	0	0	0	0	73
9:15 PM	0	67	11	0	1	0	0	0	0	0	0	0	0	79
9:30 PM	0	54	6	0	1	0	0	0	0	0	0	0	0	61
9:45 PM	0	49	8	0	0	0	0	0	0	0	0	0	0	57
Hour Total	0	237	29	0	4	0	0	0	0	0	0	0	0	270
10:00 PM	0	60	9	0	1	0	0	0	0	0	0	0	0	70
10:15 PM	0	50	14	0	0	0	0	0	0	0	0	0	0	64
10:30 PM	0	43	3	0	0	0	0	0	0	0	0	0	0	46
10:45 PM	0	29	6	0	1	1	0	0	0	0	0	0	0	37
Hour Total	0	182	32	0	2	1	0	0	0	0	0	0	0	217
11:00 PM	0	42	5	0	1	0	0	0	0	0	0	0	0	48
11:15 PM	0	27	5	0	1	1	0	0	0	0	0	0	0	34
11:30 PM	0	32	5	0	1	0	0	0	0	0	0	0	0	38
11:45 PM	0	17	3	0	0	0	0	0	0	0	0	0	0	20
Hour Total	0	118	18	0	3	1	0	0	0	0	0	0	0	140
Totals	11	7622	1351	40	348	47	3	71	15	0	0	1	0	9509
Percent	0.1%	80.2%	14.2%	0.4%	3.7%	0.5%	0.0%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/3/2009

City: Oakland

Project #: 09-7224-009e

Location: West Grand Avenue west of Martin Luther King Way (Outside Lanes)

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	16	88			7	63				
12:15	14	87			10	76				
12:30	10	88			14	79				
12:45	8	75	48	338	8	79	39	297	87	635
1:00	7	94			5	78				
1:15	6	80			10	73				
1:30	7	92			5	80				
1:45	3	86	23	352	4	69	24	300	47	652
2:00	6	79			7	69				
2:15	8	90			7	70				
2:30	0	89			4	67				
2:45	5	76	19	334	1	73	19	279	38	613
3:00	6	81			3	72				
3:15	3	83			6	73				
3:30	4	90			4	82				
3:45	3	102	16	356	0	87	13	314	29	670
4:00	2	106			2	90				
4:15	3	101			8	97				
4:30	3	132			2	96				
4:45	5	91	13	430	9	73	21	356	34	786
5:00	10	98			5	102				
5:15	4	103			10	89				
5:30	16	98			10	103				
5:45	16	97	46	396	17	75	42	369	88	765
6:00	20	82			30	80				
6:15	20	71			29	67				
6:30	28	81			54	57				
6:45	43	68	111	302	49	56	162	260	273	562
7:00	45	78			63	64				
7:15	53	51			67	56				
7:30	41	58			65	69				
7:45	63	44	202	231	84	41	279	230	481	461
8:00	65	46			75	55				
8:15	85	49			83	35				
8:30	73	47			66	37				
8:45	68	44	291	186	84	31	308	158	599	344
9:00	83	38			74	35				
9:15	82	39			63	40				
9:30	78	40			60	21				
9:45	81	32	324	149	75	25	272	121	596	270
10:00	80	39			63	31				
10:15	78	39			63	25				
10:30	79	26			51	20				
10:45	70	28	307	132	52	9	229	85	536	217
11:00	78	29			91	19				
11:15	64	11			71	23				
11:30	68	17			76	21				
11:45	74	11	284	68	64	9	302	72	586	140
Total	1684	3274	1684	3274	1710	2841	1710	2841	3394	6115
Combined Total	4958		4958		4551		4551		9509	
AM Peak	11:45 AM				7:45 AM					
Vol.	337				308					
P.H.F.	0.957				0.917					
PM Peak	3:45 PM				3:45 PM					
Vol.	441				370					
P.H.F.	0.835				0.954					
Percentage	34.0%	66.0%			37.6%	62.4%				

Class Report - Prepared by: NDS/ATD

West Grand Avenue west of Martin Luther King Way (Outside Lanes)

Oakland

Project #:09-7224-009w

Date: 6/4/2009

THURSDAY

West Bound

Begin Time	Cars & 2 Axle			2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi
12:00 AM	0	11	1	0	0	0	0	0	0	0	0	0	12
12:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	7
12:30 AM	0	12	2	0	0	0	0	0	0	0	0	0	14
12:45 AM	0	8	3	0	0	0	0	0	0	0	0	0	11
Hour Total	0	37	7	0	0	0	0	0	0	0	0	0	44
1:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	7
1:15 AM	0	9	1	0	0	0	0	0	0	0	0	0	10
1:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	3
1:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	24	2	0	0	0	0	0	0	0	0	0	26
2:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	8
2:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	5
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	14	2	0	0	0	0	0	0	0	0	0	16
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	4
3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
3:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	9	1	0	0	0	0	0	0	0	0	0	10
4:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	4
4:15 AM	0	3	2	0	0	0	0	0	0	0	0	0	5
4:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
4:45 AM	0	2	3	0	0	0	0	0	0	0	0	0	5
Hour Total	0	11	5	0	0	0	0	0	0	0	0	0	16
5:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	4
5:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	9
5:30 AM	0	8	7	0	0	0	0	0	0	0	0	0	15
5:45 AM	0	11	4	0	2	0	0	0	0	0	0	0	17
Hour Total	0	30	12	0	3	0	0	0	0	0	0	0	45
6:00 AM	0	15	5	0	1	0	0	0	0	0	0	0	21
6:15 AM	0	30	3	0	3	0	0	0	0	0	0	0	36
6:30 AM	0	36	8	0	1	0	0	0	0	0	0	0	45
6:45 AM	0	30	6	0	3	0	0	0	0	0	0	0	39
Hour Total	0	111	22	0	8	0	0	0	0	0	0	0	141
7:00 AM	0	33	12	0	4	0	0	0	1	0	0	0	50
7:15 AM	0	38	9	0	3	0	0	0	1	0	0	0	51
7:30 AM	0	56	6	0	0	1	0	0	0	0	0	0	63
7:45 AM	1	43	7	0	1	0	0	0	0	0	0	0	52
Hour Total	1	170	34	0	8	1	0	0	2	0	0	0	216

8:00 AM	0	65	7	0	5	0	0	0	0	0	0	0	0	77
8:15 AM	0	69	13	0	3	0	0	0	0	0	0	0	0	85
8:30 AM	0	64	6	0	3	0	0	0	0	0	0	0	0	73
8:45 AM	0	60	16	0	5	0	0	0	0	0	0	0	0	81
Hour Total	0	258	42	0	16	0	0	0	0	0	0	0	0	316
9:00 AM	1	53	9	1	1	0	0	1	0	0	0	0	0	66
9:15 AM	0	49	13	0	3	1	0	1	0	0	0	0	0	67
9:30 AM	0	37	6	0	1	1	0	0	1	0	0	0	0	46
9:45 AM	0	47	7	0	5	1	0	0	1	0	0	0	0	61
Hour Total	1	186	35	1	10	3	0	2	2	0	0	0	0	240
10:00 AM	0	47	10	0	4	0	0	0	0	0	0	0	0	61
10:15 AM	0	49	13	2	1	0	0	1	0	0	0	0	0	66
10:30 AM	0	51	8	0	1	0	0	0	0	0	0	0	0	60
10:45 AM	0	53	10	0	1	0	0	0	0	0	0	0	0	64
Hour Total	0	200	41	2	7	0	0	1	0	0	0	0	0	251
11:00 AM	0	36	8	0	3	1	0	0	0	0	0	0	0	48
11:15 AM	1	44	4	1	4	0	0	0	0	0	0	0	0	54
11:30 AM	0	65	6	0	7	0	0	0	1	0	0	0	0	79
11:45 AM	0	53	12	0	3	0	0	1	0	0	0	0	0	69
Hour Total	1	198	30	1	17	1	0	1	1	0	0	0	0	250
12:00 PM	0	42	13	0	1	0	0	2	0	0	0	0	0	58
12:15 PM	0	66	5	0	2	0	0	0	0	0	0	0	0	73
12:30 PM	0	59	11	2	2	0	0	2	0	0	0	0	0	76
12:45 PM	1	64	15	2	6	0	0	0	0	0	0	0	0	88
Hour Total	1	231	44	4	11	0	0	4	0	0	0	0	0	295
1:00 PM	0	65	9	0	3	1	0	0	0	0	0	0	0	78
1:15 PM	0	62	9	0	4	2	0	1	0	0	0	0	0	78
1:30 PM	0	42	12	1	1	0	0	2	0	0	0	0	0	58
1:45 PM	0	49	15	0	2	0	0	0	0	0	0	0	0	66
Hour Total	0	218	45	1	10	3	0	3	0	0	0	0	0	280
2:00 PM	0	56	10	0	2	1	0	1	0	0	0	0	0	70
2:15 PM	0	47	16	1	1	2	0	1	0	0	0	0	0	68
2:30 PM	0	54	11	0	2	0	0	0	0	0	0	0	0	67
2:45 PM	0	64	11	0	2	0	0	0	0	0	0	0	0	77
Hour Total	0	221	48	1	7	3	0	2	0	0	0	0	0	282
3:00 PM	0	51	10	0	4	0	0	2	1	0	0	0	0	68
3:15 PM	0	70	10	0	3	1	0	0	0	0	0	0	0	84
3:30 PM	0	61	8	0	3	0	0	2	0	0	0	0	0	74
3:45 PM	1	77	20	0	1	0	0	1	0	0	0	0	0	100
Hour Total	1	259	48	0	11	1	0	5	1	0	0	0	0	326

4:00 PM	0	57	9	0	0	0	0	1	0	0	0	0	0	67
4:15 PM	0	65	8	0	4	0	0	0	0	0	0	0	0	77
4:30 PM	1	77	10	0	2	0	0	0	0	0	0	0	0	90
4:45 PM	0	78	10	0	0	0	0	0	0	0	0	0	0	88
Hour Total	1	277	37	0	6	0	0	1	0	0	0	0	0	322
5:00 PM	0	88	9	2	1	0	0	1	0	0	0	0	0	101
5:15 PM	0	79	5	0	1	0	0	0	0	0	0	0	0	85
5:30 PM	0	83	9	0	1	0	0	0	0	0	0	0	0	93
5:45 PM	0	69	8	0	0	0	0	0	0	0	0	0	0	77
Hour Total	0	319	31	2	3	0	0	1	0	0	0	0	0	356
6:00 PM	0	75	5	0	0	0	0	3	0	0	0	0	0	83
6:15 PM	0	52	7	0	1	0	0	0	0	0	0	0	0	60
6:30 PM	0	61	8	0	0	0	0	0	1	0	0	0	0	70
6:45 PM	0	46	2	0	3	0	0	0	0	0	0	0	0	51
Hour Total	0	234	22	0	4	0	0	3	1	0	0	0	0	264
7:00 PM	0	48	9	0	1	0	0	0	0	0	0	0	0	58
7:15 PM	1	53	6	0	1	1	0	1	0	0	0	0	0	63
7:30 PM	0	42	3	0	0	0	0	0	0	0	0	0	0	45
7:45 PM	0	39	3	0	1	0	0	0	0	0	0	0	0	43
Hour Total	1	182	21	0	3	1	0	1	0	0	0	0	0	209
8:00 PM	0	33	2	0	1	0	0	0	0	0	0	0	0	36
8:15 PM	0	31	3	0	0	0	0	0	0	0	0	0	0	34
8:30 PM	0	42	4	0	0	0	0	0	0	0	0	0	0	46
8:45 PM	0	35	4	0	2	0	0	0	0	0	0	0	0	41
Hour Total	0	141	13	0	3	0	0	0	0	0	0	0	0	157
9:00 PM	0	38	7	0	0	0	0	0	0	0	0	0	0	45
9:15 PM	0	18	5	0	0	0	0	0	0	0	0	0	0	23
9:30 PM	0	38	1	0	0	0	0	0	0	0	0	0	0	39
9:45 PM	1	28	3	0	0	0	0	0	0	0	0	0	0	32
Hour Total	1	122	16	0	0	0	0	0	0	0	0	0	0	139
10:00 PM	0	25	2	0	0	0	0	0	0	0	0	0	0	27
10:15 PM	0	21	0	0	1	0	0	0	0	0	0	0	0	22
10:30 PM	0	22	1	0	1	0	0	0	0	0	0	0	0	24
10:45 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	18
Hour Total	0	86	3	0	2	0	0	0	0	0	0	0	0	91
11:00 PM	0	18	2	0	0	0	0	0	0	0	0	0	0	20
11:15 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
11:30 PM	0	18	1	0	1	0	0	0	0	0	0	0	0	20
11:45 PM	0	22	1	0	0	0	0	0	0	0	0	0	0	23
Hour Total	0	66	5	0	1	0	0	0	0	0	0	0	0	72
Totals	8	3604	566	12	130	13	0	24	7	0	0	0	0	4364
Percent	0.2%	82.6%	13.0%	0.3%	3.0%	0.3%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

West Grand Avenue west of Martin Luther King Way (Outside Lanes)

Oakland

Project #:09-7224-009e

Date: 6/4/2009

THURSDAY

East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	13	0	0	1	0	0	0	0	0	0	0	0	14
12:15 AM	0	13	1	0	0	1	0	0	0	0	0	0	0	15
12:30 AM	0	10	3	0	0	0	0	0	0	0	0	0	0	13
12:45 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	43	5	0	1	1	0	0	0	0	0	0	0	50
1:00 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	15
1:15 AM	0	8	1	0	1	1	0	0	0	0	0	0	0	11
1:30 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
1:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	32	4	0	1	1	0	0	0	0	0	0	0	38
2:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	12	2	0	0	0	0	0	0	0	0	0	0	14
3:00 AM	0	3	1	0	0	0	0	0	1	0	0	0	0	5
3:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:45 AM	0	2	0	0	1	1	0	0	1	0	0	0	0	5
Hour Total	0	11	1	0	1	1	0	0	2	0	0	0	0	16
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:30 AM	0	5	1	0	0	1	0	0	0	0	0	0	0	7
4:45 AM	0	2	1	0	0	1	0	0	0	0	0	0	0	4
Hour Total	0	12	3	0	0	2	0	0	0	0	0	0	0	17
5:00 AM	0	4	3	0	0	1	0	0	0	0	0	0	0	8
5:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
5:30 AM	0	12	5	0	0	0	0	1	0	0	0	0	0	18
5:45 AM	0	8	3	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	30	12	0	0	1	0	1	0	0	0	0	0	44
6:00 AM	0	10	3	0	0	0	0	0	0	0	0	0	0	13
6:15 AM	0	16	4	0	1	0	0	1	0	0	0	0	0	22
6:30 AM	0	21	2	0	0	0	0	2	0	0	0	0	0	25
6:45 AM	1	28	5	0	1	3	0	0	0	0	0	0	0	38
Hour Total	1	75	14	0	2	3	0	3	0	0	0	0	0	98
7:00 AM	0	24	9	0	1	3	0	1	0	0	0	0	0	38
7:15 AM	0	26	9	1	1	1	0	0	1	0	0	0	0	39
7:30 AM	1	30	7	1	6	0	0	0	0	0	0	0	0	45
7:45 AM	0	42	16	1	3	0	0	1	0	0	0	0	0	63
Hour Total	1	122	41	3	11	4	0	2	1	0	0	0	0	185

8:00 AM	0	63	13	1	5	0	0	0	0	0	0	0	0	82
8:15 AM	0	47	10	0	3	0	0	1	0	0	0	0	0	61
8:30 AM	0	68	9	1	6	1	0	2	0	0	0	0	0	87
8:45 AM	0	43	11	0	3	1	0	0	0	0	0	0	0	58
Hour Total	0	221	43	2	17	2	0	3	0	0	0	0	0	288
9:00 AM	0	61	20	0	7	0	0	0	0	0	0	0	0	88
9:15 AM	0	53	13	2	3	0	0	0	1	0	0	0	0	72
9:30 AM	0	51	16	0	4	0	0	0	0	0	0	0	0	71
9:45 AM	0	65	10	0	3	0	0	1	1	0	0	0	0	80
Hour Total	0	230	59	2	17	0	0	1	2	0	0	0	0	311
10:00 AM	0	51	13	2	2	0	0	2	0	0	0	0	0	70
10:15 AM	0	55	18	2	4	0	0	0	0	0	0	0	0	79
10:30 AM	0	54	12	1	5	0	0	0	0	0	0	0	0	72
10:45 AM	0	56	18	0	3	0	0	0	0	0	0	0	0	77
Hour Total	0	216	61	5	14	0	0	2	0	0	0	0	0	298
11:00 AM	0	49	15	0	1	0	0	0	0	0	0	0	0	65
11:15 AM	0	52	15	0	6	0	0	2	0	0	0	0	0	75
11:30 AM	0	64	11	0	3	0	0	1	0	0	0	0	0	79
11:45 AM	0	65	8	0	4	0	0	2	0	0	0	0	0	79
Hour Total	0	230	49	0	14	0	0	5	0	0	0	0	0	298
12:00 PM	0	83	16	0	8	0	0	0	0	0	0	0	0	107
12:15 PM	0	58	13	2	5	1	0	1	1	0	0	0	0	81
12:30 PM	1	67	11	0	2	2	0	0	1	0	0	0	0	84
12:45 PM	0	69	20	1	3	1	0	1	0	0	0	0	0	95
Hour Total	1	277	60	3	18	4	0	2	2	0	0	0	0	367
1:00 PM	0	66	9	0	6	2	0	1	0	0	0	0	0	84
1:15 PM	0	71	6	0	4	0	0	0	0	0	0	0	0	81
1:30 PM	0	61	17	0	6	1	0	0	0	0	0	0	0	85
1:45 PM	0	61	13	0	5	1	0	1	0	0	0	0	0	81
Hour Total	0	259	45	0	21	4	0	2	0	0	0	0	0	331
2:00 PM	0	69	11	0	3	1	0	0	0	0	0	0	0	84
2:15 PM	0	61	7	0	7	0	0	2	0	0	0	0	0	77
2:30 PM	0	61	14	1	5	0	0	0	0	0	0	0	0	81
2:45 PM	1	61	15	0	5	1	0	1	0	0	0	0	0	84
Hour Total	1	252	47	1	20	2	0	3	0	0	0	0	0	326
3:00 PM	0	71	12	1	0	0	0	1	0	0	1	0	0	86
3:15 PM	0	75	12	0	5	0	0	0	0	0	0	0	0	92
3:30 PM	0	80	15	2	7	0	1	1	1	0	0	0	0	107
3:45 PM	0	70	16	2	4	0	0	0	0	0	0	0	0	92
Hour Total	0	296	55	5	16	0	1	2	1	0	1	0	0	377

4:00 PM	0	79	14	1	9	0	0	0	0	0	0	0	0	103
4:15 PM	0	77	13	1	2	2	0	1	0	0	0	0	0	96
4:30 PM	0	79	14	1	2	0	0	2	0	0	0	0	0	98
4:45 PM	0	85	15	1	3	2	1	0	0	0	0	0	0	107
Hour Total	0	320	56	4	16	4	1	3	0	0	0	0	0	404
5:00 PM	0	100	19	1	4	3	0	0	0	0	0	0	0	127
5:15 PM	0	102	12	0	2	0	0	1	0	0	0	0	0	117
5:30 PM	0	101	15	1	2	0	0	0	0	0	0	0	0	119
5:45 PM	0	108	12	1	2	0	0	0	0	0	0	0	0	123
Hour Total	0	411	58	3	10	3	0	1	0	0	0	0	0	486
6:00 PM	0	86	8	1	4	0	0	2	1	0	0	0	0	102
6:15 PM	0	63	8	0	2	2	0	0	0	0	0	0	0	75
6:30 PM	0	52	9	0	2	0	0	0	0	0	0	0	0	63
6:45 PM	0	44	6	1	0	0	0	2	0	0	0	0	0	53
Hour Total	0	245	31	2	8	2	0	4	1	0	0	0	0	293
7:00 PM	0	50	3	0	2	0	0	0	0	0	0	0	0	55
7:15 PM	1	50	13	0	0	1	0	0	0	0	0	0	0	65
7:30 PM	0	68	5	0	0	1	0	0	0	0	0	0	0	74
7:45 PM	0	54	7	0	0	0	0	1	0	0	0	0	0	62
Hour Total	1	222	28	0	2	2	0	1	0	0	0	0	0	256
8:00 PM	0	43	2	0	0	0	0	0	0	0	0	0	0	45
8:15 PM	0	39	7	0	1	0	0	0	0	0	0	0	0	47
8:30 PM	0	33	7	0	1	1	0	0	0	0	0	0	0	42
8:45 PM	0	49	10	0	0	0	0	0	0	0	0	0	0	59
Hour Total	0	164	26	0	2	1	0	0	0	0	0	0	0	193
9:00 PM	0	46	4	0	1	0	0	0	0	0	0	0	0	51
9:15 PM	0	38	7	0	0	0	0	0	0	0	0	0	0	45
9:30 PM	0	35	4	0	0	1	0	0	0	0	0	0	0	40
9:45 PM	0	33	8	0	0	0	0	0	0	0	0	0	0	41
Hour Total	0	152	23	0	1	1	0	0	0	0	0	0	0	177
10:00 PM	0	35	4	0	1	0	0	0	0	0	0	0	0	40
10:15 PM	0	24	3	0	0	0	0	0	0	0	0	0	0	27
10:30 PM	0	33	2	0	1	0	0	0	0	0	0	0	0	36
10:45 PM	0	20	4	1	0	0	0	0	0	0	0	0	0	25
Hour Total	0	112	13	1	2	0	0	0	0	0	0	0	0	128
11:00 PM	0	16	3	0	0	1	0	0	0	0	0	0	0	20
11:15 PM	0	27	0	0	1	1	0	0	0	0	0	0	0	29
11:30 PM	0	15	4	0	2	0	0	0	0	0	0	0	0	21
11:45 PM	0	22	1	0	0	0	0	0	0	0	0	0	0	23
Hour Total	0	80	8	0	3	2	0	0	0	0	0	0	0	93
Totals	5	4024	744	31	197	40	2	35	9	0	1	0	0	5088
Percent	0.1%	79.1%	14.6%	0.6%	3.9%	0.8%	0.0%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

West Grand Avenue west of Martin Luther King Way (Outside Lanes)

Oakland

Project #:09-7224-009e

Date: 6/4/2009

THURSDAY

West Bound, East Bound

Begin Time	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	24	1	0	1	0	0	0	0	0	0	0	0	26
12:15 AM	0	19	2	0	0	1	0	0	0	0	0	0	0	22
12:30 AM	0	22	5	0	0	0	0	0	0	0	0	0	0	27
12:45 AM	0	15	4	0	0	0	0	0	0	0	0	0	0	19
Hour Total	0	80	12	0	1	1	0	0	0	0	0	0	0	94
1:00 AM	0	20	2	0	0	0	0	0	0	0	0	0	0	22
1:15 AM	0	17	2	0	1	1	0	0	0	0	0	0	0	21
1:30 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	12
1:45 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	56	6	0	1	1	0	0	0	0	0	0	0	64
2:00 AM	0	13	3	0	0	0	0	0	0	0	0	0	0	16
2:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
2:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	26	4	0	0	0	0	0	0	0	0	0	0	30
3:00 AM	0	4	1	0	0	0	0	0	1	0	0	0	0	6
3:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
3:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:45 AM	0	5	0	0	1	1	0	0	1	0	0	0	0	8
Hour Total	0	20	2	0	1	1	0	0	2	0	0	0	0	26
4:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
4:15 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
4:30 AM	0	7	1	0	0	1	0	0	0	0	0	0	0	9
4:45 AM	0	4	4	0	0	1	0	0	0	0	0	0	0	9
Hour Total	0	23	8	0	0	2	0	0	0	0	0	0	0	33
5:00 AM	0	6	4	0	1	1	0	0	0	0	0	0	0	12
5:15 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	16
5:30 AM	0	20	12	0	0	0	0	1	0	0	0	0	0	33
5:45 AM	0	19	7	0	2	0	0	0	0	0	0	0	0	28
Hour Total	0	60	24	0	3	1	0	1	0	0	0	0	0	89
6:00 AM	0	25	8	0	1	0	0	0	0	0	0	0	0	34
6:15 AM	0	46	7	0	4	0	0	1	0	0	0	0	0	58
6:30 AM	0	57	10	0	1	0	0	2	0	0	0	0	0	70
6:45 AM	1	58	11	0	4	3	0	0	0	0	0	0	0	77
Hour Total	1	186	36	0	10	3	0	3	0	0	0	0	0	239
7:00 AM	0	57	21	0	5	3	0	1	1	0	0	0	0	88
7:15 AM	0	64	18	1	4	1	0	0	2	0	0	0	0	90
7:30 AM	1	86	13	1	6	1	0	0	0	0	0	0	0	108
7:45 AM	1	85	23	1	4	0	0	1	0	0	0	0	0	115
Hour Total	2	292	75	3	19	5	0	2	3	0	0	0	0	401

8:00 AM	0	128	20	1	10	0	0	0	0	0	0	0	0	159
8:15 AM	0	116	23	0	6	0	0	1	0	0	0	0	0	146
8:30 AM	0	132	15	1	9	1	0	2	0	0	0	0	0	160
8:45 AM	0	103	27	0	8	1	0	0	0	0	0	0	0	139
Hour Total	0	479	85	2	33	2	0	3	0	0	0	0	0	604
9:00 AM	1	114	29	1	8	0	0	1	0	0	0	0	0	154
9:15 AM	0	102	26	2	6	1	0	1	1	0	0	0	0	139
9:30 AM	0	88	22	0	5	1	0	0	1	0	0	0	0	117
9:45 AM	0	112	17	0	8	1	0	1	2	0	0	0	0	141
Hour Total	1	416	94	3	27	3	0	3	4	0	0	0	0	551
10:00 AM	0	98	23	2	6	0	0	2	0	0	0	0	0	131
10:15 AM	0	104	31	4	5	0	0	1	0	0	0	0	0	145
10:30 AM	0	105	20	1	6	0	0	0	0	0	0	0	0	132
10:45 AM	0	109	28	0	4	0	0	0	0	0	0	0	0	141
Hour Total	0	416	102	7	21	0	0	3	0	0	0	0	0	549
11:00 AM	0	85	23	0	4	1	0	0	0	0	0	0	0	113
11:15 AM	1	96	19	1	10	0	0	2	0	0	0	0	0	129
11:30 AM	0	129	17	0	10	0	0	1	1	0	0	0	0	158
11:45 AM	0	118	20	0	7	0	0	3	0	0	0	0	0	148
Hour Total	1	428	79	1	31	1	0	6	1	0	0	0	0	548
12:00 PM	0	125	29	0	9	0	0	2	0	0	0	0	0	165
12:15 PM	0	124	18	2	7	1	0	1	1	0	0	0	0	154
12:30 PM	1	126	22	2	4	2	0	2	1	0	0	0	0	160
12:45 PM	1	133	35	3	9	1	0	1	0	0	0	0	0	183
Hour Total	2	508	104	7	29	4	0	6	2	0	0	0	0	662
1:00 PM	0	131	18	0	9	3	0	1	0	0	0	0	0	162
1:15 PM	0	133	15	0	8	2	0	1	0	0	0	0	0	159
1:30 PM	0	103	29	1	7	1	0	2	0	0	0	0	0	143
1:45 PM	0	110	28	0	7	1	0	1	0	0	0	0	0	147
Hour Total	0	477	90	1	31	7	0	5	0	0	0	0	0	611
2:00 PM	0	125	21	0	5	2	0	1	0	0	0	0	0	154
2:15 PM	0	108	23	1	8	2	0	3	0	0	0	0	0	145
2:30 PM	0	115	25	1	7	0	0	0	0	0	0	0	0	148
2:45 PM	1	125	26	0	7	1	0	1	0	0	0	0	0	161
Hour Total	1	473	95	2	27	5	0	5	0	0	0	0	0	608
3:00 PM	0	122	22	1	4	0	0	3	1	0	1	0	0	154
3:15 PM	0	145	22	0	8	1	0	0	0	0	0	0	0	176
3:30 PM	0	141	23	2	10	0	1	3	1	0	0	0	0	181
3:45 PM	1	147	36	2	5	0	0	1	0	0	0	0	0	192
Hour Total	1	555	103	5	27	1	1	7	2	0	1	0	0	703

4:00 PM	0	136	23	1	9	0	0	1	0	0	0	0	0	170
4:15 PM	0	142	21	1	6	2	0	1	0	0	0	0	0	173
4:30 PM	1	156	24	1	4	0	0	2	0	0	0	0	0	188
4:45 PM	0	163	25	1	3	2	1	0	0	0	0	0	0	195
Hour Total	1	597	93	4	22	4	1	4	0	0	0	0	0	726
5:00 PM	0	188	28	3	5	3	0	1	0	0	0	0	0	228
5:15 PM	0	181	17	0	3	0	0	1	0	0	0	0	0	202
5:30 PM	0	184	24	1	3	0	0	0	0	0	0	0	0	212
5:45 PM	0	177	20	1	2	0	0	0	0	0	0	0	0	200
Hour Total	0	730	89	5	13	3	0	2	0	0	0	0	0	842
6:00 PM	0	161	13	1	4	0	0	5	1	0	0	0	0	185
6:15 PM	0	115	15	0	3	2	0	0	0	0	0	0	0	135
6:30 PM	0	113	17	0	2	0	0	0	1	0	0	0	0	133
6:45 PM	0	90	8	1	3	0	0	2	0	0	0	0	0	104
Hour Total	0	479	53	2	12	2	0	7	2	0	0	0	0	557
7:00 PM	0	98	12	0	3	0	0	0	0	0	0	0	0	113
7:15 PM	2	103	19	0	1	2	0	1	0	0	0	0	0	128
7:30 PM	0	110	8	0	0	1	0	0	0	0	0	0	0	119
7:45 PM	0	93	10	0	1	0	0	1	0	0	0	0	0	105
Hour Total	2	404	49	0	5	3	0	2	0	0	0	0	0	465
8:00 PM	0	76	4	0	1	0	0	0	0	0	0	0	0	81
8:15 PM	0	70	10	0	1	0	0	0	0	0	0	0	0	81
8:30 PM	0	75	11	0	1	1	0	0	0	0	0	0	0	88
8:45 PM	0	84	14	0	2	0	0	0	0	0	0	0	0	100
Hour Total	0	305	39	0	5	1	0	0	0	0	0	0	0	350
9:00 PM	0	84	11	0	1	0	0	0	0	0	0	0	0	96
9:15 PM	0	56	12	0	0	0	0	0	0	0	0	0	0	68
9:30 PM	0	73	5	0	0	1	0	0	0	0	0	0	0	79
9:45 PM	1	61	11	0	0	0	0	0	0	0	0	0	0	73
Hour Total	1	274	39	0	1	1	0	0	0	0	0	0	0	316
10:00 PM	0	60	6	0	1	0	0	0	0	0	0	0	0	67
10:15 PM	0	45	3	0	1	0	0	0	0	0	0	0	0	49
10:30 PM	0	55	3	0	2	0	0	0	0	0	0	0	0	60
10:45 PM	0	38	4	1	0	0	0	0	0	0	0	0	0	43
Hour Total	0	198	16	1	4	0	0	0	0	0	0	0	0	219
11:00 PM	0	34	5	0	0	1	0	0	0	0	0	0	0	40
11:15 PM	0	35	1	0	1	1	0	0	0	0	0	0	0	38
11:30 PM	0	33	5	0	3	0	0	0	0	0	0	0	0	41
11:45 PM	0	44	2	0	0	0	0	0	0	0	0	0	0	46
Hour Total	0	146	13	0	4	2	0	0	0	0	0	0	0	165
Totals	13	7628	1310	43	327	53	2	59	16	0	1	0	0	9452
Percent	0.1%	80.7%	13.9%	0.5%	3.5%	0.6%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/4/2009

City: Oakland

Project #: 09-7224-009e

Location: West Grand Avenue west of Martin Luther King Way (Outside Lanes)

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	14	107			12	58				
12:15	15	81			7	73				
12:30	13	84			14	76				
12:45	8	95	50	367	11	88	44	295	94	662
1:00	15	84			7	78				
1:15	11	81			10	78				
1:30	9	85			3	58				
1:45	3	81	38	331	6	66	26	280	64	611
2:00	8	84			8	70				
2:15	0	77			5	68				
2:30	3	81			0	67				
2:45	3	84	14	326	3	77	16	282	30	608
3:00	5	86			1	68				
3:15	4	92			4	84				
3:30	2	107			2	74				
3:45	5	92	16	377	3	100	10	326	26	703
4:00	2	103			4	67				
4:15	4	96			5	77				
4:30	7	98			2	90				
4:45	4	107	17	404	5	88	16	322	33	726
5:00	8	127			4	101				
5:15	7	117			9	85				
5:30	18	119			15	93				
5:45	11	123	44	486	17	77	45	356	89	842
6:00	13	102			21	83				
6:15	22	75			36	60				
6:30	25	63			45	70				
6:45	38	53	98	293	39	51	141	264	239	557
7:00	38	55			50	58				
7:15	39	65			51	63				
7:30	45	74			63	45				
7:45	63	62	185	256	52	43	216	209	401	465
8:00	82	45			77	36				
8:15	61	47			85	34				
8:30	87	42			73	46				
8:45	58	59	288	193	81	41	316	157	604	350
9:00	88	51			66	45				
9:15	72	45			67	23				
9:30	71	40			46	39				
9:45	80	41	311	177	61	32	240	139	551	316
10:00	70	40			61	27				
10:15	79	27			66	22				
10:30	72	36			60	24				
10:45	77	25	298	128	64	18	251	91	549	219
11:00	65	20			48	20				
11:15	75	29			54	9				
11:30	79	21			79	20				
11:45	79	23	298	93	69	23	250	72	548	165
Total	1657	3431	1657	3431	1571	2793	1571	2793	3228	6224
Combined Total	5088		5088		4364		4364		9452	
AM Peak	11:45 AM				8:00 AM					
Vol.	351				316					
P.H.F.	0.820				0.929					
PM Peak	5:00 PM				4:45 PM					
Vol.	486				367					
P.H.F.	0.957				0.908					
Percentage	32.6%	67.4%			36.0%	64.0%				

Prepared by NDS/ATD

Volumes for: Wednesday, May 27, 2009

City: Oakland

Project #: 09-7224-010

Location: Claremont Avenue south of College Avenue

Start Time	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	19	84			14	100				
12:15	17	121			23	93				
12:30	8	96			19	96				
12:45	15	73	59	374	11	94	67	383	126	757
1:00	7	110			8	96				
1:15	5	96			14	107				
1:30	8	106			18	106				
1:45	4	104	24	416	7	86	47	395	71	811
2:00	7	94			7	99				
2:15	6	82			7	102				
2:30	3	75			4	100				
2:45	2	83	18	334	4	103	22	404	40	738
3:00	2	98			3	110				
3:15	0	110			4	103				
3:30	2	109			4	104				
3:45	1	129	5	446	4	98	15	415	20	861
4:00	2	132			4	94				
4:15	3	108			6	96				
4:30	2	121			5	111				
4:45	9	119	16	480	9	98	24	399	40	879
5:00	12	138			6	88				
5:15	5	129			15	110				
5:30	20	147			19	90				
5:45	19	136	56	550	20	84	60	372	116	922
6:00	29	130			17	102				
6:15	26	135			30	110				
6:30	35	131			31	94				
6:45	55	129	145	525	45	76	123	382	268	907
7:00	57	99			55	82				
7:15	90	76			48	76				
7:30	90	81			80	68				
7:45	126	78	363	334	120	71	303	297	666	631
8:00	91	64			81	69				
8:15	122	81			112	61				
8:30	102	73			98	60				
8:45	110	57	425	275	129	63	420	253	845	528
9:00	107	71			120	60				
9:15	113	67			106	72				
9:30	94	54			78	74	0			
9:45	106	52	420	244	78	50	382	256	802	500
10:00	79	53			93	58				
10:15	89	38			95	36				
10:30	86	48			86	41				
10:45	92	33	346	172	84	30	358	165	704	337
11:00	84	29			85	40				
11:15	104	33			95	30				
11:30	97	18			102	22				
11:45	114	19	399	99	118	20	400	112	799	211
Total	2276	4249	2276	4249	2221	3833	2221	3833	4497	8082
Combined Total	6525		6525		6054		6054		12579	
AM Peak	7:45 AM				8:15 AM					
Vol.	441				459					
P.H.F.	0.875				0.890					
PM Peak	5:00 PM				2:45 PM					
Vol.	550				420					
P.H.F.	0.954				0.955					
Percentage	34.9%	65.1%			36.7%	63.3%				

Prepared by NDS/ATD

Volumes for: Thursday, May 28, 2009

City: Oakland

Project #: 09-7224-010

Location: Claremont Avenue south of College Avenue

Start Time	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	15	109			23	70				
12:15	10	87			20	98				
12:30	11	96			14	95				
12:45	15	96	51	388	10	85	67	348	118	736
1:00	5	108			5	102				
1:15	9	96			11	89				
1:30	6	99			18	94				
1:45	12	92	32	395	13	102	47	387	79	782
2:00	2	112			5	95				
2:15	5	92			10	97				
2:30	5	84			5	99				
2:45	4	85	16	373	0	111	20	402	36	775
3:00	5	86			4	97				
3:15	4	89			3	115				
3:30	4	107			4	94				
3:45	2	110	15	392	2	87	13	393	28	785
4:00	8	97			1	115				
4:15	1	133			6	86				
4:30	2	116			5	97				
4:45	16	128	27	474	5	104	17	402	44	876
5:00	9	121			8	102				
5:15	13	134			18	87				
5:30	13	145			10	102				
5:45	26	138	61	538	23	92	59	383	120	921
6:00	31	144			24	101				
6:15	23	128			30	103				
6:30	56	108			40	105				
6:45	59	104	169	484	38	82	132	391	301	875
7:00	45	84			61	87				
7:15	83	95			74	75				
7:30	93	76			77	79				
7:45	109	76	330	331	120	67	332	308	662	639
8:00	116	63			102	64				
8:15	122	66			108	66				
8:30	121	64			112	64				
8:45	130	73	489	266	111	70	433	264	922	530
9:00	107	88			119	62				
9:15	99	49			100	54				
9:30	87	56			84	57	0			
9:45	101	49	394	242	81	55	384	228	778	470
10:00	84	61			85	47				
10:15	88	51			78	53				
10:30	64	38			66	36				
10:45	81	32	317	182	79	28	308	164	625	346
11:00	50	33			91	26				
11:15	106	28			85	25				
11:30	113	17			88	27				
11:45	100	25	369	103	104	0	368		737	
Total	2270	4168	2270	4168	2180	3748	2180	3670	4450	7735
Combined Total	6438		6438		5928		5850		12185	
AM Peak	8:00 AM				8:15 AM					
Vol.	489				450					
P.H.F.	0.940				0.945					
PM Peak	5:15 PM				2:30 PM					
Vol.	561				422					
P.H.F.	0.957				0.917					
Percentage	35.3%	64.7%			36.8%	63.2%				

Class Report - Prepared by: NDS/ATD

Claremont Avenue south of College Avenue (Outside Lanes)
Oakland

Project #:09-7224-010n

Date: 5/27/2009

WEDNESDAY

North Bound

Begin Time	Cars & 2 Axle			2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle		
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
12:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
12:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	18	1	0	0	0	0	0	0	0	0	0	0	19
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	5	0	0	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	5	0	0	0	0	0	0	0	0	0	0	0	5
5:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	7
5:45 AM	0	6	0	1	0	0	0	0	0	0	0	0	0	7
Hour Total	0	15	0	1	1	0	0	0	0	0	0	0	0	17
6:00 AM	0	5	0	0	1	2	0	0	0	0	0	0	0	8
6:15 AM	0	6	0	1	0	0	0	0	0	0	0	0	0	7
6:30 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
6:45 AM	0	14	4	1	3	0	0	0	0	0	0	0	0	22
Hour Total	0	34	5	2	4	2	0	0	0	0	0	0	0	47
7:00 AM	0	22	4	1	0	0	0	0	0	0	0	0	0	27
7:15 AM	0	27	2	1	0	0	1	0	0	0	0	0	0	31
7:30 AM	1	31	4	0	1	0	0	0	0	0	0	0	0	37
7:45 AM	0	29	8	0	1	0	0	0	0	0	0	0	0	38
Hour Total	1	109	18	2	2	0	1	0	0	0	0	0	0	133

8:00 AM	0	42	9	0	0	0	1	0	0	0	0	0	0	52
8:15 AM	0	48	7	1	1	0	0	0	0	0	0	0	0	57
8:30 AM	0	52	10	0	0	0	0	0	0	0	0	0	0	62
8:45 AM	0	61	3	0	1	0	0	0	0	0	0	0	0	65
Hour Total	0	203	29	1	2	0	1	0	0	0	0	0	0	236
9:00 AM	0	41	10	0	2	0	0	0	0	0	0	0	0	53
9:15 AM	1	46	2	0	2	0	0	0	0	0	0	0	0	51
9:30 AM	0	30	3	0	4	0	0	0	0	0	0	0	0	37
9:45 AM	0	43	3	1	1	0	0	1	0	0	0	0	0	49
Hour Total	1	160	18	1	9	0	0	1	0	0	0	0	0	190
10:00 AM	0	27	3	1	2	0	0	1	0	0	0	0	0	34
10:15 AM	0	38	3	0	0	0	0	0	0	0	0	0	0	41
10:30 AM	0	33	7	0	2	0	0	0	0	0	0	0	0	42
10:45 AM	0	37	4	1	0	0	0	0	0	0	0	0	0	42
Hour Total	0	135	17	2	4	0	0	1	0	0	0	0	0	159
11:00 AM	0	34	3	0	1	0	0	0	0	0	0	0	0	38
11:15 AM	0	53	1	0	2	0	0	0	0	0	0	0	0	56
11:30 AM	0	43	4	0	0	0	0	0	0	0	0	0	0	47
11:45 AM	0	47	3	0	1	0	0	0	0	0	0	0	0	51
Hour Total	0	177	11	0	4	0	0	0	0	0	0	0	0	192
12:00 PM	0	27	6	0	0	0	0	0	0	0	0	0	0	33
12:15 PM	0	39	2	0	0	1	0	0	0	0	0	0	0	42
12:30 PM	0	21	3	0	0	0	0	0	0	0	0	0	0	24
12:45 PM	0	28	4	0	0	1	0	0	0	0	0	0	0	33
Hour Total	0	115	15	0	0	2	0	0	0	0	0	0	0	132
1:00 PM	0	35	3	0	0	0	0	2	0	0	0	0	0	40
1:15 PM	0	44	1	0	1	0	0	0	0	0	0	0	0	46
1:30 PM	0	40	5	0	0	0	0	1	0	0	0	0	0	46
1:45 PM	0	50	3	1	0	0	0	0	0	0	0	0	0	54
Hour Total	0	169	12	1	1	0	0	3	0	0	0	0	0	186
2:00 PM	1	43	2	0	1	0	0	0	0	0	0	0	0	47
2:15 PM	0	31	3	0	0	0	0	0	0	0	0	0	0	34
2:30 PM	0	29	1	0	1	0	0	0	0	0	0	0	0	31
2:45 PM	0	47	2	1	0	0	0	0	0	0	0	0	0	50
Hour Total	1	150	8	1	2	0	0	0	0	0	0	0	0	162
3:00 PM	2	40	4	0	1	0	0	0	0	0	0	0	0	47
3:15 PM	0	49	3	0	1	0	0	0	0	0	0	0	0	53
3:30 PM	0	38	7	0	1	0	0	0	0	0	0	0	0	46
3:45 PM	0	51	6	0	1	0	0	1	0	0	0	0	0	59
Hour Total	2	178	20	0	4	0	0	1	0	0	0	0	0	205

4:00 PM	0	51	4	0	2	0	0	0	0	0	0	0	0	57
4:15 PM	0	45	5	0	0	0	0	0	0	0	0	0	0	50
4:30 PM	0	54	2	1	1	0	0	0	0	0	0	0	0	58
4:45 PM	0	54	3	0	0	0	0	0	0	0	0	0	0	57
Hour Total	0	204	14	1	3	0	0	0	0	0	0	0	0	222
5:00 PM	0	65	8	1	0	0	0	1	0	0	0	0	0	75
5:15 PM	0	66	1	0	1	0	0	0	0	0	0	0	0	68
5:30 PM	0	66	4	1	1	0	0	0	0	0	0	0	0	72
5:45 PM	1	74	1	2	0	0	0	0	0	0	0	0	0	78
Hour Total	1	271	14	4	2	0	0	1	0	0	0	0	0	293
6:00 PM	0	60	4	2	0	0	0	0	0	0	0	0	0	66
6:15 PM	1	63	3	0	1	0	0	0	0	0	0	0	0	68
6:30 PM	0	59	3	1	0	0	0	1	0	0	0	0	0	64
6:45 PM	0	59	2	0	0	0	0	0	0	0	0	0	0	61
Hour Total	1	241	12	3	1	0	0	1	0	0	0	0	0	259
7:00 PM	0	50	0	1	0	0	0	0	0	0	0	0	0	51
7:15 PM	0	29	0	1	0	0	0	0	0	0	0	0	0	30
7:30 PM	0	27	2	1	0	0	0	0	0	0	0	0	0	30
7:45 PM	0	33	2	1	0	0	0	0	0	0	0	0	0	36
Hour Total	0	139	4	4	0	0	0	0	0	0	0	0	0	147
8:00 PM	0	27	3	0	0	0	0	0	0	0	0	0	0	30
8:15 PM	0	32	3	0	0	0	0	0	0	0	0	0	0	35
8:30 PM	0	23	4	0	0	0	0	0	0	0	0	0	0	27
8:45 PM	0	21	0	0	0	0	0	0	0	0	0	0	0	21
Hour Total	0	103	10	0	0	0	0	0	0	0	0	0	0	113
9:00 PM	0	33	0	0	0	0	0	0	0	0	0	0	0	33
9:15 PM	0	23	0	0	0	0	0	0	0	0	0	0	0	23
9:30 PM	0	23	0	0	1	0	0	0	0	0	0	0	0	24
9:45 PM	0	23	0	0	0	0	0	0	0	0	0	0	0	23
Hour Total	0	102	0	0	1	0	0	0	0	0	0	0	0	103
10:00 PM	1	18	2	1	0	0	0	0	0	0	0	0	0	22
10:15 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
10:30 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
10:45 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
Hour Total	1	53	6	1	0	0	0	0	0	0	0	0	0	61
11:00 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
11:15 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	13
11:30 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
11:45 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	28	4	0	0	0	0	0	0	0	0	0	0	32
Totals	8	2618	218	24	40	4	2	8	0	0	0	0	0	2922
Percent	0.3%	89.6%	7.5%	0.8%	1.4%	0.1%	0.1%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Claremont Avenue south of College Avenue (Outside Lanes)

Oakland

Project #:09-7224-010s

Date: 5/27/2009

WEDNESDAY

South Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
12:15 AM	0	16	0	0	1	0	0	0	0	0	0	0	0	17
12:30 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
12:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	41	2	0	1	0	0	0	0	0	0	0	0	44
1:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
1:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
1:30 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
1:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	25	3	0	0	0	0	0	0	0	0	0	0	28
2:00 AM	0	2	1	0	0	0	0	0	1	0	0	0	0	4
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	7	1	0	0	0	0	0	1	0	0	0	0	9
3:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	6	1	0	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	10	0	0	0	0	0	0	0	0	0	0	0	10
5:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
5:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
5:30 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
5:45 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	27	3	0	0	0	0	0	0	0	0	0	0	30
6:00 AM	0	8	1	0	2	0	0	0	0	0	0	0	0	11
6:15 AM	1	14	1	1	0	1	0	0	0	0	0	0	0	18
6:30 AM	0	19	3	0	0	0	0	0	0	0	0	0	0	22
6:45 AM	0	23	4	1	1	0	0	0	0	0	0	0	0	29
Hour Total	1	64	9	2	3	1	0	0	0	0	0	0	0	80
7:00 AM	1	34	4	0	0	0	0	0	0	0	0	0	0	39
7:15 AM	0	30	1	1	3	0	0	0	0	0	0	0	0	35
7:30 AM	0	47	6	0	0	1	0	0	0	0	0	0	0	54
7:45 AM	0	74	8	1	1	0	0	1	0	0	0	0	0	85
Hour Total	1	185	19	2	4	1	0	1	0	0	0	0	0	213

8:00 AM	0	63	6	0	1	0	0	0	0	0	0	0	0	70
8:15 AM	0	58	6	1	0	0	0	2	0	0	0	0	0	67
8:30 AM	0	59	4	0	0	0	0	0	0	0	0	0	0	63
8:45 AM	1	80	6	0	1	0	0	0	0	0	0	0	0	88
Hour Total	1	260	22	1	2	0	0	2	0	0	0	0	0	288
9:00 AM	0	77	7	0	1	0	0	0	0	0	0	0	0	85
9:15 AM	0	59	8	0	2	0	0	0	0	0	0	0	0	69
9:30 AM	0	47	5	0	2	0	0	0	0	0	0	0	0	54
9:45 AM	0	52	5	0	4	1	0	0	0	0	0	0	0	62
Hour Total	0	235	25	0	9	1	0	0	0	0	0	0	0	270
10:00 AM	0	40	7	0	0	0	0	1	2	1	0	0	0	51
10:15 AM	0	59	9	1	3	0	0	0	0	0	0	0	0	72
10:30 AM	0	51	9	0	2	1	0	0	0	0	0	0	0	63
10:45 AM	0	42	9	0	0	0	0	0	0	0	0	0	0	51
Hour Total	0	192	34	1	5	1	0	1	2	1	0	0	0	237
11:00 AM	0	55	5	0	2	1	0	0	0	0	0	0	0	63
11:15 AM	0	41	8	0	4	0	0	0	0	0	0	0	0	53
11:30 AM	0	49	5	0	1	0	0	0	1	0	0	0	0	56
11:45 AM	1	62	7	1	1	1	0	0	0	0	0	0	0	73
Hour Total	1	207	25	1	8	2	0	0	1	0	0	0	0	245
12:00 PM	0	52	6	0	3	0	0	0	0	0	0	0	0	61
12:15 PM	0	59	6	0	2	0	0	0	0	0	0	0	0	67
12:30 PM	0	53	4	1	2	1	0	0	0	0	0	0	0	61
12:45 PM	0	51	7	0	0	0	0	0	0	0	0	0	0	58
Hour Total	0	215	23	1	7	1	0	0	0	0	0	0	0	247
1:00 PM	0	50	9	0	4	0	0	0	0	0	0	0	0	63
1:15 PM	1	54	6	0	1	1	0	1	0	0	0	0	0	64
1:30 PM	0	52	8	0	2	0	0	1	0	0	0	0	0	63
1:45 PM	0	53	7	0	2	0	0	0	0	0	0	0	0	62
Hour Total	1	209	30	0	9	1	0	2	0	0	0	0	0	252
2:00 PM	0	65	2	1	1	0	0	0	0	0	0	0	0	69
2:15 PM	0	52	6	0	3	1	0	0	0	0	0	0	0	62
2:30 PM	0	59	3	0	1	0	0	1	0	0	0	0	0	64
2:45 PM	0	56	10	0	0	0	0	0	0	0	0	0	0	66
Hour Total	0	232	21	1	5	1	0	1	0	0	0	0	0	261
3:00 PM	1	50	14	0	2	0	0	0	0	0	0	0	0	67
3:15 PM	0	57	10	0	2	0	0	0	0	0	0	0	0	69
3:30 PM	0	71	11	0	1	0	0	0	0	0	0	0	0	83
3:45 PM	0	60	6	0	3	0	0	0	0	0	0	0	0	69
Hour Total	1	238	41	0	8	0	0	0	0	0	0	0	0	288

4:00 PM	0	69	7	1	1	0	0	0	0	0	0	0	0	78
4:15 PM	0	48	11	1	3	0	0	0	0	0	0	0	0	63
4:30 PM	0	74	9	0	1	0	0	0	0	0	0	0	0	84
4:45 PM	0	58	8	1	1	0	0	0	0	0	0	0	0	68
Hour Total	0	249	35	3	6	0	0	0	0	0	0	0	0	293
5:00 PM	0	56	4	0	0	0	0	0	0	0	0	0	0	60
5:15 PM	0	69	4	0	0	0	0	0	0	0	0	0	0	73
5:30 PM	1	53	6	0	1	0	0	0	0	0	0	0	0	61
5:45 PM	0	58	5	0	0	0	0	1	0	0	0	0	0	64
Hour Total	1	236	19	0	1	0	0	1	0	0	0	0	0	258
6:00 PM	0	64	7	1	1	0	0	0	0	0	0	0	0	73
6:15 PM	0	61	5	0	2	0	0	0	0	0	0	0	0	68
6:30 PM	0	53	5	0	0	0	0	0	1	0	0	0	0	59
6:45 PM	0	45	3	0	0	0	0	1	0	0	0	0	0	49
Hour Total	0	223	20	1	3	0	0	1	1	0	0	0	0	249
7:00 PM	0	49	6	0	0	0	0	0	0	0	0	0	0	55
7:15 PM	1	50	2	0	0	0	0	0	0	0	0	0	0	53
7:30 PM	0	37	2	0	0	0	0	0	0	0	0	0	0	39
7:45 PM	0	47	3	0	1	0	0	0	0	0	0	0	0	51
Hour Total	1	183	13	0	1	0	0	0	0	0	0	0	0	198
8:00 PM	0	41	3	0	0	0	0	0	0	0	0	0	0	44
8:15 PM	0	43	5	0	1	0	0	0	0	0	0	0	0	49
8:30 PM	0	39	2	0	1	0	0	0	0	0	0	0	0	42
8:45 PM	0	41	6	0	2	0	0	0	0	0	0	0	0	49
Hour Total	0	164	16	0	4	0	0	0	0	0	0	0	0	184
9:00 PM	0	38	5	0	0	0	0	0	0	0	0	0	0	43
9:15 PM	0	55	0	0	2	0	0	0	0	0	0	0	0	57
9:30 PM	1	53	1	0	1	0	0	0	0	0	0	0	0	56
9:45 PM	0	28	4	0	0	0	0	0	0	0	0	0	0	32
Hour Total	1	174	10	0	3	0	0	0	0	0	0	0	0	188
10:00 PM	0	33	2	0	0	0	0	0	0	0	0	0	0	35
10:15 PM	0	19	1	0	0	0	0	0	0	0	0	0	0	20
10:30 PM	0	21	4	0	1	0	0	0	0	0	0	0	0	26
10:45 PM	0	20	2	0	0	0	0	0	0	0	0	0	0	22
Hour Total	0	93	9	0	1	0	0	0	0	0	0	0	0	103
11:00 PM	0	25	1	0	0	0	0	0	0	0	0	0	0	26
11:15 PM	0	22	3	0	0	0	0	0	0	0	0	0	0	25
11:30 PM	0	16	2	0	0	0	0	0	0	0	0	0	0	18
11:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	74	6	0	0	0	0	0	0	0	0	0	0	80
Totals	9	3549	387	13	80	9	0	9	5	1	0	0	0	4062
Percent	0.2%	87.4%	9.5%	0.3%	2.0%	0.2%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Claremont Avenue south of College Avenue (Outside Lanes)
Oakland

Project #:09-7224-010s

Date: 5/27/2009

WEDNESDAY

North Bound, South Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	16
12:15 AM	0	22	1	0	1	0	0	0	0	0	0	0	0	24
12:30 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
12:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	59	3	0	1	0	0	0	0	0	0	0	0	63
1:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
1:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
1:30 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
1:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	29	3	0	0	0	0	0	0	0	0	0	0	32
2:00 AM	0	5	1	0	0	0	0	0	1	0	0	0	0	7
2:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	12	1	0	0	0	0	0	1	0	0	0	0	14
3:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	6	1	0	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	15	0	0	0	0	0	0	0	0	0	0	0	15
5:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
5:15 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
5:30 AM	0	12	2	0	1	0	0	0	0	0	0	0	0	15
5:45 AM	0	15	0	1	0	0	0	0	0	0	0	0	0	16
Hour Total	0	42	3	1	1	0	0	0	0	0	0	0	0	47
6:00 AM	0	13	1	0	3	2	0	0	0	0	0	0	0	19
6:15 AM	1	20	1	2	0	1	0	0	0	0	0	0	0	25
6:30 AM	0	28	4	0	0	0	0	0	0	0	0	0	0	32
6:45 AM	0	37	8	2	4	0	0	0	0	0	0	0	0	51
Hour Total	1	98	14	4	7	3	0	0	0	0	0	0	0	127
7:00 AM	1	56	8	1	0	0	0	0	0	0	0	0	0	66
7:15 AM	0	57	3	2	3	0	1	0	0	0	0	0	0	66
7:30 AM	1	78	10	0	1	1	0	0	0	0	0	0	0	91
7:45 AM	0	103	16	1	2	0	0	1	0	0	0	0	0	123
Hour Total	2	294	37	4	6	1	1	1	0	0	0	0	0	346

8:00 AM	0	105	15	0	1	0	1	0	0	0	0	0	0	122
8:15 AM	0	106	13	2	1	0	0	2	0	0	0	0	0	124
8:30 AM	0	111	14	0	0	0	0	0	0	0	0	0	0	125
8:45 AM	1	141	9	0	2	0	0	0	0	0	0	0	0	153
Hour Total	1	463	51	2	4	0	1	2	0	0	0	0	0	524
9:00 AM	0	118	17	0	3	0	0	0	0	0	0	0	0	138
9:15 AM	1	105	10	0	4	0	0	0	0	0	0	0	0	120
9:30 AM	0	77	8	0	6	0	0	0	0	0	0	0	0	91
9:45 AM	0	95	8	1	5	1	0	1	0	0	0	0	0	111
Hour Total	1	395	43	1	18	1	0	1	0	0	0	0	0	460
10:00 AM	0	67	10	1	2	0	0	2	2	1	0	0	0	85
10:15 AM	0	97	12	1	3	0	0	0	0	0	0	0	0	113
10:30 AM	0	84	16	0	4	1	0	0	0	0	0	0	0	105
10:45 AM	0	79	13	1	0	0	0	0	0	0	0	0	0	93
Hour Total	0	327	51	3	9	1	0	2	2	1	0	0	0	396
11:00 AM	0	89	8	0	3	1	0	0	0	0	0	0	0	101
11:15 AM	0	94	9	0	6	0	0	0	0	0	0	0	0	109
11:30 AM	0	92	9	0	1	0	0	0	1	0	0	0	0	103
11:45 AM	1	109	10	1	2	1	0	0	0	0	0	0	0	124
Hour Total	1	384	36	1	12	2	0	0	1	0	0	0	0	437
12:00 PM	0	79	12	0	3	0	0	0	0	0	0	0	0	94
12:15 PM	0	98	8	0	2	1	0	0	0	0	0	0	0	109
12:30 PM	0	74	7	1	2	1	0	0	0	0	0	0	0	85
12:45 PM	0	79	11	0	0	1	0	0	0	0	0	0	0	91
Hour Total	0	330	38	1	7	3	0	0	0	0	0	0	0	379
1:00 PM	0	85	12	0	4	0	0	2	0	0	0	0	0	103
1:15 PM	1	98	7	0	2	1	0	1	0	0	0	0	0	110
1:30 PM	0	92	13	0	2	0	0	2	0	0	0	0	0	109
1:45 PM	0	103	10	1	2	0	0	0	0	0	0	0	0	116
Hour Total	1	378	42	1	10	1	0	5	0	0	0	0	0	438
2:00 PM	1	108	4	1	2	0	0	0	0	0	0	0	0	116
2:15 PM	0	83	9	0	3	1	0	0	0	0	0	0	0	96
2:30 PM	0	88	4	0	2	0	0	1	0	0	0	0	0	95
2:45 PM	0	103	12	1	0	0	0	0	0	0	0	0	0	116
Hour Total	1	382	29	2	7	1	0	1	0	0	0	0	0	423
3:00 PM	3	90	18	0	3	0	0	0	0	0	0	0	0	114
3:15 PM	0	106	13	0	3	0	0	0	0	0	0	0	0	122
3:30 PM	0	109	18	0	2	0	0	0	0	0	0	0	0	129
3:45 PM	0	111	12	0	4	0	0	1	0	0	0	0	0	128
Hour Total	3	416	61	0	12	0	0	1	0	0	0	0	0	493

4:00 PM	0	120	11	1	3	0	0	0	0	0	0	0	0	135
4:15 PM	0	93	16	1	3	0	0	0	0	0	0	0	0	113
4:30 PM	0	128	11	1	2	0	0	0	0	0	0	0	0	142
4:45 PM	0	112	11	1	1	0	0	0	0	0	0	0	0	125
Hour Total	0	453	49	4	9	0	0	0	0	0	0	0	0	515
5:00 PM	0	121	12	1	0	0	0	1	0	0	0	0	0	135
5:15 PM	0	135	5	0	1	0	0	0	0	0	0	0	0	141
5:30 PM	1	119	10	1	2	0	0	0	0	0	0	0	0	133
5:45 PM	1	132	6	2	0	0	0	1	0	0	0	0	0	142
Hour Total	2	507	33	4	3	0	0	2	0	0	0	0	0	551
6:00 PM	0	124	11	3	1	0	0	0	0	0	0	0	0	139
6:15 PM	1	124	8	0	3	0	0	0	0	0	0	0	0	136
6:30 PM	0	112	8	1	0	0	0	1	1	0	0	0	0	123
6:45 PM	0	104	5	0	0	0	0	1	0	0	0	0	0	110
Hour Total	1	464	32	4	4	0	0	2	1	0	0	0	0	508
7:00 PM	0	99	6	1	0	0	0	0	0	0	0	0	0	106
7:15 PM	1	79	2	1	0	0	0	0	0	0	0	0	0	83
7:30 PM	0	64	4	1	0	0	0	0	0	0	0	0	0	69
7:45 PM	0	80	5	1	1	0	0	0	0	0	0	0	0	87
Hour Total	1	322	17	4	1	0	0	0	0	0	0	0	0	345
8:00 PM	0	68	6	0	0	0	0	0	0	0	0	0	0	74
8:15 PM	0	75	8	0	1	0	0	0	0	0	0	0	0	84
8:30 PM	0	62	6	0	1	0	0	0	0	0	0	0	0	69
8:45 PM	0	62	6	0	2	0	0	0	0	0	0	0	0	70
Hour Total	0	267	26	0	4	0	0	0	0	0	0	0	0	297
9:00 PM	0	71	5	0	0	0	0	0	0	0	0	0	0	76
9:15 PM	0	78	0	0	2	0	0	0	0	0	0	0	0	80
9:30 PM	1	76	1	0	2	0	0	0	0	0	0	0	0	80
9:45 PM	0	51	4	0	0	0	0	0	0	0	0	0	0	55
Hour Total	1	276	10	0	4	0	0	0	0	0	0	0	0	291
10:00 PM	1	51	4	1	0	0	0	0	0	0	0	0	0	57
10:15 PM	0	32	3	0	0	0	0	0	0	0	0	0	0	35
10:30 PM	0	34	5	0	1	0	0	0	0	0	0	0	0	40
10:45 PM	0	29	3	0	0	0	0	0	0	0	0	0	0	32
Hour Total	1	146	15	1	1	0	0	0	0	0	0	0	0	164
11:00 PM	0	31	3	0	0	0	0	0	0	0	0	0	0	34
11:15 PM	0	35	3	0	0	0	0	0	0	0	0	0	0	38
11:30 PM	0	20	3	0	0	0	0	0	0	0	0	0	0	23
11:45 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	17
Hour Total	0	102	10	0	0	0	0	0	0	0	0	0	0	112
Totals	17	6167	605	37	120	13	2	17	5	1	0	0	0	6984
Percent	0.2%	88.3%	8.7%	0.5%	1.7%	0.2%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

5/27/2009

City: Oakland

Project #: 09-7224-010s

Location: Claremont Avenue south of College Avenue (Outside Lanes)

Start Time	Southbound		Hour Totals		Northbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	10	61			6	33				
12:15	17	67			7	42				
12:30	12	61			1	24				
12:45	5	58	44	247	5	33	19	132	63	379
1:00	7	63			2	40				
1:15	7	64			0	46				
1:30	10	63			2	46				
1:45	4	62	28	252	0	54	4	186	32	438
2:00	4	69			3	47				
2:15	1	62			1	34				
2:30	2	64			1	31				
2:45	2	66	9	261	0	50	5	162	14	423
3:00	2	67			0	47				
3:15	1	69			0	53				
3:30	3	83			0	46				
3:45	1	69	7	288	0	59	0	205	7	493
4:00	3	78			1	57				
4:15	2	63			1	50				
4:30	0	84			0	58				
4:45	5	68	10	293	3	57	5	222	15	515
5:00	5	60			2	75				
5:15	8	73			1	68				
5:30	8	61			7	72				
5:45	9	64	30	258	7	78	17	293	47	551
6:00	11	73			8	66				
6:15	18	68			7	68				
6:30	22	59			10	64				
6:45	29	49	80	249	22	61	47	259	127	508
7:00	39	55			27	51				
7:15	35	53			31	30				
7:30	54	39			37	30				
7:45	85	51	213	198	38	36	133	147	346	345
8:00	70	44			52	30				
8:15	67	49			57	35				
8:30	63	42			62	27				
8:45	88	49	288	184	65	21	236	113	524	297
9:00	85	43			53	33				
9:15	69	57			51	23				
9:30	54	56			37	24				
9:45	62	32	270	188	49	23	190	103	460	291
10:00	51	35			34	22				
10:15	72	20			41	15				
10:30	63	26			42	14				
10:45	51	22	237	103	42	10	159	61	396	164
11:00	63	26			38	8				
11:15	53	25			56	13				
11:30	56	18			47	5				
11:45	73	11	245	80	51	6	192	32	437	112
Total	1461	2601	1461	2601	1007	1915	1007	1915	2468	4516
Combined Total	4062		4062		2922		2922		6984	
AM Peak	8:30 AM				8:15 AM					
Vol.	305				237					
P.H.F.	0.866				0.912					
PM Peak	3:15 PM				5:00 PM					
Vol.	299				293					
P.H.F.	0.901				0.939					
Percentage	36.0%	64.0%			34.5%	65.5%				

Class Report - Prepared by: NDS/ATD

Claremont Avenue south of College Avenue (Outside Lanes)
Oakland

Project #:09-7224-010n

Date: 5/28/2009

THURSDAY

North Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
12:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
12:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
12:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	15	1	0	0	0	0	0	0	0	0	0	0	16
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	11	0	0	0	0	0	0	0	0	0	0	0	11
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	5	1	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	1	0	0	0	0	0	0	0	2
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	7	0	0	0	0	0	0	0	0	0	0	0	7
5:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
5:45 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	15	1	0	0	0	0	0	0	0	0	0	0	16
6:00 AM	0	7	1	1	0	0	0	0	0	0	0	0	0	9
6:15 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
6:30 AM	0	16	0	1	0	0	0	0	0	0	0	0	0	17
6:45 AM	0	16	4	1	2	0	0	0	1	0	0	0	0	24
Hour Total	0	43	6	3	3	0	0	0	1	0	0	0	0	56
7:00 AM	0	13	2	0	1	0	0	0	0	0	0	0	0	16
7:15 AM	1	23	4	0	1	1	0	0	0	0	0	0	0	30
7:30 AM	0	24	0	0	2	0	0	0	0	0	0	0	0	26
7:45 AM	0	21	2	0	2	0	0	1	0	0	0	0	0	26
Hour Total	1	81	8	0	6	1	0	1	0	0	0	0	0	98

8:00 AM	0	46	6	0	3	0	0	0	0	0	0	0	0	55
8:15 AM	0	61	3	0	1	0	0	0	0	0	0	0	0	65
8:30 AM	0	52	4	0	1	0	0	0	0	0	0	0	0	57
8:45 AM	0	58	5	1	1	0	0	2	0	0	0	0	0	67
Hour Total	0	217	18	1	6	0	0	2	0	0	0	0	0	244
9:00 AM	1	36	5	0	1	0	0	0	1	0	0	0	0	44
9:15 AM	0	37	3	0	3	0	0	0	0	0	0	0	0	43
9:30 AM	0	26	2	0	3	0	0	0	0	0	0	0	0	31
9:45 AM	0	31	3	0	0	0	0	0	0	0	0	0	0	34
Hour Total	1	130	13	0	7	0	0	0	1	0	0	0	0	152
10:00 AM	0	30	4	0	0	0	0	0	0	0	0	0	0	34
10:15 AM	0	29	5	0	0	0	0	0	0	0	0	0	0	34
10:30 AM	1	15	2	0	1	0	0	0	0	0	0	0	0	19
10:45 AM	0	36	2	0	1	0	0	0	0	0	0	0	0	39
Hour Total	1	110	13	0	2	0	0	0	0	0	0	0	0	126
11:00 AM	0	15	2	0	0	0	0	0	0	0	0	0	0	17
11:15 AM	0	41	2	0	1	0	0	0	0	0	0	0	0	44
11:30 AM	0	46	5	0	2	0	0	0	0	0	0	0	0	53
11:45 AM	0	40	2	0	0	0	0	1	0	0	0	0	0	43
Hour Total	0	142	11	0	3	0	0	1	0	0	0	0	0	157
12:00 PM	0	43	5	1	1	0	0	1	0	0	0	0	0	51
12:15 PM	0	35	4	0	1	0	0	0	0	0	0	0	0	40
12:30 PM	0	43	2	0	1	0	0	0	0	0	0	0	0	46
12:45 PM	0	30	3	1	0	1	0	0	0	0	0	0	0	35
Hour Total	0	151	14	2	3	1	0	1	0	0	0	0	0	172
1:00 PM	0	40	5	0	1	1	0	0	0	0	0	0	0	47
1:15 PM	0	36	4	0	3	0	0	0	0	0	0	0	0	43
1:30 PM	0	38	2	0	1	0	0	1	0	0	0	0	0	42
1:45 PM	0	34	2	1	0	0	0	0	0	0	0	0	0	37
Hour Total	0	148	13	1	5	1	0	1	0	0	0	0	0	169
2:00 PM	0	46	4	0	1	0	0	0	0	0	0	0	0	51
2:15 PM	0	43	2	0	0	1	0	0	0	0	0	0	0	46
2:30 PM	0	30	6	0	0	0	0	1	0	0	0	0	0	37
2:45 PM	0	42	3	0	0	0	0	0	0	0	0	0	0	45
Hour Total	0	161	15	0	1	1	0	1	0	0	0	0	0	179
3:00 PM	0	45	1	0	0	0	0	0	0	0	0	0	0	46
3:15 PM	1	40	2	0	0	1	0	0	0	0	0	0	0	44
3:30 PM	0	50	2	0	0	0	0	0	0	0	0	0	0	52
3:45 PM	0	46	1	0	1	0	0	0	0	0	0	0	0	48
Hour Total	1	181	6	0	1	1	0	0	0	0	0	0	0	190

4:00 PM	0	41	5	0	1	0	0	0	0	0	0	0	0	47
4:15 PM	0	60	7	0	0	0	0	0	0	0	0	0	0	67
4:30 PM	0	52	3	0	0	0	0	0	0	0	0	0	0	55
4:45 PM	0	56	2	0	1	0	0	0	0	0	0	0	0	59
Hour Total	0	209	17	0	2	0	0	0	0	0	0	0	0	228
5:00 PM	0	63	5	2	0	0	0	0	0	0	0	0	0	70
5:15 PM	0	60	3	1	1	0	0	0	0	0	0	0	0	65
5:30 PM	0	53	4	3	0	0	0	0	0	0	0	0	0	60
5:45 PM	0	67	1	0	1	0	0	0	0	0	0	0	0	69
Hour Total	0	243	13	6	2	0	0	0	0	0	0	0	0	264
6:00 PM	1	75	1	1	1	0	0	0	0	0	0	0	0	79
6:15 PM	0	54	5	0	1	0	0	0	0	0	0	0	0	60
6:30 PM	0	56	1	1	0	0	0	0	0	0	0	0	0	58
6:45 PM	0	49	2	0	1	0	0	0	0	0	0	0	0	52
Hour Total	1	234	9	2	3	0	0	0	0	0	0	0	0	249
7:00 PM	0	38	1	1	0	0	0	0	0	0	0	0	0	40
7:15 PM	0	45	3	0	0	0	0	0	0	0	0	0	0	48
7:30 PM	0	22	2	1	1	0	0	0	0	0	0	0	0	26
7:45 PM	0	28	3	0	0	0	0	0	0	0	0	0	0	31
Hour Total	0	133	9	2	1	0	0	0	0	0	0	0	0	145
8:00 PM	0	26	0	0	0	0	0	0	0	0	0	0	0	26
8:15 PM	0	29	1	1	1	0	0	0	0	0	0	0	0	32
8:30 PM	0	25	1	0	0	0	0	0	0	0	0	0	0	26
8:45 PM	0	30	1	0	0	0	0	0	0	0	0	0	0	31
Hour Total	0	110	3	1	1	0	0	0	0	0	0	0	0	115
9:00 PM	0	38	1	0	0	0	0	0	0	0	0	0	0	39
9:15 PM	0	22	1	0	0	0	0	0	0	0	0	0	0	23
9:30 PM	0	28	0	0	0	0	0	0	0	0	0	0	0	28
9:45 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	19
Hour Total	0	107	2	0	0	0	0	0	0	0	0	0	0	109
10:00 PM	1	24	2	0	1	0	0	0	0	0	0	0	0	28
10:15 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	15
10:30 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	17
10:45 PM	0	12	3	0	0	0	0	0	0	0	0	0	0	15
Hour Total	1	68	5	0	1	0	0	0	0	0	0	0	0	75
11:00 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
11:15 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
11:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
11:45 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	40	2	0	0	0	0	0	0	0	0	0	0	42
Totals	6	2562	180	18	47	6	0	7	2	0	0	0	0	2828
Percent	0.2%	90.6%	6.4%	0.6%	1.7%	0.2%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Claremont Avenue south of College Avenue (Outside Lanes)

Oakland

Project #:09-7224-010s

Date: 5/28/2009

THURSDAY

South Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
12:15 AM	0	16	1	0	0	0	0	0	0	0	0	0	0	17
12:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
12:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	39	3	0	0	0	0	0	0	0	0	0	0	42
1:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
1:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
1:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	23	2	0	0	0	0	0	0	0	0	0	0	25
2:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
2:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	9	0	0	1	0	0	0	0	0	0	0	0	10
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	9	0	0	0	0	0	0	0	0	0	0	0	9
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	6	0	0	0	0	0	0	0	0	0	0	0	6
5:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
5:15 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	8
5:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
5:45 AM	0	16	0	0	0	0	0	0	0	0	0	0	0	16
Hour Total	0	32	4	0	0	0	0	0	0	0	0	0	0	36
6:00 AM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
6:15 AM	0	15	2	1	0	0	0	0	0	0	0	0	0	18
6:30 AM	0	22	2	0	0	0	0	0	0	0	0	0	0	24
6:45 AM	0	17	3	1	1	0	0	0	0	0	0	0	0	22
Hour Total	0	67	9	2	1	0	0	0	0	0	0	0	0	79
7:00 AM	0	35	4	0	0	0	0	0	1	0	0	0	0	40
7:15 AM	1	45	3	1	1	1	0	0	0	0	0	0	0	52
7:30 AM	0	35	2	0	2	0	0	1	0	0	0	0	0	40
7:45 AM	0	72	5	1	4	1	0	0	1	0	0	0	0	84
Hour Total	1	187	14	2	7	2	0	1	2	0	0	0	0	216

8:00 AM	0	71	3	0	2	0	0	0	0	0	0	0	0	76
8:15 AM	0	69	4	1	0	0	0	0	0	0	0	0	0	74
8:30 AM	0	73	7	0	2	0	0	1	0	0	0	0	0	83
8:45 AM	0	71	5	1	2	0	0	0	0	0	0	0	0	79
Hour Total	0	284	19	2	6	0	0	1	0	0	0	0	0	312
9:00 AM	0	50	2	0	1	0	0	0	0	0	0	0	0	53
9:15 AM	1	40	1	0	0	0	0	0	0	0	0	0	0	42
9:30 AM	0	37	6	1	3	0	0	0	0	0	0	0	0	47
9:45 AM	0	55	4	0	1	0	0	0	0	0	0	0	0	60
Hour Total	1	182	13	1	5	0	0	0	0	0	0	0	0	202
10:00 AM	0	50	11	1	0	0	0	0	0	0	0	0	0	62
10:15 AM	0	46	6	0	2	0	0	1	0	0	0	0	0	55
10:30 AM	2	35	3	0	2	0	0	0	0	0	0	0	0	42
10:45 AM	0	43	8	0	0	0	0	0	0	0	0	0	0	51
Hour Total	2	174	28	1	4	0	0	1	0	0	0	0	0	210
11:00 AM	0	48	10	0	3	0	0	0	0	0	0	0	0	61
11:15 AM	0	45	7	0	2	0	0	1	0	0	0	0	0	55
11:30 AM	0	38	5	0	1	1	0	0	0	0	0	0	0	45
11:45 AM	0	51	8	0	2	0	0	0	0	0	0	0	0	61
Hour Total	0	182	30	0	8	1	0	1	0	0	0	0	0	222
12:00 PM	0	40	8	1	1	0	0	0	0	0	0	0	0	50
12:15 PM	0	47	12	0	3	1	0	0	0	0	0	0	0	63
12:30 PM	0	46	6	0	3	0	0	1	1	0	0	0	0	57
12:45 PM	0	43	8	0	1	0	0	0	0	0	0	0	0	52
Hour Total	0	176	34	1	8	1	0	1	1	0	0	0	0	222
1:00 PM	0	66	5	1	3	0	0	0	0	0	0	0	0	75
1:15 PM	0	59	6	0	2	0	0	0	0	0	0	0	0	67
1:30 PM	0	42	9	0	3	0	0	0	0	0	0	0	0	54
1:45 PM	1	52	8	0	1	3	0	0	0	0	0	0	0	65
Hour Total	1	219	28	1	9	3	0	0	0	0	0	0	0	261
2:00 PM	0	42	13	2	2	0	0	2	0	0	0	0	0	61
2:15 PM	0	53	8	1	3	1	0	0	0	0	0	0	0	66
2:30 PM	0	49	9	0	0	0	0	2	0	0	0	0	0	60
2:45 PM	0	49	8	0	1	0	0	1	0	0	0	0	0	59
Hour Total	0	193	38	3	6	1	0	5	0	0	0	0	0	246
3:00 PM	0	54	12	0	1	2	0	0	0	0	0	0	0	69
3:15 PM	2	69	6	0	2	0	0	0	0	0	0	0	0	79
3:30 PM	0	44	13	0	1	0	0	0	0	0	0	0	0	58
3:45 PM	0	53	9	0	2	0	0	1	0	0	0	0	0	65
Hour Total	2	220	40	0	6	2	0	1	0	0	0	0	0	271

4:00 PM	0	59	13	1	2	0	0	0	0	0	0	0	0	75
4:15 PM	0	38	11	0	1	0	0	1	0	0	0	0	0	51
4:30 PM	0	59	7	0	1	0	0	0	0	0	0	0	0	67
4:45 PM	0	65	7	0	1	0	0	0	0	0	0	0	0	73
Hour Total	0	221	38	1	5	0	0	1	0	0	0	0	0	266
5:00 PM	0	55	9	0	1	0	0	0	0	0	0	0	0	65
5:15 PM	0	59	7	0	0	0	0	0	0	0	0	0	0	66
5:30 PM	0	64	6	0	0	0	0	1	0	0	0	0	0	71
5:45 PM	0	57	4	0	1	0	0	0	0	0	0	0	0	62
Hour Total	0	235	26	0	2	0	0	1	0	0	0	0	0	264
6:00 PM	0	64	6	0	1	0	0	0	0	0	0	0	0	71
6:15 PM	0	63	6	0	3	0	0	0	0	0	0	0	0	72
6:30 PM	1	57	3	0	2	0	0	0	0	0	0	0	0	63
6:45 PM	0	57	3	0	0	0	0	0	0	0	0	0	0	60
Hour Total	1	241	18	0	6	0	0	0	0	0	0	0	0	266
7:00 PM	0	58	4	0	0	0	0	0	0	0	0	0	0	62
7:15 PM	0	48	1	0	1	0	0	0	0	0	0	0	0	50
7:30 PM	0	41	8	0	0	0	0	0	0	0	0	0	0	49
7:45 PM	0	39	1	0	0	0	0	0	0	0	0	0	0	40
Hour Total	0	186	14	0	1	0	0	0	0	0	0	0	0	201
8:00 PM	0	35	3	0	0	0	0	0	0	0	0	0	0	38
8:15 PM	0	38	2	0	0	0	0	0	0	0	0	0	0	40
8:30 PM	0	45	6	0	0	0	0	0	0	0	0	0	0	51
8:45 PM	0	49	6	0	0	0	0	0	0	0	0	0	0	55
Hour Total	0	167	17	0	0	0	0	0	0	0	0	0	0	184
9:00 PM	0	37	3	0	0	0	0	0	0	0	0	0	0	40
9:15 PM	0	33	3	0	2	0	0	0	0	0	0	0	0	38
9:30 PM	1	30	2	0	1	0	0	0	0	0	0	0	0	34
9:45 PM	0	44	3	0	0	0	0	0	0	0	0	0	0	47
Hour Total	1	144	11	0	3	0	0	0	0	0	0	0	0	159
10:00 PM	0	39	1	0	0	0	0	0	0	0	0	0	0	40
10:15 PM	0	30	1	0	0	0	0	0	0	0	0	0	0	31
10:30 PM	0	22	2	0	1	0	0	0	0	0	0	0	0	25
10:45 PM	0	16	0	1	0	0	0	0	0	0	0	0	0	17
Hour Total	0	107	4	1	1	0	0	0	0	0	0	0	0	113
11:00 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	19
11:15 PM	0	16	2	0	0	0	0	0	0	0	0	0	0	18
11:30 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
11:45 PM	0	15	2	0	0	0	0	0	0	0	0	0	0	17
Hour Total	0	62	5	0	0	0	0	0	0	0	0	0	0	67
Totals	9	3365	395	15	79	10	0	13	3	0	0	0	0	3889
Percent	0.2%	86.5%	10.2%	0.4%	2.0%	0.3%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Claremont Avenue south of College Avenue (Outside Lanes)

Oakland

Project #:09-7224-010s

Date: 5/28/2009

THURSDAY

North Bound, South Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	15
12:15 AM	0	18	1	0	0	0	0	0	0	0	0	0	0	19
12:30 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	14
12:45 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	54	4	0	0	0	0	0	0	0	0	0	0	58
1:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
1:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
1:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
1:45 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	34	2	0	0	0	0	0	0	0	0	0	0	36
2:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
2:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
2:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	14	1	0	1	0	0	0	0	0	0	0	0	16
3:00 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	3
3:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	10	0	0	0	1	0	0	0	0	0	0	0	11
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	13	0	0	0	0	0	0	0	0	0	0	0	13
5:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
5:15 AM	0	6	3	0	0	0	0	0	0	0	0	0	0	9
5:30 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
5:45 AM	0	25	0	0	0	0	0	0	0	0	0	0	0	25
Hour Total	0	47	5	0	0	0	0	0	0	0	0	0	0	52
6:00 AM	0	20	3	1	0	0	0	0	0	0	0	0	0	24
6:15 AM	0	19	3	1	1	0	0	0	0	0	0	0	0	24
6:30 AM	0	38	2	1	0	0	0	0	0	0	0	0	0	41
6:45 AM	0	33	7	2	3	0	0	0	1	0	0	0	0	46
Hour Total	0	110	15	5	4	0	0	0	1	0	0	0	0	135
7:00 AM	0	48	6	0	1	0	0	0	1	0	0	0	0	56
7:15 AM	2	68	7	1	2	2	0	0	0	0	0	0	0	82
7:30 AM	0	59	2	0	4	0	0	1	0	0	0	0	0	66
7:45 AM	0	93	7	1	6	1	0	1	1	0	0	0	0	110
Hour Total	2	268	22	2	13	3	0	2	2	0	0	0	0	314

8:00 AM	0	117	9	0	5	0	0	0	0	0	0	0	0	131
8:15 AM	0	130	7	1	1	0	0	0	0	0	0	0	0	139
8:30 AM	0	125	11	0	3	0	0	1	0	0	0	0	0	140
8:45 AM	0	129	10	2	3	0	0	2	0	0	0	0	0	146
Hour Total	0	501	37	3	12	0	0	3	0	0	0	0	0	556
9:00 AM	1	86	7	0	2	0	0	0	1	0	0	0	0	97
9:15 AM	1	77	4	0	3	0	0	0	0	0	0	0	0	85
9:30 AM	0	63	8	1	6	0	0	0	0	0	0	0	0	78
9:45 AM	0	86	7	0	1	0	0	0	0	0	0	0	0	94
Hour Total	2	312	26	1	12	0	0	0	1	0	0	0	0	354
10:00 AM	0	80	15	1	0	0	0	0	0	0	0	0	0	96
10:15 AM	0	75	11	0	2	0	0	1	0	0	0	0	0	89
10:30 AM	3	50	5	0	3	0	0	0	0	0	0	0	0	61
10:45 AM	0	79	10	0	1	0	0	0	0	0	0	0	0	90
Hour Total	3	284	41	1	6	0	0	1	0	0	0	0	0	336
11:00 AM	0	63	12	0	3	0	0	0	0	0	0	0	0	78
11:15 AM	0	86	9	0	3	0	0	1	0	0	0	0	0	99
11:30 AM	0	84	10	0	3	1	0	0	0	0	0	0	0	98
11:45 AM	0	91	10	0	2	0	0	1	0	0	0	0	0	104
Hour Total	0	324	41	0	11	1	0	2	0	0	0	0	0	379
12:00 PM	0	83	13	2	2	0	0	1	0	0	0	0	0	101
12:15 PM	0	82	16	0	4	1	0	0	0	0	0	0	0	103
12:30 PM	0	89	8	0	4	0	0	1	1	0	0	0	0	103
12:45 PM	0	73	11	1	1	1	0	0	0	0	0	0	0	87
Hour Total	0	327	48	3	11	2	0	2	1	0	0	0	0	394
1:00 PM	0	106	10	1	4	1	0	0	0	0	0	0	0	122
1:15 PM	0	95	10	0	5	0	0	0	0	0	0	0	0	110
1:30 PM	0	80	11	0	4	0	0	1	0	0	0	0	0	96
1:45 PM	1	86	10	1	1	3	0	0	0	0	0	0	0	102
Hour Total	1	367	41	2	14	4	0	1	0	0	0	0	0	430
2:00 PM	0	88	17	2	3	0	0	2	0	0	0	0	0	112
2:15 PM	0	96	10	1	3	2	0	0	0	0	0	0	0	112
2:30 PM	0	79	15	0	0	0	0	3	0	0	0	0	0	97
2:45 PM	0	91	11	0	1	0	0	1	0	0	0	0	0	104
Hour Total	0	354	53	3	7	2	0	6	0	0	0	0	0	425
3:00 PM	0	99	13	0	1	2	0	0	0	0	0	0	0	115
3:15 PM	3	109	8	0	2	1	0	0	0	0	0	0	0	123
3:30 PM	0	94	15	0	1	0	0	0	0	0	0	0	0	110
3:45 PM	0	99	10	0	3	0	0	1	0	0	0	0	0	113
Hour Total	3	401	46	0	7	3	0	1	0	0	0	0	0	461

4:00 PM	0	100	18	1	3	0	0	0	0	0	0	0	0	122
4:15 PM	0	98	18	0	1	0	0	1	0	0	0	0	0	118
4:30 PM	0	111	10	0	1	0	0	0	0	0	0	0	0	122
4:45 PM	0	121	9	0	2	0	0	0	0	0	0	0	0	132
Hour Total	0	430	55	1	7	0	0	1	0	0	0	0	0	494
5:00 PM	0	118	14	2	1	0	0	0	0	0	0	0	0	135
5:15 PM	0	119	10	1	1	0	0	0	0	0	0	0	0	131
5:30 PM	0	117	10	3	0	0	0	1	0	0	0	0	0	131
5:45 PM	0	124	5	0	2	0	0	0	0	0	0	0	0	131
Hour Total	0	478	39	6	4	0	0	1	0	0	0	0	0	528
6:00 PM	1	139	7	1	2	0	0	0	0	0	0	0	0	150
6:15 PM	0	117	11	0	4	0	0	0	0	0	0	0	0	132
6:30 PM	1	113	4	1	2	0	0	0	0	0	0	0	0	121
6:45 PM	0	106	5	0	1	0	0	0	0	0	0	0	0	112
Hour Total	2	475	27	2	9	0	0	0	0	0	0	0	0	515
7:00 PM	0	96	5	1	0	0	0	0	0	0	0	0	0	102
7:15 PM	0	93	4	0	1	0	0	0	0	0	0	0	0	98
7:30 PM	0	63	10	1	1	0	0	0	0	0	0	0	0	75
7:45 PM	0	67	4	0	0	0	0	0	0	0	0	0	0	71
Hour Total	0	319	23	2	2	0	0	0	0	0	0	0	0	346
8:00 PM	0	61	3	0	0	0	0	0	0	0	0	0	0	64
8:15 PM	0	67	3	1	1	0	0	0	0	0	0	0	0	72
8:30 PM	0	70	7	0	0	0	0	0	0	0	0	0	0	77
8:45 PM	0	79	7	0	0	0	0	0	0	0	0	0	0	86
Hour Total	0	277	20	1	1	0	0	0	0	0	0	0	0	299
9:00 PM	0	75	4	0	0	0	0	0	0	0	0	0	0	79
9:15 PM	0	55	4	0	2	0	0	0	0	0	0	0	0	61
9:30 PM	1	58	2	0	1	0	0	0	0	0	0	0	0	62
9:45 PM	0	63	3	0	0	0	0	0	0	0	0	0	0	66
Hour Total	1	251	13	0	3	0	0	0	0	0	0	0	0	268
10:00 PM	1	63	3	0	1	0	0	0	0	0	0	0	0	68
10:15 PM	0	45	1	0	0	0	0	0	0	0	0	0	0	46
10:30 PM	0	39	2	0	1	0	0	0	0	0	0	0	0	42
10:45 PM	0	28	3	1	0	0	0	0	0	0	0	0	0	32
Hour Total	1	175	9	1	2	0	0	0	0	0	0	0	0	188
11:00 PM	0	32	1	0	0	0	0	0	0	0	0	0	0	33
11:15 PM	0	28	2	0	0	0	0	0	0	0	0	0	0	30
11:30 PM	0	19	1	0	0	0	0	0	0	0	0	0	0	20
11:45 PM	0	23	3	0	0	0	0	0	0	0	0	0	0	26
Hour Total	0	102	7	0	0	0	0	0	0	0	0	0	0	109
Totals	15	5927	575	33	126	16	0	20	5	0	0	0	0	6717
Percent	0.2%	88.2%	8.6%	0.5%	1.9%	0.2%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

5/28/2009

City: Oakland

Project #: 09-7224-010s

Location: Claremont Avenue south of College Avenue (Outside Lanes)

Start Time	Southbound		Hour Totals		Northbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	11	50			4	51				
12:15	17	63			2	40				
12:30	8	57			6	46				
12:45	6	52	42	222	4	35	16	172	58	394
1:00	4	75			3	47				
1:15	5	67			3	43				
1:30	7	54			1	42				
1:45	9	65	25	261	4	37	11	169	36	430
2:00	2	61			1	51				
2:15	5	66			1	46				
2:30	3	60			3	37				
2:45	0	59	10	246	1	45	6	179	16	425
3:00	2	69			1	46				
3:15	2	79			1	44				
3:30	4	58			0	52				
3:45	1	65	9	271	0	48	2	190	11	461
4:00	0	75			2	47				
4:15	2	51			0	67				
4:30	1	67			0	55				
4:45	3	73	6	266	5	59	7	228	13	494
5:00	4	65			2	70				
5:15	8	66			1	65				
5:30	8	71			4	60				
5:45	16	62	36	264	9	69	16	264	52	528
6:00	15	71			9	79				
6:15	18	72			6	60				
6:30	24	63			17	58				
6:45	22	60	79	266	24	52	56	249	135	515
7:00	40	62			16	40				
7:15	52	50			30	48				
7:30	40	49			26	26				
7:45	84	40	216	201	26	31	98	145	314	346
8:00	76	38			55	26				
8:15	74	40			65	32				
8:30	83	51			57	26				
8:45	79	55	312	184	67	31	244	115	556	299
9:00	53	40			44	39				
9:15	42	38			43	23				
9:30	47	34			31	28				
9:45	60	47	202	159	34	19	152	109	354	268
10:00	62	40			34	28				
10:15	55	31			34	15				
10:30	42	25			19	17				
10:45	51	17	210	113	39	15	126	75	336	188
11:00	61	19			17	14				
11:15	55	18			44	12				
11:30	45	13			53	7				
11:45	61	17	222	67	43	9	157	42	379	109
Total	1369	2520	1369	2520	891	1937	891	1937	2260	4457
Combined Total	3889		3889		2828		2828		6717	
AM Peak	7:45 AM				8:00 AM					
Vol.	317				244					
P.H.F.	0.943				0.910					
PM Peak	3:15 PM				5:15 PM					
Vol.	277				273					
P.H.F.	0.877				0.864					
Percentage	35.2%	64.8%			31.5%	68.5%				

Prepared by NDS/ATD

Volumes for: Tuesday, June 23, 2009

City: Oakland

Project #: 09-7224-011

Location: Telegraph Avenue south of 51st Street

Start Time	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	37	143			20	177				
12:15	37	153			35	164				
12:30	25	176			24	177				
12:45	27	153	126	625	19	161	98	679	224	1304
1:00	19	149			17	175				
1:15	13	171			16	175				
1:30	12	207			8	169				
1:45	11	165	55	692	19	187	60	706	115	1398
2:00	24	188			13	159				
2:15	15	162			13	154				
2:30	12	155			10	160				
2:45	13	164	64	669	8	170	44	643	108	1312
3:00	4	172			6	177				
3:15	12	176			12	181				
3:30	7	165			11	149				
3:45	9	178	32	691	4	171	33	678	65	1369
4:00	7	181			5	151				
4:15	2	174			6	162				
4:30	7	176			10	143				
4:45	4	193	20	724	13	175	34	631	54	1355
5:00	7	162			15	175				
5:15	7	174			12	165				
5:30	19	162			14	169				
5:45	14	180	47	678	18	169	59	678	106	1356
6:00	18	175			32	176				
6:15	25	167			28	172				
6:30	29	148			52	171				
6:45	34	153	106	643	46	151	158	670	264	1313
7:00	51	137			64	145				
7:15	43	129			67	124				
7:30	71	104			80	105				
7:45	96	109	261	479	109	125	320	499	581	978
8:00	93	116			118	104				
8:15	101	108			115	108				
8:30	137	112			116	85				
8:45	111	95	442	431	144	109	493	406	935	837
9:00	135	95			139	83				
9:15	142	89			139	82				
9:30	144	95			137	85	0			
9:45	129	85	550	364	140	67	555	317	1105	681
10:00	151	64			149	73				
10:15	142	80			146	67				
10:30	146	81			149	55				
10:45	134	66	573	291	156	53	600	248	1173	539
11:00	134	57			147	47				
11:15	156	54			160	36				
11:30	151	38			168	43				
11:45	161	40	602	189	179	35	654	161	1256	350
Total	2878	6476	2878	6476	3108	6316	3108	6316	5986	12792
Combined Total	9354		9354		9424		9424		18778	
AM Peak	11:45 AM				11:45 AM					
Vol.	633				697					
P.H.F.	0.899				0.973					
PM Peak	1:15 PM				1:00 PM					
Vol.	731				706					
P.H.F.	0.855				0.944					
Percentage	30.8%	69.2%			33.0%	67.0%				

Prepared by NDS/ATD

Volumes for: Wednesday, June 24, 2009

City: Oakland

Project #: 09-7224-011

Location: Telegraph Avenue south of 51st Street

Start Time	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	24	175			25	188				
12:15	29	168			27	182				
12:30	22	161			28	206				
12:45	31	178	106	682	31	156	111	732	217	1414
1:00	24	179			14	181				
1:15	18	173			15	168				
1:30	15	161			12	179				
1:45	13	193	70	706	16	150	57	678	127	1384
2:00	9	174			18	165				
2:15	8	152			7	166				
2:30	6	164			8	148				
2:45	7	155	30	645	6	176	39	655	69	1300
3:00	6	176			9	163				
3:15	9	190			6	155				
3:30	5	164			10	166				
3:45	6	187	26	717	6	178	31	662	57	1379
4:00	5	185			9	152				
4:15	9	172			9	168				
4:30	6	188			6	163				
4:45	7	192	27	737	14	166	38	649	65	1386
5:00	7	175			11	170				
5:15	10	171			12	179				
5:30	17	183			19	187				
5:45	22	172	56	701	17	183	59	719	115	1420
6:00	22	172			25	179				
6:15	16	176			28	193				
6:30	24	136			40	165				
6:45	41	151	103	635	25	130	118	667	221	1302
7:00	39	139			70	146				
7:15	62	138			63	117				
7:30	56	125			76	120				
7:45	78	126	235	528	100	108	309	491	544	1019
8:00	98	117			134	110				
8:15	106	109			111	100				
8:30	115	112			149	81				
8:45	112	99	431	437	133	91	527	382	958	819
9:00	129	91			147	95				
9:15	147	119			154	90				
9:30	132	105			182	75	0			
9:45	145	74	553	389	139	81	622	341	1175	730
10:00	156	71			145	82				
10:15	148	82			139	71				
10:30	139	82			140	50				
10:45	133	71	576	306	136	48	560	251	1136	557
11:00	127	79			144	58				
11:15	143	49			131	45				
11:30	158	53			152	43				
11:45	153	36	581	217	166	49	593	195	1174	412
Total	2794	6700	2794	6700	3064	6422	3064	6422	5858	13122
Combined Total	9494		9494		9486		9486		18980	
AM Peak	11:45 AM				11:45 AM					
Vol.	657				742					
P.H.F.	0.939				0.900					
PM Peak	4:00 PM				5:30 PM					
Vol.	737				742					
P.H.F.	0.975				0.961					
Percentage	29.4%	70.6%			32.3%	67.7%				

Class Report - Prepared by: NDS/ATD

Telegraph Avenue south of 51st Street (Outside Lanes)

Oakland

Project #:09-7224-011n

Date: 6/23/2009

TUESDAY

North Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	10	0	1	1	0	0	1	0	0	0	0	0	13
12:15 AM	0	22	1	0	0	0	0	0	0	0	0	0	0	23
12:30 AM	0	12	0	1	0	0	0	0	0	0	0	0	0	13
12:45 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	51	2	2	1	0	0	1	0	0	0	0	0	57
1:00 AM	0	3	1	0	0	0	0	0	1	0	0	0	0	5
1:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
1:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:45 AM	0	10	0	0	0	0	0	1	0	0	0	0	0	11
Hour Total	0	27	1	0	0	0	0	1	1	0	0	0	0	30
2:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
2:15 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	3
Hour Total	0	22	1	1	0	0	0	0	0	0	0	0	0	24
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:30 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	3
3:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	11	0	1	0	0	0	0	0	0	0	0	0	12
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 AM	0	3	0	0	0	0	0	1	0	0	0	0	0	4
Hour Total	0	4	0	0	0	0	0	1	0	0	0	0	0	5
5:00 AM	0	1	2	0	1	0	0	0	0	0	0	0	0	4
5:15 AM	0	5	0	2	0	0	0	0	0	0	0	0	0	7
5:30 AM	0	6	1	0	1	0	0	0	0	0	0	0	0	8
5:45 AM	0	6	5	1	1	0	0	0	0	0	0	0	0	13
Hour Total	0	18	8	3	3	0	0	0	0	0	0	0	0	32
6:00 AM	0	9	1	2	1	1	0	1	0	0	0	0	0	15
6:15 AM	0	5	2	1	1	0	0	2	0	0	0	0	0	11
6:30 AM	0	12	2	0	1	0	0	0	0	0	0	0	0	15
6:45 AM	1	14	3	1	1	0	0	2	0	0	0	0	0	22
Hour Total	1	40	8	4	4	1	0	5	0	0	0	0	0	63
7:00 AM	0	14	3	1	1	0	0	2	0	0	0	0	0	21
7:15 AM	0	15	3	2	1	0	0	5	0	0	0	0	0	26
7:30 AM	0	28	5	1	2	0	0	2	0	0	0	0	0	38
7:45 AM	0	44	5	1	2	0	0	2	0	0	0	0	0	54
Hour Total	0	101	16	5	6	0	0	11	0	0	0	0	0	139

8:00 AM	0	39	8	3	3	0	0	2	0	0	0	0	0	55
8:15 AM	0	41	11	1	3	0	0	3	0	0	0	0	0	59
8:30 AM	0	42	6	3	4	1	0	1	1	0	0	0	0	58
8:45 AM	1	50	6	1	2	0	0	2	0	0	0	0	0	62
Hour Total	1	172	31	8	12	1	0	8	1	0	0	0	0	234
9:00 AM	0	42	8	1	4	0	0	2	0	0	0	0	0	57
9:15 AM	0	60	6	0	2	0	0	1	0	0	0	0	0	69
9:30 AM	0	47	4	2	2	0	0	4	0	0	0	0	0	59
9:45 AM	0	46	9	0	4	1	0	2	0	0	0	0	0	62
Hour Total	0	195	27	3	12	1	0	9	0	0	0	0	0	247
10:00 AM	0	37	5	0	4	0	0	4	0	0	0	0	0	50
10:15 AM	1	65	7	1	3	0	0	2	0	0	0	0	0	79
10:30 AM	0	58	6	0	6	0	0	2	0	0	0	0	0	72
10:45 AM	0	56	4	2	9	0	0	3	0	0	0	0	0	74
Hour Total	1	216	22	3	22	0	0	11	0	0	0	0	0	275
11:00 AM	0	59	8	1	3	0	0	1	0	0	0	0	0	72
11:15 AM	1	76	9	2	5	0	0	2	0	0	0	0	0	95
11:30 AM	0	74	6	2	1	0	0	2	0	0	0	0	0	85
11:45 AM	0	67	11	1	3	0	0	2	2	0	0	0	0	86
Hour Total	1	276	34	6	12	0	0	7	2	0	0	0	0	338
12:00 PM	0	71	7	0	4	0	0	2	0	0	0	0	0	84
12:15 PM	0	79	7	1	6	0	0	3	0	0	0	0	0	96
12:30 PM	1	66	12	1	1	0	0	1	0	0	0	0	0	82
12:45 PM	0	62	10	0	5	0	0	3	0	0	0	0	0	80
Hour Total	1	278	36	2	16	0	0	9	0	0	0	0	0	342
1:00 PM	0	79	13	0	3	0	0	2	0	0	0	0	0	97
1:15 PM	0	81	7	0	4	0	0	2	0	0	0	0	0	94
1:30 PM	0	71	4	0	9	0	0	1	0	0	0	0	0	85
1:45 PM	0	73	5	1	5	0	0	4	0	0	0	0	0	88
Hour Total	0	304	29	1	21	0	0	9	0	0	0	0	0	364
2:00 PM	0	77	8	2	3	0	0	2	0	0	0	0	0	92
2:15 PM	0	58	5	1	5	0	0	3	0	0	0	0	0	72
2:30 PM	0	66	9	1	5	0	0	0	0	0	0	0	0	81
2:45 PM	1	78	7	1	2	0	0	0	0	0	0	0	0	89
Hour Total	1	279	29	5	15	0	0	5	0	0	0	0	0	334
3:00 PM	0	63	5	1	2	0	0	3	0	0	0	0	0	74
3:15 PM	0	68	3	2	2	0	0	2	0	0	0	0	0	77
3:30 PM	0	90	5	2	4	0	0	2	0	0	0	0	0	103
3:45 PM	0	61	10	2	4	0	0	0	0	0	0	0	0	77
Hour Total	0	282	23	7	12	0	0	7	0	0	0	0	0	331

4:00 PM	0	82	4	1	2	0	0	1	0	0	0	0	0	90
4:15 PM	0	67	8	0	4	0	0	3	0	0	0	0	0	82
4:30 PM	0	89	5	1	3	0	0	2	0	0	0	0	0	100
4:45 PM	0	74	4	1	5	0	0	4	0	0	0	0	0	88
Hour Total	0	312	21	3	14	0	0	10	0	0	0	0	0	360
5:00 PM	0	76	2	1	3	0	0	4	0	0	0	0	0	86
5:15 PM	0	104	0	1	4	0	0	2	0	0	0	0	0	111
5:30 PM	0	83	4	1	3	0	0	2	0	0	0	0	0	93
5:45 PM	0	93	4	1	1	0	0	2	0	0	0	0	0	101
Hour Total	0	356	10	4	11	0	0	10	0	0	0	0	0	391
6:00 PM	0	101	7	1	2	1	0	1	0	0	0	0	0	113
6:15 PM	0	71	1	1	5	0	0	1	0	0	0	0	0	79
6:30 PM	0	68	5	1	2	1	0	1	0	0	0	0	0	78
6:45 PM	0	50	2	0	1	1	0	3	0	0	0	0	0	57
Hour Total	0	290	15	3	10	3	0	6	0	0	0	0	0	327
7:00 PM	0	68	4	1	1	0	0	1	1	0	0	0	0	76
7:15 PM	0	59	6	0	2	0	0	2	0	0	0	0	0	69
7:30 PM	0	33	3	1	1	0	0	2	0	0	0	0	0	40
7:45 PM	1	46	2	1	0	0	0	2	0	0	0	0	0	52
Hour Total	1	206	15	3	4	0	0	7	1	0	0	0	0	237
8:00 PM	0	49	0	1	1	0	0	1	0	0	0	0	0	52
8:15 PM	0	53	1	0	1	0	0	0	0	0	0	0	0	55
8:30 PM	1	42	4	2	1	0	0	1	0	0	0	0	0	51
8:45 PM	0	45	5	0	0	0	0	1	0	0	0	0	0	51
Hour Total	1	189	10	3	3	0	0	3	0	0	0	0	0	209
9:00 PM	0	47	1	0	1	0	0	0	0	0	0	0	0	49
9:15 PM	0	32	1	1	0	0	0	2	0	0	0	0	0	36
9:30 PM	0	30	3	0	1	0	0	1	0	0	0	0	0	35
9:45 PM	0	32	2	0	1	0	0	0	0	0	0	0	0	35
Hour Total	0	141	7	1	3	0	0	3	0	0	0	0	0	155
10:00 PM	0	22	1	0	4	0	0	0	0	0	0	0	0	27
10:15 PM	0	27	1	1	2	0	0	0	0	0	0	0	0	31
10:30 PM	0	25	0	0	0	0	0	1	0	0	0	0	0	26
10:45 PM	0	20	0	1	0	0	0	1	0	0	0	0	0	22
Hour Total	0	94	2	2	6	0	0	2	0	0	0	0	0	106
11:00 PM	0	20	1	1	1	0	0	0	0	0	0	0	0	23
11:15 PM	0	18	1	1	0	0	0	1	0	0	0	0	0	21
11:30 PM	0	10	1	1	0	0	0	1	0	0	0	0	0	13
11:45 PM	0	14	1	0	0	0	0	1	0	0	0	0	0	16
Hour Total	0	62	4	3	1	0	0	3	0	0	0	0	0	73
Totals	8	3926	351	73	188	6	0	128	5	0	0	0	0	4685
Percent	0.2%	83.8%	7.5%	1.6%	4.0%	0.1%	0.0%	2.7%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Telegraph Avenue south of 51st Street (Outside Lanes)

Oakland

Project #:09-7224-011s

Date: 6/23/2009

TUESDAY

South Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	16	2	0	0	0	0	1	0	0	0	0	0	19
12:15 AM	0	26	0	1	0	0	0	1	0	0	0	0	0	28
12:30 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	16
12:45 AM	0	12	1	0	1	0	0	0	0	0	0	0	0	14
Hour Total	0	69	4	1	1	0	0	2	0	0	0	0	0	77
1:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
1:15 AM	0	4	2	1	0	0	0	0	0	0	0	0	0	7
1:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
1:45 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	37	3	1	0	0	0	0	0	0	0	0	0	41
2:00 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
2:15 AM	0	9	2	1	1	0	0	0	0	0	0	0	0	13
2:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
2:45 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	31	5	1	1	0	0	0	0	0	0	0	0	38
3:00 AM	1	2	0	0	0	0	0	0	0	0	0	0	0	3
3:15 AM	0	5	2	0	0	0	0	1	0	0	0	0	0	8
3:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
3:45 AM	0	3	0	1	0	0	0	0	0	0	0	0	0	4
Hour Total	1	18	2	1	0	0	0	1	0	0	0	0	0	23
4:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:15 AM	0	3	0	1	0	0	0	0	0	0	0	0	0	4
4:30 AM	0	6	0	0	0	1	0	0	0	0	0	0	0	7
4:45 AM	0	7	1	0	1	1	0	0	0	0	0	0	0	10
Hour Total	0	20	1	1	1	2	0	0	0	0	0	0	0	25
5:00 AM	0	8	2	0	1	0	0	0	0	0	0	0	0	11
5:15 AM	0	7	1	1	1	0	0	0	0	0	0	0	0	10
5:30 AM	0	8	2	0	2	0	0	1	0	0	0	0	0	13
5:45 AM	0	13	1	1	1	0	0	0	0	0	0	0	0	16
Hour Total	0	36	6	2	5	0	0	1	0	0	0	0	0	50
6:00 AM	0	8	1	1	1	0	0	2	0	0	0	0	0	13
6:15 AM	0	17	3	0	0	0	0	3	0	0	0	0	0	23
6:30 AM	0	20	2	1	0	0	0	2	0	0	0	0	0	25
6:45 AM	0	33	5	2	1	0	0	1	0	0	0	0	0	42
Hour Total	0	78	11	4	2	0	0	8	0	0	0	0	0	103
7:00 AM	0	25	3	1	1	0	0	2	0	0	0	0	0	32
7:15 AM	1	35	2	1	2	0	0	3	0	0	0	0	0	44
7:30 AM	0	35	6	0	4	0	0	2	0	0	0	0	0	47
7:45 AM	0	46	6	1	1	0	0	2	0	0	0	0	0	56
Hour Total	1	141	17	3	8	0	0	9	0	0	0	0	0	179

8:00 AM	0	51	8	0	1	0	1	4	0	0	0	0	0	65
8:15 AM	0	58	7	1	2	0	1	2	0	0	0	0	0	71
8:30 AM	0	56	11	1	5	0	1	3	0	0	0	0	0	77
8:45 AM	0	63	10	1	1	0	0	3	0	0	0	0	0	78
Hour Total	0	228	36	3	9	0	3	12	0	0	0	0	0	291
9:00 AM	1	44	7	2	2	0	0	2	0	0	0	0	0	58
9:15 AM	0	45	6	1	1	0	0	2	0	0	0	0	0	55
9:30 AM	0	51	8	2	1	0	0	2	1	0	0	0	0	65
9:45 AM	0	61	9	1	2	1	0	1	0	0	0	0	0	75
Hour Total	1	201	30	6	6	1	0	7	1	0	0	0	0	253
10:00 AM	0	67	11	2	2	0	0	3	0	0	0	0	0	85
10:15 AM	0	47	10	1	2	1	0	1	0	0	0	0	0	62
10:30 AM	0	57	5	1	3	1	0	2	0	0	0	0	0	69
10:45 AM	0	58	8	1	2	1	0	2	0	0	0	0	0	72
Hour Total	0	229	34	5	9	3	0	8	0	0	0	0	0	288
11:00 AM	1	54	10	0	3	0	0	2	0	0	0	0	0	70
11:15 AM	0	60	3	1	3	0	0	1	0	0	0	0	0	68
11:30 AM	0	56	5	1	2	1	0	1	0	0	0	0	0	66
11:45 AM	0	59	11	1	2	0	0	1	0	0	0	0	0	74
Hour Total	1	229	29	3	10	1	0	5	0	0	0	0	0	278
12:00 PM	0	48	7	2	1	1	0	1	0	0	0	0	0	60
12:15 PM	0	56	10	2	2	1	0	4	0	0	0	0	0	75
12:30 PM	0	60	7	1	4	0	0	1	0	0	0	0	0	73
12:45 PM	0	71	14	2	2	0	0	2	0	0	0	0	0	91
Hour Total	0	235	38	7	9	2	0	8	0	0	0	0	0	299
1:00 PM	0	74	5	1	4	0	0	3	0	0	0	0	0	87
1:15 PM	0	69	12	2	2	0	0	4	0	0	0	0	0	89
1:30 PM	0	62	7	2	4	0	0	2	0	0	0	0	0	77
1:45 PM	0	83	7	0	3	0	0	0	0	0	0	0	0	93
Hour Total	0	288	31	5	13	0	0	9	0	0	0	0	0	346
2:00 PM	0	65	4	0	2	0	0	3	0	0	0	0	0	74
2:15 PM	0	65	6	1	5	0	0	2	0	0	0	0	0	79
2:30 PM	0	60	8	3	1	0	0	2	0	0	0	0	0	74
2:45 PM	0	70	4	2	0	0	0	1	0	0	0	0	0	77
Hour Total	0	260	22	6	8	0	0	8	0	0	0	0	0	304
3:00 PM	0	38	4	1	3	0	0	0	0	0	0	0	0	46
3:15 PM	0	77	2	1	2	0	0	4	0	0	0	0	0	86
3:30 PM	0	69	5	1	4	0	0	1	0	0	0	0	0	80
3:45 PM	1	56	10	2	0	0	0	3	0	0	0	0	0	72
Hour Total	1	240	21	5	9	0	0	8	0	0	0	0	0	284

4:00 PM	0	46	3	1	2	0	0	2	0	0	0	0	0	54
4:15 PM	0	67	3	1	2	0	0	2	0	0	0	0	0	75
4:30 PM	0	52	5	2	2	1	0	2	0	0	0	0	0	64
4:45 PM	0	64	6	0	3	0	0	3	0	0	0	0	0	76
Hour Total	0	229	17	4	9	1	0	9	0	0	0	0	0	269
5:00 PM	0	54	4	2	1	0	0	2	0	0	0	0	0	63
5:15 PM	0	57	7	0	4	0	0	1	0	0	0	0	0	69
5:30 PM	1	64	8	1	3	0	0	2	0	0	0	0	0	79
5:45 PM	0	62	4	0	1	0	0	1	0	0	0	0	0	68
Hour Total	1	237	23	3	9	0	0	6	0	0	0	0	0	279
6:00 PM	0	68	3	1	3	0	1	2	0	0	0	0	0	78
6:15 PM	1	71	5	1	1	0	0	2	0	0	0	0	0	81
6:30 PM	0	53	5	5	0	0	0	3	0	0	0	0	0	66
6:45 PM	0	52	3	0	3	0	0	2	0	0	0	0	0	60
Hour Total	1	244	16	7	7	0	1	9	0	0	0	0	0	285
7:00 PM	0	44	7	2	0	0	0	3	0	0	0	0	0	56
7:15 PM	0	49	2	1	1	0	0	0	0	0	0	0	0	53
7:30 PM	0	52	8	1	2	0	0	0	0	0	0	0	0	63
7:45 PM	0	51	4	1	0	0	0	0	0	0	0	0	0	56
Hour Total	0	196	21	5	3	0	0	3	0	0	0	0	0	228
8:00 PM	1	32	3	0	2	0	0	1	0	0	0	0	0	39
8:15 PM	0	48	3	1	1	0	0	0	0	0	0	0	0	53
8:30 PM	0	43	0	0	2	0	0	0	0	0	0	0	0	45
8:45 PM	0	46	2	1	1	0	0	1	0	0	0	0	0	51
Hour Total	1	169	8	2	6	0	0	2	0	0	0	0	0	188
9:00 PM	0	33	4	1	0	1	0	1	0	0	0	0	0	40
9:15 PM	0	37	6	1	0	0	0	1	0	0	0	0	0	45
9:30 PM	0	35	3	2	0	0	0	0	0	0	0	0	0	40
9:45 PM	0	33	3	1	0	0	0	0	0	0	0	0	0	37
Hour Total	0	138	16	5	0	1	0	2	0	0	0	0	0	162
10:00 PM	0	31	2	0	1	0	1	1	0	0	0	0	0	36
10:15 PM	0	22	3	1	0	0	1	0	0	0	0	0	0	27
10:30 PM	0	28	2	0	2	0	0	1	0	0	0	0	0	33
10:45 PM	0	24	0	0	0	0	0	0	0	0	0	0	0	24
Hour Total	0	105	7	1	3	0	2	2	0	0	0	0	0	120
11:00 PM	0	25	4	0	2	0	0	0	0	0	0	0	0	31
11:15 PM	0	17	3	0	1	0	0	1	0	0	0	0	0	22
11:30 PM	0	13	1	1	1	0	0	0	0	0	0	0	0	16
11:45 PM	0	18	1	1	1	0	0	1	0	0	0	0	0	22
Hour Total	0	73	9	2	5	0	0	2	0	0	0	0	0	91
Totals	8	3731	407	83	133	11	6	121	1	0	0	0	0	4501
Percent	0.2%	82.9%	9.0%	1.8%	3.0%	0.2%	0.1%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Telegraph Avenue south of 51st Street (Outside Lanes)

Oakland

Project #:09-7224-011s

Date: 6/23/2009

TUESDAY

North Bound, South Bound

Begin	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
Time	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
12:00 AM	0	26	2	1	1	0	0	2	0	0	0	0	0	32
12:15 AM	0	48	1	1	0	0	0	1	0	0	0	0	0	51
12:30 AM	0	27	1	1	0	0	0	0	0	0	0	0	0	29
12:45 AM	0	19	2	0	1	0	0	0	0	0	0	0	0	22
Hour Total	0	120	6	3	2	0	0	3	0	0	0	0	0	134
1:00 AM	0	12	2	0	0	0	0	0	1	0	0	0	0	15
1:15 AM	0	13	2	1	0	0	0	0	0	0	0	0	0	16
1:30 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14
1:45 AM	0	25	0	0	0	0	0	1	0	0	0	0	0	26
Hour Total	0	64	4	1	0	0	0	1	1	0	0	0	0	71
2:00 AM	0	17	3	0	0	0	0	0	0	0	0	0	0	20
2:15 AM	0	19	2	1	1	0	0	0	0	0	0	0	0	23
2:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
2:45 AM	0	9	1	1	0	0	0	0	0	0	0	0	0	11
Hour Total	0	53	6	2	1	0	0	0	0	0	0	0	0	62
3:00 AM	1	4	0	0	0	0	0	0	0	0	0	0	0	5
3:15 AM	0	8	2	0	0	0	0	1	0	0	0	0	0	11
3:30 AM	0	10	0	1	0	0	0	0	0	0	0	0	0	11
3:45 AM	0	7	0	1	0	0	0	0	0	0	0	0	0	8
Hour Total	1	29	2	2	0	0	0	1	0	0	0	0	0	35
4:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:15 AM	0	3	0	1	0	0	0	0	0	0	0	0	0	4
4:30 AM	0	7	0	0	0	1	0	0	0	0	0	0	0	8
4:45 AM	0	10	1	0	1	1	0	1	0	0	0	0	0	14
Hour Total	0	24	1	1	1	2	0	1	0	0	0	0	0	30
5:00 AM	0	9	4	0	2	0	0	0	0	0	0	0	0	15
5:15 AM	0	12	1	3	1	0	0	0	0	0	0	0	0	17
5:30 AM	0	14	3	0	3	0	0	1	0	0	0	0	0	21
5:45 AM	0	19	6	2	2	0	0	0	0	0	0	0	0	29
Hour Total	0	54	14	5	8	0	0	1	0	0	0	0	0	82
6:00 AM	0	17	2	3	2	1	0	3	0	0	0	0	0	28
6:15 AM	0	22	5	1	1	0	0	5	0	0	0	0	0	34
6:30 AM	0	32	4	1	1	0	0	2	0	0	0	0	0	40
6:45 AM	1	47	8	3	2	0	0	3	0	0	0	0	0	64
Hour Total	1	118	19	8	6	1	0	13	0	0	0	0	0	166
7:00 AM	0	39	6	2	2	0	0	4	0	0	0	0	0	53
7:15 AM	1	50	5	3	3	0	0	8	0	0	0	0	0	70
7:30 AM	0	63	11	1	6	0	0	4	0	0	0	0	0	85
7:45 AM	0	90	11	2	3	0	0	4	0	0	0	0	0	110
Hour Total	1	242	33	8	14	0	0	20	0	0	0	0	0	318

8:00 AM	0	90	16	3	4	0	1	6	0	0	0	0	0	120
8:15 AM	0	99	18	2	5	0	1	5	0	0	0	0	0	130
8:30 AM	0	98	17	4	9	1	1	4	1	0	0	0	0	135
8:45 AM	1	113	16	2	3	0	0	5	0	0	0	0	0	140
Hour Total	1	400	67	11	21	1	3	20	1	0	0	0	0	525
9:00 AM	1	86	15	3	6	0	0	4	0	0	0	0	0	115
9:15 AM	0	105	12	1	3	0	0	3	0	0	0	0	0	124
9:30 AM	0	98	12	4	3	0	0	6	1	0	0	0	0	124
9:45 AM	0	107	18	1	6	2	0	3	0	0	0	0	0	137
Hour Total	1	396	57	9	18	2	0	16	1	0	0	0	0	500
10:00 AM	0	104	16	2	6	0	0	7	0	0	0	0	0	135
10:15 AM	1	112	17	2	5	1	0	3	0	0	0	0	0	141
10:30 AM	0	115	11	1	9	1	0	4	0	0	0	0	0	141
10:45 AM	0	114	12	3	11	1	0	5	0	0	0	0	0	146
Hour Total	1	445	56	8	31	3	0	19	0	0	0	0	0	563
11:00 AM	1	113	18	1	6	0	0	3	0	0	0	0	0	142
11:15 AM	1	136	12	3	8	0	0	3	0	0	0	0	0	163
11:30 AM	0	130	11	3	3	1	0	3	0	0	0	0	0	151
11:45 AM	0	126	22	2	5	0	0	3	2	0	0	0	0	160
Hour Total	2	505	63	9	22	1	0	12	2	0	0	0	0	616
12:00 PM	0	119	14	2	5	1	0	3	0	0	0	0	0	144
12:15 PM	0	135	17	3	8	1	0	7	0	0	0	0	0	171
12:30 PM	1	126	19	2	5	0	0	2	0	0	0	0	0	155
12:45 PM	0	133	24	2	7	0	0	5	0	0	0	0	0	171
Hour Total	1	513	74	9	25	2	0	17	0	0	0	0	0	641
1:00 PM	0	153	18	1	7	0	0	5	0	0	0	0	0	184
1:15 PM	0	150	19	2	6	0	0	6	0	0	0	0	0	183
1:30 PM	0	133	11	2	13	0	0	3	0	0	0	0	0	162
1:45 PM	0	156	12	1	8	0	0	4	0	0	0	0	0	181
Hour Total	0	592	60	6	34	0	0	18	0	0	0	0	0	710
2:00 PM	0	142	12	2	5	0	0	5	0	0	0	0	0	166
2:15 PM	0	123	11	2	10	0	0	5	0	0	0	0	0	151
2:30 PM	0	126	17	4	6	0	0	2	0	0	0	0	0	155
2:45 PM	1	148	11	3	2	0	0	1	0	0	0	0	0	166
Hour Total	1	539	51	11	23	0	0	13	0	0	0	0	0	638
3:00 PM	0	101	9	2	5	0	0	3	0	0	0	0	0	120
3:15 PM	0	145	5	3	4	0	0	6	0	0	0	0	0	163
3:30 PM	0	159	10	3	8	0	0	3	0	0	0	0	0	183
3:45 PM	1	117	20	4	4	0	0	3	0	0	0	0	0	149
Hour Total	1	522	44	12	21	0	0	15	0	0	0	0	0	615

4:00 PM	0	128	7	2	4	0	0	3	0	0	0	0	0	144
4:15 PM	0	134	11	1	6	0	0	5	0	0	0	0	0	157
4:30 PM	0	141	10	3	5	1	0	4	0	0	0	0	0	164
4:45 PM	0	138	10	1	8	0	0	7	0	0	0	0	0	164
Hour Total	0	541	38	7	23	1	0	19	0	0	0	0	0	629
5:00 PM	0	130	6	3	4	0	0	6	0	0	0	0	0	149
5:15 PM	0	161	7	1	8	0	0	3	0	0	0	0	0	180
5:30 PM	1	147	12	2	6	0	0	4	0	0	0	0	0	172
5:45 PM	0	155	8	1	2	0	0	3	0	0	0	0	0	169
Hour Total	1	593	33	7	20	0	0	16	0	0	0	0	0	670
6:00 PM	0	169	10	2	5	1	1	3	0	0	0	0	0	191
6:15 PM	1	142	6	2	6	0	0	3	0	0	0	0	0	160
6:30 PM	0	121	10	6	2	1	0	4	0	0	0	0	0	144
6:45 PM	0	102	5	0	4	1	0	5	0	0	0	0	0	117
Hour Total	1	534	31	10	17	3	1	15	0	0	0	0	0	612
7:00 PM	0	112	11	3	1	0	0	4	1	0	0	0	0	132
7:15 PM	0	108	8	1	3	0	0	2	0	0	0	0	0	122
7:30 PM	0	85	11	2	3	0	0	2	0	0	0	0	0	103
7:45 PM	1	97	6	2	0	0	0	2	0	0	0	0	0	108
Hour Total	1	402	36	8	7	0	0	10	1	0	0	0	0	465
8:00 PM	1	81	3	1	3	0	0	2	0	0	0	0	0	91
8:15 PM	0	101	4	1	2	0	0	0	0	0	0	0	0	108
8:30 PM	1	85	4	2	3	0	0	1	0	0	0	0	0	96
8:45 PM	0	91	7	1	1	0	0	2	0	0	0	0	0	102
Hour Total	2	358	18	5	9	0	0	5	0	0	0	0	0	397
9:00 PM	0	80	5	1	1	1	0	1	0	0	0	0	0	89
9:15 PM	0	69	7	2	0	0	0	3	0	0	0	0	0	81
9:30 PM	0	65	6	2	1	0	0	1	0	0	0	0	0	75
9:45 PM	0	65	5	1	1	0	0	0	0	0	0	0	0	72
Hour Total	0	279	23	6	3	1	0	5	0	0	0	0	0	317
10:00 PM	0	53	3	0	5	0	1	1	0	0	0	0	0	63
10:15 PM	0	49	4	2	2	0	1	0	0	0	0	0	0	58
10:30 PM	0	53	2	0	2	0	0	2	0	0	0	0	0	59
10:45 PM	0	44	0	1	0	0	0	1	0	0	0	0	0	46
Hour Total	0	199	9	3	9	0	2	4	0	0	0	0	0	226
11:00 PM	0	45	5	1	3	0	0	0	0	0	0	0	0	54
11:15 PM	0	35	4	1	1	0	0	2	0	0	0	0	0	43
11:30 PM	0	23	2	2	1	0	0	1	0	0	0	0	0	29
11:45 PM	0	32	2	1	1	0	0	2	0	0	0	0	0	38
Hour Total	0	135	13	5	6	0	0	5	0	0	0	0	0	164
Totals	16	7657	758	156	321	17	6	249	6	0	0	0	0	9186
Percent	0.2%	83.4%	8.3%	1.7%	3.5%	0.2%	0.1%	2.7%	0.1%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/23/2009

City: Oakland

Project #: 09-7224-011s

Location: Telegraph Avenue south of 51st Street (Outside Lanes)

Start Time	Southbound		Hour Totals		Northbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	19	60			13	84				
12:15	28	75			23	96				
12:30	16	73			13	82				
12:45	14	91	77	299	8	80	57	342	134	641
1:00	10	87			5	97				
1:15	7	89			9	94				
1:30	9	77			5	85				
1:45	15	93	41	346	11	88	30	364	71	710
2:00	10	74			10	92				
2:15	13	79			10	72				
2:30	7	74			1	81				
2:45	8	77	38	304	3	89	24	334	62	638
3:00	3	46			2	74				
3:15	8	86			3	77				
3:30	8	80			3	103				
3:45	4	72	23	284	4	77	12	331	35	615
4:00	4	54			0	90				
4:15	4	75			0	82				
4:30	7	64			1	100				
4:45	10	76	25	269	4	88	5	360	30	629
5:00	11	63			4	86				
5:15	10	69			7	111				
5:30	13	79			8	93				
5:45	16	68	50	279	13	101	32	391	82	670
6:00	13	78			15	113				
6:15	23	81			11	79				
6:30	25	66			15	78				
6:45	42	60	103	285	22	57	63	327	166	612
7:00	32	56			21	76				
7:15	44	53			26	69				
7:30	47	63			38	40				
7:45	56	56	179	228	54	52	139	237	318	465
8:00	65	39			55	52				
8:15	71	53			59	55				
8:30	77	45			58	51				
8:45	78	51	291	188	62	51	234	209	525	397
9:00	58	40			57	49				
9:15	55	45			69	36				
9:30	65	40			59	35				
9:45	75	37	253	162	62	35	247	155	500	317
10:00	85	36			50	27				
10:15	62	27			79	31				
10:30	69	33			72	26				
10:45	72	24	288	120	74	22	275	106	563	226
11:00	70	31			72	23				
11:15	68	22			95	21				
11:30	66	16			85	13				
11:45	74	22	278	91	86	16	338	73	616	164
Total	1646	2855	1646	2855	1456	3229	1456	3229	3102	6084
Combined Total	4501		4501		4685		4685		9186	
AM Peak	8:00 AM				11:30 AM					
Vol.	291				351					
P.H.F.	0.933				0.914					
PM Peak	1:00 PM				5:15 PM					
Vol.	346				418					
P.H.F.	0.930				0.925					
Percentage	36.6%	63.4%			31.1%	68.9%				

Class Report - Prepared by: NDS/ATD

Telegraph Avenue south of 51st Street (Outside Lanes)

Oakland

Project #:09-7224-011n

Date: 6/24/2009

WEDNESDAY

North Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	11	2	1	0	0	0	0	0	0	0	0	0	14
12:15 AM	0	8	0	0	2	0	0	1	0	0	0	0	0	11
12:30 AM	1	12	1	0	1	0	0	0	0	0	0	0	0	15
12:45 AM	0	9	0	0	0	0	0	1	0	0	0	0	0	10
Hour Total	1	40	3	1	3	0	0	2	0	0	0	0	0	50
1:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
1:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
1:30 AM	0	6	1	0	0	0	0	1	0	0	0	0	0	8
1:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	28	2	0	0	0	0	1	0	0	0	0	0	31
2:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
2:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	2
2:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	14	1	1	0	0	0	0	0	0	0	0	0	16
3:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	2	0	0	1	0	0	1	0	0	0	0	0	4
Hour Total	0	5	1	0	1	0	0	1	0	0	0	0	0	8
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	2
4:45 AM	0	3	0	0	0	0	0	1	0	0	0	0	0	4
Hour Total	0	6	0	0	0	1	0	1	0	0	0	0	0	8
5:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
5:15 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	7
5:30 AM	0	7	2	1	0	0	0	0	0	0	0	0	0	10
5:45 AM	0	8	0	1	1	1	0	0	1	0	0	0	0	12
Hour Total	0	25	2	2	2	1	0	0	1	0	0	0	0	33
6:00 AM	0	8	1	2	1	0	0	0	0	0	0	0	0	12
6:15 AM	0	10	0	2	0	1	0	1	0	0	0	0	0	14
6:30 AM	0	18	1	0	2	0	0	0	0	0	0	0	0	21
6:45 AM	0	21	2	1	2	1	0	2	0	0	0	0	0	29
Hour Total	0	57	4	5	5	2	0	3	0	0	0	0	0	76
7:00 AM	0	25	4	0	5	2	0	0	0	0	0	0	0	36
7:15 AM	0	25	4	0	3	0	0	2	0	0	0	0	0	34
7:30 AM	0	31	5	1	6	0	0	2	0	0	0	0	0	45
7:45 AM	0	32	5	2	2	0	0	2	0	0	0	0	0	43
Hour Total	0	113	18	3	16	2	0	6	0	0	0	0	0	158

8:00 AM	0	41	3	1	3	0	0	2	0	0	0	0	0	50
8:15 AM	0	43	10	0	3	0	0	2	0	0	0	0	0	58
8:30 AM	1	47	2	4	2	0	0	1	0	0	0	0	0	57
8:45 AM	0	44	8	1	2	0	0	3	0	0	0	0	0	58
Hour Total	1	175	23	6	10	0	0	8	0	0	0	0	0	223
9:00 AM	0	53	6	0	2	0	0	2	0	0	0	0	0	63
9:15 AM	0	54	7	1	5	0	0	4	0	0	0	0	0	71
9:30 AM	0	48	5	1	4	0	0	1	0	0	0	0	0	59
9:45 AM	0	68	6	0	2	0	0	3	0	0	0	0	0	79
Hour Total	0	223	24	2	13	0	0	10	0	0	0	0	0	272
10:00 AM	0	53	6	3	4	0	0	1	0	0	0	0	0	67
10:15 AM	0	48	9	1	4	0	0	1	0	0	0	0	0	63
10:30 AM	0	75	4	0	0	0	0	2	0	0	0	0	0	81
10:45 AM	0	52	6	2	4	0	0	3	0	0	0	0	0	67
Hour Total	0	228	25	6	12	0	0	7	0	0	0	0	0	278
11:00 AM	0	73	7	0	2	0	0	0	0	0	0	0	0	82
11:15 AM	0	51	6	2	2	0	0	3	0	0	0	0	0	64
11:30 AM	0	53	10	1	0	0	0	3	0	0	0	0	0	67
11:45 AM	0	57	4	1	4	0	0	3	0	0	0	0	0	69
Hour Total	0	234	27	4	8	0	0	9	0	0	0	0	0	282
12:00 PM	0	80	10	1	3	0	0	2	0	0	0	0	0	96
12:15 PM	0	73	9	0	4	0	0	1	0	0	0	0	0	87
12:30 PM	1	68	12	0	5	0	0	3	0	0	0	0	0	89
12:45 PM	0	71	6	0	5	0	0	1	0	0	0	0	0	83
Hour Total	1	292	37	1	17	0	0	7	0	0	0	0	0	355
1:00 PM	0	74	7	2	0	0	0	0	0	0	0	0	0	83
1:15 PM	0	68	2	0	2	0	0	1	0	0	0	0	0	73
1:30 PM	0	61	14	3	2	0	0	3	0	0	0	0	0	83
1:45 PM	0	58	7	0	2	0	0	3	0	0	0	0	0	70
Hour Total	0	261	30	5	6	0	0	7	0	0	0	0	0	309
2:00 PM	0	69	13	1	0	0	0	0	0	0	0	0	0	83
2:15 PM	0	78	1	2	3	0	0	3	0	0	0	0	0	87
2:30 PM	0	84	6	1	1	0	0	2	0	0	0	0	0	94
2:45 PM	0	81	10	2	2	0	0	1	0	0	0	0	0	96
Hour Total	0	312	30	6	6	0	0	6	0	0	0	0	0	360
3:00 PM	0	73	9	2	3	0	0	0	0	0	0	0	0	87
3:15 PM	0	70	6	0	3	0	0	3	0	0	0	0	0	82
3:30 PM	2	79	6	2	2	0	0	3	0	0	0	0	0	94
3:45 PM	0	70	4	1	3	0	0	3	0	0	0	0	0	81
Hour Total	2	292	25	5	11	0	0	9	0	0	0	0	0	344

4:00 PM	0	86	5	2	4	0	0	0	0	0	0	0	0	97
4:15 PM	0	72	7	1	4	0	0	2	0	0	0	0	0	86
4:30 PM	0	74	8	1	1	0	0	1	0	0	0	0	0	85
4:45 PM	0	102	8	1	3	0	0	3	0	0	0	0	0	117
Hour Total	0	334	28	5	12	0	0	6	0	0	0	0	0	385
5:00 PM	0	99	7	1	2	0	0	4	0	0	0	0	0	113
5:15 PM	0	106	7	0	5	0	0	2	0	0	0	0	0	120
5:30 PM	0	75	10	0	2	0	0	5	0	0	0	0	0	92
5:45 PM	0	93	4	1	3	0	0	1	0	0	0	0	0	102
Hour Total	0	373	28	2	12	0	0	12	0	0	0	0	0	427
6:00 PM	0	71	5	2	3	0	0	2	0	0	0	0	0	83
6:15 PM	0	71	3	1	5	0	0	4	0	0	0	0	0	84
6:30 PM	0	67	2	1	1	0	0	0	0	0	0	0	0	71
6:45 PM	0	61	3	0	1	0	0	2	0	0	0	0	0	67
Hour Total	0	270	13	4	10	0	0	8	0	0	0	0	0	305
7:00 PM	0	44	4	1	2	0	0	3	0	0	0	0	0	54
7:15 PM	0	42	1	1	2	0	0	2	0	0	0	0	0	48
7:30 PM	0	46	3	3	1	0	0	1	0	0	0	0	0	54
7:45 PM	0	38	1	0	0	0	0	2	0	0	0	0	0	41
Hour Total	0	170	9	5	5	0	0	8	0	0	0	0	0	197
8:00 PM	0	52	3	1	0	0	0	0	0	0	0	0	0	56
8:15 PM	1	28	1	1	2	0	0	1	0	0	0	0	0	34
8:30 PM	0	48	3	0	1	0	0	1	0	0	0	0	0	53
8:45 PM	0	34	2	1	1	0	0	1	0	0	0	0	0	39
Hour Total	1	162	9	3	4	0	0	3	0	0	0	0	0	182
9:00 PM	0	37	2	1	0	0	0	0	0	0	0	0	0	40
9:15 PM	0	33	0	1	0	0	0	1	0	0	0	0	0	35
9:30 PM	0	33	4	0	1	0	0	1	0	0	0	0	0	39
9:45 PM	0	27	1	0	1	0	0	0	0	0	0	0	0	29
Hour Total	0	130	7	2	2	0	0	2	0	0	0	0	0	143
10:00 PM	0	30	0	2	1	0	0	0	0	0	0	0	0	33
10:15 PM	0	30	4	1	0	0	0	0	0	0	0	0	0	35
10:30 PM	0	20	3	0	0	0	0	1	0	0	0	0	0	24
10:45 PM	0	24	2	1	0	0	0	1	0	0	0	0	0	28
Hour Total	0	104	9	4	1	0	0	2	0	0	0	0	0	120
11:00 PM	0	26	1	1	0	0	0	1	0	0	0	0	0	29
11:15 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	16
11:30 PM	0	19	1	2	0	0	0	1	0	0	0	0	0	23
11:45 PM	0	11	1	1	0	0	0	1	0	0	0	0	0	14
Hour Total	0	72	3	4	0	0	0	3	0	0	0	0	0	82
Totals	6	3920	358	76	156	6	0	121	1	0	0	0	0	4644
Percent	0.1%	84.4%	7.7%	1.6%	3.4%	0.1%	0.0%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Telegraph Avenue south of 51st Street (Outside Lanes)

Oakland

Project #:09-7224-011s

Date: 6/24/2009

WEDNESDAY

South Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	19	0	0	1	0	0	1	0	0	0	0	0	21
12:15 AM	0	12	3	1	2	0	0	1	0	0	0	0	0	19
12:30 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
12:45 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	9
Hour Total	0	51	5	1	4	0	0	2	0	0	0	0	0	63
1:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
1:15 AM	0	10	0	1	1	0	0	0	0	0	0	0	0	12
1:30 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
1:45 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14
Hour Total	0	41	2	1	1	0	0	0	0	0	0	0	0	45
2:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
2:15 AM	0	3	0	0	0	0	0	1	0	0	0	0	0	4
2:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	20	2	0	0	0	0	1	0	0	0	0	0	23
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	4	0	0	0	0	0	1	0	0	0	0	0	5
3:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:45 AM	1	4	0	0	1	0	0	0	0	0	0	0	0	6
Hour Total	1	12	0	0	1	0	0	1	0	0	0	0	0	15
4:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
4:15 AM	0	5	0	1	0	0	0	0	0	0	0	0	0	6
4:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	20	2	1	0	0	0	0	0	0	0	0	0	23
5:00 AM	0	3	2	0	1	0	0	0	0	0	0	0	0	6
5:15 AM	0	8	3	0	0	0	0	1	0	0	0	0	0	12
5:30 AM	0	10	0	0	1	0	0	1	0	0	0	0	0	12
5:45 AM	0	7	0	1	2	0	0	0	0	0	0	0	0	10
Hour Total	0	28	5	1	4	0	0	2	0	0	0	0	0	40
6:00 AM	0	13	0	1	0	0	0	2	0	0	0	0	0	16
6:15 AM	0	9	2	0	0	0	0	2	0	0	0	0	0	13
6:30 AM	0	21	1	1	0	0	0	2	0	0	0	0	0	25
6:45 AM	0	35	2	1	4	0	0	1	0	0	0	0	0	43
Hour Total	0	78	5	3	4	0	0	7	0	0	0	0	0	97
7:00 AM	1	28	5	2	3	0	0	1	0	0	0	0	0	40
7:15 AM	0	37	2	2	1	0	0	2	0	0	0	0	0	44
7:30 AM	0	43	1	2	2	1	0	1	0	0	0	0	0	50
7:45 AM	1	35	8	1	3	0	0	1	0	0	0	0	0	49
Hour Total	2	143	16	7	9	1	0	5	0	0	0	0	0	183

8:00 AM	0	57	8	1	1	0	0	2	0	0	0	0	0	69
8:15 AM	0	65	12	1	3	1	0	2	0	0	0	0	0	84
8:30 AM	0	61	8	2	7	0	0	2	0	0	0	0	0	80
8:45 AM	0	47	8	2	3	0	0	2	0	0	0	0	0	62
Hour Total	0	230	36	6	14	1	0	8	0	0	0	0	0	295
9:00 AM	0	37	8	1	1	0	0	4	0	0	0	0	0	51
9:15 AM	0	44	4	1	2	0	0	2	0	0	0	0	0	53
9:30 AM	0	40	8	4	2	0	0	1	0	0	0	0	0	55
9:45 AM	0	63	4	1	2	0	0	1	0	0	0	0	0	71
Hour Total	0	184	24	7	7	0	0	8	0	0	0	0	0	230
10:00 AM	0	54	9	0	0	1	0	2	0	0	0	0	0	66
10:15 AM	1	55	7	3	2	0	0	1	0	0	0	0	0	69
10:30 AM	1	47	3	3	3	0	0	3	0	0	0	0	0	60
10:45 AM	0	51	6	1	3	0	0	2	0	0	0	0	0	63
Hour Total	2	207	25	7	8	1	0	8	0	0	0	0	0	258
11:00 AM	0	46	5	2	2	0	0	1	0	0	0	0	0	56
11:15 AM	0	48	12	3	4	0	0	1	1	0	0	0	0	69
11:30 AM	0	60	4	2	2	0	0	2	0	0	0	0	0	70
11:45 AM	0	49	10	2	2	0	0	2	0	0	0	0	0	65
Hour Total	0	203	31	9	10	0	0	6	1	0	0	0	0	260
12:00 PM	0	47	4	2	5	0	0	2	0	0	0	0	0	60
12:15 PM	0	49	8	1	2	0	0	2	0	0	0	0	0	62
12:30 PM	0	71	8	2	3	0	0	3	0	0	0	0	0	87
12:45 PM	0	66	9	1	2	0	0	2	0	0	0	0	0	80
Hour Total	0	233	29	6	12	0	0	9	0	0	0	0	0	289
1:00 PM	1	56	12	2	1	0	1	3	0	0	0	0	0	76
1:15 PM	0	59	7	2	2	0	0	3	0	0	0	0	0	73
1:30 PM	0	70	6	2	1	0	0	3	0	0	0	0	0	82
1:45 PM	0	75	16	1	3	0	0	0	0	0	0	0	0	95
Hour Total	1	260	41	7	7	0	1	9	0	0	0	0	0	326
2:00 PM	0	64	4	0	2	0	0	1	0	0	0	0	0	71
2:15 PM	0	74	6	3	5	0	0	2	0	0	0	0	0	90
2:30 PM	0	56	8	1	0	0	0	2	0	0	0	0	0	67
2:45 PM	0	71	13	1	4	0	0	1	0	0	0	0	0	90
Hour Total	0	265	31	5	11	0	0	6	0	0	0	0	0	318
3:00 PM	0	65	4	3	1	0	0	2	0	0	0	0	0	75
3:15 PM	0	51	12	0	4	0	1	2	0	0	0	0	0	70
3:30 PM	0	61	8	3	2	0	0	3	0	0	0	0	0	77
3:45 PM	0	52	6	1	2	0	0	2	0	0	0	0	0	63
Hour Total	0	229	30	7	9	0	1	9	0	0	0	0	0	285

4:00 PM	0	63	8	2	2	0	0	4	0	0	0	0	0	79
4:15 PM	0	64	6	0	3	0	0	1	0	0	0	0	0	74
4:30 PM	0	55	4	2	3	0	1	3	0	0	0	0	0	68
4:45 PM	2	64	3	1	0	1	0	2	0	0	0	0	0	73
Hour Total	2	246	21	5	8	1	1	10	0	0	0	0	0	294
5:00 PM	0	63	6	4	0	0	0	2	0	0	0	0	0	75
5:15 PM	0	61	5	2	0	0	0	2	0	0	0	0	0	70
5:30 PM	1	72	7	1	2	0	0	2	0	0	0	0	0	85
5:45 PM	0	63	4	2	3	0	0	1	0	0	0	0	0	73
Hour Total	1	259	22	9	5	0	0	7	0	0	0	0	0	303
6:00 PM	0	63	7	1	1	0	0	0	0	0	0	0	0	72
6:15 PM	0	53	6	1	3	0	0	2	0	0	0	0	0	65
6:30 PM	0	66	5	2	2	0	1	1	0	0	0	0	0	77
6:45 PM	0	61	3	2	1	0	0	3	0	0	0	0	0	70
Hour Total	0	243	21	6	7	0	1	6	0	0	0	0	0	284
7:00 PM	0	41	5	1	1	0	0	2	0	0	0	0	0	50
7:15 PM	0	38	5	2	1	0	0	0	0	0	0	0	0	46
7:30 PM	0	43	6	2	3	0	0	0	0	0	0	0	0	54
7:45 PM	0	49	3	0	0	0	0	0	0	0	0	0	0	52
Hour Total	0	171	19	5	5	0	0	2	0	0	0	0	0	202
8:00 PM	0	37	0	1	1	0	0	1	0	0	0	0	0	40
8:15 PM	0	50	1	0	2	0	0	1	0	0	0	0	0	54
8:30 PM	0	37	1	0	2	0	0	0	0	0	0	0	0	40
8:45 PM	0	42	0	1	0	0	0	1	0	0	0	0	0	44
Hour Total	0	166	2	2	5	0	0	3	0	0	0	0	0	178
9:00 PM	1	49	4	1	1	0	0	0	0	0	0	0	0	56
9:15 PM	0	34	2	2	1	0	0	1	0	0	0	0	0	40
9:30 PM	0	30	3	2	0	0	0	1	0	0	0	0	0	36
9:45 PM	0	35	4	1	1	0	0	0	0	0	0	0	0	41
Hour Total	1	148	13	6	3	0	0	2	0	0	0	0	0	173
10:00 PM	0	37	2	1	1	0	0	1	0	0	0	0	0	42
10:15 PM	0	31	1	1	1	0	0	1	0	0	0	0	0	35
10:30 PM	0	18	0	1	1	0	0	0	0	0	0	0	0	20
10:45 PM	0	35	1	1	1	0	0	0	0	0	0	0	0	38
Hour Total	0	121	4	4	4	0	0	2	0	0	0	0	0	135
11:00 PM	0	18	3	1	0	0	0	0	0	0	0	0	0	22
11:15 PM	0	25	2	1	2	0	0	1	0	0	0	0	0	31
11:30 PM	0	31	0	1	1	0	0	0	0	0	0	0	0	33
11:45 PM	0	13	0	1	1	0	0	1	0	0	0	0	0	16
Hour Total	0	87	5	4	4	0	0	2	0	0	0	0	0	102
Totals	10	3645	391	109	142	4	4	115	1	0	0	0	0	4421
Percent	0.2%	82.4%	8.8%	2.5%	3.2%	0.1%	0.1%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Telegraph Avenue south of 51st Street (Outside Lanes)

Oakland

Project #:09-7224-011s

Date: 6/24/2009

WEDNESDAY

North Bound, South Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	30	2	1	1	0	0	1	0	0	0	0	0	35
12:15 AM	0	20	3	1	4	0	0	2	0	0	0	0	0	30
12:30 AM	1	25	2	0	1	0	0	0	0	0	0	0	0	29
12:45 AM	0	16	1	0	1	0	0	1	0	0	0	0	0	19
Hour Total	1	91	8	2	7	0	0	4	0	0	0	0	0	113
1:00 AM	0	16	2	0	0	0	0	0	0	0	0	0	0	18
1:15 AM	0	18	0	1	1	0	0	0	0	0	0	0	0	20
1:30 AM	0	14	2	0	0	0	0	1	0	0	0	0	0	17
1:45 AM	0	21	0	0	0	0	0	0	0	0	0	0	0	21
Hour Total	0	69	4	1	1	0	0	1	0	0	0	0	0	76
2:00 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
2:15 AM	0	7	0	0	0	0	0	1	0	0	0	0	0	8
2:30 AM	0	6	0	1	0	0	0	0	0	0	0	0	0	7
2:45 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	34	3	1	0	0	0	1	0	0	0	0	0	39
3:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:15 AM	0	6	0	0	0	0	0	1	0	0	0	0	0	7
3:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:45 AM	1	6	0	0	2	0	0	1	0	0	0	0	0	10
Hour Total	1	17	1	0	2	0	0	2	0	0	0	0	0	23
4:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
4:15 AM	0	6	0	1	0	0	0	0	0	0	0	0	0	7
4:30 AM	0	4	0	0	0	1	0	0	0	0	0	0	0	5
4:45 AM	0	9	1	0	0	0	0	1	0	0	0	0	0	11
Hour Total	0	26	2	1	0	1	0	1	0	0	0	0	0	31
5:00 AM	0	7	2	0	1	0	0	0	0	0	0	0	0	10
5:15 AM	0	14	3	0	1	0	0	1	0	0	0	0	0	19
5:30 AM	0	17	2	1	1	0	0	1	0	0	0	0	0	22
5:45 AM	0	15	0	2	3	1	0	0	1	0	0	0	0	22
Hour Total	0	53	7	3	6	1	0	2	1	0	0	0	0	73
6:00 AM	0	21	1	3	1	0	0	2	0	0	0	0	0	28
6:15 AM	0	19	2	2	0	1	0	3	0	0	0	0	0	27
6:30 AM	0	39	2	1	2	0	0	2	0	0	0	0	0	46
6:45 AM	0	56	4	2	6	1	0	3	0	0	0	0	0	72
Hour Total	0	135	9	8	9	2	0	10	0	0	0	0	0	173
7:00 AM	1	53	9	2	8	2	0	1	0	0	0	0	0	76
7:15 AM	0	62	6	2	4	0	0	4	0	0	0	0	0	78
7:30 AM	0	74	6	3	8	1	0	3	0	0	0	0	0	95
7:45 AM	1	67	13	3	5	0	0	3	0	0	0	0	0	92
Hour Total	2	256	34	10	25	3	0	11	0	0	0	0	0	341

8:00 AM	0	98	11	2	4	0	0	4	0	0	0	0	0	119
8:15 AM	0	108	22	1	6	1	0	4	0	0	0	0	0	142
8:30 AM	1	108	10	6	9	0	0	3	0	0	0	0	0	137
8:45 AM	0	91	16	3	5	0	0	5	0	0	0	0	0	120
Hour Total	1	405	59	12	24	1	0	16	0	0	0	0	0	518
9:00 AM	0	90	14	1	3	0	0	6	0	0	0	0	0	114
9:15 AM	0	98	11	2	7	0	0	6	0	0	0	0	0	124
9:30 AM	0	88	13	5	6	0	0	2	0	0	0	0	0	114
9:45 AM	0	131	10	1	4	0	0	4	0	0	0	0	0	150
Hour Total	0	407	48	9	20	0	0	18	0	0	0	0	0	502
10:00 AM	0	107	15	3	4	1	0	3	0	0	0	0	0	133
10:15 AM	1	103	16	4	6	0	0	2	0	0	0	0	0	132
10:30 AM	1	122	7	3	3	0	0	5	0	0	0	0	0	141
10:45 AM	0	103	12	3	7	0	0	5	0	0	0	0	0	130
Hour Total	2	435	50	13	20	1	0	15	0	0	0	0	0	536
11:00 AM	0	119	12	2	4	0	0	1	0	0	0	0	0	138
11:15 AM	0	99	18	5	6	0	0	4	1	0	0	0	0	133
11:30 AM	0	113	14	3	2	0	0	5	0	0	0	0	0	137
11:45 AM	0	106	14	3	6	0	0	5	0	0	0	0	0	134
Hour Total	0	437	58	13	18	0	0	15	1	0	0	0	0	542
12:00 PM	0	127	14	3	8	0	0	4	0	0	0	0	0	156
12:15 PM	0	122	17	1	6	0	0	3	0	0	0	0	0	149
12:30 PM	1	139	20	2	8	0	0	6	0	0	0	0	0	176
12:45 PM	0	137	15	1	7	0	0	3	0	0	0	0	0	163
Hour Total	1	525	66	7	29	0	0	16	0	0	0	0	0	644
1:00 PM	1	130	19	4	1	0	1	3	0	0	0	0	0	159
1:15 PM	0	127	9	2	4	0	0	4	0	0	0	0	0	146
1:30 PM	0	131	20	5	3	0	0	6	0	0	0	0	0	165
1:45 PM	0	133	23	1	5	0	0	3	0	0	0	0	0	165
Hour Total	1	521	71	12	13	0	1	16	0	0	0	0	0	635
2:00 PM	0	133	17	1	2	0	0	1	0	0	0	0	0	154
2:15 PM	0	152	7	5	8	0	0	5	0	0	0	0	0	177
2:30 PM	0	140	14	2	1	0	0	4	0	0	0	0	0	161
2:45 PM	0	152	23	3	6	0	0	2	0	0	0	0	0	186
Hour Total	0	577	61	11	17	0	0	12	0	0	0	0	0	678
3:00 PM	0	138	13	5	4	0	0	2	0	0	0	0	0	162
3:15 PM	0	121	18	0	7	0	1	5	0	0	0	0	0	152
3:30 PM	2	140	14	5	4	0	0	6	0	0	0	0	0	171
3:45 PM	0	122	10	2	5	0	0	5	0	0	0	0	0	144
Hour Total	2	521	55	12	20	0	1	18	0	0	0	0	0	629

4:00 PM	0	149	13	4	6	0	0	4	0	0	0	0	0	176
4:15 PM	0	136	13	1	7	0	0	3	0	0	0	0	0	160
4:30 PM	0	129	12	3	4	0	1	4	0	0	0	0	0	153
4:45 PM	2	166	11	2	3	1	0	5	0	0	0	0	0	190
Hour Total	2	580	49	10	20	1	1	16	0	0	0	0	0	679
5:00 PM	0	162	13	5	2	0	0	6	0	0	0	0	0	188
5:15 PM	0	167	12	2	5	0	0	4	0	0	0	0	0	190
5:30 PM	1	147	17	1	4	0	0	7	0	0	0	0	0	177
5:45 PM	0	156	8	3	6	0	0	2	0	0	0	0	0	175
Hour Total	1	632	50	11	17	0	0	19	0	0	0	0	0	730
6:00 PM	0	134	12	3	4	0	0	2	0	0	0	0	0	155
6:15 PM	0	124	9	2	8	0	0	6	0	0	0	0	0	149
6:30 PM	0	133	7	3	3	0	1	1	0	0	0	0	0	148
6:45 PM	0	122	6	2	2	0	0	5	0	0	0	0	0	137
Hour Total	0	513	34	10	17	0	1	14	0	0	0	0	0	589
7:00 PM	0	85	9	2	3	0	0	5	0	0	0	0	0	104
7:15 PM	0	80	6	3	3	0	0	2	0	0	0	0	0	94
7:30 PM	0	89	9	5	4	0	0	1	0	0	0	0	0	108
7:45 PM	0	87	4	0	0	0	0	2	0	0	0	0	0	93
Hour Total	0	341	28	10	10	0	0	10	0	0	0	0	0	399
8:00 PM	0	89	3	2	1	0	0	1	0	0	0	0	0	96
8:15 PM	1	78	2	1	4	0	0	2	0	0	0	0	0	88
8:30 PM	0	85	4	0	3	0	0	1	0	0	0	0	0	93
8:45 PM	0	76	2	2	1	0	0	2	0	0	0	0	0	83
Hour Total	1	328	11	5	9	0	0	6	0	0	0	0	0	360
9:00 PM	1	86	6	2	1	0	0	0	0	0	0	0	0	96
9:15 PM	0	67	2	3	1	0	0	2	0	0	0	0	0	75
9:30 PM	0	63	7	2	1	0	0	2	0	0	0	0	0	75
9:45 PM	0	62	5	1	2	0	0	0	0	0	0	0	0	70
Hour Total	1	278	20	8	5	0	0	4	0	0	0	0	0	316
10:00 PM	0	67	2	3	2	0	0	1	0	0	0	0	0	75
10:15 PM	0	61	5	2	1	0	0	1	0	0	0	0	0	70
10:30 PM	0	38	3	1	1	0	0	1	0	0	0	0	0	44
10:45 PM	0	59	3	2	1	0	0	1	0	0	0	0	0	66
Hour Total	0	225	13	8	5	0	0	4	0	0	0	0	0	255
11:00 PM	0	44	4	2	0	0	0	1	0	0	0	0	0	51
11:15 PM	0	41	2	1	2	0	0	1	0	0	0	0	0	47
11:30 PM	0	50	1	3	1	0	0	1	0	0	0	0	0	56
11:45 PM	0	24	1	2	1	0	0	2	0	0	0	0	0	30
Hour Total	0	159	8	8	4	0	0	5	0	0	0	0	0	184
Totals	16	7565	749	185	298	10	4	236	2	0	0	0	0	9065
Percent	0.2%	83.5%	8.3%	2.0%	3.3%	0.1%	0.0%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/24/2009

City: Oakland

Project #: 09-7224-011s

Location: Telegraph Avenue south of 51st Street (Outside Lanes)

Start Time	Southbound		Hour Totals		Northbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	21	60			14	96				
12:15	19	62			11	87				
12:30	14	87			15	89				
12:45	9	80	63	289	10	83	50	355	113	644
1:00	10	76			8	83				
1:15	12	73			8	73				
1:30	9	82			8	83				
1:45	14	95	45	326	7	70	31	309	76	635
2:00	8	71			6	83				
2:15	4	90			4	87				
2:30	5	67			2	94				
2:45	6	90	23	318	4	96	16	360	39	678
3:00	1	75			2	87				
3:15	5	70			2	82				
3:30	3	77			0	94				
3:45	6	63	15	285	4	81	8	344	23	629
4:00	7	79			1	97				
4:15	6	74			1	86				
4:30	3	68			2	85				
4:45	7	73	23	294	4	117	8	385	31	679
5:00	6	75			4	113				
5:15	12	70			7	120				
5:30	12	85			10	92				
5:45	10	73	40	303	12	102	33	427	73	730
6:00	16	72			12	83				
6:15	13	65			14	84				
6:30	25	77			21	71				
6:45	43	70	97	284	29	67	76	305	173	589
7:00	40	50			36	54				
7:15	44	46			34	48				
7:30	50	54			45	54				
7:45	49	52	183	202	43	41	158	197	341	399
8:00	69	40			50	56				
8:15	84	54			58	34				
8:30	80	40			57	53				
8:45	62	44	295	178	58	39	223	182	518	360
9:00	51	56			63	40				
9:15	53	40			71	35				
9:30	55	36			59	39				
9:45	71	41	230	173	79	29	272	143	502	316
10:00	66	42			67	33				
10:15	69	35			63	35				
10:30	60	20			81	24				
10:45	63	38	258	135	67	28	278	120	536	255
11:00	56	22			82	29				
11:15	69	31			64	16				
11:30	70	33			67	23				
11:45	65	16	260	102	69	14	282	82	542	184
Total	1532	2889	1532	2889	1435	3209	1435	3209	2967	6098
Combined Total	4421		4421		4644		4644		9065	
AM Peak	8:00 AM				11:45 AM					
Vol.	295				341					
P.H.F.	0.878				0.888					
PM Peak	1:30 PM				4:45 PM					
Vol.	338				442					
P.H.F.	0.889				0.921					
Percentage	34.7%	65.3%			30.9%	69.1%				

Class Report - Prepared by: NDS/ATD

Piedmont Avenue north of MacArthur Boulevard
Oakland

Project #:09-7224-012n

Date: 6/3/2009

WEDNESDAY

North Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
12:15 AM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
12:30 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
12:45 AM	0	9	5	0	0	0	0	0	0	0	0	0	0	14
Hour Total	0	40	10	0	0	0	0	0	0	0	0	0	0	50
1:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
1:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
1:30 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
1:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	26	5	0	0	0	0	0	0	0	0	0	0	31
2:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
2:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	14	0	0	0	0	0	0	0	0	0	0	0	14
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	10	1	0	0	0	0	0	0	0	0	0	0	11
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:45 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	9	3	0	0	0	0	0	0	0	0	0	0	12
5:00 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	10
5:15 AM	0	4	3	0	0	0	0	0	0	0	0	0	0	7
5:30 AM	0	7	2	0	1	0	0	0	1	0	0	0	0	11
5:45 AM	0	4	2	0	0	1	0	0	0	0	0	0	0	7
Hour Total	0	22	10	0	1	1	0	0	1	0	0	0	0	35
6:00 AM	0	11	4	0	1	2	0	0	0	0	0	0	0	18
6:15 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	14
6:30 AM	0	18	2	0	2	0	0	0	0	0	0	0	0	22
6:45 AM	0	14	3	0	0	1	0	1	0	0	0	0	0	19
Hour Total	0	55	11	0	3	3	0	1	0	0	0	0	0	73
7:00 AM	0	36	3	0	3	0	0	0	0	0	0	0	0	42
7:15 AM	0	39	11	0	3	0	0	0	1	0	0	0	0	54
7:30 AM	0	49	8	0	3	0	0	0	1	0	0	0	0	61
7:45 AM	0	41	5	0	2	1	0	2	0	0	0	0	0	51
Hour Total	0	165	27	0	11	1	0	2	2	0	0	0	0	208

8:00 AM	0	56	9	0	2	0	0	1	0	0	0	0	0	68
8:15 AM	0	49	6	0	1	0	0	0	0	0	0	0	0	56
8:30 AM	0	53	16	0	4	0	0	1	0	0	0	0	0	74
8:45 AM	1	50	11	1	1	0	0	0	0	0	0	0	0	64
Hour Total	1	208	42	1	8	0	0	2	0	0	0	0	0	262
9:00 AM	0	56	10	1	1	0	0	4	0	0	0	0	0	72
9:15 AM	0	59	16	0	0	0	0	0	0	0	0	0	0	75
9:30 AM	0	61	5	1	1	0	0	1	1	0	0	0	0	70
9:45 AM	0	65	19	0	3	0	0	0	0	0	0	0	0	87
Hour Total	0	241	50	2	5	0	0	5	1	0	0	0	0	304
10:00 AM	0	67	7	0	1	0	0	0	0	0	0	0	0	75
10:15 AM	0	62	10	0	0	0	0	0	0	0	0	0	0	72
10:30 AM	0	67	11	0	2	0	0	0	0	0	0	0	0	80
10:45 AM	0	61	12	0	0	0	0	1	0	0	0	0	0	74
Hour Total	0	257	40	0	3	0	0	1	0	0	0	0	0	301
11:00 AM	0	67	11	0	4	0	0	1	0	0	0	0	0	83
11:15 AM	0	60	9	0	3	0	0	0	0	0	0	0	0	72
11:30 AM	0	74	13	0	1	0	0	0	1	0	0	0	0	89
11:45 AM	0	65	12	0	1	0	0	0	0	0	0	0	0	78
Hour Total	0	266	45	0	9	0	0	1	1	0	0	0	0	322
12:00 PM	0	79	11	0	2	0	0	1	0	0	0	0	0	93
12:15 PM	0	69	19	1	1	0	0	2	1	0	0	0	0	93
12:30 PM	0	78	14	0	2	0	0	0	0	0	0	0	0	94
12:45 PM	0	68	7	1	1	0	0	3	0	0	0	0	0	80
Hour Total	0	294	51	2	6	0	0	6	1	0	0	0	0	360
1:00 PM	0	68	13	0	3	0	0	1	0	0	0	0	0	85
1:15 PM	0	77	13	1	1	0	0	1	1	0	0	0	0	94
1:30 PM	0	91	17	0	5	0	0	0	1	0	0	0	0	114
1:45 PM	0	70	16	0	4	0	0	0	1	0	0	0	0	91
Hour Total	0	306	59	1	13	0	0	2	3	0	0	0	0	384
2:00 PM	0	75	15	0	3	0	0	2	0	0	0	0	0	95
2:15 PM	1	97	16	1	1	0	0	0	0	0	0	0	0	116
2:30 PM	0	67	12	2	2	0	0	0	0	0	0	0	0	83
2:45 PM	0	77	11	0	1	0	0	0	0	0	0	0	0	89
Hour Total	1	316	54	3	7	0	0	2	0	0	0	0	0	383
3:00 PM	0	69	4	0	0	0	0	1	0	0	0	0	0	74
3:15 PM	0	63	8	1	1	0	0	3	0	0	0	0	0	76
3:30 PM	0	76	9	1	3	0	0	2	0	0	0	0	0	91
3:45 PM	0	67	13	2	3	0	0	1	0	0	0	0	0	86
Hour Total	0	275	34	4	7	0	0	7	0	0	0	0	0	327

4:00 PM	0	77	20	0	1	0	0	0	0	0	0	0	0	98
4:15 PM	0	71	8	0	0	0	0	1	0	0	0	0	0	80
4:30 PM	0	66	15	0	0	0	0	0	0	0	0	0	0	81
4:45 PM	0	74	7	0	1	0	0	0	0	0	0	0	0	82
Hour Total	0	288	50	0	2	0	0	1	0	0	0	0	0	341
5:00 PM	0	92	6	0	0	0	0	1	0	0	0	0	0	99
5:15 PM	0	82	14	1	0	0	0	3	1	0	0	0	0	101
5:30 PM	0	95	11	1	1	0	0	1	1	0	0	0	0	110
5:45 PM	0	103	9	1	1	1	0	2	1	0	0	0	0	118
Hour Total	0	372	40	3	2	1	0	7	3	0	0	0	0	428
6:00 PM	0	91	18	1	0	0	0	0	1	0	0	0	0	111
6:15 PM	0	82	12	0	0	0	0	0	0	0	0	0	0	94
6:30 PM	0	75	14	0	0	0	0	0	0	0	0	0	0	89
6:45 PM	0	67	7	0	0	0	0	0	0	0	0	0	0	74
Hour Total	0	315	51	1	0	0	0	0	1	0	0	0	0	368
7:00 PM	0	77	8	0	0	0	0	0	0	0	0	0	0	85
7:15 PM	0	64	4	0	1	0	0	0	0	0	0	0	0	69
7:30 PM	1	74	9	0	0	0	0	0	0	0	0	0	0	84
7:45 PM	0	69	5	0	0	0	0	0	0	0	0	0	0	74
Hour Total	1	284	26	0	1	0	0	0	0	0	0	0	0	312
8:00 PM	1	50	6	0	1	0	0	0	0	0	0	0	0	58
8:15 PM	0	61	10	0	1	0	0	1	0	0	0	0	0	73
8:30 PM	0	67	5	0	0	0	0	0	0	0	0	0	0	72
8:45 PM	0	53	6	0	0	0	0	0	0	0	0	0	0	59
Hour Total	1	231	27	0	2	0	0	1	0	0	0	0	0	262
9:00 PM	0	43	1	0	1	0	0	0	0	0	0	0	0	45
9:15 PM	0	46	8	0	0	0	0	0	0	0	0	0	0	54
9:30 PM	0	39	7	1	0	0	0	0	0	0	0	0	0	47
9:45 PM	0	44	2	0	0	0	0	0	0	0	0	0	0	46
Hour Total	0	172	18	1	1	0	0	0	0	0	0	0	0	192
10:00 PM	0	36	1	0	0	0	0	0	0	0	0	0	0	37
10:15 PM	0	20	3	0	0	0	0	0	0	0	0	0	0	23
10:30 PM	0	33	3	0	1	0	0	0	0	0	0	0	0	37
10:45 PM	0	25	3	0	0	0	0	0	0	0	0	0	0	28
Hour Total	0	114	10	0	1	0	0	0	0	0	0	0	0	125
11:00 PM	0	18	3	0	0	0	0	0	0	0	0	0	0	21
11:15 PM	0	20	2	0	0	0	0	0	0	0	0	0	0	22
11:30 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	19
11:45 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	68	7	0	0	0	0	0	0	0	0	0	0	75
Totals	4	4348	671	18	82	6	0	38	13	0	0	0	0	5180
Percent	0.1%	83.9%	13.0%	0.3%	1.6%	0.1%	0.0%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Piedmont Avenue north of MacArthur Boulevard

Oakland

Project #:09-7224-012s

Date: 6/3/2009

WEDNESDAY

South Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	31	1	0	0	0	0	0	0	0	0	0	0	32
12:15 AM	0	28	2	0	0	0	0	0	0	0	0	0	0	30
12:30 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
12:45 AM	0	14	3	0	0	0	0	0	0	0	0	0	0	17
Hour Total	0	86	7	0	0	0	0	0	0	0	0	0	0	93
1:00 AM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
1:15 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
1:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
1:45 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	35	6	0	0	0	0	0	0	0	0	0	0	41
2:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
2:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
2:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
2:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	24	1	0	0	0	0	0	0	0	0	0	0	25
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	8	1	0	0	0	0	0	0	0	0	0	0	9
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	9	1	0	0	0	0	0	0	0	0	0	0	10
5:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
5:30 AM	0	2	3	0	0	0	0	0	0	0	0	0	0	5
5:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	13	4	0	0	0	0	0	0	0	0	0	0	17
6:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
6:15 AM	0	9	2	0	1	0	0	0	0	0	0	0	0	12
6:30 AM	0	14	1	0	1	0	0	0	0	0	0	0	0	16
6:45 AM	0	22	1	0	1	0	0	0	1	0	0	0	0	25
Hour Total	0	53	4	0	3	0	0	0	1	0	0	0	0	61
7:00 AM	0	32	4	0	0	0	0	0	0	0	0	0	0	36
7:15 AM	0	41	5	0	1	0	0	0	0	0	0	0	0	47
7:30 AM	0	47	4	0	0	0	0	0	0	0	0	0	0	51
7:45 AM	0	59	4	0	1	0	0	1	0	0	0	0	0	65
Hour Total	0	179	17	0	2	0	0	1	0	0	0	0	0	199

8:00 AM	0	63	7	0	2	0	0	0	1	0	0	0	0	73
8:15 AM	1	78	9	0	1	0	0	1	0	0	0	0	0	90
8:30 AM	0	82	10	2	1	0	0	0	0	0	0	0	0	95
8:45 AM	0	80	12	2	1	0	0	1	0	0	0	0	0	96
Hour Total	1	303	38	4	5	0	0	2	1	0	0	0	0	354
9:00 AM	0	84	13	0	2	1	0	0	0	0	0	0	0	100
9:15 AM	1	68	9	0	1	0	0	0	0	0	0	0	0	79
9:30 AM	0	77	17	0	1	0	0	0	0	0	0	0	0	95
9:45 AM	0	64	8	0	1	0	0	0	0	0	0	0	0	73
Hour Total	1	293	47	0	5	1	0	0	0	0	0	0	0	347
10:00 AM	0	58	12	2	1	0	0	1	0	0	0	0	0	74
10:15 AM	0	81	8	0	1	0	0	0	0	0	0	0	0	90
10:30 AM	0	54	14	0	1	0	0	1	1	0	0	0	0	71
10:45 AM	0	74	18	0	1	2	0	1	0	0	0	0	0	96
Hour Total	0	267	52	2	4	2	0	3	1	0	0	0	0	331
11:00 AM	0	70	6	0	3	0	0	1	0	0	0	0	0	80
11:15 AM	0	66	11	0	1	1	0	2	0	0	0	0	0	81
11:30 AM	0	61	9	0	0	0	0	2	1	0	0	0	0	73
11:45 AM	1	64	10	0	3	0	0	1	0	0	0	0	0	79
Hour Total	1	261	36	0	7	1	0	6	1	0	0	0	0	313
12:00 PM	0	71	14	1	1	0	0	1	0	0	0	0	0	88
12:15 PM	0	61	16	1	0	1	0	1	0	0	0	0	0	80
12:30 PM	0	63	17	0	1	0	0	1	0	0	0	0	0	82
12:45 PM	0	64	10	1	1	0	0	2	0	0	0	0	0	78
Hour Total	0	259	57	3	3	1	0	5	0	0	0	0	0	328
1:00 PM	0	82	8	2	1	1	0	0	0	0	0	0	0	94
1:15 PM	0	74	9	2	0	0	0	2	1	0	0	0	0	88
1:30 PM	0	68	10	0	1	0	0	2	0	0	0	0	0	81
1:45 PM	0	70	14	0	1	0	0	0	1	0	0	0	0	86
Hour Total	0	294	41	4	3	1	0	4	2	0	0	0	0	349
2:00 PM	0	60	14	1	1	1	0	1	1	0	0	0	0	79
2:15 PM	0	71	15	0	1	0	0	1	0	0	0	0	0	88
2:30 PM	0	46	17	1	1	0	0	2	0	0	0	0	0	67
2:45 PM	0	40	13	1	0	1	0	2	1	0	0	0	0	58
Hour Total	0	217	59	3	3	2	0	6	2	0	0	0	0	292
3:00 PM	0	72	12	0	0	0	0	2	0	0	0	0	0	86
3:15 PM	0	71	9	0	0	0	0	0	0	0	0	0	0	80
3:30 PM	0	68	15	0	0	0	0	0	0	0	0	0	0	83
3:45 PM	0	71	8	1	2	0	0	1	0	0	0	0	0	83
Hour Total	0	282	44	1	2	0	0	3	0	0	0	0	0	332

4:00 PM	0	71	12	0	0	2	0	0	0	0	0	0	0	85
4:15 PM	0	82	10	0	0	0	0	1	0	0	0	0	0	93
4:30 PM	1	65	12	0	1	0	0	2	2	0	0	0	0	83
4:45 PM	0	73	8	3	1	0	0	0	1	0	0	0	0	86
Hour Total	1	291	42	3	2	2	0	3	3	0	0	0	0	347
5:00 PM	0	88	7	0	0	0	0	2	0	0	0	0	0	97
5:15 PM	0	76	8	1	0	0	0	0	0	0	0	0	0	85
5:30 PM	0	43	7	0	3	0	0	1	0	0	0	0	0	54
5:45 PM	1	69	6	0	1	0	0	2	1	0	0	0	0	80
Hour Total	1	276	28	1	4	0	0	5	1	0	0	0	0	316
6:00 PM	0	69	4	0	0	0	0	0	0	0	0	0	0	73
6:15 PM	0	65	7	0	0	0	0	0	0	0	0	0	0	72
6:30 PM	0	59	8	1	0	0	0	0	0	0	0	0	0	68
6:45 PM	0	60	8	0	1	0	0	0	0	0	0	0	0	69
Hour Total	0	253	27	1	1	0	0	0	0	0	0	0	0	282
7:00 PM	0	72	6	0	0	0	0	1	0	0	0	0	0	79
7:15 PM	0	60	9	0	1	0	0	0	0	0	0	0	0	70
7:30 PM	0	83	10	0	0	0	0	0	0	0	0	0	0	93
7:45 PM	0	65	3	0	0	0	0	0	0	0	0	0	0	68
Hour Total	0	280	28	0	1	0	0	1	0	0	0	0	0	310
8:00 PM	0	57	6	0	0	0	0	0	0	0	0	0	0	63
8:15 PM	0	68	0	0	0	0	0	0	0	0	0	0	0	68
8:30 PM	0	79	5	0	0	0	0	0	0	0	0	0	0	84
8:45 PM	0	65	8	0	0	0	0	0	0	0	0	0	0	73
Hour Total	0	269	19	0	0	0	0	0	0	0	0	0	0	288
9:00 PM	0	57	6	0	0	0	0	0	0	0	0	0	0	63
9:15 PM	0	62	6	0	0	0	0	1	0	0	0	0	0	69
9:30 PM	0	83	6	0	0	0	0	0	0	0	0	0	0	89
9:45 PM	0	62	8	0	0	0	0	1	0	0	0	0	0	71
Hour Total	0	264	26	0	0	0	0	2	0	0	0	0	0	292
10:00 PM	0	44	1	0	1	0	0	0	0	0	0	0	0	46
10:15 PM	0	60	1	0	0	0	0	0	0	0	0	0	0	61
10:30 PM	0	45	2	0	1	0	0	0	0	0	0	0	0	48
10:45 PM	0	46	5	0	0	0	0	0	0	0	0	0	0	51
Hour Total	0	195	9	0	2	0	0	0	0	0	0	0	0	206
11:00 PM	1	45	1	0	0	0	0	0	0	0	0	0	0	47
11:15 PM	0	24	3	0	0	0	0	0	0	0	0	0	0	27
11:30 PM	0	25	0	0	0	0	0	0	0	0	0	0	0	25
11:45 PM	0	38	1	0	0	0	0	0	0	0	0	0	0	39
Hour Total	1	132	5	0	0	0	0	0	0	0	0	0	0	138
Totals	6	4543	599	22	47	10	0	41	12	0	0	0	0	5280
Percent	0.1%	86.0%	11.3%	0.4%	0.9%	0.2%	0.0%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Piedmont Avenue north of MacArthur Boulevard
Oakland

Project #:09-7224-012s

Date: 6/3/2009

WEDNESDAY

North Bound, South Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	44	2	0	0	0	0	0	0	0	0	0	0	46
12:15 AM	0	41	4	0	0	0	0	0	0	0	0	0	0	45
12:30 AM	0	18	3	0	0	0	0	0	0	0	0	0	0	21
12:45 AM	0	23	8	0	0	0	0	0	0	0	0	0	0	31
Hour Total	0	126	17	0	0	0	0	0	0	0	0	0	0	143
1:00 AM	0	18	4	0	0	0	0	0	0	0	0	0	0	22
1:15 AM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
1:30 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	14
1:45 AM	0	18	3	0	0	0	0	0	0	0	0	0	0	21
Hour Total	0	61	11	0	0	0	0	0	0	0	0	0	0	72
2:00 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
2:15 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
2:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
2:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	38	1	0	0	0	0	0	0	0	0	0	0	39
3:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
3:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	18	2	0	0	0	0	0	0	0	0	0	0	20
4:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
4:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:45 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	18	4	0	0	0	0	0	0	0	0	0	0	22
5:00 AM	0	10	3	0	0	0	0	0	0	0	0	0	0	13
5:15 AM	0	8	4	0	0	0	0	0	0	0	0	0	0	12
5:30 AM	0	9	5	0	1	0	0	0	1	0	0	0	0	16
5:45 AM	0	8	2	0	0	1	0	0	0	0	0	0	0	11
Hour Total	0	35	14	0	1	1	0	0	1	0	0	0	0	52
6:00 AM	0	19	4	0	1	2	0	0	0	0	0	0	0	26
6:15 AM	0	21	4	0	1	0	0	0	0	0	0	0	0	26
6:30 AM	0	32	3	0	3	0	0	0	0	0	0	0	0	38
6:45 AM	0	36	4	0	1	1	0	1	1	0	0	0	0	44
Hour Total	0	108	15	0	6	3	0	1	1	0	0	0	0	134
7:00 AM	0	68	7	0	3	0	0	0	0	0	0	0	0	78
7:15 AM	0	80	16	0	4	0	0	0	1	0	0	0	0	101
7:30 AM	0	96	12	0	3	0	0	0	1	0	0	0	0	112
7:45 AM	0	100	9	0	3	1	0	3	0	0	0	0	0	116
Hour Total	0	344	44	0	13	1	0	3	2	0	0	0	0	407

8:00 AM	0	119	16	0	4	0	0	1	1	0	0	0	0	141
8:15 AM	1	127	15	0	2	0	0	1	0	0	0	0	0	146
8:30 AM	0	135	26	2	5	0	0	1	0	0	0	0	0	169
8:45 AM	1	130	23	3	2	0	0	1	0	0	0	0	0	160
Hour Total	2	511	80	5	13	0	0	4	1	0	0	0	0	616
9:00 AM	0	140	23	1	3	1	0	4	0	0	0	0	0	172
9:15 AM	1	127	25	0	1	0	0	0	0	0	0	0	0	154
9:30 AM	0	138	22	1	2	0	0	1	1	0	0	0	0	165
9:45 AM	0	129	27	0	4	0	0	0	0	0	0	0	0	160
Hour Total	1	534	97	2	10	1	0	5	1	0	0	0	0	651
10:00 AM	0	125	19	2	2	0	0	1	0	0	0	0	0	149
10:15 AM	0	143	18	0	1	0	0	0	0	0	0	0	0	162
10:30 AM	0	121	25	0	3	0	0	1	1	0	0	0	0	151
10:45 AM	0	135	30	0	1	2	0	2	0	0	0	0	0	170
Hour Total	0	524	92	2	7	2	0	4	1	0	0	0	0	632
11:00 AM	0	137	17	0	7	0	0	2	0	0	0	0	0	163
11:15 AM	0	126	20	0	4	1	0	2	0	0	0	0	0	153
11:30 AM	0	135	22	0	1	0	0	2	2	0	0	0	0	162
11:45 AM	1	129	22	0	4	0	0	1	0	0	0	0	0	157
Hour Total	1	527	81	0	16	1	0	7	2	0	0	0	0	635
12:00 PM	0	150	25	1	3	0	0	2	0	0	0	0	0	181
12:15 PM	0	130	35	2	1	1	0	3	1	0	0	0	0	173
12:30 PM	0	141	31	0	3	0	0	1	0	0	0	0	0	176
12:45 PM	0	132	17	2	2	0	0	5	0	0	0	0	0	158
Hour Total	0	553	108	5	9	1	0	11	1	0	0	0	0	688
1:00 PM	0	150	21	2	4	1	0	1	0	0	0	0	0	179
1:15 PM	0	151	22	3	1	0	0	3	2	0	0	0	0	182
1:30 PM	0	159	27	0	6	0	0	2	1	0	0	0	0	195
1:45 PM	0	140	30	0	5	0	0	0	2	0	0	0	0	177
Hour Total	0	600	100	5	16	1	0	6	5	0	0	0	0	733
2:00 PM	0	135	29	1	4	1	0	3	1	0	0	0	0	174
2:15 PM	1	168	31	1	2	0	0	1	0	0	0	0	0	204
2:30 PM	0	113	29	3	3	0	0	2	0	0	0	0	0	150
2:45 PM	0	117	24	1	1	1	0	2	1	0	0	0	0	147
Hour Total	1	533	113	6	10	2	0	8	2	0	0	0	0	675
3:00 PM	0	141	16	0	0	0	0	3	0	0	0	0	0	160
3:15 PM	0	134	17	1	1	0	0	3	0	0	0	0	0	156
3:30 PM	0	144	24	1	3	0	0	2	0	0	0	0	0	174
3:45 PM	0	138	21	3	5	0	0	2	0	0	0	0	0	169
Hour Total	0	557	78	5	9	0	0	10	0	0	0	0	0	659

4:00 PM	0	148	32	0	1	2	0	0	0	0	0	0	0	183
4:15 PM	0	153	18	0	0	0	0	2	0	0	0	0	0	173
4:30 PM	1	131	27	0	1	0	0	2	2	0	0	0	0	164
4:45 PM	0	147	15	3	2	0	0	0	1	0	0	0	0	168
Hour Total	1	579	92	3	4	2	0	4	3	0	0	0	0	688
5:00 PM	0	180	13	0	0	0	0	3	0	0	0	0	0	196
5:15 PM	0	158	22	2	0	0	0	3	1	0	0	0	0	186
5:30 PM	0	138	18	1	4	0	0	2	1	0	0	0	0	164
5:45 PM	1	172	15	1	2	1	0	4	2	0	0	0	0	198
Hour Total	1	648	68	4	6	1	0	12	4	0	0	0	0	744
6:00 PM	0	160	22	1	0	0	0	0	1	0	0	0	0	184
6:15 PM	0	147	19	0	0	0	0	0	0	0	0	0	0	166
6:30 PM	0	134	22	1	0	0	0	0	0	0	0	0	0	157
6:45 PM	0	127	15	0	1	0	0	0	0	0	0	0	0	143
Hour Total	0	568	78	2	1	0	0	0	1	0	0	0	0	650
7:00 PM	0	149	14	0	0	0	0	1	0	0	0	0	0	164
7:15 PM	0	124	13	0	2	0	0	0	0	0	0	0	0	139
7:30 PM	1	157	19	0	0	0	0	0	0	0	0	0	0	177
7:45 PM	0	134	8	0	0	0	0	0	0	0	0	0	0	142
Hour Total	1	564	54	0	2	0	0	1	0	0	0	0	0	622
8:00 PM	1	107	12	0	1	0	0	0	0	0	0	0	0	121
8:15 PM	0	129	10	0	1	0	0	1	0	0	0	0	0	141
8:30 PM	0	146	10	0	0	0	0	0	0	0	0	0	0	156
8:45 PM	0	118	14	0	0	0	0	0	0	0	0	0	0	132
Hour Total	1	500	46	0	2	0	0	1	0	0	0	0	0	550
9:00 PM	0	100	7	0	1	0	0	0	0	0	0	0	0	108
9:15 PM	0	108	14	0	0	0	0	1	0	0	0	0	0	123
9:30 PM	0	122	13	1	0	0	0	0	0	0	0	0	0	136
9:45 PM	0	106	10	0	0	0	0	1	0	0	0	0	0	117
Hour Total	0	436	44	1	1	0	0	2	0	0	0	0	0	484
10:00 PM	0	80	2	0	1	0	0	0	0	0	0	0	0	83
10:15 PM	0	80	4	0	0	0	0	0	0	0	0	0	0	84
10:30 PM	0	78	5	0	2	0	0	0	0	0	0	0	0	85
10:45 PM	0	71	8	0	0	0	0	0	0	0	0	0	0	79
Hour Total	0	309	19	0	3	0	0	0	0	0	0	0	0	331
11:00 PM	1	63	4	0	0	0	0	0	0	0	0	0	0	68
11:15 PM	0	44	5	0	0	0	0	0	0	0	0	0	0	49
11:30 PM	0	43	1	0	0	0	0	0	0	0	0	0	0	44
11:45 PM	0	50	2	0	0	0	0	0	0	0	0	0	0	52
Hour Total	1	200	12	0	0	0	0	0	0	0	0	0	0	213
Totals	10	8891	1270	40	129	16	0	79	25	0	0	0	0	10460
Percent	0.1%	85.0%	12.1%	0.4%	1.2%	0.2%	0.0%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/3/2009

City: Oakland

Project #: 09-7224-012s

Location: Piedmont Avenue north of MacArthur Boulevard

Start Time	Southbound		Hour Totals		Northbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	32	88			14	93				
12:15	30	80			15	93				
12:30	14	82			7	94				
12:45	17	78	93	328	14	80	50	360	143	688
1:00	15	94			7	85				
1:15	8	88			7	94				
1:30	6	81			8	114				
1:45	12	86	41	349	9	91	31	384	72	733
2:00	7	79			6	95				
2:15	6	88			5	116				
2:30	6	67			3	83				
2:45	6	58	25	292	0	89	14	383	39	675
3:00	2	86			2	74				
3:15	2	80			5	76				
3:30	2	83			2	91				
3:45	3	83	9	332	2	86	11	327	20	659
4:00	2	85			2	98				
4:15	6	93			2	80				
4:30	1	83			3	81				
4:45	1	86	10	347	5	82	12	341	22	688
5:00	3	97			10	99				
5:15	5	85			7	101				
5:30	5	54			11	110				
5:45	4	80	17	316	7	118	35	428	52	744
6:00	8	73			18	111				
6:15	12	72			14	94				
6:30	16	68			22	89				
6:45	25	69	61	282	19	74	73	368	134	650
7:00	36	79			42	85				
7:15	47	70			54	69				
7:30	51	93			61	84				
7:45	65	68	199	310	51	74	208	312	407	622
8:00	73	63			68	58				
8:15	90	68			56	73				
8:30	95	84			74	72				
8:45	96	73	354	288	64	59	262	262	616	550
9:00	100	63			72	45				
9:15	79	69			75	54				
9:30	95	89			70	47				
9:45	73	71	347	292	87	46	304	192	651	484
10:00	74	46			75	37				
10:15	90	61			72	23				
10:30	71	48			80	37				
10:45	96	51	331	206	74	28	301	125	632	331
11:00	80	47			83	21				
11:15	81	27			72	22				
11:30	73	25			89	19				
11:45	79	39	313	138	78	13	322	75	635	213
Total	1800	3480	1800	3480	1623	3557	1623	3557	3423	7037
Combined Total	5280		5280		5180		5180		10460	
AM Peak	8:15 AM				11:45 AM					
Vol.	381				358					
P.H.F.	0.953				0.952					
PM Peak	4:15 PM				5:15 PM					
Vol.	359				440					
P.H.F.	0.925				0.932					
Percentage	34.1%	65.9%			31.3%	68.7%				

Class Report - Prepared by: NDS/ATD

Piedmont Avenue north of MacArthur Boulevard
Oakland

Project #:09-7224-012n

Date: 6/4/2009

THURSDAY

North Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	16	2	0	0	0	0	0	0	0	0	0	0	18
12:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
12:30 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	9
12:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	32	4	0	1	0	0	0	0	0	0	0	0	37
1:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
1:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
1:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	21	2	0	0	0	0	0	0	0	0	0	0	23
2:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
2:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	10	1	0	0	0	0	0	0	0	0	0	0	11
3:00 AM	0	3	0	0	1	1	0	0	0	0	0	0	0	5
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	5	1	0	1	1	0	0	0	0	0	0	0	8
4:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
4:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	12	2	0	0	0	0	0	0	0	0	0	0	14
5:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:15 AM	0	4	4	0	0	1	0	0	0	0	0	0	0	9
5:30 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
5:45 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	18	7	0	0	1	0	0	0	0	0	0	0	26
6:00 AM	0	13	4	0	1	0	0	0	0	0	0	0	0	18
6:15 AM	0	14	6	0	0	1	0	0	0	0	0	0	0	21
6:30 AM	0	15	4	0	2	0	0	0	0	0	0	0	0	21
6:45 AM	0	17	8	1	0	0	0	0	0	0	0	0	0	26
Hour Total	0	59	22	1	3	1	0	0	0	0	0	0	0	86
7:00 AM	0	26	5	0	1	0	0	0	1	0	0	0	0	33
7:15 AM	0	36	6	0	1	0	0	1	0	0	0	0	0	44
7:30 AM	0	47	10	0	2	0	0	0	0	0	0	0	0	59
7:45 AM	1	57	4	0	1	0	0	0	0	0	0	0	0	63
Hour Total	1	166	25	0	5	0	0	1	1	0	0	0	0	199

8:00 AM	0	45	4	0	1	0	0	0	0	0	0	0	0	50
8:15 AM	0	45	14	0	1	0	0	1	0	0	0	0	0	61
8:30 AM	0	46	8	0	2	0	0	2	0	0	0	0	0	58
8:45 AM	2	57	15	1	1	0	0	1	0	0	0	0	0	77
Hour Total	2	193	41	1	5	0	0	4	0	0	0	0	0	246
9:00 AM	0	56	7	1	2	0	0	0	0	0	0	0	0	66
9:15 AM	0	59	13	1	4	0	0	1	0	0	0	0	0	78
9:30 AM	0	62	11	0	3	0	0	1	0	0	0	0	0	77
9:45 AM	0	57	14	1	3	0	0	0	0	0	0	0	0	75
Hour Total	0	234	45	3	12	0	0	2	0	0	0	0	0	296
10:00 AM	0	59	16	0	0	0	0	1	0	0	0	0	0	76
10:15 AM	0	64	7	0	1	0	0	0	0	0	0	0	0	72
10:30 AM	0	60	9	1	2	0	0	0	1	0	0	0	0	73
10:45 AM	0	56	11	0	1	0	0	0	0	0	0	0	0	68
Hour Total	0	239	43	1	4	0	0	1	1	0	0	0	0	289
11:00 AM	0	62	22	0	1	0	0	0	0	0	0	0	0	85
11:15 AM	0	61	14	1	3	0	0	0	0	0	0	0	0	79
11:30 AM	0	60	10	0	2	0	0	0	0	0	0	0	0	72
11:45 AM	0	58	8	1	1	0	0	0	1	0	0	0	0	69
Hour Total	0	241	54	2	7	0	0	0	1	0	0	0	0	305
12:00 PM	1	75	14	0	0	0	0	1	0	0	0	0	0	91
12:15 PM	0	72	7	0	1	0	0	0	0	0	0	0	0	80
12:30 PM	0	75	17	0	2	1	0	1	0	0	0	0	0	96
12:45 PM	0	61	10	0	2	0	0	3	0	0	0	0	0	76
Hour Total	1	283	48	0	5	1	0	5	0	0	0	0	0	343
1:00 PM	0	67	9	0	4	1	0	1	0	0	0	0	0	82
1:15 PM	0	73	15	0	0	0	0	0	0	0	0	0	0	88
1:30 PM	0	65	9	1	4	0	0	2	1	0	0	0	0	82
1:45 PM	0	62	13	0	3	0	0	2	0	0	0	0	0	80
Hour Total	0	267	46	1	11	1	0	5	1	0	0	0	0	332
2:00 PM	0	71	12	1	2	0	0	1	0	0	0	0	0	87
2:15 PM	0	49	10	1	0	0	0	2	0	0	0	0	0	62
2:30 PM	0	73	6	1	1	0	0	0	0	0	0	0	0	81
2:45 PM	0	73	7	0	0	0	0	0	0	0	0	0	0	80
Hour Total	0	266	35	3	3	0	0	3	0	0	0	0	0	310
3:00 PM	0	82	19	2	0	0	0	4	0	0	0	0	0	107
3:15 PM	0	69	10	0	0	0	0	2	0	0	0	0	0	81
3:30 PM	0	75	11	0	0	0	0	1	0	0	0	0	0	87
3:45 PM	0	60	6	0	1	0	0	3	0	0	0	0	0	70
Hour Total	0	286	46	2	1	0	0	10	0	0	0	0	0	345

4:00 PM	0	77	12	1	1	0	0	0	1	0	0	0	0	92
4:15 PM	0	75	15	0	0	0	0	0	0	0	0	0	0	90
4:30 PM	0	92	8	0	2	0	0	0	0	0	0	0	0	102
4:45 PM	0	96	15	0	0	0	0	1	0	0	0	0	0	112
Hour Total	0	340	50	1	3	0	0	1	1	0	0	0	0	396
5:00 PM	0	108	9	1	0	0	0	1	0	0	0	0	0	119
5:15 PM	0	100	7	1	1	0	0	1	1	0	0	0	0	111
5:30 PM	0	99	17	5	0	0	0	3	1	0	0	0	0	125
5:45 PM	0	103	11	0	0	0	0	2	1	0	0	0	0	117
Hour Total	0	410	44	7	1	0	0	7	3	0	0	0	0	472
6:00 PM	0	83	20	1	3	0	0	3	2	0	0	0	0	112
6:15 PM	0	80	10	0	0	0	0	1	0	0	0	0	0	91
6:30 PM	1	85	7	0	1	0	0	0	0	0	0	0	0	94
6:45 PM	0	77	9	3	0	0	0	1	0	0	0	0	0	90
Hour Total	1	325	46	4	4	0	0	5	2	0	0	0	0	387
7:00 PM	0	90	7	1	0	0	0	2	0	0	0	0	0	100
7:15 PM	0	81	10	0	1	0	0	2	1	0	0	0	0	95
7:30 PM	0	74	8	1	1	1	0	2	0	0	0	0	0	87
7:45 PM	0	59	5	0	0	0	0	0	0	0	0	0	0	64
Hour Total	0	304	30	2	2	1	0	6	1	0	0	0	0	346
8:00 PM	0	61	8	0	0	0	0	0	0	0	0	0	0	69
8:15 PM	0	50	6	0	0	0	0	0	0	0	0	0	0	56
8:30 PM	0	39	2	0	0	0	0	2	0	0	0	0	0	43
8:45 PM	0	54	4	0	1	0	0	0	0	0	0	0	0	59
Hour Total	0	204	20	0	1	0	0	2	0	0	0	0	0	227
9:00 PM	0	46	3	0	0	0	0	0	0	0	0	0	0	49
9:15 PM	0	49	5	0	0	0	0	0	0	0	0	0	0	54
9:30 PM	0	44	7	1	0	0	0	0	0	0	0	0	0	52
9:45 PM	0	38	5	0	1	0	0	0	0	0	0	0	0	44
Hour Total	0	177	20	1	1	0	0	0	0	0	0	0	0	199
10:00 PM	0	43	3	1	0	0	0	1	0	0	0	0	0	48
10:15 PM	0	33	2	1	0	0	0	0	0	0	0	0	0	36
10:30 PM	0	26	4	0	0	0	0	0	0	0	0	0	0	30
10:45 PM	0	32	5	0	1	0	0	0	0	0	0	0	0	38
Hour Total	0	134	14	2	1	0	0	1	0	0	0	0	0	152
11:00 PM	0	22	5	0	0	0	0	0	0	0	0	0	0	27
11:15 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	17
11:30 PM	0	20	2	0	0	0	0	0	0	0	0	0	0	22
11:45 PM	0	17	3	0	0	0	0	0	0	0	0	0	0	20
Hour Total	0	75	11	0	0	0	0	0	0	0	0	0	0	86
Totals	5	4301	657	31	71	6	0	53	11	0	0	0	0	5135
Percent	0.1%	83.8%	12.8%	0.6%	1.4%	0.1%	0.0%	1.0%	0.2%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Piedmont Avenue north of MacArthur Boulevard
Oakland

Project #:09-7224-012s

Date: 6/4/2009

THURSDAY

South Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	16	1	0	0	0	0	0	0	0	0	0	0	17
12:15 AM	0	16	2	0	0	0	0	1	0	0	0	0	0	19
12:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
12:45 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	49	4	0	0	0	0	1	0	0	0	0	0	54
1:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
1:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
1:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
1:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	21	3	0	0	0	0	0	0	0	0	0	0	24
2:00 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	11
2:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	21	2	0	0	0	0	0	0	0	0	0	0	23
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	4	2	0	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
4:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	8	0	0	1	0	0	0	0	0	0	0	0	9
5:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
5:30 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
5:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	15	2	0	0	0	0	0	0	0	0	0	0	17
6:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
6:15 AM	0	18	0	0	0	1	0	0	0	0	0	0	0	19
6:30 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
6:45 AM	0	14	4	0	1	0	0	0	1	0	0	0	0	20
Hour Total	0	51	6	0	1	1	0	0	1	0	0	0	0	60
7:00 AM	0	33	4	0	0	0	0	0	0	0	0	0	0	37
7:15 AM	1	37	8	0	0	0	0	0	0	0	0	0	0	46
7:30 AM	0	53	4	0	0	0	0	1	1	0	0	0	0	59
7:45 AM	0	67	7	0	1	0	0	0	0	0	0	0	0	75
Hour Total	1	190	23	0	1	0	0	1	1	0	0	0	0	217

8:00 AM	0	60	10	1	1	0	0	1	0	0	0	0	0	73
8:15 AM	0	75	9	0	0	0	0	1	0	0	0	0	0	85
8:30 AM	0	70	12	0	0	0	0	0	1	0	0	0	0	83
8:45 AM	0	63	21	0	2	1	0	0	0	0	0	0	0	87
Hour Total	0	268	52	1	3	1	0	2	1	0	0	0	0	328
9:00 AM	0	70	13	2	1	2	0	4	0	0	0	0	0	92
9:15 AM	0	74	11	0	2	0	0	0	0	0	0	0	0	87
9:30 AM	0	55	10	0	0	0	0	2	1	0	0	0	0	68
9:45 AM	0	63	12	0	1	0	0	2	0	1	0	0	0	79
Hour Total	0	262	46	2	4	2	0	8	1	1	0	0	0	326
10:00 AM	1	64	11	0	0	0	0	0	1	0	0	0	0	77
10:15 AM	0	66	8	0	1	0	0	0	0	0	0	0	0	75
10:30 AM	0	71	12	0	1	0	0	1	0	0	0	0	0	85
10:45 AM	0	52	11	0	1	1	0	1	1	0	0	0	0	67
Hour Total	1	253	42	0	3	1	0	2	2	0	0	0	0	304
11:00 AM	0	65	13	1	0	0	0	0	1	0	0	0	0	80
11:15 AM	0	75	6	0	0	0	0	1	0	0	0	0	0	82
11:30 AM	0	60	10	0	1	0	0	0	0	0	0	0	0	71
11:45 AM	0	55	13	1	0	0	0	1	0	0	0	0	0	70
Hour Total	0	255	42	2	1	0	0	2	1	0	0	0	0	303
12:00 PM	0	73	13	2	2	0	0	1	1	0	0	0	0	92
12:15 PM	0	69	9	0	0	1	0	0	0	0	0	0	0	79
12:30 PM	0	70	12	0	1	0	0	0	0	0	0	0	0	83
12:45 PM	1	66	15	2	3	0	0	1	0	0	0	0	0	88
Hour Total	1	278	49	4	6	1	0	2	1	0	0	0	0	342
1:00 PM	0	68	12	1	1	1	0	1	0	0	0	0	0	84
1:15 PM	0	53	11	0	0	0	0	0	1	0	0	0	0	65
1:30 PM	0	67	9	0	2	0	0	0	0	0	0	0	0	78
1:45 PM	0	75	16	1	3	1	0	0	0	0	0	0	0	96
Hour Total	0	263	48	2	6	2	0	1	1	0	0	0	0	323
2:00 PM	0	79	13	0	1	0	0	0	0	0	0	0	0	93
2:15 PM	0	76	13	0	0	0	0	0	0	0	0	0	0	89
2:30 PM	0	63	13	0	1	0	0	0	0	0	0	0	0	77
2:45 PM	0	58	18	0	1	2	0	1	0	1	0	0	0	81
Hour Total	0	276	57	0	3	2	0	1	0	1	0	0	0	340
3:00 PM	0	72	11	0	1	0	0	1	0	0	0	0	0	85
3:15 PM	0	54	16	0	0	1	0	1	0	0	0	0	0	72
3:30 PM	0	83	15	0	0	0	0	2	0	0	0	0	0	100
3:45 PM	0	50	14	2	1	0	0	1	0	1	0	0	0	69
Hour Total	0	259	56	2	2	1	0	5	0	1	0	0	0	326

4:00 PM	1	61	15	1	0	0	0	1	1	0	0	0	0	80
4:15 PM	0	69	13	0	1	1	0	0	0	0	0	0	0	84
4:30 PM	0	72	10	0	0	0	0	0	0	0	0	0	0	82
4:45 PM	0	79	10	1	2	0	0	0	0	0	0	0	0	92
Hour Total	1	281	48	2	3	1	0	1	1	0	0	0	0	338
5:00 PM	0	59	14	0	0	0	0	1	0	0	0	0	0	74
5:15 PM	0	67	11	1	1	0	0	0	0	0	0	0	0	80
5:30 PM	0	55	7	0	1	0	0	0	0	0	0	0	0	63
5:45 PM	0	64	13	0	1	0	0	0	0	0	0	0	0	78
Hour Total	0	245	45	1	3	0	0	1	0	0	0	0	0	295
6:00 PM	0	79	6	0	0	0	0	0	0	0	0	0	0	85
6:15 PM	0	77	12	0	0	0	0	0	0	0	0	0	0	89
6:30 PM	0	68	8	0	0	0	0	1	0	0	0	0	0	77
6:45 PM	0	71	2	0	1	0	0	0	0	0	0	0	0	74
Hour Total	0	295	28	0	1	0	0	1	0	0	0	0	0	325
7:00 PM	0	57	6	0	0	0	0	0	0	0	0	0	0	63
7:15 PM	0	62	5	0	0	0	0	1	1	0	0	0	0	69
7:30 PM	0	72	9	1	0	0	0	1	0	0	0	0	0	83
7:45 PM	0	87	4	0	2	0	0	0	0	0	0	0	0	93
Hour Total	0	278	24	1	2	0	0	2	1	0	0	0	0	308
8:00 PM	0	73	3	1	0	0	0	0	0	0	0	0	0	77
8:15 PM	0	76	8	0	0	0	0	0	0	0	0	0	0	84
8:30 PM	1	58	4	0	0	0	0	1	0	0	0	0	0	64
8:45 PM	0	55	4	0	0	0	0	0	0	0	0	0	0	59
Hour Total	1	262	19	1	0	0	0	1	0	0	0	0	0	284
9:00 PM	0	60	4	0	0	0	0	1	0	0	0	0	0	65
9:15 PM	0	67	3	0	1	0	0	1	0	0	0	0	0	72
9:30 PM	0	72	1	0	0	0	0	0	0	0	0	0	0	73
9:45 PM	0	49	2	0	0	0	0	0	0	0	0	0	0	51
Hour Total	0	248	10	0	1	0	0	2	0	0	0	0	0	261
10:00 PM	0	55	5	0	0	0	0	0	0	0	0	0	0	60
10:15 PM	0	51	3	0	0	0	0	0	0	0	0	0	0	54
10:30 PM	0	42	2	0	0	0	0	0	0	0	0	0	0	44
10:45 PM	0	32	4	0	0	0	0	0	0	0	0	0	0	36
Hour Total	0	180	14	0	0	0	0	0	0	0	0	0	0	194
11:00 PM	0	35	7	0	0	0	0	0	0	0	0	0	0	42
11:15 PM	0	26	1	0	0	0	0	0	0	0	0	0	0	27
11:30 PM	0	21	3	0	0	0	0	0	0	0	0	0	0	24
11:45 PM	0	31	3	0	0	0	0	0	0	0	0	0	0	34
Hour Total	0	113	14	0	0	0	0	0	0	0	0	0	0	127
Totals	5	4375	636	18	41	12	0	33	11	3	0	0	0	5134
Percent	0.1%	85.2%	12.4%	0.4%	0.8%	0.2%	0.0%	0.6%	0.2%	0.1%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Piedmont Avenue north of MacArthur Boulevard
Oakland

Project #:09-7224-012s

Date: 6/4/2009

THURSDAY

North Bound, South Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	32	3	0	0	0	0	0	0	0	0	0	0	35
12:15 AM	0	23	2	0	0	0	0	1	0	0	0	0	0	26
12:30 AM	0	13	2	0	1	0	0	0	0	0	0	0	0	16
12:45 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
Hour Total	0	81	8	0	1	0	0	1	0	0	0	0	0	91
1:00 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
1:15 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14
1:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
1:45 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	42	5	0	0	0	0	0	0	0	0	0	0	47
2:00 AM	0	13	3	0	0	0	0	0	0	0	0	0	0	16
2:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
2:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
2:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	31	3	0	0	0	0	0	0	0	0	0	0	34
3:00 AM	0	5	0	0	1	1	0	0	0	0	0	0	0	7
3:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	9	3	0	1	1	0	0	0	0	0	0	0	14
4:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
4:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
4:30 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
4:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	20	2	0	1	0	0	0	0	0	0	0	0	23
5:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
5:15 AM	0	11	4	0	0	1	0	0	0	0	0	0	0	16
5:30 AM	0	5	4	0	0	0	0	0	0	0	0	0	0	9
5:45 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	33	9	0	0	1	0	0	0	0	0	0	0	43
6:00 AM	0	21	4	0	1	0	0	0	0	0	0	0	0	26
6:15 AM	0	32	6	0	0	2	0	0	0	0	0	0	0	40
6:30 AM	0	26	6	0	2	0	0	0	0	0	0	0	0	34
6:45 AM	0	31	12	1	1	0	0	0	1	0	0	0	0	46
Hour Total	0	110	28	1	4	2	0	0	1	0	0	0	0	146
7:00 AM	0	59	9	0	1	0	0	0	1	0	0	0	0	70
7:15 AM	1	73	14	0	1	0	0	1	0	0	0	0	0	90
7:30 AM	0	100	14	0	2	0	0	1	1	0	0	0	0	118
7:45 AM	1	124	11	0	2	0	0	0	0	0	0	0	0	138
Hour Total	2	356	48	0	6	0	0	2	2	0	0	0	0	416

8:00 AM	0	105	14	1	2	0	0	1	0	0	0	0	0	123
8:15 AM	0	120	23	0	1	0	0	2	0	0	0	0	0	146
8:30 AM	0	116	20	0	2	0	0	2	1	0	0	0	0	141
8:45 AM	2	120	36	1	3	1	0	1	0	0	0	0	0	164
Hour Total	2	461	93	2	8	1	0	6	1	0	0	0	0	574
9:00 AM	0	126	20	3	3	2	0	4	0	0	0	0	0	158
9:15 AM	0	133	24	1	6	0	0	1	0	0	0	0	0	165
9:30 AM	0	117	21	0	3	0	0	3	1	0	0	0	0	145
9:45 AM	0	120	26	1	4	0	0	2	0	1	0	0	0	154
Hour Total	0	496	91	5	16	2	0	10	1	1	0	0	0	622
10:00 AM	1	123	27	0	0	0	0	1	1	0	0	0	0	153
10:15 AM	0	130	15	0	2	0	0	0	0	0	0	0	0	147
10:30 AM	0	131	21	1	3	0	0	1	1	0	0	0	0	158
10:45 AM	0	108	22	0	2	1	0	1	1	0	0	0	0	135
Hour Total	1	492	85	1	7	1	0	3	3	0	0	0	0	593
11:00 AM	0	127	35	1	1	0	0	0	1	0	0	0	0	165
11:15 AM	0	136	20	1	3	0	0	1	0	0	0	0	0	161
11:30 AM	0	120	20	0	3	0	0	0	0	0	0	0	0	143
11:45 AM	0	113	21	2	1	0	0	1	1	0	0	0	0	139
Hour Total	0	496	96	4	8	0	0	2	2	0	0	0	0	608
12:00 PM	1	148	27	2	2	0	0	2	1	0	0	0	0	183
12:15 PM	0	141	16	0	1	1	0	0	0	0	0	0	0	159
12:30 PM	0	145	29	0	3	1	0	1	0	0	0	0	0	179
12:45 PM	1	127	25	2	5	0	0	4	0	0	0	0	0	164
Hour Total	2	561	97	4	11	2	0	7	1	0	0	0	0	685
1:00 PM	0	135	21	1	5	2	0	2	0	0	0	0	0	166
1:15 PM	0	126	26	0	0	0	0	0	1	0	0	0	0	153
1:30 PM	0	132	18	1	6	0	0	2	1	0	0	0	0	160
1:45 PM	0	137	29	1	6	1	0	2	0	0	0	0	0	176
Hour Total	0	530	94	3	17	3	0	6	2	0	0	0	0	655
2:00 PM	0	150	25	1	3	0	0	1	0	0	0	0	0	180
2:15 PM	0	125	23	1	0	0	0	2	0	0	0	0	0	151
2:30 PM	0	136	19	1	2	0	0	0	0	0	0	0	0	158
2:45 PM	0	131	25	0	1	2	0	1	0	1	0	0	0	161
Hour Total	0	542	92	3	6	2	0	4	0	1	0	0	0	650
3:00 PM	0	154	30	2	1	0	0	5	0	0	0	0	0	192
3:15 PM	0	123	26	0	0	1	0	3	0	0	0	0	0	153
3:30 PM	0	158	26	0	0	0	0	3	0	0	0	0	0	187
3:45 PM	0	110	20	2	2	0	0	4	0	1	0	0	0	139
Hour Total	0	545	102	4	3	1	0	15	0	1	0	0	0	671

4:00 PM	1	138	27	2	1	0	0	1	2	0	0	0	0	172
4:15 PM	0	144	28	0	1	1	0	0	0	0	0	0	0	174
4:30 PM	0	164	18	0	2	0	0	0	0	0	0	0	0	184
4:45 PM	0	175	25	1	2	0	0	1	0	0	0	0	0	204
Hour Total	1	621	98	3	6	1	0	2	2	0	0	0	0	734
5:00 PM	0	167	23	1	0	0	0	2	0	0	0	0	0	193
5:15 PM	0	167	18	2	2	0	0	1	1	0	0	0	0	191
5:30 PM	0	154	24	5	1	0	0	3	1	0	0	0	0	188
5:45 PM	0	167	24	0	1	0	0	2	1	0	0	0	0	195
Hour Total	0	655	89	8	4	0	0	8	3	0	0	0	0	767
6:00 PM	0	162	26	1	3	0	0	3	2	0	0	0	0	197
6:15 PM	0	157	22	0	0	0	0	1	0	0	0	0	0	180
6:30 PM	1	153	15	0	1	0	0	1	0	0	0	0	0	171
6:45 PM	0	148	11	3	1	0	0	1	0	0	0	0	0	164
Hour Total	1	620	74	4	5	0	0	6	2	0	0	0	0	712
7:00 PM	0	147	13	1	0	0	0	2	0	0	0	0	0	163
7:15 PM	0	143	15	0	1	0	0	3	2	0	0	0	0	164
7:30 PM	0	146	17	2	1	1	0	3	0	0	0	0	0	170
7:45 PM	0	146	9	0	2	0	0	0	0	0	0	0	0	157
Hour Total	0	582	54	3	4	1	0	8	2	0	0	0	0	654
8:00 PM	0	134	11	1	0	0	0	0	0	0	0	0	0	146
8:15 PM	0	126	14	0	0	0	0	0	0	0	0	0	0	140
8:30 PM	1	97	6	0	0	0	0	3	0	0	0	0	0	107
8:45 PM	0	109	8	0	1	0	0	0	0	0	0	0	0	118
Hour Total	1	466	39	1	1	0	0	3	0	0	0	0	0	511
9:00 PM	0	106	7	0	0	0	0	1	0	0	0	0	0	114
9:15 PM	0	116	8	0	1	0	0	1	0	0	0	0	0	126
9:30 PM	0	116	8	1	0	0	0	0	0	0	0	0	0	125
9:45 PM	0	87	7	0	1	0	0	0	0	0	0	0	0	95
Hour Total	0	425	30	1	2	0	0	2	0	0	0	0	0	460
10:00 PM	0	98	8	1	0	0	0	1	0	0	0	0	0	108
10:15 PM	0	84	5	1	0	0	0	0	0	0	0	0	0	90
10:30 PM	0	68	6	0	0	0	0	0	0	0	0	0	0	74
10:45 PM	0	64	9	0	1	0	0	0	0	0	0	0	0	74
Hour Total	0	314	28	2	1	0	0	1	0	0	0	0	0	346
11:00 PM	0	57	12	0	0	0	0	0	0	0	0	0	0	69
11:15 PM	0	42	2	0	0	0	0	0	0	0	0	0	0	44
11:30 PM	0	41	5	0	0	0	0	0	0	0	0	0	0	46
11:45 PM	0	48	6	0	0	0	0	0	0	0	0	0	0	54
Hour Total	0	188	25	0	0	0	0	0	0	0	0	0	0	213
Totals	10	8676	1293	49	112	18	0	86	22	3	0	0	0	10269
Percent	0.1%	84.5%	12.6%	0.5%	1.1%	0.2%	0.0%	0.8%	0.2%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/4/2009

City: Oakland

Project #: 09-7224-012s

Location: Piedmont Avenue north of MacArthur Boulevard

Start Time	Southbound		Hour Totals		Northbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	17	92			18	91				
12:15	19	79			7	80				
12:30	7	83			9	96				
12:45	11	88	54	342	3	76	37	343	91	685
1:00	8	84			5	82				
1:15	7	65			7	88				
1:30	4	78			4	82				
1:45	5	96	24	323	7	80	23	332	47	655
2:00	11	93			5	87				
2:15	4	89			3	62				
2:30	4	77			3	81				
2:45	4	81	23	340	0	80	11	310	34	650
3:00	2	85			5	107				
3:15	2	72			1	81				
3:30	0	100			2	87				
3:45	2	69	6	326	0	70	8	345	14	671
4:00	2	80			5	92				
4:15	2	84			3	90				
4:30	2	82			3	102				
4:45	3	92	9	338	3	112	14	396	23	734
5:00	3	74			3	119				
5:15	7	80			9	111				
5:30	3	63			6	125				
5:45	4	78	17	295	8	117	26	472	43	767
6:00	8	85			18	112				
6:15	19	89			21	91				
6:30	13	77			21	94				
6:45	20	74	60	325	26	90	86	387	146	712
7:00	37	63			33	100				
7:15	46	69			44	95				
7:30	59	83			59	87				
7:45	75	93	217	308	63	64	199	346	416	654
8:00	73	77			50	69				
8:15	85	84			61	56				
8:30	83	64			58	43				
8:45	87	59	328	284	77	59	246	227	574	511
9:00	92	65			66	49				
9:15	87	72			78	54				
9:30	68	73			77	52				
9:45	79	51	326	261	75	44	296	199	622	460
10:00	77	60			76	48				
10:15	75	54			72	36				
10:30	85	44			73	30				
10:45	67	36	304	194	68	38	289	152	593	346
11:00	80	42			85	27				
11:15	82	27			79	17				
11:30	71	24			72	22				
11:45	70	34	303	127	69	20	305	86	608	213
Total	1671	3463	1671	3463	1540	3595	1540	3595	3211	7058
Combined Total	5134		5134		5135		5135		10269	
AM Peak	8:30 AM				11:45 AM					
Vol.	349				336					
P.H.F.	0.948				0.875					
PM Peak	1:30 PM				5:00 PM					
Vol.	356				472					
P.H.F.	0.927				0.944					
Percentage	32.5%	67.5%			30.0%	70.0%				

Prepared by NDS/ATD

Volumes for: Wednesday, May 27, 2009

City: Oakland

Project #: 09-7224-013

Location: Mountain Boulevard south of Snake Road

Start Time	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	9	156			17	141				
12:15	10	149			1	139				
12:30	4	160			9	124				
12:45	8	147	31	612	3	152	30	556	61	1168
1:00	4	143			7	140				
1:15	7	157			6	170				
1:30	4	174			4	172				
1:45	3	197	18	671	3	156	20	638	38	1309
2:00	10	165			1	164				
2:15	2	166			4	135				
2:30	8	153			3	139				
2:45	1	183	21	667	0	152	8	590	29	1257
3:00	5	150			5	172				
3:15	1	184			3	164				
3:30	2	209			0	133				
3:45	6	225	14	768	4	167	12	636	26	1404
4:00	1	219			2	166				
4:15	2	238			4	183				
4:30	8	208			1	204				
4:45	7	220	18	885	6	175	13	728	31	1613
5:00	8	232			7	198				
5:15	11	234			5	211				
5:30	10	249			20	230				
5:45	24	256	53	971	25	206	57	845	110	1816
6:00	28	228			33	200				
6:15	30	219			24	191				
6:30	54	198			47	132				
6:45	68	177	180	822	67	152	171	675	351	1497
7:00	76	162			83	135				
7:15	119	150			107	114				
7:30	143	143			132	128				
7:45	177	114	515	569	209	105	531	482	1046	1051
8:00	207	101			197	111				
8:15	251	106			209	82				
8:30	248	84			210	79				
8:45	208	115	914	406	177	104	793	376	1707	782
9:00	190	89			147	75				
9:15	170	67			166	69				
9:30	149	62			139	71	0			
9:45	184	63	693	281	117	56	569	271	1262	552
10:00	143	51			124	40				
10:15	141	32			114	32				
10:30	131	30			88	20				
10:45	138	22	553	135	135	21	461	113	1014	248
11:00	127	18			130	20				
11:15	145	20			141	20				
11:30	148	12			147	10				
11:45	160	11	580	61	129	9	547	59	1127	120
Total	3590	6848	3590	6848	3212	5969	3212	5969	6802	12817
Combined Total	10438		10438		9181		9181		19619	
AM Peak	8:00 AM				7:45 AM					
Vol.	914				825					
P.H.F.	0.910				0.982					
PM Peak	5:00 PM				5:15 PM					
Vol.	971				847					
P.H.F.	0.968				0.921					
Percentage	34.4%	65.6%			35.0%	65.0%				

Prepared by NDS/ATD

Volumes for: Thursday, May 28, 2009

City: Oakland

Project #: 09-7224-013

Location: Mountain Boulevard south of Snake Road

Start Time	Northbound		Hour Totals		Southbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	7	146			9	140				
12:15	6	162			9	141				
12:30	7	165			2	145				
12:45	7	174	27	647	3	133	23	559	50	1206
1:00	5	169			2	132				
1:15	3	167			4	143				
1:30	3	139			2	152				
1:45	6	180	17	655	1	149	9	576	26	1231
2:00	5	159			3	133				
2:15	1	162			5	149				
2:30	4	167			3	149				
2:45	5	204	15	692	2	169	13	600	28	1292
3:00	4	166			1	188				
3:15	5	228			3	165				
3:30	1	250			6	160				
3:45	3	229	13	873	3	198	13	711	26	1584
4:00	3	201			1	194				
4:15	3	193			3	175				
4:30	8	192			4	204				
4:45	10	229	24	815	5	153	13	726	37	1541
5:00	9	224			7	226				
5:15	12	221			6	203				
5:30	14	228			15	200				
5:45	23	222	58	895	22	180	50	809	108	1704
6:00	30	236			35	188				
6:15	35	206			42	183				
6:30	50	191			56	168				
6:45	81	181	196	814	80	149	213	688	409	1502
7:00	69	218			95	165				
7:15	106	169			99	119				
7:30	127	127			156	100				
7:45	180	116	482	630	183	83	533	467	1015	1097
8:00	183	100			204	100				
8:15	266	125			205	83				
8:30	275	107			204	101				
8:45	236	87	960	419	171	88	784	372	1744	791
9:00	164	76			134	81				
9:15	156	75			132	67				
9:30	161	72			123	76	0			
9:45	164	52	645	275	115	55	504	279	1149	554
10:00	134	50			131	46				
10:15	138	37			111	28				
10:30	145	20			106	19				
10:45	111	36	528	143	134	20	482	113	1010	256
11:00	133	31			117	30				
11:15	138	9			137	17				
11:30	130	21			146	16				
11:45	179	15	580	76	122	17	522	80	1102	156
Total	3545	6934	3545	6934	3159	5980	3159	5980	6704	12914
Combined Total	10479		10479		9139		9139		19618	
AM Peak	8:00 AM				7:45 AM					
Vol.	960				796					
P.H.F.	0.873				0.971					
PM Peak	3:15 PM				5:00 PM					
Vol.	908				809					
P.H.F.	0.936				0.895					
Percentage	33.8%	66.2%			34.6%	65.4%				

Class Report - Prepared by: NDS/ATD

Mountain Boulevard south of Snake Road (Outside Lanes)

Oakland

Project #:09-7224-013n

Date: 5/27/2009

WEDNESDAY

North Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	10
12:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
12:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
12:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	21	6	0	0	0	0	0	0	0	0	0	0	27
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:30 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
1:45 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	10	4	0	0	0	0	0	0	0	0	0	0	14
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:45 AM	0	1	1	0	0	0	0	0	1	0	0	0	0	3
Hour Total	0	8	1	0	0	0	0	0	1	0	0	0	0	10
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	5	1	0	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	3	0	0	0	0	0	0	1	0	0	0	0	4
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	9	0	0	0	0	0	0	1	0	0	0	0	10
5:00 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	4
5:15 AM	0	4	0	0	0	0	0	0	1	0	0	0	0	5
5:30 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
5:45 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	11	4	0	0	1	0	0	1	0	0	0	0	17
6:00 AM	0	8	3	0	1	0	0	0	0	0	0	0	0	12
6:15 AM	0	9	2	0	1	0	0	0	0	0	0	0	0	12
6:30 AM	0	11	3	0	1	0	0	0	0	0	0	0	0	15
6:45 AM	0	20	4	0	1	0	0	0	0	0	0	0	0	25
Hour Total	0	48	12	0	4	0	0	0	0	0	0	0	0	64
7:00 AM	0	21	3	0	0	0	0	1	0	0	0	0	0	25
7:15 AM	0	26	6	0	2	1	0	0	0	0	0	0	0	35
7:30 AM	1	31	10	0	0	0	0	0	0	0	0	0	0	42
7:45 AM	0	47	13	0	1	0	0	0	1	0	0	0	0	62
Hour Total	1	125	32	0	3	1	0	1	1	0	0	0	0	164

8:00 AM	0	63	8	0	1	0	0	0	0	0	0	0	0	72
8:15 AM	0	78	14	2	0	0	0	1	0	0	0	0	0	95
8:30 AM	0	91	22	2	0	0	0	1	0	0	0	0	0	116
8:45 AM	0	92	14	0	1	0	0	3	0	0	0	0	0	110
Hour Total	0	324	58	4	2	0	0	5	0	0	0	0	0	393
9:00 AM	0	66	16	1	0	0	0	0	0	0	0	0	0	83
9:15 AM	0	58	12	1	1	0	0	0	0	0	0	0	0	72
9:30 AM	0	49	12	0	0	0	0	0	0	0	0	0	0	61
9:45 AM	0	55	9	2	1	1	0	0	1	0	0	0	0	69
Hour Total	0	228	49	4	2	1	0	0	1	0	0	0	0	285
10:00 AM	0	60	13	0	0	0	0	0	1	0	0	0	0	74
10:15 AM	0	61	10	1	0	1	0	0	0	0	0	0	0	73
10:30 AM	0	48	6	0	0	0	1	0	0	0	0	0	0	55
10:45 AM	0	38	7	0	1	0	0	1	0	0	0	0	0	47
Hour Total	0	207	36	1	1	1	1	1	1	0	0	0	0	249
11:00 AM	0	53	6	0	0	0	0	1	0	0	0	0	0	60
11:15 AM	0	41	15	0	1	0	0	0	0	0	0	0	0	57
11:30 AM	0	10	4	0	1	0	0	1	0	0	0	0	0	16
11:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	108	25	0	2	0	0	2	0	0	0	0	0	137
12:00 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
12:15 PM	1	48	12	0	0	0	0	0	0	0	0	0	0	61
12:30 PM	0	37	14	0	2	0	0	0	0	0	0	0	0	53
12:45 PM	0	64	6	0	0	0	0	1	0	0	0	0	0	71
Hour Total	1	159	33	0	2	0	0	1	0	0	0	0	0	196
1:00 PM	0	58	11	0	0	0	0	0	0	0	0	0	0	69
1:15 PM	0	46	10	0	1	0	0	0	0	0	0	0	0	57
1:30 PM	0	55	13	0	0	0	0	0	0	0	0	0	0	68
1:45 PM	0	56	11	0	1	0	0	0	0	0	0	0	0	68
Hour Total	0	215	45	0	2	0	0	0	0	0	0	0	0	262
2:00 PM	0	62	15	0	2	0	0	0	0	0	0	0	0	79
2:15 PM	0	54	11	1	0	0	0	0	0	0	0	0	0	66
2:30 PM	0	62	7	1	0	0	0	0	0	0	0	0	0	70
2:45 PM	0	50	8	0	1	0	0	0	0	0	0	0	0	59
Hour Total	0	228	41	2	3	0	0	0	0	0	0	0	0	274
3:00 PM	0	67	13	0	0	0	0	0	0	0	0	0	0	80
3:15 PM	0	46	9	1	0	0	0	0	0	0	0	0	0	56
3:30 PM	1	65	10	0	1	0	0	0	0	0	0	0	0	77
3:45 PM	0	74	11	0	2	0	0	0	0	0	0	0	0	87
Hour Total	1	252	43	1	3	0	0	0	0	0	0	0	0	300

4:00 PM	0	83	15	0	0	0	0	0	0	0	0	0	0	98
4:15 PM	0	73	13	0	1	1	0	0	0	0	0	0	0	88
4:30 PM	0	107	6	0	0	0	0	1	0	0	0	0	0	114
4:45 PM	0	79	12	0	1	0	0	0	0	0	0	0	0	92
Hour Total	0	342	46	0	2	1	0	1	0	0	0	0	0	392
5:00 PM	0	70	15	0	1	1	0	0	1	0	0	0	0	88
5:15 PM	0	74	16	0	0	0	0	1	0	0	0	0	0	91
5:30 PM	0	86	11	0	0	0	0	0	0	0	0	0	0	97
5:45 PM	0	95	14	0	1	0	0	0	0	0	0	0	0	110
Hour Total	0	325	56	0	2	1	0	1	1	0	0	0	0	386
6:00 PM	0	96	10	0	0	0	0	2	0	0	0	0	0	108
6:15 PM	0	85	8	0	1	0	0	1	0	0	0	0	0	95
6:30 PM	0	80	7	1	1	0	0	0	0	0	0	0	0	89
6:45 PM	0	63	15	0	0	0	0	0	0	0	0	0	0	78
Hour Total	0	324	40	1	2	0	0	3	0	0	0	0	0	370
7:00 PM	0	67	4	0	0	1	0	0	0	0	0	0	0	72
7:15 PM	0	67	8	0	1	0	0	0	0	0	0	0	0	76
7:30 PM	0	50	7	0	0	0	0	0	0	0	0	0	0	57
7:45 PM	0	45	4	0	0	0	0	0	0	0	0	0	0	49
Hour Total	0	229	23	0	1	1	0	0	0	0	0	0	0	254
8:00 PM	0	48	5	1	1	0	0	1	0	0	0	0	0	56
8:15 PM	0	37	4	0	0	0	0	0	0	0	0	0	0	41
8:30 PM	0	31	2	0	0	0	0	0	0	0	0	0	0	33
8:45 PM	0	30	6	0	0	0	0	0	0	0	0	0	0	36
Hour Total	0	146	17	1	1	0	0	1	0	0	0	0	0	166
9:00 PM	0	32	3	0	1	0	0	0	0	0	0	0	0	36
9:15 PM	1	36	3	0	1	0	0	0	0	0	0	0	0	41
9:30 PM	0	23	3	0	0	0	0	0	0	0	0	0	0	26
9:45 PM	0	29	3	1	0	0	0	0	0	0	0	0	0	33
Hour Total	1	120	12	1	2	0	0	0	0	0	0	0	0	136
10:00 PM	0	27	0	0	1	0	0	0	0	0	0	0	0	28
10:15 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	16
10:30 PM	0	14	2	0	2	0	0	0	0	0	0	0	0	18
10:45 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	64	6	0	3	0	0	0	0	0	0	0	0	73
11:00 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
11:15 PM	0	9	1	0	0	0	0	0	1	0	0	0	0	11
11:30 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
11:45 PM	0	6	3	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	34	7	0	0	0	0	0	1	0	0	0	0	42
Totals	4	3542	597	15	37	7	1	16	8	0	0	0	0	4227
Percent	0.1%	83.8%	14.1%	0.4%	0.9%	0.2%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Mountain Boulevard south of Snake Road (Outside Lanes)

Oakland

Project #:09-7224-013s

Date: 5/27/2009

WEDNESDAY

South Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	6	0	0	0	0	0	0	0	0	0	0	0	6
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	2	1	0	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	2
2:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	6	2	0	0	0	0	0	0	0	0	0	0	8
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	2
Hour Total	0	2	0	0	0	1	0	0	1	0	0	0	0	4
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	1	0	0	0	1	0	0	1	0	0	0	0	3
Hour Total	0	2	0	0	0	1	0	0	1	0	0	0	0	4
5:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	10	1	0	0	0	0	0	0	0	0	0	0	11
6:00 AM	0	4	0	0	0	0	0	1	0	0	0	0	0	5
6:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
6:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
6:45 AM	0	9	3	0	1	1	0	0	0	0	0	0	0	14
Hour Total	0	22	4	0	1	1	0	1	0	0	0	0	0	29
7:00 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	14
7:15 AM	0	17	1	0	0	0	0	0	0	0	0	0	0	18
7:30 AM	0	14	0	0	2	0	0	0	0	0	0	0	0	16
7:45 AM	0	28	1	0	0	0	0	0	0	0	0	0	0	29
Hour Total	0	71	4	0	2	0	0	0	0	0	0	0	0	77

8:00 AM	0	28	2	0	0	0	0	1	0	0	0	0	0	31
8:15 AM	0	28	2	0	0	0	0	0	1	0	0	0	0	31
8:30 AM	0	46	1	0	0	0	0	0	0	0	0	0	0	47
8:45 AM	0	55	3	0	2	0	0	0	0	0	0	0	0	60
Hour Total	0	157	8	0	2	0	0	1	1	0	0	0	0	169
9:00 AM	0	42	1	0	1	0	0	0	0	0	0	0	0	44
9:15 AM	1	25	3	0	0	0	0	0	0	0	0	0	0	29
9:30 AM	0	29	1	0	0	1	0	0	0	0	0	0	0	31
9:45 AM	0	30	2	0	0	0	0	0	0	0	0	0	0	32
Hour Total	1	126	7	0	1	1	0	0	0	0	0	0	0	136
10:00 AM	0	26	1	0	0	2	0	0	0	0	0	0	0	29
10:15 AM	0	32	2	0	0	0	0	0	0	0	0	0	0	34
10:30 AM	0	24	2	0	0	0	0	0	0	0	0	0	0	26
10:45 AM	0	25	2	0	1	0	0	0	0	0	0	0	0	28
Hour Total	0	107	7	0	1	2	0	0	0	0	0	0	0	117
11:00 AM	0	30	2	1	0	0	0	0	0	0	0	0	0	33
11:15 AM	0	25	3	0	0	0	0	0	0	0	0	0	0	28
11:30 AM	0	39	2	0	1	0	0	0	0	0	0	0	0	42
11:45 AM	0	35	3	0	0	0	0	1	0	0	0	0	0	39
Hour Total	0	129	10	1	1	0	0	1	0	0	0	0	0	142
12:00 PM	0	25	2	0	1	0	0	0	0	0	0	0	0	28
12:15 PM	0	41	5	0	0	0	0	0	0	0	0	0	0	46
12:30 PM	0	29	4	0	1	0	0	0	0	0	0	0	0	34
12:45 PM	0	36	3	0	0	1	0	0	0	0	0	0	0	40
Hour Total	0	131	14	0	2	1	0	0	0	0	0	0	0	148
1:00 PM	0	28	6	0	0	0	0	0	0	0	0	0	0	34
1:15 PM	0	42	3	0	1	0	0	0	0	0	0	0	0	46
1:30 PM	0	42	4	0	0	1	0	1	0	0	0	0	0	48
1:45 PM	0	42	3	0	0	0	0	0	0	0	0	0	0	45
Hour Total	0	154	16	0	1	1	0	1	0	0	0	0	0	173
2:00 PM	0	42	3	0	0	0	0	0	0	0	0	0	0	45
2:15 PM	0	37	2	0	0	0	0	0	0	0	0	0	0	39
2:30 PM	0	41	3	0	0	0	0	0	0	0	0	0	0	44
2:45 PM	0	31	3	0	0	0	0	0	0	0	0	0	0	34
Hour Total	0	151	11	0	0	0	0	0	0	0	0	0	0	162
3:00 PM	0	41	6	0	0	0	0	0	0	0	0	0	0	47
3:15 PM	0	55	3	0	0	0	0	0	0	0	0	0	0	58
3:30 PM	0	46	4	0	0	0	0	0	0	0	0	0	0	50
3:45 PM	0	29	5	1	0	0	0	1	0	0	0	0	0	36
Hour Total	0	171	18	1	0	0	0	1	0	0	0	0	0	191

4:00 PM	0	49	3	0	0	0	0	0	0	0	0	0	0	52
4:15 PM	1	52	4	0	0	0	0	0	0	0	0	0	0	57
4:30 PM	0	47	2	0	0	0	0	0	0	0	0	0	0	49
4:45 PM	0	60	6	0	0	0	0	0	0	0	0	0	0	66
Hour Total	1	208	15	0	0	0	0	0	0	0	0	0	0	224
5:00 PM	0	43	2	0	0	0	0	0	0	0	0	0	0	45
5:15 PM	0	53	6	0	0	0	0	0	0	0	0	0	0	59
5:30 PM	0	61	1	0	0	0	0	0	0	0	0	0	0	62
5:45 PM	0	63	1	0	0	0	0	0	0	0	0	0	0	64
Hour Total	0	220	10	0	0	0	0	0	0	0	0	0	0	230
6:00 PM	0	52	0	1	1	0	0	0	0	0	0	0	0	54
6:15 PM	0	55	0	0	0	0	0	0	0	0	0	0	0	55
6:30 PM	0	52	1	0	0	0	0	0	0	0	0	0	0	53
6:45 PM	0	49	0	0	0	0	0	0	0	0	0	0	0	49
Hour Total	0	208	1	1	1	0	0	0	0	0	0	0	0	211
7:00 PM	0	45	2	0	0	0	0	1	0	0	0	0	0	48
7:15 PM	0	50	3	0	0	0	0	1	0	0	0	0	0	54
7:30 PM	0	27	1	0	0	0	0	1	0	0	0	0	0	29
7:45 PM	0	29	0	0	0	0	0	0	0	0	0	0	0	29
Hour Total	0	151	6	0	0	0	0	3	0	0	0	0	0	160
8:00 PM	1	19	3	0	0	0	0	0	0	0	0	0	0	23
8:15 PM	0	33	0	0	0	0	0	0	0	0	0	0	0	33
8:30 PM	0	25	1	0	0	0	0	0	0	0	0	0	0	26
8:45 PM	0	26	0	0	0	0	0	0	0	0	0	0	0	26
Hour Total	1	103	4	0	0	0	0	0	0	0	0	0	0	108
9:00 PM	0	24	1	0	0	0	0	0	0	0	0	0	0	25
9:15 PM	0	22	0	0	0	0	0	0	0	0	0	0	0	22
9:30 PM	0	22	2	0	0	0	0	0	0	0	0	0	0	24
9:45 PM	0	25	0	0	0	0	0	0	0	0	0	0	0	25
Hour Total	0	93	3	0	0	0	0	0	0	0	0	0	0	96
10:00 PM	0	14	2	0	0	0	0	0	0	0	0	0	0	16
10:15 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
10:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
10:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	35	2	0	0	0	0	0	0	0	0	0	0	37
11:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
11:15 PM	0	6	0	0	1	0	0	1	0	0	0	0	0	8
11:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
11:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
Hour Total	0	19	1	0	2	0	0	1	0	0	0	0	0	23
Totals	3	2284	145	3	14	8	0	9	3	0	0	0	0	2469
Percent	0.1%	92.5%	5.9%	0.1%	0.6%	0.3%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Mountain Boulevard south of Snake Road (Outside Lanes)

Oakland

Project #:09-7224-013s

Date: 5/27/2009

WEDNESDAY

North Bound, South Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	8	3	0	0	0	0	0	0	0	0	0	0	11
12:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
12:30 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
12:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	27	6	0	0	0	0	0	0	0	0	0	0	33
1:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:30 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
1:45 AM	0	2	3	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	12	5	0	0	0	0	0	0	0	0	0	0	17
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
2:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
2:45 AM	0	3	1	0	0	0	0	0	1	0	0	0	0	5
Hour Total	0	14	3	0	0	0	0	0	1	0	0	0	0	18
3:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:45 AM	0	0	0	0	0	1	0	0	1	0	0	0	0	2
Hour Total	0	7	1	0	0	1	0	0	1	0	0	0	0	10
4:00 AM	0	4	0	0	0	0	0	0	1	0	0	0	0	5
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 AM	0	5	0	0	0	1	0	0	1	0	0	0	0	7
Hour Total	0	11	0	0	0	1	0	0	2	0	0	0	0	14
5:00 AM	0	3	1	0	0	1	0	0	0	0	0	0	0	5
5:15 AM	0	6	0	0	0	0	0	0	1	0	0	0	0	7
5:30 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
5:45 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	21	5	0	0	1	0	0	1	0	0	0	0	28
6:00 AM	0	12	3	0	1	0	0	1	0	0	0	0	0	17
6:15 AM	0	12	3	0	1	0	0	0	0	0	0	0	0	16
6:30 AM	0	17	3	0	1	0	0	0	0	0	0	0	0	21
6:45 AM	0	29	7	0	2	1	0	0	0	0	0	0	0	39
Hour Total	0	70	16	0	5	1	0	1	0	0	0	0	0	93
7:00 AM	0	33	5	0	0	0	0	1	0	0	0	0	0	39
7:15 AM	0	43	7	0	2	1	0	0	0	0	0	0	0	53
7:30 AM	1	45	10	0	2	0	0	0	0	0	0	0	0	58
7:45 AM	0	75	14	0	1	0	0	0	1	0	0	0	0	91
Hour Total	1	196	36	0	5	1	0	1	1	0	0	0	0	241

8:00 AM	0	91	10	0	1	0	0	1	0	0	0	0	103
8:15 AM	0	106	16	2	0	0	0	1	1	0	0	0	126
8:30 AM	0	137	23	2	0	0	0	1	0	0	0	0	163
8:45 AM	0	147	17	0	3	0	0	3	0	0	0	0	170
Hour Total	0	481	66	4	4	0	0	6	1	0	0	0	562
9:00 AM	0	108	17	1	1	0	0	0	0	0	0	0	127
9:15 AM	1	83	15	1	1	0	0	0	0	0	0	0	101
9:30 AM	0	78	13	0	0	1	0	0	0	0	0	0	92
9:45 AM	0	85	11	2	1	1	0	0	1	0	0	0	101
Hour Total	1	354	56	4	3	2	0	0	1	0	0	0	421
10:00 AM	0	86	14	0	0	2	0	0	1	0	0	0	103
10:15 AM	0	93	12	1	0	1	0	0	0	0	0	0	107
10:30 AM	0	72	8	0	0	0	1	0	0	0	0	0	81
10:45 AM	0	63	9	0	2	0	0	1	0	0	0	0	75
Hour Total	0	314	43	1	2	3	1	1	1	0	0	0	366
11:00 AM	0	83	8	1	0	0	0	1	0	0	0	0	93
11:15 AM	0	66	18	0	1	0	0	0	0	0	0	0	85
11:30 AM	0	49	6	0	2	0	0	1	0	0	0	0	58
11:45 AM	0	39	3	0	0	0	0	1	0	0	0	0	43
Hour Total	0	237	35	1	3	0	0	3	0	0	0	0	279
12:00 PM	0	35	3	0	1	0	0	0	0	0	0	0	39
12:15 PM	1	89	17	0	0	0	0	0	0	0	0	0	107
12:30 PM	0	66	18	0	3	0	0	0	0	0	0	0	87
12:45 PM	0	100	9	0	0	1	0	1	0	0	0	0	111
Hour Total	1	290	47	0	4	1	0	1	0	0	0	0	344
1:00 PM	0	86	17	0	0	0	0	0	0	0	0	0	103
1:15 PM	0	88	13	0	2	0	0	0	0	0	0	0	103
1:30 PM	0	97	17	0	0	1	0	1	0	0	0	0	116
1:45 PM	0	98	14	0	1	0	0	0	0	0	0	0	113
Hour Total	0	369	61	0	3	1	0	1	0	0	0	0	435
2:00 PM	0	104	18	0	2	0	0	0	0	0	0	0	124
2:15 PM	0	91	13	1	0	0	0	0	0	0	0	0	105
2:30 PM	0	103	10	1	0	0	0	0	0	0	0	0	114
2:45 PM	0	81	11	0	1	0	0	0	0	0	0	0	93
Hour Total	0	379	52	2	3	0	0	0	0	0	0	0	436
3:00 PM	0	108	19	0	0	0	0	0	0	0	0	0	127
3:15 PM	0	101	12	1	0	0	0	0	0	0	0	0	114
3:30 PM	1	111	14	0	1	0	0	0	0	0	0	0	127
3:45 PM	0	103	16	1	2	0	0	1	0	0	0	0	123
Hour Total	1	423	61	2	3	0	0	1	0	0	0	0	491

4:00 PM	0	132	18	0	0	0	0	0	0	0	0	0	0	150
4:15 PM	1	125	17	0	1	1	0	0	0	0	0	0	0	145
4:30 PM	0	154	8	0	0	0	0	1	0	0	0	0	0	163
4:45 PM	0	139	18	0	1	0	0	0	0	0	0	0	0	158
Hour Total	1	550	61	0	2	1	0	1	0	0	0	0	0	616
5:00 PM	0	113	17	0	1	1	0	0	1	0	0	0	0	133
5:15 PM	0	127	22	0	0	0	0	1	0	0	0	0	0	150
5:30 PM	0	147	12	0	0	0	0	0	0	0	0	0	0	159
5:45 PM	0	158	15	0	1	0	0	0	0	0	0	0	0	174
Hour Total	0	545	66	0	2	1	0	1	1	0	0	0	0	616
6:00 PM	0	148	10	1	1	0	0	2	0	0	0	0	0	162
6:15 PM	0	140	8	0	1	0	0	1	0	0	0	0	0	150
6:30 PM	0	132	8	1	1	0	0	0	0	0	0	0	0	142
6:45 PM	0	112	15	0	0	0	0	0	0	0	0	0	0	127
Hour Total	0	532	41	2	3	0	0	3	0	0	0	0	0	581
7:00 PM	0	112	6	0	0	1	0	1	0	0	0	0	0	120
7:15 PM	0	117	11	0	1	0	0	1	0	0	0	0	0	130
7:30 PM	0	77	8	0	0	0	0	1	0	0	0	0	0	86
7:45 PM	0	74	4	0	0	0	0	0	0	0	0	0	0	78
Hour Total	0	380	29	0	1	1	0	3	0	0	0	0	0	414
8:00 PM	1	67	8	1	1	0	0	1	0	0	0	0	0	79
8:15 PM	0	70	4	0	0	0	0	0	0	0	0	0	0	74
8:30 PM	0	56	3	0	0	0	0	0	0	0	0	0	0	59
8:45 PM	0	56	6	0	0	0	0	0	0	0	0	0	0	62
Hour Total	1	249	21	1	1	0	0	1	0	0	0	0	0	274
9:00 PM	0	56	4	0	1	0	0	0	0	0	0	0	0	61
9:15 PM	1	58	3	0	1	0	0	0	0	0	0	0	0	63
9:30 PM	0	45	5	0	0	0	0	0	0	0	0	0	0	50
9:45 PM	0	54	3	1	0	0	0	0	0	0	0	0	0	58
Hour Total	1	213	15	1	2	0	0	0	0	0	0	0	0	232
10:00 PM	0	41	2	0	1	0	0	0	0	0	0	0	0	44
10:15 PM	0	27	1	0	0	0	0	0	0	0	0	0	0	28
10:30 PM	0	20	2	0	2	0	0	0	0	0	0	0	0	24
10:45 PM	0	11	3	0	0	0	0	0	0	0	0	0	0	14
Hour Total	0	99	8	0	3	0	0	0	0	0	0	0	0	110
11:00 PM	0	17	2	0	0	0	0	0	0	0	0	0	0	19
11:15 PM	0	15	1	0	1	0	0	1	1	0	0	0	0	19
11:30 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
11:45 PM	0	8	3	0	1	0	0	0	0	0	0	0	0	12
Hour Total	0	53	8	0	2	0	0	1	1	0	0	0	0	65
Totals	7	5826	742	18	51	15	1	25	11	0	0	0	0	6696
Percent	0.1%	87.0%	11.1%	0.3%	0.8%	0.2%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

5/27/2009

City: Oakland

Project #: 09-7224-013s

Location: Mountain Boulevard south of Snake Road (Outside Lanes)

Start Time	Southbound		Hour Totals		Northbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	1	28			10	11				
12:15	2	46			6	61				
12:30	2	34			8	53				
12:45	1	40	6	148	3	71	27	196	33	344
1:00	1	34			3	69				
1:15	0	46			2	57				
1:30	0	48			6	68				
1:45	2	45	3	173	3	68	14	262	17	435
2:00	0	45			1	79				
2:15	2	39			3	66				
2:30	4	44			3	70				
2:45	2	34	8	162	3	59	10	274	18	436
3:00	1	47			2	80				
3:15	0	58			3	56				
3:30	1	50			1	77				
3:45	2	36	4	191	0	87	6	300	10	491
4:00	1	52			4	98				
4:15	0	57			1	88				
4:30	0	49			1	114				
4:45	3	66	4	224	4	92	10	392	14	616
5:00	1	45			4	88				
5:15	2	59			5	91				
5:30	2	62			4	97				
5:45	6	64	11	230	4	110	17	386	28	616
6:00	5	54			12	108				
6:15	4	55			12	95				
6:30	6	53			15	89				
6:45	14	49	29	211	25	78	64	370	93	581
7:00	14	48			25	72				
7:15	18	54			35	76				
7:30	16	29			42	57				
7:45	29	29	77	160	62	49	164	254	241	414
8:00	31	23			72	56				
8:15	31	33			95	41				
8:30	47	26			116	33				
8:45	60	26	169	108	110	36	393	166	562	274
9:00	44	25			83	36				
9:15	29	22			72	41				
9:30	31	24			61	26				
9:45	32	25	136	96	69	33	285	136	421	232
10:00	29	16			74	28				
10:15	34	12			73	16				
10:30	26	6			55	18				
10:45	28	3	117	37	47	11	249	73	366	110
11:00	33	6			60	13				
11:15	28	8			57	11				
11:30	42	6			16	9				
11:45	39	3	142	23	4	9	137	42	279	65
Total	706	1763	706	1763	1376	2851	1376	2851	2082	4614
Combined Total	2469		2469		4227		4227		6696	
AM Peak	8:15 AM				8:15 AM					
Vol.	182				404					
P.H.F.	0.758				0.871					
PM Peak	5:15 PM				5:30 PM					
Vol.	239				410					
P.H.F.	0.934				0.932					
Percentage	28.6%	71.4%			32.6%	67.4%				

Class Report - Prepared by: NDS/ATD

Mountain Boulevard south of Snake Road (Outside Lanes)

Oakland

Project #:09-7224-013n

Date: 5/28/2009

THURSDAY

North Bound

Begin	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
Time	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
12:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
12:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	14	1	0	0	0	0	0	0	0	0	0	0	15
1:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:30 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	9	2	0	0	0	0	0	0	0	0	0	0	11
2:00 AM	0	2	1	0	0	0	0	0	1	0	0	0	0	4
2:15 AM	0	2	1	0	0	0	0	0	1	0	0	0	0	4
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	6	2	0	0	0	0	0	2	0	0	0	0	10
3:00 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1
3:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:30 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
3:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	5	3	0	0	0	0	0	1	0	0	0	0	9
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1
4:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 AM	0	5	0	0	0	1	0	0	0	0	0	0	0	6
Hour Total	0	7	1	0	0	1	0	0	1	0	0	0	0	10
5:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:15 AM	0	6	1	0	0	1	0	0	0	0	0	0	0	8
5:30 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	4
5:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	14	2	0	0	2	0	0	0	0	0	0	0	18
6:00 AM	0	9	4	0	1	1	0	0	0	0	0	0	0	15
6:15 AM	0	8	1	0	2	1	0	0	0	0	0	0	0	12
6:30 AM	0	16	1	0	0	0	0	0	0	0	0	0	0	17
6:45 AM	0	20	4	0	0	0	0	0	0	0	0	0	0	24
Hour Total	0	53	10	0	3	2	0	0	0	0	0	0	0	68
7:00 AM	0	22	3	2	1	0	0	1	0	0	0	0	0	29
7:15 AM	0	21	1	0	1	0	0	0	0	0	0	0	0	23
7:30 AM	0	34	8	0	0	0	0	0	0	0	0	0	0	42
7:45 AM	0	39	14	0	1	0	0	0	0	0	0	0	0	54
Hour Total	0	116	26	2	3	0	0	1	0	0	0	0	0	148

8:00 AM	0	64	10	1	0	0	0	0	0	0	0	0	0	75
8:15 AM	0	67	16	0	0	1	0	0	0	0	0	0	0	84
8:30 AM	0	94	22	1	0	1	0	1	1	0	0	0	0	120
8:45 AM	0	99	25	1	0	0	0	1	0	0	0	0	0	126
Hour Total	0	324	73	3	0	2	0	2	1	0	0	0	0	405
9:00 AM	1	99	10	0	1	0	0	1	0	0	0	0	0	112
9:15 AM	0	66	8	0	1	0	0	0	0	0	0	0	0	75
9:30 AM	0	52	13	0	1	0	0	2	0	0	0	0	0	68
9:45 AM	0	53	14	0	1	0	0	0	0	0	0	0	0	68
Hour Total	1	270	45	0	4	0	0	3	0	0	0	0	0	323
10:00 AM	0	51	12	0	1	0	0	0	0	0	0	0	0	64
10:15 AM	0	42	14	0	0	0	0	0	0	0	0	0	0	56
10:30 AM	0	52	7	0	0	0	0	0	0	0	0	0	0	59
10:45 AM	0	47	11	0	2	0	0	0	0	0	0	0	0	60
Hour Total	0	192	44	0	3	0	0	0	0	0	0	0	0	239
11:00 AM	0	34	11	0	1	0	0	0	0	0	0	0	0	46
11:15 AM	0	39	13	0	3	0	0	0	0	0	0	0	0	55
11:30 AM	1	43	11	0	0	0	0	1	0	0	0	0	0	56
11:45 AM	0	51	8	0	1	0	0	0	0	0	0	0	0	60
Hour Total	1	167	43	0	5	0	0	1	0	0	0	0	0	217
12:00 PM	0	61	14	0	2	1	0	1	0	0	0	0	0	79
12:15 PM	0	43	15	0	0	0	0	1	0	0	0	0	0	59
12:30 PM	0	56	6	0	2	0	0	0	0	0	0	0	0	64
12:45 PM	0	51	9	0	1	0	0	0	0	0	0	0	0	61
Hour Total	0	211	44	0	5	1	0	2	0	0	0	0	0	263
1:00 PM	0	51	11	0	0	1	0	0	0	0	0	0	0	63
1:15 PM	0	57	11	0	0	0	0	0	0	0	0	0	0	68
1:30 PM	0	56	13	0	0	0	0	0	0	0	0	0	0	69
1:45 PM	0	50	8	0	0	0	0	0	0	0	0	0	0	58
Hour Total	0	214	43	0	0	1	0	0	0	0	0	0	0	258
2:00 PM	0	64	8	0	0	0	0	1	0	0	0	0	0	73
2:15 PM	0	41	12	0	1	0	0	0	0	0	0	0	0	54
2:30 PM	0	48	12	0	0	0	0	1	0	0	0	0	0	61
2:45 PM	0	60	9	0	1	0	0	0	1	0	0	0	0	71
Hour Total	0	213	41	0	2	0	0	2	1	0	0	0	0	259
3:00 PM	1	58	17	0	1	1	0	1	0	0	0	0	0	79
3:15 PM	0	59	16	0	0	0	0	0	0	0	0	0	0	75
3:30 PM	0	79	13	1	1	0	0	0	0	0	0	0	0	94
3:45 PM	2	78	16	1	0	0	0	1	1	0	0	0	0	99
Hour Total	3	274	62	2	2	1	0	2	1	0	0	0	0	347

4:00 PM	0	88	9	1	0	0	1	0	0	0	0	0	0	99
4:15 PM	0	64	12	0	2	0	0	1	0	0	0	0	0	79
4:30 PM	0	65	10	0	2	0	0	0	0	0	0	0	0	77
4:45 PM	0	67	18	0	0	0	0	0	0	0	0	0	0	85
Hour Total	0	284	49	1	4	0	1	1	0	0	0	0	0	340
5:00 PM	0	88	14	0	0	0	0	0	0	0	0	0	0	102
5:15 PM	0	84	13	1	1	0	0	0	0	0	0	0	0	99
5:30 PM	0	78	16	1	0	0	0	1	0	0	0	0	0	96
5:45 PM	0	77	10	0	0	0	0	0	0	0	0	0	0	87
Hour Total	0	327	53	2	1	0	0	1	0	0	0	0	0	384
6:00 PM	0	77	11	0	0	0	0	1	0	0	0	0	0	89
6:15 PM	0	76	8	0	0	0	0	5	1	0	0	0	0	90
6:30 PM	0	75	11	0	1	0	0	0	0	0	0	0	0	87
6:45 PM	0	73	7	1	0	0	0	1	1	0	0	0	0	83
Hour Total	0	301	37	1	1	0	0	7	2	0	0	0	0	349
7:00 PM	0	68	7	0	0	0	0	0	0	0	0	0	0	75
7:15 PM	0	67	6	0	1	0	0	2	0	0	0	0	0	76
7:30 PM	0	69	6	0	0	0	0	0	0	0	0	0	0	75
7:45 PM	0	39	4	0	0	0	0	1	0	0	0	0	0	44
Hour Total	0	243	23	0	1	0	0	3	0	0	0	0	0	270
8:00 PM	0	40	9	0	0	0	0	2	0	0	0	0	0	51
8:15 PM	0	44	1	0	0	0	0	0	0	0	0	0	0	45
8:30 PM	0	45	4	0	0	0	1	0	0	0	0	0	0	50
8:45 PM	0	38	5	0	0	0	0	0	0	0	0	0	0	43
Hour Total	0	167	19	0	0	0	1	2	0	0	0	0	0	189
9:00 PM	0	36	1	0	1	0	0	0	0	0	0	0	0	38
9:15 PM	0	22	3	0	1	0	0	0	0	0	0	0	0	26
9:30 PM	0	27	4	0	0	0	0	0	0	0	0	0	0	31
9:45 PM	0	20	4	0	1	0	0	0	0	0	0	0	0	25
Hour Total	0	105	12	0	3	0	0	0	0	0	0	0	0	120
10:00 PM	0	19	1	0	0	0	0	0	0	0	0	0	0	20
10:15 PM	0	25	1	0	0	0	0	0	0	0	0	0	0	26
10:30 PM	0	22	1	0	0	0	0	0	0	0	0	0	0	23
10:45 PM	0	7	2	0	1	0	0	0	0	0	0	0	0	10
Hour Total	0	73	5	0	1	0	0	0	0	0	0	0	0	79
11:00 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	17
11:15 PM	0	14	2	0	0	0	0	0	0	0	0	0	0	16
11:30 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
11:45 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	48	5	0	0	0	0	0	0	0	0	0	0	53
Totals	5	3637	645	11	38	10	2	27	9	0	0	0	0	4384
Percent	0.1%	83.0%	14.7%	0.3%	0.9%	0.2%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Mountain Boulevard south of Snake Road (Outside Lanes)

Oakland

Project #:09-7224-013s

Date: 5/28/2009

THURSDAY

South Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
12:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	10	0	0	0	0	0	0	0	0	0	0	0	10
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	2	0	0	0	0	0	0	0	0	0	0	5
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	5	0	0	0	0	0	0	0	0	0	0	0	5
3:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	0	0	1	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	2	1	0	0	1	0	0	0	0	0	0	0	4
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:45 AM	0	8	0	0	0	0	0	0	1	0	0	0	0	9
Hour Total	0	14	1	0	0	1	0	0	1	0	0	0	0	17
6:00 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	3
6:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
6:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:45 AM	0	7	1	0	0	0	0	0	1	0	0	0	0	9
Hour Total	0	16	2	1	0	0	0	0	1	0	0	0	0	20
7:00 AM	0	19	0	0	0	0	0	0	0	0	0	0	0	19
7:15 AM	0	21	1	0	0	0	0	0	0	0	0	0	0	22
7:30 AM	0	11	1	0	2	0	0	0	0	0	0	0	0	14
7:45 AM	0	24	3	0	0	2	0	0	0	0	0	0	0	29
Hour Total	0	75	5	0	2	2	0	0	0	0	0	0	0	84

8:00 AM	0	39	0	0	0	1	0	0	0	0	0	0	0	40
8:15 AM	1	34	0	0	0	0	0	0	0	0	0	0	0	35
8:30 AM	0	59	1	0	0	0	0	1	0	0	0	0	0	61
8:45 AM	0	46	1	0	1	0	0	1	0	0	0	0	0	49
Hour Total	1	178	2	0	1	1	0	2	0	0	0	0	0	185
9:00 AM	0	38	2	1	1	0	0	0	0	0	0	0	0	42
9:15 AM	0	39	3	0	0	0	0	0	0	0	0	0	0	42
9:30 AM	0	47	3	0	0	1	0	0	0	0	0	0	0	51
9:45 AM	0	28	1	1	0	0	0	1	0	0	0	0	0	31
Hour Total	0	152	9	2	1	1	0	1	0	0	0	0	0	166
10:00 AM	0	28	2	0	0	0	0	1	0	0	0	0	0	31
10:15 AM	0	25	4	0	0	0	0	0	0	0	0	0	0	29
10:30 AM	0	34	3	0	0	0	0	0	0	0	0	0	0	37
10:45 AM	0	19	1	0	0	0	0	0	0	0	0	0	0	20
Hour Total	0	106	10	0	0	0	0	1	0	0	0	0	0	117
11:00 AM	0	30	2	0	0	0	0	1	0	0	0	0	0	33
11:15 AM	0	34	6	0	0	0	0	0	0	0	0	0	0	40
11:30 AM	0	29	5	0	1	0	0	0	1	0	0	0	0	36
11:45 AM	0	46	3	0	0	0	0	0	0	0	0	0	0	49
Hour Total	0	139	16	0	1	0	0	1	1	0	0	0	0	158
12:00 PM	0	23	5	0	1	0	0	0	0	0	0	0	0	29
12:15 PM	0	36	3	0	0	0	0	0	0	0	0	0	0	39
12:30 PM	1	43	1	0	0	0	0	0	0	0	0	0	0	45
12:45 PM	0	36	3	0	1	0	0	0	0	0	0	0	0	40
Hour Total	1	138	12	0	2	0	0	0	0	0	0	0	0	153
1:00 PM	0	42	5	0	0	0	0	0	0	0	0	0	0	47
1:15 PM	1	44	2	0	0	0	0	0	0	0	0	0	0	47
1:30 PM	0	45	8	0	0	0	1	0	0	0	0	0	0	54
1:45 PM	0	47	4	0	0	0	0	0	0	0	0	0	0	51
Hour Total	1	178	19	0	0	0	1	0	0	0	0	0	0	199
2:00 PM	0	51	1	0	0	0	0	0	0	0	0	0	0	52
2:15 PM	0	53	1	0	1	0	0	0	0	0	0	0	0	55
2:30 PM	0	36	0	0	2	0	0	0	0	0	0	0	0	38
2:45 PM	0	26	4	0	0	0	0	0	0	0	0	0	0	30
Hour Total	0	166	6	0	3	0	0	0	0	0	0	0	0	175
3:00 PM	0	37	4	0	1	0	0	1	0	0	0	0	0	43
3:15 PM	0	38	6	0	0	0	0	0	0	0	0	0	0	44
3:30 PM	0	44	4	0	0	0	0	0	0	0	0	0	0	48
3:45 PM	0	30	2	0	0	0	0	0	0	0	0	0	0	32
Hour Total	0	149	16	0	1	0	0	1	0	0	0	0	0	167

4:00 PM	0	41	4	0	0	0	0	0	0	0	0	0	0	45
4:15 PM	1	44	2	0	0	0	0	0	0	0	0	0	0	47
4:30 PM	0	43	5	0	0	0	0	0	0	0	0	0	0	48
4:45 PM	0	49	2	0	0	0	0	1	0	0	0	0	0	52
Hour Total	1	177	13	0	0	0	0	1	0	0	0	0	0	192
5:00 PM	0	39	2	0	1	0	0	0	0	0	0	0	0	42
5:15 PM	0	40	3	0	0	0	0	0	0	0	0	0	0	43
5:30 PM	0	46	1	1	0	0	0	0	0	0	0	0	0	48
5:45 PM	0	62	3	0	0	0	0	0	0	0	0	0	0	65
Hour Total	0	187	9	1	1	0	0	0	0	0	0	0	0	198
6:00 PM	0	60	5	0	0	0	0	0	0	0	0	0	0	65
6:15 PM	1	45	3	0	0	0	0	0	0	0	0	0	0	49
6:30 PM	1	59	1	0	0	0	0	0	0	0	0	0	0	61
6:45 PM	0	38	1	0	0	0	0	0	0	0	0	0	0	39
Hour Total	2	202	10	0	0	0	0	0	0	0	0	0	0	214
7:00 PM	0	30	2	0	0	0	0	0	0	0	0	0	0	32
7:15 PM	0	37	2	0	0	0	0	0	0	0	0	0	0	39
7:30 PM	0	32	2	0	0	0	0	0	0	0	0	0	0	34
7:45 PM	0	34	1	0	0	0	0	0	0	0	0	0	0	35
Hour Total	0	133	7	0	0	0	0	0	0	0	0	0	0	140
8:00 PM	0	33	0	0	0	0	0	0	0	0	0	0	0	33
8:15 PM	0	25	1	0	0	0	0	0	0	0	0	0	0	26
8:30 PM	0	16	3	0	0	0	0	0	0	0	0	0	0	19
8:45 PM	0	21	2	0	0	0	0	0	0	0	0	0	0	23
Hour Total	0	95	6	0	0	0	0	0	0	0	0	0	0	101
9:00 PM	0	23	1	0	0	0	0	0	0	0	0	0	0	24
9:15 PM	0	21	1	0	0	0	0	0	0	0	0	0	0	22
9:30 PM	0	19	1	0	0	0	0	0	0	0	0	0	0	20
9:45 PM	0	19	1	0	0	0	0	0	0	0	0	0	0	20
Hour Total	0	82	4	0	0	0	0	0	0	0	0	0	0	86
10:00 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	14
10:15 PM	0	13	4	0	0	0	0	0	0	0	0	0	0	17
10:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
10:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	39	4	0	0	0	0	0	0	0	0	0	0	43
11:00 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
11:15 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
11:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
11:45 PM	0	2	0	0	0	0	0	0	1	0	0	0	0	3
Hour Total	0	19	3	0	0	0	0	0	1	0	0	0	0	23
Totals	6	2265	156	4	13	5	1	7	4	0	0	0	0	2461
Percent	0.2%	92.0%	6.3%	0.2%	0.5%	0.2%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Mountain Boulevard south of Snake Road (Outside Lanes)

Oakland

Project #:09-7224-013s

Date: 5/28/2009

THURSDAY

North Bound, South Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
12:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
12:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	24	1	0	0	0	0	0	0	0	0	0	0	25
1:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
1:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:30 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	4
1:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	12	4	0	0	0	0	0	0	0	0	0	0	16
2:00 AM	0	4	1	0	0	0	0	0	1	0	0	0	0	6
2:15 AM	0	2	1	0	0	0	0	0	1	0	0	0	0	4
2:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	11	2	0	0	0	0	0	2	0	0	0	0	15
3:00 AM	0	0	0	0	1	0	0	0	1	0	0	0	0	2
3:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:30 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
3:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	7	3	0	1	0	0	0	1	0	0	0	0	12
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:15 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1
4:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 AM	0	5	0	0	0	1	0	0	0	0	0	0	0	6
Hour Total	0	7	1	0	0	1	0	0	1	0	0	0	0	10
5:00 AM	0	4	1	0	0	1	0	0	0	0	0	0	0	6
5:15 AM	0	7	1	0	0	1	0	0	0	0	0	0	0	9
5:30 AM	0	6	0	0	0	1	0	0	0	0	0	0	0	7
5:45 AM	0	11	1	0	0	0	0	0	1	0	0	0	0	13
Hour Total	0	28	3	0	0	3	0	0	1	0	0	0	0	35
6:00 AM	0	11	4	1	1	1	0	0	0	0	0	0	0	18
6:15 AM	0	13	2	0	2	1	0	0	0	0	0	0	0	18
6:30 AM	0	18	1	0	0	0	0	0	0	0	0	0	0	19
6:45 AM	0	27	5	0	0	0	0	0	1	0	0	0	0	33
Hour Total	0	69	12	1	3	2	0	0	1	0	0	0	0	88
7:00 AM	0	41	3	2	1	0	0	1	0	0	0	0	0	48
7:15 AM	0	42	2	0	1	0	0	0	0	0	0	0	0	45
7:30 AM	0	45	9	0	2	0	0	0	0	0	0	0	0	56
7:45 AM	0	63	17	0	1	2	0	0	0	0	0	0	0	83
Hour Total	0	191	31	2	5	2	0	1	0	0	0	0	0	232

8:00 AM	0	103	10	1	0	1	0	0	0	0	0	0	0	115
8:15 AM	1	101	16	0	0	1	0	0	0	0	0	0	0	119
8:30 AM	0	153	23	1	0	1	0	2	1	0	0	0	0	181
8:45 AM	0	145	26	1	1	0	0	2	0	0	0	0	0	175
Hour Total	1	502	75	3	1	3	0	4	1	0	0	0	0	590
9:00 AM	1	137	12	1	2	0	0	1	0	0	0	0	0	154
9:15 AM	0	105	11	0	1	0	0	0	0	0	0	0	0	117
9:30 AM	0	99	16	0	1	1	0	2	0	0	0	0	0	119
9:45 AM	0	81	15	1	1	0	0	1	0	0	0	0	0	99
Hour Total	1	422	54	2	5	1	0	4	0	0	0	0	0	489
10:00 AM	0	79	14	0	1	0	0	1	0	0	0	0	0	95
10:15 AM	0	67	18	0	0	0	0	0	0	0	0	0	0	85
10:30 AM	0	86	10	0	0	0	0	0	0	0	0	0	0	96
10:45 AM	0	66	12	0	2	0	0	0	0	0	0	0	0	80
Hour Total	0	298	54	0	3	0	0	1	0	0	0	0	0	356
11:00 AM	0	64	13	0	1	0	0	1	0	0	0	0	0	79
11:15 AM	0	73	19	0	3	0	0	0	0	0	0	0	0	95
11:30 AM	1	72	16	0	1	0	0	1	1	0	0	0	0	92
11:45 AM	0	97	11	0	1	0	0	0	0	0	0	0	0	109
Hour Total	1	306	59	0	6	0	0	2	1	0	0	0	0	375
12:00 PM	0	84	19	0	3	1	0	1	0	0	0	0	0	108
12:15 PM	0	79	18	0	0	0	0	1	0	0	0	0	0	98
12:30 PM	1	99	7	0	2	0	0	0	0	0	0	0	0	109
12:45 PM	0	87	12	0	2	0	0	0	0	0	0	0	0	101
Hour Total	1	349	56	0	7	1	0	2	0	0	0	0	0	416
1:00 PM	0	93	16	0	0	1	0	0	0	0	0	0	0	110
1:15 PM	1	101	13	0	0	0	0	0	0	0	0	0	0	115
1:30 PM	0	101	21	0	0	0	1	0	0	0	0	0	0	123
1:45 PM	0	97	12	0	0	0	0	0	0	0	0	0	0	109
Hour Total	1	392	62	0	0	1	1	0	0	0	0	0	0	457
2:00 PM	0	115	9	0	0	0	0	1	0	0	0	0	0	125
2:15 PM	0	94	13	0	2	0	0	0	0	0	0	0	0	109
2:30 PM	0	84	12	0	2	0	0	1	0	0	0	0	0	99
2:45 PM	0	86	13	0	1	0	0	0	1	0	0	0	0	101
Hour Total	0	379	47	0	5	0	0	2	1	0	0	0	0	434
3:00 PM	1	95	21	0	2	1	0	2	0	0	0	0	0	122
3:15 PM	0	97	22	0	0	0	0	0	0	0	0	0	0	119
3:30 PM	0	123	17	1	1	0	0	0	0	0	0	0	0	142
3:45 PM	2	108	18	1	0	0	0	1	1	0	0	0	0	131
Hour Total	3	423	78	2	3	1	0	3	1	0	0	0	0	514

4:00 PM	0	129	13	1	0	0	1	0	0	0	0	0	0	144
4:15 PM	1	108	14	0	2	0	0	1	0	0	0	0	0	126
4:30 PM	0	108	15	0	2	0	0	0	0	0	0	0	0	125
4:45 PM	0	116	20	0	0	0	0	1	0	0	0	0	0	137
Hour Total	1	461	62	1	4	0	1	2	0	0	0	0	0	532
5:00 PM	0	127	16	0	1	0	0	0	0	0	0	0	0	144
5:15 PM	0	124	16	1	1	0	0	0	0	0	0	0	0	142
5:30 PM	0	124	17	2	0	0	0	1	0	0	0	0	0	144
5:45 PM	0	139	13	0	0	0	0	0	0	0	0	0	0	152
Hour Total	0	514	62	3	2	0	0	1	0	0	0	0	0	582
6:00 PM	0	137	16	0	0	0	0	1	0	0	0	0	0	154
6:15 PM	1	121	11	0	0	0	0	5	1	0	0	0	0	139
6:30 PM	1	134	12	0	1	0	0	0	0	0	0	0	0	148
6:45 PM	0	111	8	1	0	0	0	1	1	0	0	0	0	122
Hour Total	2	503	47	1	1	0	0	7	2	0	0	0	0	563
7:00 PM	0	98	9	0	0	0	0	0	0	0	0	0	0	107
7:15 PM	0	104	8	0	1	0	0	2	0	0	0	0	0	115
7:30 PM	0	101	8	0	0	0	0	0	0	0	0	0	0	109
7:45 PM	0	73	5	0	0	0	0	1	0	0	0	0	0	79
Hour Total	0	376	30	0	1	0	0	3	0	0	0	0	0	410
8:00 PM	0	73	9	0	0	0	0	2	0	0	0	0	0	84
8:15 PM	0	69	2	0	0	0	0	0	0	0	0	0	0	71
8:30 PM	0	61	7	0	0	0	1	0	0	0	0	0	0	69
8:45 PM	0	59	7	0	0	0	0	0	0	0	0	0	0	66
Hour Total	0	262	25	0	0	0	1	2	0	0	0	0	0	290
9:00 PM	0	59	2	0	1	0	0	0	0	0	0	0	0	62
9:15 PM	0	43	4	0	1	0	0	0	0	0	0	0	0	48
9:30 PM	0	46	5	0	0	0	0	0	0	0	0	0	0	51
9:45 PM	0	39	5	0	1	0	0	0	0	0	0	0	0	45
Hour Total	0	187	16	0	3	0	0	0	0	0	0	0	0	206
10:00 PM	0	33	1	0	0	0	0	0	0	0	0	0	0	34
10:15 PM	0	38	5	0	0	0	0	0	0	0	0	0	0	43
10:30 PM	0	28	1	0	0	0	0	0	0	0	0	0	0	29
10:45 PM	0	13	2	0	1	0	0	0	0	0	0	0	0	16
Hour Total	0	112	9	0	1	0	0	0	0	0	0	0	0	122
11:00 PM	0	24	2	0	0	0	0	0	0	0	0	0	0	26
11:15 PM	0	18	4	0	0	0	0	0	0	0	0	0	0	22
11:30 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
11:45 PM	0	14	1	0	0	0	0	0	1	0	0	0	0	16
Hour Total	0	67	8	0	0	0	0	0	1	0	0	0	0	76
Totals	11	5902	801	15	51	15	3	34	13	0	0	0	0	6845
Percent	0.2%	86.2%	11.7%	0.2%	0.7%	0.2%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

5/28/2009

City: Oakland

Project #: 09-7224-013s

Location: Mountain Boulevard south of Snake Road (Outside Lanes)

Start Time	Southbound		Hour Totals		Northbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	5	29			8	79				
12:15	3	39			3	59				
12:30	0	45			2	64				
12:45	2	40	10	153	2	61	15	263	25	416
1:00	2	47			4	63				
1:15	1	47			3	68				
1:30	1	54			3	69				
1:45	1	51	5	199	1	58	11	258	16	457
2:00	2	52			4	73				
2:15	0	55			4	54				
2:30	2	38			0	61				
2:45	1	30	5	175	2	71	10	259	15	434
3:00	1	43			1	79				
3:15	1	44			2	75				
3:30	1	48			4	94				
3:45	0	32	3	167	2	99	9	347	12	514
4:00	0	45			2	99				
4:15	0	47			1	79				
4:30	0	48			1	77				
4:45	0	52	0	192	6	85	10	340	10	532
5:00	4	42			2	102				
5:15	1	43			8	99				
5:30	3	48			4	96				
5:45	9	65	17	198	4	87	18	384	35	582
6:00	3	65			15	89				
6:15	6	49			12	90				
6:30	2	61			17	87				
6:45	9	39	20	214	24	83	68	349	88	563
7:00	19	32			29	75				
7:15	22	39			23	76				
7:30	14	34			42	75				
7:45	29	35	84	140	54	44	148	270	232	410
8:00	40	33			75	51				
8:15	35	26			84	45				
8:30	61	19			120	50				
8:45	49	23	185	101	126	43	405	189	590	290
9:00	42	24			112	38				
9:15	42	22			75	26				
9:30	51	20			68	31				
9:45	31	20	166	86	68	25	323	120	489	206
10:00	31	14			64	20				
10:15	29	17			56	26				
10:30	37	6			59	23				
10:45	20	6	117	43	60	10	239	79	356	122
11:00	33	9			46	17				
11:15	40	6			55	16				
11:30	36	5			56	7				
11:45	49	3	158	23	60	13	217	53	375	76
Total	770	1691	770	1691	1473	2911	1473	2911	2243	4602
Combined Total	2461		2461		4384		4384		6845	
AM Peak	8:30 AM				8:15 AM					
Vol.	194				442					
P.H.F.	0.795				0.877					
PM Peak	5:45 PM				5:00 PM					
Vol.	240				384					
P.H.F.	0.923				0.941					
Percentage	31.3%	68.7%			33.6%	66.4%				

Prepared by NDS/ATD

Volumes for: Wednesday, May 27, 2009

City: Oakland

Project #: 09-7224-014

Location: 7th Street between Clay Street and Jefferson Street

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	26	155			0	0				
12:15	28	184			0	0				
12:30	22	155			0	0				
12:45	21	122	97	616	0	0				
1:00	11	166			0	0				
1:15	16	155			0	0				
1:30	11	144			0	0				
1:45	10	154	48	619	0	0				
2:00	9	122			0	0				
2:15	8	166			0	0				
2:30	4	188			0	0				
2:45	8	154	29	630	0	0				
3:00	4	158			0	0				
3:15	5	166			0	0				
3:30	5	181			0	0				
3:45	4	155	18	660	0	0				
4:00	4	155			0	0				
4:15	6	199			0	0				
4:30	5	188			0	0				
4:45	7	201	22	743	0	0				
5:00	11	222			0	0				
5:15	25	222			0	0				
5:30	25	233			0	0				
5:45	68	188	129	865	0	0				
6:00	77	155			0	0				
6:15	88	164			0	0				
6:30	84	100			0	0				
6:45	112	99	361	518	0	0				
7:00	111	84			0	0				
7:15	125	84			0	0				
7:30	125	66			0	0				
7:45	155	65	516	299	0	0				
8:00	144	54			0	0				
8:15	144	44			0	0				
8:30	157	44			0	0				
8:45	147	48	592	190	0	0				
9:00	155	55			0	0				
9:15	133	44			0	0				
9:30	125	42			0	0				
9:45	128	22	541	163	0	0				
10:00	124	21			0	0				
10:15	147	25			0	0				
10:30	158	15			0	0				
10:45	166	19	595	80	0	0				
11:00	166	22			0	0				
11:15	158	24			0	0				
11:30	154	11			0	0				
11:45	147	19	625	76	0	0				
Total	3573	5459	3573	5459	0	0	0	0	0	0
Combined Total	9032		9032		0		0		0	
AM Peak	10:30 AM									
Vol.	648									
P.H.F.	0.976									
PM Peak	4:45 PM									
Vol.	878									
P.H.F.	0.942									
Percentage	39.6%	60.4%								

Prepared by NDS/ATD

Volumes for: Thursday, May 28, 2009

City: Oakland

Project #: 09-7224-014

Location: 7th Street between Clay Street and Jefferson Street

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	18	133			0	0				
12:15	18	132			0	0				
12:30	11	122			0	0				
12:45	10	128	57	515	0	0				
1:00	9	158			0	0				
1:15	8	199			0	0				
1:30	4	190			0	0				
1:45	5	122	26	669	0	0				
2:00	4	154			0	0				
2:15	4	147			0	0				
2:30	5	155			0	0				
2:45	5	165	18	621	0	0				
3:00	4	158			0	0				
3:15	2	177			0	0				
3:30	11	154			0	0				
3:45	11	147	28	636	0	0				
4:00	16	154			0	0				
4:15	8	166			0	0				
4:30	9	166			0	0				
4:45	8	188	41	674	0	0				
5:00	10	201			0	0				
5:15	35	222			0	0				
5:30	55	258			0	0				
5:45	54	244	154	925	0	0				
6:00	88	188			0	0				
6:15	99	181			0	0				
6:30	102	122			0	0				
6:45	111	122	400	613	0	0				
7:00	125	101			0	0				
7:15	154	88			0	0				
7:30	122	99			0	0				
7:45	133	98	534	386	0	0				
8:00	125	84			0	0				
8:15	154	44			0	0				
8:30	144	45			0	0				
8:45	155	66	578	239	0	0				
9:00	166	65			0	0				
9:15	168	57			0	0				
9:30	188	77			0	0				
9:45	154	66	676	265	0	0				
10:00	154	65			0	0				
10:15	155	55			0	0				
10:30	158	33			0	0				
10:45	166	32	633	185	0	0				
11:00	164	32			0	0				
11:15	154	33			0	0				
11:30	147	32			0	0				
11:45	154	22	619	119	0	0				
Total	3764	5847	3764	5847	0	0	0	0	0	0
Combined Total	9611		9611		0		0		0	
AM Peak	8:45 AM									
Vol.	677									
P.H.F.	0.900									
PM Peak		5:00 PM								
Vol.		925								
P.H.F.		0.896								
Percentage	39.2%	60.8%								

Class Report - Prepared by: NDS/ATD

7th Street between Clay Street and Jefferson Street (Outside Lane)

Oakland

Project #:09-7224-014e

Date: 5/27/2009

WEDNESDAY

East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
12:15 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	3
12:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
12:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	18	0	1	0	0	0	0	0	0	0	0	0	19
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	11	0	0	0	0	0	0	0	0	0	0	0	11
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:30 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	3
2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	9	0	1	0	0	0	0	0	0	0	0	0	10
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	6	0	0	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:45 AM	0	5	0	0	0	0	0	1	0	0	0	0	0	6
Hour Total	0	14	1	0	0	0	0	1	0	0	0	0	0	16
5:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
5:30 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	12
5:45 AM	0	7	3	0	1	0	0	0	0	0	0	0	0	11
Hour Total	0	22	6	0	1	0	0	0	0	0	0	0	0	29
6:00 AM	0	9	0	0	1	1	0	0	0	0	0	0	0	11
6:15 AM	0	20	2	1	2	0	0	0	0	0	0	0	0	25
6:30 AM	0	25	1	0	0	0	0	0	0	0	0	0	0	26
6:45 AM	0	21	2	1	0	0	0	0	0	0	0	0	0	24
Hour Total	0	75	5	2	3	1	0	0	0	0	0	0	0	86
7:00 AM	0	24	1	1	1	0	0	0	0	0	0	0	0	27
7:15 AM	0	39	5	1	0	0	0	0	0	0	0	0	0	45
7:30 AM	0	22	3	0	0	0	0	0	0	0	0	0	0	25
7:45 AM	1	43	2	1	0	0	0	1	1	0	0	0	0	49
Hour Total	1	128	11	3	1	0	0	1	1	0	0	0	0	146

8:00 AM	0	32	7	1	2	0	0	0	0	0	0	0	0	42
8:15 AM	0	50	4	3	3	0	0	0	0	0	0	0	0	60
8:30 AM	0	46	3	1	0	0	0	1	0	0	0	0	0	51
8:45 AM	0	43	5	2	0	0	0	0	0	0	0	0	0	50
Hour Total	0	171	19	7	5	0	0	1	0	0	0	0	0	203
9:00 AM	0	49	3	1	0	0	0	0	0	0	0	0	0	53
9:15 AM	0	41	4	2	0	0	0	0	0	0	0	0	0	47
9:30 AM	1	29	4	1	0	0	0	0	0	0	0	0	0	35
9:45 AM	0	25	5	0	0	0	0	0	1	0	0	0	0	31
Hour Total	1	144	16	4	0	0	0	0	1	0	0	0	0	166
10:00 AM	0	21	1	0	0	0	0	0	0	0	0	0	0	22
10:15 AM	0	29	3	1	0	0	0	0	0	0	0	0	0	33
10:30 AM	0	25	0	0	0	0	0	0	0	0	0	0	0	25
10:45 AM	0	29	4	2	1	0	0	0	0	0	0	0	0	36
Hour Total	0	104	8	3	1	0	0	0	0	0	0	0	0	116
11:00 AM	0	36	6	1	0	0	0	0	0	0	0	0	0	43
11:15 AM	0	22	8	2	1	1	0	0	1	0	0	0	0	35
11:30 AM	0	34	7	1	2	0	0	0	0	0	0	0	0	44
11:45 AM	0	26	3	1	0	0	0	0	0	0	0	0	0	30
Hour Total	0	118	24	5	3	1	0	0	1	0	0	0	0	152
12:00 PM	0	25	7	3	2	0	0	1	0	0	0	0	0	38
12:15 PM	0	18	0	1	0	0	0	0	0	0	0	0	0	19
12:30 PM	0	28	2	0	2	0	0	0	0	0	0	0	0	32
12:45 PM	0	31	4	3	2	0	0	0	0	0	0	0	0	40
Hour Total	0	102	13	7	6	0	0	1	0	0	0	0	0	129
1:00 PM	0	36	2	1	0	0	0	0	0	0	0	0	0	39
1:15 PM	0	43	2	1	0	0	0	0	0	0	0	0	0	46
1:30 PM	0	42	5	1	0	0	0	0	0	0	0	0	0	48
1:45 PM	0	46	4	0	1	0	0	0	0	0	0	0	0	51
Hour Total	0	167	13	3	1	0	0	0	0	0	0	0	0	184
2:00 PM	0	35	3	0	0	0	0	0	0	0	0	0	0	38
2:15 PM	0	25	5	1	1	0	0	0	0	0	0	0	0	32
2:30 PM	0	33	5	0	0	0	0	0	0	0	0	0	0	38
2:45 PM	0	35	1	2	0	0	0	0	0	0	0	0	0	38
Hour Total	0	128	14	3	1	0	0	0	0	0	0	0	0	146
3:00 PM	0	27	2	1	1	0	0	0	0	0	0	0	0	31
3:15 PM	0	32	1	1	1	0	0	0	0	0	0	0	0	35
3:30 PM	0	34	2	0	0	0	0	0	0	0	0	0	0	36
3:45 PM	1	49	6	1	0	0	0	0	0	0	0	0	0	57
Hour Total	1	142	11	3	2	0	0	0	0	0	0	0	0	159

4:00 PM	0	60	3	1	0	1	0	0	0	0	0	0	0	65
4:15 PM	0	42	3	2	0	0	0	1	0	0	0	0	0	48
4:30 PM	1	39	7	0	1	0	0	1	0	0	0	0	0	49
4:45 PM	0	39	2	1	2	0	0	0	0	0	0	0	0	44
Hour Total	1	180	15	4	3	1	0	2	0	0	0	0	0	206
5:00 PM	0	51	4	1	0	0	0	0	0	0	0	0	0	56
5:15 PM	0	54	6	1	1	0	0	0	0	0	0	0	0	62
5:30 PM	0	52	3	0	0	0	0	0	0	0	0	0	0	55
5:45 PM	0	57	2	1	1	0	0	0	0	0	0	0	0	61
Hour Total	0	214	15	3	2	0	0	0	0	0	0	0	0	234
6:00 PM	0	38	2	1	0	0	0	0	0	0	0	0	0	41
6:15 PM	0	40	1	1	0	0	0	0	0	0	0	0	0	42
6:30 PM	0	41	2	1	0	0	0	0	0	0	0	0	0	44
6:45 PM	0	30	0	0	0	0	0	0	0	0	0	0	0	30
Hour Total	0	149	5	3	0	0	0	0	0	0	0	0	0	157
7:00 PM	0	27	2	1	0	0	0	0	0	0	0	0	0	30
7:15 PM	0	13	3	3	0	0	0	0	0	0	0	0	0	19
7:30 PM	1	26	2	0	0	0	0	0	0	0	0	0	0	29
7:45 PM	0	8	0	1	0	0	0	0	0	0	0	0	0	9
Hour Total	1	74	7	5	0	0	0	0	0	0	0	0	0	87
8:00 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
8:15 PM	0	7	3	1	1	0	0	0	0	0	0	0	0	12
8:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
8:45 PM	0	15	2	1	0	0	0	0	0	0	0	0	0	18
Hour Total	0	44	6	2	1	0	0	0	0	0	0	0	0	53
9:00 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	17
9:15 PM	0	12	1	1	0	0	0	0	0	0	0	0	0	14
9:30 PM	0	14	2	0	0	1	0	0	0	0	0	0	0	17
9:45 PM	0	14	1	1	0	0	0	0	0	0	0	0	0	16
Hour Total	0	57	4	2	0	1	0	0	0	0	0	0	0	64
10:00 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
10:15 PM	0	17	1	1	1	0	0	0	0	0	0	0	0	20
10:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
10:45 PM	0	6	0	1	0	0	0	0	0	0	0	0	0	7
Hour Total	0	42	2	2	1	0	0	0	0	0	0	0	0	47
11:00 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
11:15 PM	0	4	0	1	0	0	0	0	0	0	0	0	0	5
11:30 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
11:45 PM	0	2	0	1	0	0	0	0	0	0	0	0	0	3
Hour Total	0	12	3	2	0	0	0	0	0	0	0	0	0	17
Totals	5	2131	198	65	31	4	0	6	3	0	0	0	0	2443
Percent	0.2%	87.2%	8.1%	2.7%	1.3%	0.2%	0.0%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

5/27/2009

City: Oakland

Project #: 09-7224-014e

Location: 7th Street between Clay Street and Jefferson Street (Outside Lane)

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals							
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon						
12:00	8	38	19	129	0	0	0	0	19	129						
12:15	3	19			0	0										
12:30	4	32			0	0										
12:45	4	40			0	0										
1:00	3	39			0	0										
1:15	0	46	11	184	0	0	0	0	11	184						
1:30	6	48			0	0										
1:45	2	51			0	0										
2:00	2	38			0	0										
2:15	3	32			0	0										
2:30	3	38	10	146	0	0	0	0	10	146						
2:45	2	38			0	0										
3:00	1	31			0	0										
3:15	0	35			0	0										
3:30	1	36			0	0										
3:45	4	57	6	159	0	0	0	0	6	159						
4:00	3	65			0	0										
4:15	3	48			0	0										
4:30	4	49			0	0										
4:45	6	44			0	0										
5:00	2	56	16	206	0	0	0	0	16	206						
5:15	4	62			0	0										
5:30	12	55			0	0										
5:45	11	61			0	0										
6:00	11	41			0	0										
6:15	25	42	86	157	0	0	0	0	86	157						
6:30	26	44			0	0										
6:45	24	30			0	0										
7:00	27	30			0	0										
7:15	45	19			0	0										
7:30	25	29	146	87	0	0	0	0	146	87						
7:45	49	9			0	0										
8:00	42	11			0	0										
8:15	60	12			0	0										
8:30	51	12			0	0										
8:45	50	18	203	53	0	0	0	0	203	53						
9:00	53	17			0	0										
9:15	47	14			0	0										
9:30	35	17			0	0										
9:45	31	16			0	0										
10:00	22	12	116	47	0	0	0	0	116	47						
10:15	33	20			0	0										
10:30	25	8			0	0										
10:45	36	7			0	0										
11:00	43	6			0	0										
11:15	35	5	152	17	0	0	0	0	152	17						
11:30	44	3			0	0										
11:45	30	3			0	0										
Total	960	1483			960	1483					0	0	0	0	960	1483
Combined Total	2443				2443						0		0		2443	
AM Peak	8:15 AM															
Vol.	214															
P.H.F.	0.892															
PM Peak	5:00 PM															
Vol.	234															
P.H.F.	0.944															
Percentage	39.3%	60.7%			#DIV/0!	#DIV/0!										

Class Report - Prepared by: NDS/ATD

7th Street between Clay Street and Jefferson Street (Outside Lane)

Oakland

Project #:09-7224-014e

Date: 5/28/2009

THURSDAY

East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
12:15 AM	0	3	0	1	0	0	0	0	0	0	0	0	0	4
12:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
12:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	18	2	1	0	0	0	0	0	0	0	0	0	21
1:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:30 AM	0	3	0	0	0	0	0	1	0	0	0	0	0	4
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	7	1	0	0	0	0	1	0	0	0	0	0	9
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	8	1	0	0	0	0	0	0	0	0	0	0	9
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	10	2	0	0	0	0	0	0	0	0	0	0	12
4:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	4	0	0	0	0	0	1	0	0	0	0	0	5
4:45 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	12	3	0	0	0	0	1	0	0	0	0	0	16
5:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
5:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
5:30 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
5:45 AM	0	15	3	0	0	0	0	0	0	0	0	0	0	18
Hour Total	0	30	5	0	0	0	0	0	0	0	0	0	0	35
6:00 AM	0	8	0	0	1	0	0	0	0	0	0	0	0	9
6:15 AM	0	13	4	1	0	0	0	0	0	0	0	0	0	18
6:30 AM	0	18	2	1	0	0	0	0	0	0	0	0	0	21
6:45 AM	1	18	3	0	0	0	0	0	0	0	0	0	0	22
Hour Total	1	57	9	2	1	0	0	0	0	0	0	0	0	70
7:00 AM	0	29	2	1	1	0	0	0	0	0	0	0	0	33
7:15 AM	0	33	4	2	0	0	0	0	0	0	0	0	0	39
7:30 AM	0	27	5	1	1	0	0	0	0	0	0	0	0	34
7:45 AM	1	24	5	1	2	0	0	0	0	0	0	0	0	33
Hour Total	1	113	16	5	4	0	0	0	0	0	0	0	0	139

8:00 AM	0	44	6	1	1	0	0	0	0	0	0	0	0	52
8:15 AM	0	54	6	1	2	0	0	0	0	0	0	0	0	63
8:30 AM	0	36	8	2	0	0	0	0	0	0	0	0	0	46
8:45 AM	0	52	5	1	0	0	0	0	0	0	0	0	0	58
Hour Total	0	186	25	5	3	0	0	0	0	0	0	0	0	219
9:00 AM	0	52	4	1	0	0	0	0	0	0	0	0	0	57
9:15 AM	0	36	1	0	1	0	0	0	0	0	0	0	0	38
9:30 AM	0	30	6	0	1	0	0	1	0	0	0	0	0	38
9:45 AM	0	29	2	1	1	0	0	0	0	0	0	0	0	33
Hour Total	0	147	13	2	3	0	0	1	0	0	0	0	0	166
10:00 AM	0	29	4	1	1	1	0	0	0	0	0	0	0	36
10:15 AM	0	36	8	1	1	0	0	0	0	0	0	0	0	46
10:30 AM	0	35	3	0	3	0	0	0	0	0	0	0	0	41
10:45 AM	0	36	3	1	4	0	0	0	0	0	0	0	0	44
Hour Total	0	136	18	3	9	1	0	0	0	0	0	0	0	167
11:00 AM	0	30	3	1	2	0	0	0	0	0	0	0	0	36
11:15 AM	0	29	6	2	2	0	0	0	0	0	0	0	0	39
11:30 AM	0	28	2	0	2	0	0	0	0	0	0	0	0	32
11:45 AM	0	26	6	1	1	0	0	0	0	0	0	0	0	34
Hour Total	0	113	17	4	7	0	0	0	0	0	0	0	0	141
12:00 PM	0	47	7	4	0	0	0	0	0	0	0	0	0	58
12:15 PM	0	37	3	1	1	0	0	0	0	0	0	0	0	42
12:30 PM	0	26	2	0	1	0	0	1	0	0	0	0	0	30
12:45 PM	0	29	1	1	2	0	0	0	0	0	0	0	0	33
Hour Total	0	139	13	6	4	0	0	1	0	0	0	0	0	163
1:00 PM	0	36	2	1	0	0	0	0	0	0	0	0	0	39
1:15 PM	0	36	3	2	1	1	0	0	0	0	0	0	0	43
1:30 PM	1	43	3	0	0	0	0	0	0	0	0	0	0	47
1:45 PM	0	46	5	1	1	0	0	0	1	0	0	0	0	54
Hour Total	1	161	13	4	2	1	0	0	1	0	0	0	0	183
2:00 PM	0	35	3	2	1	0	0	0	0	0	0	0	0	41
2:15 PM	0	22	3	1	2	0	0	0	0	0	0	0	0	28
2:30 PM	0	33	2	1	0	0	0	0	0	0	0	0	0	36
2:45 PM	0	31	8	0	2	0	0	0	0	0	0	0	0	41
Hour Total	0	121	16	4	5	0	0	0	0	0	0	0	0	146
3:00 PM	0	27	6	2	0	0	0	0	0	0	0	0	0	35
3:15 PM	0	28	1	1	2	0	0	0	1	0	0	0	0	33
3:30 PM	0	32	2	0	0	0	0	1	0	0	0	0	0	35
3:45 PM	0	26	1	0	0	1	0	1	0	0	0	0	0	29
Hour Total	0	113	10	3	2	1	0	2	1	0	0	0	0	132

4:00 PM	0	47	0	1	2	0	0	0	0	0	0	0	0	50
4:15 PM	0	36	5	0	1	0	0	0	1	0	0	0	0	43
4:30 PM	0	46	2	2	0	0	0	0	0	0	0	0	0	50
4:45 PM	0	45	4	1	1	0	0	1	0	0	0	0	0	52
Hour Total	0	174	11	4	4	0	0	1	1	0	0	0	0	195
5:00 PM	0	49	6	0	1	0	0	1	0	0	0	0	0	57
5:15 PM	0	57	2	0	0	0	0	0	0	0	0	0	0	59
5:30 PM	0	45	4	1	3	0	0	0	0	0	0	0	0	53
5:45 PM	1	45	3	1	1	0	0	0	0	0	0	0	0	51
Hour Total	1	196	15	2	5	0	0	1	0	0	0	0	0	220
6:00 PM	0	47	4	1	0	0	0	0	0	0	0	0	0	52
6:15 PM	0	39	2	1	1	0	0	0	0	0	0	0	0	43
6:30 PM	0	29	2	0	0	0	0	0	0	0	0	0	0	31
6:45 PM	0	33	3	0	0	0	0	0	0	0	0	0	0	36
Hour Total	0	148	11	2	1	0	0	0	0	0	0	0	0	162
7:00 PM	0	21	2	1	1	0	0	0	0	0	0	0	0	25
7:15 PM	0	22	2	1	0	0	0	0	0	0	0	0	0	25
7:30 PM	0	22	2	0	0	0	0	0	0	0	0	0	0	24
7:45 PM	0	18	1	1	0	0	0	0	0	0	0	0	0	20
Hour Total	0	83	7	3	1	0	0	0	0	0	0	0	0	94
8:00 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	15
8:15 PM	0	14	3	1	1	0	0	0	0	0	0	0	0	19
8:30 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
8:45 PM	0	21	1	1	0	0	0	0	0	0	0	0	0	23
Hour Total	0	57	5	2	1	0	0	0	0	0	0	0	0	65
9:00 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	16
9:15 PM	0	12	1	1	0	0	0	0	0	0	0	0	0	14
9:30 PM	0	11	0	0	1	0	0	0	0	0	0	0	0	12
9:45 PM	0	11	1	1	0	0	0	0	0	0	0	0	0	13
Hour Total	0	50	2	2	1	0	0	0	0	0	0	0	0	55
10:00 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
10:15 PM	0	13	1	1	0	0	0	0	0	0	0	0	0	15
10:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
10:45 PM	0	6	1	1	0	0	0	0	0	0	0	0	0	8
Hour Total	0	41	3	2	0	0	0	0	0	0	0	0	0	46
11:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
11:15 PM	0	2	0	1	0	0	0	0	0	0	0	0	0	3
11:30 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
11:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	2
Hour Total	0	13	1	2	0	0	0	0	0	0	0	0	0	16
Totals	4	2133	219	58	53	3	0	8	3	0	0	0	0	2481
Percent	0.2%	86.0%	8.8%	2.3%	2.1%	0.1%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

5/28/2009

City: Oakland

Project #: 09-7224-014e

Location: 7th Street between Clay Street and Jefferson Street (Outside Lane)

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals							
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon						
12:00	5	58	21	163	0	0	0	0	21	163						
12:15	4	42			0	0										
12:30	5	30			0	0										
12:45	7	33			0	0										
1:00	2	39			0	0										
1:15	3	43	9	183	0	0	0	0	9	183						
1:30	4	47			0	0										
1:45	0	54			0	0										
2:00	1	41			0	0										
2:15	4	28			0	0										
2:30	1	36	9	146	0	0	0	0	9	146						
2:45	3	41			0	0										
3:00	1	35			0	0										
3:15	0	33			0	0										
3:30	4	35			0	0										
3:45	7	29	12	132	0	0	0	0	12	132						
4:00	4	50			0	0										
4:15	1	43			0	0										
4:30	5	50			0	0										
4:45	6	52			0	0										
5:00	3	57	16	195	0	0	0	0	16	195						
5:15	5	59			0	0										
5:30	9	53			0	0										
5:45	18	51			0	0										
6:00	9	52			0	0										
6:15	18	43	35	220	0	0	0	0	35	220						
6:30	21	31			0	0										
6:45	22	36			0	0										
7:00	33	25			0	0										
7:15	39	25			0	0										
7:30	34	24	139	94	0	0	0	0	139	94						
7:45	33	20			0	0										
8:00	52	15			0	0										
8:15	63	19			0	0										
8:30	46	8			0	0										
8:45	58	23	219	65	0	0	0	0	219	65						
9:00	57	16			0	0										
9:15	38	14			0	0										
9:30	38	12			0	0										
9:45	33	13			0	0										
10:00	36	14	166	55	0	0	0	0	166	55						
10:15	46	15			0	0										
10:30	41	9			0	0										
10:45	44	8			0	0										
11:00	36	7			0	0										
11:15	39	3	167	46	0	0	0	0	167	46						
11:30	32	4			0	0										
11:45	34	2			0	0										
Total	1004	1477			1004	1477					0	0	0	0	1004	1477
Combined Total	2481				2481						0		0		2481	
AM Peak	8:15 AM															
Vol.	224															
P.H.F.	0.889															
PM Peak	4:45 PM															
Vol.	221															
P.H.F.	0.936															
Percentage	40.5%	59.5%			#DIV/0!	#DIV/0!										

Prepared by NDS/ATD

Volumes for: Wednesday, May 27, 2009

City: Oakland

Project #: 09-7224-015

Location: 12th Street west of Oak Street

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	0	0			26	239				
12:15	0	0			25	212				
12:30	0	0			23	231				
12:45	0	0			17	229	91	911		
1:00	0	0			15	254				
1:15	0	0			11	248				
1:30	0	0			13	269				
1:45	0	0			8	285	47	1056		
2:00	0	0			9	262				
2:15	0	0			11	248				
2:30	0	0			4	246				
2:45	0	0			12	252	36	1008		
3:00	0	0			6	248				
3:15	0	0			6	242				
3:30	0	0			7	216				
3:45	0	0			13	239	32	945		
4:00	0	0			9	234				
4:15	0	0			11	243				
4:30	0	0			15	239				
4:45	0	0			27	251	62	967		
5:00	0	0			23	251				
5:15	0	0			24	235				
5:30	0	0			45	208				
5:45	0	0			56	232	148	926		
6:00	0	0			73	190				
6:15	0	0			78	219				
6:30	0	0			117	187				
6:45	0	0			142	156	410	752		
7:00	0	0			165	161				
7:15	0	0			212	118				
7:30	0	0			311	135				
7:45	0	0			402	101	1090	515		
8:00	0	0			386	98				
8:15	0	0			450	85				
8:30	0	0			411	96				
8:45	0	0			419	84	1666	363		
9:00	0	0			356	78				
9:15	0	0			301	84				
9:30	0	0			295	80				
9:45	0	0			290	77	1242	319		
10:00	0	0			259	58				
10:15	0	0			254	56				
10:30	0	0			234	47				
10:45	0	0			246	50	993	211		
11:00	0	0			228	41				
11:15	0	0			211	44				
11:30	0	0			244	40				
11:45	0	0			235	30	918	155		
Total	0	0	0	0	6735	8128	6735	8128	0	0
Combined Total	0		0		14863		14863		0	
AM Peak					8:00 AM					
Vol.					1666					
P.H.F.					0.926					
PM Peak						1:15 PM				
Vol.						1064				
P.H.F.						0.933				
Percentage					45.3%	54.7%				

Prepared by NDS/ATD

Volumes for: Thursday, May 28, 2009

City: Oakland

Project #: 09-7224-015

Location: 12th Street west of Oak Street

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	0	0			23	249				
12:15	0	0			31	247				
12:30	0	0			16	252				
12:45	0	0			6	258	76	1006		
1:00	0	0			19	257				
1:15	0	0			17	247				
1:30	0	0			16	239				
1:45	0	0			9	276	61	1019		
2:00	0	0			16	235				
2:15	0	0			9	247				
2:30	0	0			5	264				
2:45	0	0			4	238	34	984		
3:00	0	0			5	265				
3:15	0	0			1	248				
3:30	0	0			6	251				
3:45	0	0			12	239	24	1003		
4:00	0	0			12	230				
4:15	0	0			13	228				
4:30	0	0			17	228				
4:45	0	0			21	229	63	915		
5:00	0	0			26	272				
5:15	0	0			34	206				
5:30	0	0			42	239				
5:45	0	0			51	231	153	948		
6:00	0	0			64	217				
6:15	0	0			75	180				
6:30	0	0			97	160				
6:45	0	0			124	183	360	740		
7:00	0	0			157	145				
7:15	0	0			186	132				
7:30	0	0			278	112				
7:45	0	0			374	96	995	485		
8:00	0	0			365	97				
8:15	0	0			421	105				
8:30	0	0			403	89				
8:45	0	0			394	89	1583	380		
9:00	0	0			375	98				
9:15	0	0			324	72				
9:30	0	0			284	70				
9:45	0	0			275	76	1258	316		
10:00	0	0			256	65				
10:15	0	0			234	48				
10:30	0	0			212	42				
10:45	0	0			215	38	917	193		
11:00	0	0			208	44				
11:15	0	0			216	28				
11:30	0	0			204	27				
11:45	0	0			240	20	868	119		
Total	0	0	0	0	6392	8108	6392	8108	0	0
Combined Total	0		0		14500		14500		0	
AM Peak					8:15 AM					
Vol.					1593					
P.H.F.					0.946					
PM Peak						1:45 PM				
Vol.						1022				
P.H.F.						0.926				
Percentage					44.1%	55.9%				

Class Report - Prepared by: NDS/ATD

12th Street west of Oak Street (Outside Lane)

Oakland

Project #:09-7224-015w

Date: 5/27/2009

WEDNESDAY

West Bound

Begin Time	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	2
12:15 AM	0	1	1	1	0	0	0	2	0	0	0	0	0	5
12:30 AM	0	2	1	0	0	0	0	1	0	0	0	0	0	4
12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	6	2	1	0	0	0	4	0	0	0	0	0	13
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	2
2:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	5	1	2	0	0	0	0	0	0	0	0	0	8
3:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	0	2
3:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	4	0	1	0	0	0	1	0	0	0	0	0	6
4:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	3	0	2	0	0	0	0	0	0	0	0	0	5
5:00 AM	0	4	1	0	0	0	0	1	0	0	0	0	0	6
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30 AM	0	4	0	2	0	0	0	0	0	0	0	0	0	6
5:45 AM	0	2	2	1	2	0	0	2	0	0	0	0	0	9
Hour Total	0	11	3	3	2	0	0	3	0	0	0	0	0	22
6:00 AM	0	5	1	4	1	0	0	0	0	0	0	0	0	11
6:15 AM	0	6	0	2	2	0	0	0	0	0	0	0	0	10
6:30 AM	0	7	2	1	0	0	0	2	0	0	0	0	0	12
6:45 AM	0	11	4	1	2	0	0	1	0	0	0	0	0	19
Hour Total	0	29	7	8	5	0	0	3	0	0	0	0	0	52
7:00 AM	0	29	3	1	2	0	0	1	0	0	0	0	0	36
7:15 AM	0	40	2	1	2	0	0	1	0	0	0	0	0	46
7:30 AM	0	32	2	2	1	0	0	0	0	0	0	0	0	37
7:45 AM	1	51	5	2	3	0	0	1	0	0	0	0	0	63
Hour Total	1	152	12	6	8	0	0	3	0	0	0	0	0	182

8:00 AM	0	54	5	2	3	0	0	1	0	0	0	0	0	65
8:15 AM	0	56	4	2	2	0	0	1	0	0	0	0	0	65
8:30 AM	0	46	2	2	1	0	0	1	0	0	0	0	0	52
8:45 AM	0	55	5	2	3	0	0	3	0	0	0	0	0	68
Hour Total	0	211	16	8	9	0	0	6	0	0	0	0	0	250
9:00 AM	0	40	3	2	2	0	0	1	0	0	0	0	0	48
9:15 AM	0	27	2	0	3	0	0	0	0	0	0	0	0	32
9:30 AM	1	19	1	0	1	0	0	1	0	0	0	0	0	23
9:45 AM	0	26	3	1	2	0	0	0	0	0	0	0	0	32
Hour Total	1	112	9	3	8	0	0	2	0	0	0	0	0	135
10:00 AM	0	24	4	1	3	0	0	1	0	0	0	0	0	33
10:15 AM	0	21	0	0	1	0	0	2	0	0	0	0	0	24
10:30 AM	0	22	4	0	2	0	0	0	0	0	0	0	0	28
10:45 AM	0	27	3	2	2	0	0	1	0	0	0	0	0	35
Hour Total	0	94	11	3	8	0	0	4	0	0	0	0	0	120
11:00 AM	0	17	2	0	3	0	0	2	0	0	0	0	0	24
11:15 AM	0	15	3	1	0	0	0	1	0	0	0	0	0	20
11:30 AM	0	20	3	1	1	1	0	1	0	0	0	0	0	27
11:45 AM	0	24	3	1	2	0	0	2	0	0	0	0	0	32
Hour Total	0	76	11	3	6	1	0	6	0	0	0	0	0	103
12:00 PM	0	15	0	0	2	0	0	2	0	0	0	0	0	19
12:15 PM	0	16	3	2	2	0	0	0	0	0	0	0	0	23
12:30 PM	0	21	3	1	2	0	0	2	0	0	0	0	0	29
12:45 PM	0	21	6	2	2	0	0	2	0	0	0	0	0	33
Hour Total	0	73	12	5	8	0	0	6	0	0	0	0	0	104
1:00 PM	0	10	2	1	3	0	0	2	0	0	0	0	0	18
1:15 PM	0	29	3	1	1	0	0	1	0	0	0	0	0	35
1:30 PM	0	28	5	0	2	0	0	2	0	0	0	0	0	37
1:45 PM	0	22	1	1	1	0	0	1	0	0	0	0	0	26
Hour Total	0	89	11	3	7	0	0	6	0	0	0	0	0	116
2:00 PM	0	14	6	1	1	0	0	1	0	0	0	0	0	23
2:15 PM	0	16	3	0	3	0	0	1	0	0	0	0	0	23
2:30 PM	0	24	4	2	2	0	0	3	0	0	0	0	0	35
2:45 PM	0	19	1	0	2	0	0	1	0	0	0	0	0	23
Hour Total	0	73	14	3	8	0	0	6	0	0	0	0	0	104
3:00 PM	0	28	3	1	1	0	0	1	0	0	0	0	0	34
3:15 PM	0	31	1	1	1	0	0	2	0	0	0	0	0	36
3:30 PM	0	19	2	0	2	0	0	3	0	0	0	0	0	26
3:45 PM	0	15	1	0	3	0	0	1	0	0	0	0	0	20
Hour Total	0	93	7	2	7	0	0	7	0	0	0	0	0	116

4:00 PM	0	20	3	2	2	0	0	2	0	0	0	0	0	29
4:15 PM	0	29	1	0	0	0	0	4	0	0	0	0	0	34
4:30 PM	0	30	2	2	1	0	0	1	0	0	0	0	0	36
4:45 PM	0	27	3	1	3	0	0	4	0	0	0	0	0	38
Hour Total	0	106	9	5	6	0	0	11	0	0	0	0	0	137
5:00 PM	1	22	3	1	1	0	0	1	0	0	0	0	0	29
5:15 PM	0	25	2	2	2	0	0	0	0	0	0	0	0	31
5:30 PM	0	18	3	0	1	0	0	1	0	0	0	0	0	23
5:45 PM	0	21	5	1	1	0	0	1	0	0	0	0	0	29
Hour Total	1	86	13	4	5	0	0	3	0	0	0	0	0	112
6:00 PM	0	15	2	2	2	0	0	1	0	0	0	0	0	22
6:15 PM	0	25	4	1	1	0	0	1	0	0	0	0	0	32
6:30 PM	0	19	1	0	1	0	0	2	0	0	0	0	0	23
6:45 PM	0	14	3	0	2	0	0	0	0	0	0	0	0	19
Hour Total	0	73	10	3	6	0	0	4	0	0	0	0	0	96
7:00 PM	0	16	1	1	2	0	0	0	0	0	0	0	0	20
7:15 PM	0	14	2	0	0	0	0	0	0	0	0	0	0	16
7:30 PM	0	7	1	0	2	0	0	4	0	0	0	0	0	14
7:45 PM	0	11	1	0	2	0	0	1	0	0	0	0	0	15
Hour Total	0	48	5	1	6	0	0	5	0	0	0	0	0	65
8:00 PM	0	8	1	0	2	0	0	2	0	0	0	0	0	13
8:15 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
8:30 PM	0	9	3	0	1	0	0	1	0	0	0	0	0	14
8:45 PM	0	7	2	2	0	0	0	0	0	0	0	0	0	11
Hour Total	0	37	8	2	3	0	0	3	0	0	0	0	0	53
9:00 PM	0	6	3	1	0	0	0	0	0	0	0	0	0	10
9:15 PM	0	5	0	0	1	0	0	2	0	0	0	0	0	8
9:30 PM	0	7	1	0	1	0	0	0	0	0	0	0	0	9
9:45 PM	0	6	1	1	1	0	0	3	0	0	0	0	0	12
Hour Total	0	24	5	2	3	0	0	5	0	0	0	0	0	39
10:00 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
10:15 PM	0	2	2	0	1	0	0	1	0	0	0	0	0	6
10:30 PM	0	1	0	0	1	0	0	2	0	0	0	0	0	4
10:45 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	14	6	0	2	0	0	3	0	0	0	0	0	25
11:00 PM	0	5	1	0	0	0	0	2	0	0	0	0	0	8
11:15 PM	0	2	2	0	0	0	0	1	0	0	0	0	0	5
11:30 PM	0	8	1	1	0	0	0	2	0	0	0	0	0	12
11:45 PM	0	2	1	0	0	0	0	1	0	0	0	0	0	4
Hour Total	0	17	5	1	0	0	0	6	0	0	0	0	0	29
Totals	3	1441	177	71	107	1	0	97	0	0	0	0	0	1897
Percent	0.2%	76.0%	9.3%	3.7%	5.6%	0.1%	0.0%	5.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

5/27/2009

City: Oakland

Project #: 09-7224-015e

Location: 12th Street west of Oak Street (Outside Lane)

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	0	0			2	19				
12:15	0	0			5	23				
12:30	0	0			4	29				
12:45	0	0	0	0	2	33	13	104	13	104
1:00	0	0			2	18				
1:15	0	0			0	35				
1:30	0	0			1	37				
1:45	0	0	0	0	2	26	5	116	5	116
2:00	0	0			2	23				
2:15	0	0			1	23				
2:30	0	0			2	35				
2:45	0	0	0	0	3	23	8	104	8	104
3:00	0	0			2	34				
3:15	0	0			1	36				
3:30	0	0			1	26				
3:45	0	0	0	0	2	20	6	116	6	116
4:00	0	0			1	29				
4:15	0	0			1	34				
4:30	0	0			1	36				
4:45	0	0	0	0	2	38	5	137	5	137
5:00	0	0			6	29				
5:15	0	0			1	31				
5:30	0	0			6	23				
5:45	0	0	0	0	9	29	22	112	22	112
6:00	0	0			11	22				
6:15	0	0			10	32				
6:30	0	0			12	23				
6:45	0	0	0	0	19	19	52	96	52	96
7:00	0	0			36	20				
7:15	0	0			46	16				
7:30	0	0			37	14				
7:45	0	0	0	0	63	15	182	65	182	65
8:00	0	0			65	13				
8:15	0	0			65	15				
8:30	0	0			52	14				
8:45	0	0	0	0	68	11	250	53	250	53
9:00	0	0			48	10				
9:15	0	0			32	8				
9:30	0	0			23	9				
9:45	0	0	0	0	32	12	135	39	135	39
10:00	0	0			33	10				
10:15	0	0			24	6				
10:30	0	0			28	4				
10:45	0	0	0	0	35	5	120	25	120	25
11:00	0	0			24	8				
11:15	0	0			20	5				
11:30	0	0			27	12				
11:45	0	0	0	0	32	4	103	29	103	29
Total	0	0	0	0	901	996	901	996	901	996
Combined Total	0		0		1897		1897		1897	
AM Peak					8:00 AM					
Vol.					250					
P.H.F.					0.919					
PM Peak						4:00 PM				
Vol.						137				
P.H.F.						0.901				
Percentage	#DIV/0!	#DIV/0!			47.5%	52.5%				

Class Report - Prepared by: NDS/ATD

12th Street west of Oak Street (Outside Lane)

Oakland

Project #:09-7224-015w

Date: 5/28/2009

THURSDAY

West Bound

Begin Time	Cars & 2 Axle			2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total	
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	1	1	0	0	0	0	1	0	0	0	0	0	3
12:15 AM	0	4	0	0	0	0	0	2	0	0	0	0	0	6
12:30 AM	0	1	1	1	0	0	0	1	0	0	0	0	0	4
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	7	2	1	0	0	0	4	0	0	0	0	0	14
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:30 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	6	1	0	1	0	0	0	0	0	0	0	0	8
2:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	4	2	0	0	0	0	0	0	0	0	0	0	6
3:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	1	2	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	2
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	3	1	1	0	0	0	0	0	0	0	0	0	5
5:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
5:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
5:30 AM	0	1	1	1	0	0	0	0	0	0	0	0	0	3
5:45 AM	0	3	1	0	1	0	0	2	0	0	0	0	0	7
Hour Total	0	10	3	1	1	0	0	2	0	0	0	0	0	17
6:00 AM	0	7	3	2	1	0	0	0	0	0	0	0	0	13
6:15 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
6:30 AM	0	7	4	1	0	0	0	0	0	0	0	0	0	12
6:45 AM	0	11	1	1	2	0	0	3	0	0	0	0	0	18
Hour Total	0	33	9	4	3	0	0	3	0	0	0	0	0	52
7:00 AM	0	20	3	2	1	0	0	1	0	0	0	0	0	27
7:15 AM	0	26	2	2	1	0	0	0	0	0	0	0	0	31
7:30 AM	0	28	3	1	3	0	0	0	0	0	0	0	0	35
7:45 AM	0	49	6	2	1	0	0	0	0	0	0	0	0	58
Hour Total	0	123	14	7	6	0	0	1	0	0	0	0	0	151

8:00 AM	0	57	4	0	2	0	0	2	0	0	0	0	0	65
8:15 AM	0	51	2	3	3	0	0	0	0	0	0	0	0	59
8:30 AM	2	47	9	1	3	0	0	1	0	0	0	0	0	63
8:45 AM	0	50	3	1	4	0	0	4	0	0	0	0	0	62
Hour Total	2	205	18	5	12	0	0	7	0	0	0	0	0	249
9:00 AM	0	31	0	1	2	0	0	3	1	0	0	0	0	38
9:15 AM	0	24	1	1	1	0	0	0	0	0	0	0	0	27
9:30 AM	0	23	2	1	3	0	0	2	0	0	0	0	0	31
9:45 AM	0	13	2	1	1	0	0	0	0	0	0	0	0	17
Hour Total	0	91	5	4	7	0	0	5	1	0	0	0	0	113
10:00 AM	0	11	1	4	1	0	0	0	0	0	0	0	0	17
10:15 AM	0	18	6	4	1	1	0	0	0	0	0	0	0	30
10:30 AM	0	24	2	0	3	0	0	3	0	0	0	0	0	32
10:45 AM	0	21	4	0	1	0	0	0	0	0	0	0	0	26
Hour Total	0	74	13	8	6	1	0	3	0	0	0	0	0	105
11:00 AM	1	20	4	1	2	0	0	0	0	0	0	0	0	28
11:15 AM	0	17	2	0	3	0	0	1	0	0	0	0	0	23
11:30 AM	0	15	1	0	1	0	0	2	0	0	0	0	0	19
11:45 AM	0	28	0	0	2	0	0	0	0	0	0	0	0	30
Hour Total	1	80	7	1	8	0	0	3	0	0	0	0	0	100
12:00 PM	0	24	2	1	1	0	0	0	0	0	0	0	0	28
12:15 PM	0	23	2	2	1	0	0	1	0	0	0	0	0	29
12:30 PM	0	20	0	1	3	0	0	1	0	0	0	0	0	25
12:45 PM	0	25	2	3	2	0	0	1	1	0	0	0	0	34
Hour Total	0	92	6	7	7	0	0	3	1	0	0	0	0	116
1:00 PM	0	18	2	0	1	0	0	1	0	0	0	0	0	22
1:15 PM	0	17	2	3	0	0	0	1	0	0	0	0	0	23
1:30 PM	0	17	0	2	1	0	0	2	0	0	0	0	0	22
1:45 PM	0	28	2	2	1	0	0	1	0	0	0	0	0	34
Hour Total	0	80	6	7	3	0	0	5	0	0	0	0	0	101
2:00 PM	0	25	3	1	2	0	0	0	0	0	0	0	0	31
2:15 PM	0	10	2	2	2	0	0	1	0	0	0	0	0	17
2:30 PM	0	18	3	1	1	1	0	0	0	0	0	0	0	24
2:45 PM	0	21	1	0	3	0	0	1	0	0	0	0	0	26
Hour Total	0	74	9	4	8	1	0	2	0	0	0	0	0	98
3:00 PM	1	23	0	2	1	0	0	2	0	0	0	0	0	29
3:15 PM	0	24	4	0	1	1	0	3	0	0	0	0	0	33
3:30 PM	0	24	4	1	0	0	0	2	0	0	0	0	0	31
3:45 PM	0	22	2	1	0	1	0	0	0	0	0	0	0	26
Hour Total	1	93	10	4	2	2	0	7	0	0	0	0	0	119

4:00 PM	1	18	2	1	1	0	0	0	0	0	0	0	0	23
4:15 PM	0	14	1	0	1	0	0	2	0	0	0	0	0	18
4:30 PM	0	28	4	1	1	0	0	2	0	0	0	0	0	36
4:45 PM	0	27	3	1	3	0	0	2	0	0	0	0	0	36
Hour Total	1	87	10	3	6	0	0	6	0	0	0	0	0	113
5:00 PM	0	17	3	1	2	0	0	1	0	0	0	0	0	24
5:15 PM	0	15	4	1	1	0	0	2	0	0	0	0	0	23
5:30 PM	0	30	4	2	2	0	0	0	0	0	0	0	0	38
5:45 PM	0	19	3	0	3	0	0	1	0	0	0	0	0	26
Hour Total	0	81	14	4	8	0	0	4	0	0	0	0	0	111
6:00 PM	1	10	2	2	2	0	0	2	0	0	0	0	0	19
6:15 PM	0	14	1	1	1	0	0	1	0	0	0	0	0	18
6:30 PM	0	12	2	1	1	0	0	2	0	0	0	0	0	18
6:45 PM	1	12	1	0	3	0	0	3	0	0	0	0	0	20
Hour Total	2	48	6	4	7	0	0	8	0	0	0	0	0	75
7:00 PM	0	6	2	0	4	0	0	0	0	0	0	0	0	12
7:15 PM	0	8	2	1	1	0	0	2	0	0	0	0	0	14
7:30 PM	0	6	4	0	0	0	0	2	0	0	0	0	0	12
7:45 PM	0	9	2	0	2	1	0	2	0	0	0	0	0	16
Hour Total	0	29	10	1	7	1	0	6	0	0	0	0	0	54
8:00 PM	0	7	1	0	1	0	0	1	0	0	0	0	0	10
8:15 PM	0	10	3	0	0	0	0	2	0	0	0	0	0	15
8:30 PM	0	8	2	1	0	0	0	2	0	0	0	0	0	13
8:45 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	33	7	1	1	0	0	5	0	0	0	0	0	47
9:00 PM	0	5	1	0	0	0	0	2	0	0	0	0	0	8
9:15 PM	0	13	0	0	1	0	0	1	0	0	0	0	0	15
9:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
9:45 PM	0	4	1	0	2	0	0	1	0	0	0	0	0	8
Hour Total	0	31	2	0	3	0	0	4	0	0	0	0	0	40
10:00 PM	0	8	0	0	1	0	0	0	0	0	0	0	0	9
10:15 PM	0	5	1	0	0	0	0	1	0	0	0	0	0	7
10:30 PM	0	4	2	0	0	0	0	1	0	0	0	0	0	7
10:45 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	20	5	0	1	0	0	2	0	0	0	0	0	28
11:00 PM	0	4	0	0	0	0	0	2	0	0	0	0	0	6
11:15 PM	0	5	2	0	0	0	0	1	1	0	0	0	0	9
11:30 PM	0	3	1	1	0	0	0	2	0	0	0	0	0	7
11:45 PM	0	2	2	0	0	0	0	1	0	0	0	0	0	5
Hour Total	0	14	5	1	0	0	0	6	1	0	0	0	0	27
Totals	7	1319	167	68	97	5	0	86	3	0	0	0	0	1752
Percent	0.4%	75.3%	9.5%	3.9%	5.5%	0.3%	0.0%	4.9%	0.2%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

5/28/2009

City: Oakland

Project #: 09-7224-015e

Location: 12th Street west of Oak Street (Outside Lane)

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	0	0			3	28				
12:15	0	0			6	29				
12:30	0	0			4	25				
12:45	0	0	0	0	1	34	14	116	14	116
1:00	0	0			0	22				
1:15	0	0			2	23				
1:30	0	0			5	22				
1:45	0	0	0	0	1	34	8	101	8	101
2:00	0	0			2	31				
2:15	0	0			1	17				
2:30	0	0			1	24				
2:45	0	0	0	0	2	26	6	98	6	98
3:00	0	0			1	29				
3:15	0	0			1	33				
3:30	0	0			0	31				
3:45	0	0	0	0	1	26	3	119	3	119
4:00	0	0			2	23				
4:15	0	0			0	18				
4:30	0	0			0	36				
4:45	0	0	0	0	3	36	5	113	5	113
5:00	0	0			4	24				
5:15	0	0			3	23				
5:30	0	0			3	38				
5:45	0	0	0	0	7	26	17	111	17	111
6:00	0	0			13	19				
6:15	0	0			9	18				
6:30	0	0			12	18				
6:45	0	0	0	0	18	20	52	75	52	75
7:00	0	0			27	12				
7:15	0	0			31	14				
7:30	0	0			35	12				
7:45	0	0	0	0	58	16	151	54	151	54
8:00	0	0			65	10				
8:15	0	0			59	15				
8:30	0	0			63	13				
8:45	0	0	0	0	62	9	249	47	249	47
9:00	0	0			38	8				
9:15	0	0			27	15				
9:30	0	0			31	9				
9:45	0	0	0	0	17	8	113	40	113	40
10:00	0	0			17	9				
10:15	0	0			30	7				
10:30	0	0			32	7				
10:45	0	0	0	0	26	5	105	28	105	28
11:00	0	0			28	6				
11:15	0	0			23	9				
11:30	0	0			19	7				
11:45	0	0	0	0	30	5	100	27	100	27
Total	0	0	0	0	823	929	823	929	823	929
Combined Total	0		0		1752		1752		1752	
AM Peak					8:00 AM					
Vol.					249					
P.H.F.					0.958					
PM Peak						4:45 PM				
Vol.						121				
P.H.F.						0.796				
Percentage	#DIV/0!	#DIV/0!			47.0%	53.0%				

Prepared by NDS/ATD

Volumes for: Wednesday, May 27, 2009
Location: 14th Street west of Oak Street

City: Oakland

Project #: 09-7224-016

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	13	104			9	123				
12:15	16	94			11	130				
12:30	10	99			11	120				
12:45	14	89	53	386	3	125	34	498	87	884
1:00	11	82			16	125				
1:15	7	91			8	155				
1:30	9	83			10	140				
1:45	11	96	38	352	8	123	42	543	80	895
2:00	8	102			2	141				
2:15	12	89			8	126				
2:30	5	102			5	122				
2:45	7	90	32	383	5	138	20	527	52	910
3:00	2	111			2	119				
3:15	3	135			4	130				
3:30	3	122			4	117				
3:45	6	147	14	515	1	110	11	476	25	991
4:00	2	124			2	103				
4:15	3	123			2	114				
4:30	4	138			2	106				
4:45	3	146	12	531	5	115	11	438	23	969
5:00	2	179			7	122				
5:15	7	199			5	91				
5:30	14	162			10	113				
5:45	7	140	30	680	21	108	43	434	73	1114
6:00	14	119			15	74				
6:15	20	105			32	67				
6:30	19	131			36	77				
6:45	32	75	85	430	42	61	125	279	210	709
7:00	29	97			47	77				
7:15	46	83			79	66				
7:30	56	71			122	63				
7:45	70	81	201	332	164	56	412	262	613	594
8:00	77	55			172	46				
8:15	89	62			210	40				
8:30	100	49			204	46				
8:45	75	43	341	209	214	36	800	168	1141	377
9:00	82	57			185	49				
9:15	79	62			134	42				
9:30	74	49			146	38				
9:45	76	41	311	209	148	44	613	173	924	382
10:00	75	43			156	41				
10:15	81	39			138	30				
10:30	67	28			116	22				
10:45	63	20	286	130	153	24	563	117	849	247
11:00	88	30			113	33				
11:15	92	28			118	31				
11:30	64	16			100	18				
11:45	103	22	347	96	132	20	463	102	810	198
Total	1750	4253	1750	4253	3137	4017	3137	4017	4887	8270
Combined Total	6003		6003		7154		7154		13157	
AM Peak	11:45 AM				8:15 AM					
Vol.	400				813					
P.H.F.	0.962				0.950					
PM Peak	4:45 PM				1:15 PM					
Vol.	686				559					
P.H.F.	0.862				0.902					
Percentage	29.2%	70.8%			43.8%	56.2%				

Prepared by NDS/ATD

Volumes for: Thursday, May 28, 2009

City: Oakland

Project #: 09-7224-016

Location: 14th Street west of Oak Street

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	17	125			21	130				
12:15	21	91			13	123				
12:30	12	95			14	103				
12:45	9	114	59	425	16	114	64	470	123	895
1:00	14	100			14	118				
1:15	19	95			12	115				
1:30	14	89			1	126				
1:45	11	108	58	392	5	122	32	481	90	873
2:00	11	93			5	108				
2:15	10	93			7	121				
2:30	7	93			18	85				
2:45	7	113	35	392	5	102	35	416	70	808
3:00	4	120			2	101				
3:15	5	88			4	93				
3:30	2	121			4	125				
3:45	5	162	16	491	5	106	15	425	31	916
4:00	5	132			2	113				
4:15	4	114			3	116				
4:30	5	147			4	99				
4:45	2	161	16	554	7	94	16	422	32	976
5:00	7	195			3	82				
5:15	9	236			10	79				
5:30	8	234			10	117				
5:45	9	194	33	859	18	124	41	402	74	1261
6:00	13	204			16	82				
6:15	10	155			17	90				
6:30	23	129			27	86				
6:45	31	110	77	598	44	78	104	336	181	934
7:00	31	102			62	73				
7:15	39	103			64	47				
7:30	53	111			107	75				
7:45	72	85	195	401	135	67	368	262	563	663
8:00	64	52			164	48				
8:15	92	68			212	30				
8:30	93	53			188	36				
8:45	65	40	314	213	216	37	780	151	1094	364
9:00	73	70			159	43				
9:15	73	63			168	50				
9:30	73	46			123	27				
9:45	69	43	288	222	145	30	595	150	883	372
10:00	64	45			99	40				
10:15	88	48			142	39				
10:30	83	37			125	24				
10:45	88	32	323	162	116	19	482	122	805	284
11:00	77	27			120	22				
11:15	65	13			102	25				
11:30	94	14			119	16				
11:45	88	27	324	81	116	14	457	77	781	158
Total	1738	4790	1738	4790	2989	3714	2989	3714	4727	8504
Combined Total	6528		6528		6703		6703		13231	
AM Peak	11:45 AM				8:00 AM					
Vol.	399				780					
P.H.F.	0.798				0.903					
PM Peak	5:15 PM				1:00 PM					
Vol.	868				481					
P.H.F.	0.919				0.954					
Percentage	26.6%	73.4%			44.6%	55.4%				

Class Report - Prepared by: NDS/ATD

14th Street west of Oak Street (Outside Lanes)

Oakland

Project #:09-7224-016w

Date: 5/27/2009

WEDNESDAY

West Bound

Begin Time	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
12:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
12:15 AM	0	5	0	0	2	0	0	0	0	0	0	0	0	7
12:30 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	12	2	0	3	0	0	0	0	0	0	0	0	17
1:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
1:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
1:45 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
Hour Total	0	21	2	0	1	0	0	0	0	0	0	0	0	24
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
2:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	2
Hour Total	0	5	2	1	0	0	0	0	0	0	0	0	0	8
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	4	1	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	6	1	0	0	0	0	0	0	0	0	0	0	7
5:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
5:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
5:45 AM	0	6	2	1	1	0	0	0	0	0	0	0	0	10
Hour Total	0	15	4	1	1	0	0	0	0	0	0	0	0	21
6:00 AM	0	5	2	1	0	1	0	0	0	0	0	0	0	9
6:15 AM	0	11	0	0	1	0	0	0	0	0	0	0	0	12
6:30 AM	0	13	3	0	2	0	0	0	0	0	0	0	0	18
6:45 AM	0	11	2	0	2	0	0	1	0	0	0	0	0	16
Hour Total	0	40	7	1	5	1	0	1	0	0	0	0	0	55
7:00 AM	1	16	1	0	2	0	0	0	0	0	0	0	0	20
7:15 AM	0	27	11	0	2	0	0	0	0	0	0	0	0	40
7:30 AM	0	41	7	0	4	0	0	0	0	0	0	0	0	52
7:45 AM	0	58	9	0	0	1	0	0	0	0	0	0	0	68
Hour Total	1	142	28	0	8	1	0	0	0	0	0	0	0	180

8:00 AM	1	45	11	1	3	0	0	0	0	0	0	0	0	61
8:15 AM	0	53	5	1	3	0	0	1	0	0	0	0	0	63
8:30 AM	0	22	2	0	0	0	0	0	0	0	0	0	0	24
8:45 AM	0	25	2	0	3	1	0	1	0	0	0	0	0	32
Hour Total	1	145	20	2	9	1	0	2	0	0	0	0	0	180
9:00 AM	0	34	14	1	3	0	0	0	0	0	0	0	0	52
9:15 AM	0	45	6	0	2	0	0	1	0	0	0	0	0	54
9:30 AM	0	45	5	0	1	0	0	1	0	0	0	0	0	52
9:45 AM	0	36	6	0	3	0	0	1	0	0	0	0	0	46
Hour Total	0	160	31	1	9	0	0	3	0	0	0	0	0	204
10:00 AM	0	25	3	2	2	0	0	5	0	0	0	0	0	37
10:15 AM	0	35	4	5	2	0	0	1	0	0	0	0	0	47
10:30 AM	0	49	16	3	4	0	0	2	0	0	0	0	0	74
10:45 AM	0	54	6	3	2	0	0	1	0	0	0	0	0	66
Hour Total	0	163	29	13	10	0	0	9	0	0	0	0	0	224
11:00 AM	1	31	7	2	1	0	0	2	0	0	0	0	0	44
11:15 AM	1	31	10	1	2	0	0	0	0	0	0	0	0	45
11:30 AM	0	31	3	0	1	0	0	0	0	0	0	0	0	35
11:45 AM	0	26	11	0	2	0	0	1	0	0	0	0	0	40
Hour Total	2	119	31	3	6	0	0	3	0	0	0	0	0	164
12:00 PM	0	28	4	0	0	0	0	0	0	0	0	0	0	32
12:15 PM	0	34	4	0	4	0	0	1	1	0	0	0	0	44
12:30 PM	0	31	10	0	0	0	0	0	0	0	0	0	0	41
12:45 PM	0	13	0	0	3	0	0	0	0	0	0	0	0	16
Hour Total	0	106	18	0	7	0	0	1	1	0	0	0	0	133
1:00 PM	0	24	6	0	2	1	0	0	0	0	0	0	0	33
1:15 PM	0	30	5	0	4	1	0	1	0	0	0	0	0	41
1:30 PM	0	52	12	0	0	0	0	0	0	0	0	0	0	64
1:45 PM	0	34	6	0	1	1	0	0	0	0	0	0	0	42
Hour Total	0	140	29	0	7	3	0	1	0	0	0	0	0	180
2:00 PM	0	45	9	1	1	0	0	1	0	0	0	0	0	57
2:15 PM	0	34	8	1	3	1	0	0	0	0	0	0	0	47
2:30 PM	0	46	6	0	2	0	0	0	0	0	0	0	0	54
2:45 PM	0	44	5	0	4	0	0	1	0	0	0	0	0	54
Hour Total	0	169	28	2	10	1	0	2	0	0	0	0	0	212
3:00 PM	0	42	7	0	4	0	0	0	0	0	0	0	0	53
3:15 PM	1	35	6	1	2	1	0	1	0	0	0	0	0	47
3:30 PM	0	37	6	0	0	0	0	0	0	0	0	0	0	43
3:45 PM	0	36	7	0	0	0	0	1	0	0	0	0	0	44
Hour Total	1	150	26	1	6	1	0	2	0	0	0	0	0	187

4:00 PM	0	34	5	1	1	0	0	0	0	0	0	0	0	41
4:15 PM	0	40	9	0	2	0	0	0	0	0	0	0	0	51
4:30 PM	1	32	8	0	0	0	0	1	0	0	0	0	0	42
4:45 PM	0	37	10	0	1	0	0	0	0	0	0	0	0	48
Hour Total	1	143	32	1	4	0	0	1	0	0	0	0	0	182
5:00 PM	0	43	7	2	1	0	0	2	0	0	0	0	0	55
5:15 PM	0	37	7	0	1	0	0	0	0	0	0	0	0	45
5:30 PM	0	45	4	1	0	0	0	0	0	0	0	0	0	50
5:45 PM	1	37	7	1	3	0	0	0	0	0	0	0	0	49
Hour Total	1	162	25	4	5	0	0	2	0	0	0	0	0	199
6:00 PM	0	30	3	1	1	0	0	0	0	0	0	0	0	35
6:15 PM	0	27	4	0	0	0	0	0	0	0	0	0	0	31
6:30 PM	0	18	4	2	2	0	0	1	0	0	0	0	0	27
6:45 PM	0	23	3	1	1	0	0	0	0	0	0	0	0	28
Hour Total	0	98	14	4	4	0	0	1	0	0	0	0	0	121
7:00 PM	0	23	8	1	1	0	0	0	0	0	0	0	0	33
7:15 PM	0	29	5	0	0	0	0	0	0	0	0	0	0	34
7:30 PM	0	29	6	0	0	0	0	0	0	0	0	0	0	35
7:45 PM	0	22	2	0	1	0	0	0	0	0	0	0	0	25
Hour Total	0	103	21	1	2	0	0	0	0	0	0	0	0	127
8:00 PM	0	13	3	0	2	0	0	0	0	0	0	0	0	18
8:15 PM	0	19	5	0	0	0	0	0	0	0	0	0	0	24
8:30 PM	0	18	4	0	0	0	0	0	0	0	0	0	0	22
8:45 PM	0	17	5	0	0	0	0	0	0	0	0	0	0	22
Hour Total	0	67	17	0	2	0	0	0	0	0	0	0	0	86
9:00 PM	0	18	5	0	0	0	0	0	0	0	0	0	0	23
9:15 PM	0	14	6	0	0	1	0	0	0	0	0	0	0	21
9:30 PM	1	15	1	0	0	0	0	0	0	0	0	0	0	17
9:45 PM	0	18	4	0	0	0	0	0	0	0	0	0	0	22
Hour Total	1	65	16	0	0	1	0	0	0	0	0	0	0	83
10:00 PM	0	16	1	0	1	0	0	1	0	0	0	0	0	19
10:15 PM	0	16	2	0	0	0	0	0	0	0	0	0	0	18
10:30 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
10:45 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	54	4	0	1	0	0	1	0	0	0	0	0	60
11:00 PM	0	10	5	0	0	0	0	0	0	0	0	0	0	15
11:15 PM	0	11	4	0	0	0	0	0	0	0	0	0	0	15
11:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
11:45 PM	0	7	0	0	1	0	0	0	0	0	0	0	0	8
Hour Total	0	30	10	0	1	0	0	0	0	0	0	0	0	41
Totals	8	2119	398	35	101	9	0	29	1	0	0	0	0	2700
Percent	0.3%	78.5%	14.7%	1.3%	3.7%	0.3%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

14th Street west of Oak Street (Outside Lanes)

Oakland

Project #:09-7224-016e

Date: 5/27/2009

WEDNESDAY

East Bound

Begin	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
Time	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
12:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
12:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	12	3	0	0	0	0	0	0	0	0	0	0	15
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	8	2	0	0	0	0	0	0	0	0	0	0	10
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	9	2	0	0	0	0	0	0	0	0	0	0	11
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	5	1	0	0	0	0	0	0	0	0	0	0	6
5:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:30 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
5:45 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
Hour Total	0	6	1	0	2	0	0	0	0	0	0	0	0	9
6:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
6:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
6:30 AM	0	3	0	0	1	1	0	0	0	0	0	0	0	5
6:45 AM	0	6	2	1	0	0	0	0	0	0	0	0	0	9
Hour Total	0	13	4	1	1	1	0	0	0	0	0	0	0	20
7:00 AM	0	4	2	1	0	0	0	0	0	0	0	0	0	7
7:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
7:30 AM	1	11	0	0	3	0	0	0	1	0	0	0	0	16
7:45 AM	0	28	4	0	1	0	0	0	0	0	0	0	0	33
Hour Total	1	50	6	1	4	0	0	0	1	0	0	0	0	63

8:00 AM	0	19	2	0	0	0	0	0	0	0	0	0	0	21
8:15 AM	0	17	2	0	2	0	0	2	0	0	0	0	0	23
8:30 AM	1	19	4	0	2	0	0	0	1	0	0	0	0	27
8:45 AM	0	19	5	0	1	0	0	0	0	0	0	0	0	25
Hour Total	1	74	13	0	5	0	0	2	1	0	0	0	0	96
9:00 AM	0	20	6	1	2	0	0	0	0	0	0	0	0	29
9:15 AM	0	14	9	0	2	0	0	0	0	0	0	0	0	25
9:30 AM	0	22	4	0	1	0	0	0	0	0	0	0	0	27
9:45 AM	0	28	3	0	0	0	0	0	0	0	0	0	0	31
Hour Total	0	84	22	1	5	0	0	0	0	0	0	0	0	112
10:00 AM	1	18	6	0	2	0	0	0	0	0	0	0	0	27
10:15 AM	0	19	4	0	5	1	0	0	0	0	0	0	0	29
10:30 AM	0	16	7	0	1	1	0	0	0	0	0	0	0	25
10:45 AM	0	16	2	0	1	0	0	1	0	0	0	0	0	20
Hour Total	1	69	19	0	9	2	0	1	0	0	0	0	0	101
11:00 AM	0	15	8	2	2	0	0	0	0	0	0	0	0	27
11:15 AM	0	22	5	1	0	0	0	0	0	0	0	0	0	28
11:30 AM	0	13	4	1	1	0	0	0	0	0	0	0	0	19
11:45 AM	0	25	5	0	0	0	0	1	0	0	0	0	0	31
Hour Total	0	75	22	4	3	0	0	1	0	0	0	0	0	105
12:00 PM	0	22	3	0	4	0	0	1	0	0	0	0	0	30
12:15 PM	0	23	3	0	0	0	0	0	0	0	0	0	0	26
12:30 PM	0	22	3	0	2	1	0	0	0	0	0	0	0	28
12:45 PM	0	28	2	0	2	0	0	0	0	0	0	0	0	32
Hour Total	0	95	11	0	8	1	0	1	0	0	0	0	0	116
1:00 PM	0	22	8	1	1	0	0	0	0	0	0	0	0	32
1:15 PM	0	34	3	0	1	0	0	0	0	0	0	0	0	38
1:30 PM	1	25	1	0	2	0	0	0	0	0	0	0	0	29
1:45 PM	0	28	2	0	1	0	0	0	0	0	0	0	0	31
Hour Total	1	109	14	1	5	0	0	0	0	0	0	0	0	130
2:00 PM	0	30	4	0	1	0	0	0	0	0	0	0	0	35
2:15 PM	0	18	4	0	0	0	0	0	0	0	0	0	0	22
2:30 PM	0	34	7	0	1	0	0	0	0	0	0	0	0	42
2:45 PM	0	19	2	1	0	0	0	0	0	0	0	0	0	22
Hour Total	0	101	17	1	2	0	0	0	0	0	0	0	0	121
3:00 PM	0	28	4	0	1	0	0	0	0	0	0	0	0	33
3:15 PM	1	30	6	0	2	0	0	0	0	0	0	0	0	39
3:30 PM	0	21	13	0	2	1	0	0	1	0	0	0	0	38
3:45 PM	0	33	5	0	2	0	1	1	0	0	0	0	0	42
Hour Total	1	112	28	0	7	1	1	1	1	0	0	0	0	152

4:00 PM	0	35	7	0	0	0	0	1	0	0	0	0	0	43
4:15 PM	0	31	6	0	1	0	0	0	0	0	0	0	0	38
4:30 PM	0	35	10	1	1	0	0	0	0	0	0	0	0	47
4:45 PM	0	42	7	0	3	0	0	0	0	0	0	0	0	52
Hour Total	0	143	30	1	5	0	0	1	0	0	0	0	0	180
5:00 PM	0	61	8	1	0	0	0	2	0	0	0	0	0	72
5:15 PM	1	56	7	1	1	0	0	1	0	0	0	0	0	67
5:30 PM	0	45	10	0	0	0	0	0	0	0	0	0	0	55
5:45 PM	0	28	6	1	4	0	0	0	0	0	0	0	0	39
Hour Total	1	190	31	3	5	0	0	3	0	0	0	0	0	233
6:00 PM	0	32	4	0	1	0	0	0	0	0	0	0	0	37
6:15 PM	0	21	5	1	0	0	0	0	0	0	0	0	0	27
6:30 PM	0	22	1	1	1	0	0	0	0	0	0	0	0	25
6:45 PM	0	18	2	0	1	0	0	0	0	0	0	0	0	21
Hour Total	0	93	12	2	3	0	0	0	0	0	0	0	0	110
7:00 PM	0	24	5	0	1	0	0	0	0	0	0	0	0	30
7:15 PM	0	18	3	1	1	0	0	0	0	0	0	0	0	23
7:30 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
7:45 PM	0	18	3	0	0	0	0	0	0	0	0	0	0	21
Hour Total	0	73	13	1	2	0	0	0	0	0	0	0	0	89
8:00 PM	0	13	6	0	0	0	0	0	0	0	0	0	0	19
8:15 PM	0	16	3	0	1	0	0	0	0	0	0	0	0	20
8:30 PM	1	13	1	0	0	0	0	0	0	0	0	0	0	15
8:45 PM	0	10	3	0	0	0	0	0	0	0	0	0	0	13
Hour Total	1	52	13	0	1	0	0	0	0	0	0	0	0	67
9:00 PM	0	16	2	0	0	0	0	0	0	0	0	0	0	18
9:15 PM	0	16	1	0	0	0	0	1	0	0	0	0	0	18
9:30 PM	0	16	1	0	1	0	0	0	0	0	0	0	0	18
9:45 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	60	5	0	1	0	0	1	0	0	0	0	0	67
10:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
10:15 PM	0	11	4	0	1	0	0	0	0	0	0	0	0	16
10:30 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
10:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	32	4	0	1	0	0	0	0	0	0	0	0	37
11:00 PM	0	9	3	0	0	0	0	0	0	0	0	0	0	12
11:15 PM	0	8	4	0	0	0	0	0	0	0	0	0	0	12
11:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:45 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	23	8	0	0	0	0	0	0	0	0	0	0	31
Totals	7	1491	282	16	69	5	1	11	3	0	0	0	0	1885
Percent	0.4%	79.1%	15.0%	0.8%	3.7%	0.3%	0.1%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

14th Street west of Oak Street (Outside Lanes)

Oakland

Project #:09-7224-016e

Date: 5/27/2009

WEDNESDAY

West Bound, East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	9	1	0	1	0	0	0	0	0	0	0	0	11
12:15 AM	0	7	1	0	2	0	0	0	0	0	0	0	0	10
12:30 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
12:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	24	5	0	3	0	0	0	0	0	0	0	0	32
1:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
1:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
1:30 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
1:45 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
Hour Total	0	29	4	0	1	0	0	0	0	0	0	0	0	34
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	8
2:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:45 AM	0	4	1	1	0	0	0	0	0	0	0	0	0	6
Hour Total	0	14	4	1	0	0	0	0	0	0	0	0	0	19
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	7	2	0	0	0	0	0	0	0	0	0	0	9
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:45 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	11	2	0	0	0	0	0	0	0	0	0	0	13
5:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
5:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
5:30 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
5:45 AM	0	8	2	1	2	0	0	0	0	0	0	0	0	13
Hour Total	0	21	5	1	3	0	0	0	0	0	0	0	0	30
6:00 AM	0	8	3	1	0	1	0	0	0	0	0	0	0	13
6:15 AM	0	12	1	0	1	0	0	0	0	0	0	0	0	14
6:30 AM	0	16	3	0	3	1	0	0	0	0	0	0	0	23
6:45 AM	0	17	4	1	2	0	0	1	0	0	0	0	0	25
Hour Total	0	53	11	2	6	2	0	1	0	0	0	0	0	75
7:00 AM	1	20	3	1	2	0	0	0	0	0	0	0	0	27
7:15 AM	0	34	11	0	2	0	0	0	0	0	0	0	0	47
7:30 AM	1	52	7	0	7	0	0	0	1	0	0	0	0	68
7:45 AM	0	86	13	0	1	1	0	0	0	0	0	0	0	101
Hour Total	2	192	34	1	12	1	0	0	1	0	0	0	0	243

8:00 AM	1	64	13	1	3	0	0	0	0	0	0	0	0	82
8:15 AM	0	70	7	1	5	0	0	3	0	0	0	0	0	86
8:30 AM	1	41	6	0	2	0	0	0	1	0	0	0	0	51
8:45 AM	0	44	7	0	4	1	0	1	0	0	0	0	0	57
Hour Total	2	219	33	2	14	1	0	4	1	0	0	0	0	276
9:00 AM	0	54	20	2	5	0	0	0	0	0	0	0	0	81
9:15 AM	0	59	15	0	4	0	0	1	0	0	0	0	0	79
9:30 AM	0	67	9	0	2	0	0	1	0	0	0	0	0	79
9:45 AM	0	64	9	0	3	0	0	1	0	0	0	0	0	77
Hour Total	0	244	53	2	14	0	0	3	0	0	0	0	0	316
10:00 AM	1	43	9	2	4	0	0	5	0	0	0	0	0	64
10:15 AM	0	54	8	5	7	1	0	1	0	0	0	0	0	76
10:30 AM	0	65	23	3	5	1	0	2	0	0	0	0	0	99
10:45 AM	0	70	8	3	3	0	0	2	0	0	0	0	0	86
Hour Total	1	232	48	13	19	2	0	10	0	0	0	0	0	325
11:00 AM	1	46	15	4	3	0	0	2	0	0	0	0	0	71
11:15 AM	1	53	15	2	2	0	0	0	0	0	0	0	0	73
11:30 AM	0	44	7	1	2	0	0	0	0	0	0	0	0	54
11:45 AM	0	51	16	0	2	0	0	2	0	0	0	0	0	71
Hour Total	2	194	53	7	9	0	0	4	0	0	0	0	0	269
12:00 PM	0	50	7	0	4	0	0	1	0	0	0	0	0	62
12:15 PM	0	57	7	0	4	0	0	1	1	0	0	0	0	70
12:30 PM	0	53	13	0	2	1	0	0	0	0	0	0	0	69
12:45 PM	0	41	2	0	5	0	0	0	0	0	0	0	0	48
Hour Total	0	201	29	0	15	1	0	2	1	0	0	0	0	249
1:00 PM	0	46	14	1	3	1	0	0	0	0	0	0	0	65
1:15 PM	0	64	8	0	5	1	0	1	0	0	0	0	0	79
1:30 PM	1	77	13	0	2	0	0	0	0	0	0	0	0	93
1:45 PM	0	62	8	0	2	1	0	0	0	0	0	0	0	73
Hour Total	1	249	43	1	12	3	0	1	0	0	0	0	0	310
2:00 PM	0	75	13	1	2	0	0	1	0	0	0	0	0	92
2:15 PM	0	52	12	1	3	1	0	0	0	0	0	0	0	69
2:30 PM	0	80	13	0	3	0	0	0	0	0	0	0	0	96
2:45 PM	0	63	7	1	4	0	0	1	0	0	0	0	0	76
Hour Total	0	270	45	3	12	1	0	2	0	0	0	0	0	333
3:00 PM	0	70	11	0	5	0	0	0	0	0	0	0	0	86
3:15 PM	2	65	12	1	4	1	0	1	0	0	0	0	0	86
3:30 PM	0	58	19	0	2	1	0	0	1	0	0	0	0	81
3:45 PM	0	69	12	0	2	0	1	2	0	0	0	0	0	86
Hour Total	2	262	54	1	13	2	1	3	1	0	0	0	0	339

4:00 PM	0	69	12	1	1	0	0	1	0	0	0	0	0	84
4:15 PM	0	71	15	0	3	0	0	0	0	0	0	0	0	89
4:30 PM	1	67	18	1	1	0	0	1	0	0	0	0	0	89
4:45 PM	0	79	17	0	4	0	0	0	0	0	0	0	0	100
Hour Total	1	286	62	2	9	0	0	2	0	0	0	0	0	362
5:00 PM	0	104	15	3	1	0	0	4	0	0	0	0	0	127
5:15 PM	1	93	14	1	2	0	0	1	0	0	0	0	0	112
5:30 PM	0	90	14	1	0	0	0	0	0	0	0	0	0	105
5:45 PM	1	65	13	2	7	0	0	0	0	0	0	0	0	88
Hour Total	2	352	56	7	10	0	0	5	0	0	0	0	0	432
6:00 PM	0	62	7	1	2	0	0	0	0	0	0	0	0	72
6:15 PM	0	48	9	1	0	0	0	0	0	0	0	0	0	58
6:30 PM	0	40	5	3	3	0	0	1	0	0	0	0	0	52
6:45 PM	0	41	5	1	2	0	0	0	0	0	0	0	0	49
Hour Total	0	191	26	6	7	0	0	1	0	0	0	0	0	231
7:00 PM	0	47	13	1	2	0	0	0	0	0	0	0	0	63
7:15 PM	0	47	8	1	1	0	0	0	0	0	0	0	0	57
7:30 PM	0	42	8	0	0	0	0	0	0	0	0	0	0	50
7:45 PM	0	40	5	0	1	0	0	0	0	0	0	0	0	46
Hour Total	0	176	34	2	4	0	0	0	0	0	0	0	0	216
8:00 PM	0	26	9	0	2	0	0	0	0	0	0	0	0	37
8:15 PM	0	35	8	0	1	0	0	0	0	0	0	0	0	44
8:30 PM	1	31	5	0	0	0	0	0	0	0	0	0	0	37
8:45 PM	0	27	8	0	0	0	0	0	0	0	0	0	0	35
Hour Total	1	119	30	0	3	0	0	0	0	0	0	0	0	153
9:00 PM	0	34	7	0	0	0	0	0	0	0	0	0	0	41
9:15 PM	0	30	7	0	0	1	0	1	0	0	0	0	0	39
9:30 PM	1	31	2	0	1	0	0	0	0	0	0	0	0	35
9:45 PM	0	30	5	0	0	0	0	0	0	0	0	0	0	35
Hour Total	1	125	21	0	1	1	0	1	0	0	0	0	0	150
10:00 PM	0	28	1	0	1	0	0	1	0	0	0	0	0	31
10:15 PM	0	27	6	0	1	0	0	0	0	0	0	0	0	34
10:30 PM	0	15	1	0	0	0	0	0	0	0	0	0	0	16
10:45 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	16
Hour Total	0	86	8	0	2	0	0	1	0	0	0	0	0	97
11:00 PM	0	19	8	0	0	0	0	0	0	0	0	0	0	27
11:15 PM	0	19	8	0	0	0	0	0	0	0	0	0	0	27
11:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
11:45 PM	0	10	1	0	1	0	0	0	0	0	0	0	0	12
Hour Total	0	53	18	0	1	0	0	0	0	0	0	0	0	72
Totals	15	3610	680	51	170	14	1	40	4	0	0	0	0	4585
Percent	0.3%	78.7%	14.8%	1.1%	3.7%	0.3%	0.0%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

5/27/2009

City: Oakland

Project #: 09-7224-016e

Location: 14th Street west of Oak Street (Outside Lanes)

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	6	30			5	32				
12:15	3	26			7	44				
12:30	0	28			4	41				
12:45	6	32	15	116	1	16	17	133	32	249
1:00	2	32			9	33				
1:15	2	38			3	41				
1:30	4	29			7	64				
1:45	2	31	10	130	5	42	24	180	34	310
2:00	1	35			0	57				
2:15	4	22			4	47				
2:30	2	42			2	54				
2:45	4	22	11	121	2	54	8	212	19	333
3:00	1	33			1	53				
3:15	0	39			3	47				
3:30	0	38			1	43				
3:45	3	42	4	152	0	44	5	187	9	339
4:00	0	43			1	41				
4:15	2	38			1	51				
4:30	3	47			1	42				
4:45	1	52	6	180	4	48	7	182	13	362
5:00	1	72			4	55				
5:15	2	67			3	45				
5:30	3	55			4	50				
5:45	3	39	9	233	10	49	21	199	30	432
6:00	4	37			9	35				
6:15	2	27			12	31				
6:30	5	25			18	27				
6:45	9	21	20	110	16	28	55	121	75	231
7:00	7	30			20	33				
7:15	7	23			40	34				
7:30	16	15			52	35				
7:45	33	21	63	89	68	25	180	127	243	216
8:00	21	19			61	18				
8:15	23	20			63	24				
8:30	27	15			24	22				
8:45	25	13	96	67	32	22	180	86	276	153
9:00	29	18			52	23				
9:15	25	18			54	21				
9:30	27	18			52	17				
9:45	31	13	112	67	46	22	204	83	316	150
10:00	27	12			37	19				
10:15	29	16			47	18				
10:30	25	6			74	10				
10:45	20	3	101	37	66	13	224	60	325	97
11:00	27	12			44	15				
11:15	28	12			45	15				
11:30	19	3			35	3				
11:45	31	4	105	31	40	8	164	41	269	72
Total	552	1333	552	1333	1089	1611	1089	1611	1641	2944
Combined Total	1885		1885		2700		2700		4585	
AM Peak	11:45 AM				7:30 AM					
Vol.	115				244					
P.H.F.	0.927				0.897					
PM Peak	4:45 PM				2:00 PM					
Vol.	246				212					
P.H.F.	0.854				0.930					
Percentage	29.3%	70.7%			40.3%	59.7%				

Class Report - Prepared by: NDS/ATD

14th Street west of Oak Street (Outside Lanes)

Oakland

Project #:09-7224-016w

Date: 5/28/2009

THURSDAY

West Bound

Begin Time	Cars & 2 Axle			Buses	2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long		6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
12:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
12:30 AM	0	6	2	0	1	0	0	0	0	0	0	0	0	9
12:45 AM	0	6	0	0	0	0	0	1	0	0	0	0	0	7
Hour Total	0	30	4	0	1	0	0	1	0	0	0	0	0	36
1:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
1:15 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
1:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	12	2	0	1	0	0	0	0	0	0	0	0	15
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:30 AM	1	2	2	0	0	0	0	0	0	0	0	0	0	5
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	1	5	3	0	0	0	0	0	0	0	0	0	0	9
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	7	0	0	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	2
4:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	6	0	1	0	1	0	0	0	0	0	0	0	8
5:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:15 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
5:30 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	3
5:45 AM	0	4	3	1	1	0	0	0	0	0	0	0	0	9
Hour Total	0	13	5	1	1	1	0	0	0	0	0	0	0	21
6:00 AM	0	7	1	1	0	0	0	0	0	0	0	0	0	9
6:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
6:30 AM	0	8	1	1	1	0	0	0	0	0	0	0	0	11
6:45 AM	0	11	4	0	1	0	0	1	0	0	0	0	0	17
Hour Total	0	33	6	2	2	0	0	1	0	0	0	0	0	44
7:00 AM	0	21	6	0	3	0	0	0	0	0	0	0	0	30
7:15 AM	0	27	3	0	1	0	0	1	0	0	0	0	0	32
7:30 AM	0	37	7	0	3	1	0	0	0	0	0	0	0	48
7:45 AM	0	44	6	0	4	1	0	0	0	0	0	0	0	55
Hour Total	0	129	22	0	11	2	0	1	0	0	0	0	0	165

8:00 AM	0	54	7	0	3	1	0	0	0	0	0	0	0	65
8:15 AM	0	65	10	1	3	0	0	0	0	0	0	0	0	79
8:30 AM	2	50	15	1	2	0	0	1	0	0	0	0	0	71
8:45 AM	0	60	9	1	2	0	0	0	0	0	0	0	0	72
Hour Total	2	229	41	3	10	1	0	1	0	0	0	0	0	287
9:00 AM	0	41	10	1	4	0	0	1	0	0	0	0	0	57
9:15 AM	1	38	9	0	1	1	0	1	0	0	0	0	0	51
9:30 AM	0	43	8	0	0	1	0	0	0	0	0	0	0	52
9:45 AM	0	35	12	1	1	0	0	0	0	0	0	0	0	49
Hour Total	1	157	39	2	6	2	0	2	0	0	0	0	0	209
10:00 AM	0	42	7	0	1	0	0	1	0	0	0	0	0	51
10:15 AM	0	48	5	1	3	1	0	0	0	0	0	0	0	58
10:30 AM	0	41	9	0	2	0	0	1	0	0	0	0	0	53
10:45 AM	0	44	7	1	1	0	0	0	0	0	0	0	0	53
Hour Total	0	175	28	2	7	1	0	2	0	0	0	0	0	215
11:00 AM	0	46	8	1	4	0	0	0	0	0	0	0	0	59
11:15 AM	1	27	7	0	3	0	0	1	0	0	0	0	0	39
11:30 AM	0	26	10	3	3	0	0	0	0	0	0	0	0	42
11:45 AM	0	21	9	1	5	0	0	0	0	0	0	0	0	36
Hour Total	1	120	34	5	15	0	0	1	0	0	0	0	0	176
12:00 PM	0	41	12	0	2	0	0	0	0	0	0	0	0	55
12:15 PM	0	41	7	0	6	0	0	0	0	0	0	0	0	54
12:30 PM	0	31	7	1	1	0	0	0	0	0	0	0	0	40
12:45 PM	0	44	5	0	1	0	0	1	0	0	0	0	0	51
Hour Total	0	157	31	1	10	0	0	1	0	0	0	0	0	200
1:00 PM	0	46	12	2	1	0	0	0	0	0	0	0	0	61
1:15 PM	0	44	4	0	2	1	0	0	0	0	0	0	0	51
1:30 PM	1	41	3	0	4	0	0	0	0	0	0	0	0	49
1:45 PM	0	37	6	4	2	0	0	1	0	0	0	0	0	50
Hour Total	1	168	25	6	9	1	0	1	0	0	0	0	0	211
2:00 PM	0	34	3	0	0	0	0	0	0	0	0	0	0	37
2:15 PM	0	29	1	0	1	0	0	0	0	0	0	0	0	31
2:30 PM	0	25	4	0	3	0	0	0	0	0	0	0	0	32
2:45 PM	0	36	8	0	6	0	0	0	0	0	0	0	0	50
Hour Total	0	124	16	0	10	0	0	0	0	0	0	0	0	150
3:00 PM	0	33	7	0	1	0	0	0	0	0	0	0	0	41
3:15 PM	0	35	6	1	1	0	0	2	0	0	0	0	0	45
3:30 PM	0	45	8	0	2	0	0	0	0	0	0	0	0	55
3:45 PM	0	45	8	0	2	0	0	0	0	0	0	0	0	55
Hour Total	0	158	29	1	6	0	0	2	0	0	0	0	0	196

4:00 PM	0	40	8	0	3	0	0	2	0	0	0	0	0	53
4:15 PM	0	39	10	1	1	0	0	0	0	0	0	0	0	51
4:30 PM	0	35	4	0	3	0	0	1	0	0	0	0	0	43
4:45 PM	0	31	10	0	1	0	0	1	0	0	0	0	0	43
Hour Total	0	145	32	1	8	0	0	4	0	0	0	0	0	190
5:00 PM	0	35	5	0	2	0	0	0	0	0	0	0	0	42
5:15 PM	0	26	4	0	1	1	0	0	0	0	0	0	0	32
5:30 PM	0	47	6	0	4	0	0	1	0	0	0	0	0	58
5:45 PM	0	42	7	0	2	0	0	1	0	0	0	0	0	52
Hour Total	0	150	22	0	9	1	0	2	0	0	0	0	0	184
6:00 PM	1	31	8	0	2	0	0	1	0	0	0	0	0	43
6:15 PM	0	38	4	0	1	0	0	0	0	0	0	0	0	43
6:30 PM	0	34	1	0	0	0	0	0	0	0	0	0	0	35
6:45 PM	0	26	4	1	2	0	0	0	0	0	0	0	0	33
Hour Total	1	129	17	1	5	0	0	1	0	0	0	0	0	154
7:00 PM	0	27	2	0	0	0	0	0	0	0	0	0	0	29
7:15 PM	0	17	2	0	1	0	0	0	0	0	0	0	0	20
7:30 PM	1	28	2	0	1	0	0	0	0	0	0	0	0	32
7:45 PM	0	24	4	0	1	0	1	0	0	0	0	0	0	30
Hour Total	1	96	10	0	3	0	1	0	0	0	0	0	0	111
8:00 PM	0	17	3	0	0	0	0	0	0	0	0	0	0	20
8:15 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	11
8:30 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	14
8:45 PM	0	20	5	0	0	0	0	0	0	0	0	0	0	25
Hour Total	0	58	12	0	0	0	0	0	0	0	0	0	0	70
9:00 PM	0	17	2	0	1	0	0	0	0	0	0	0	0	20
9:15 PM	0	18	3	0	2	0	0	0	0	0	0	0	0	23
9:30 PM	0	13	2	0	0	0	0	1	0	0	0	0	0	16
9:45 PM	0	12	3	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	60	10	0	3	0	0	1	0	0	0	0	0	74
10:00 PM	0	16	2	0	2	0	0	0	0	0	0	0	0	20
10:15 PM	0	13	4	0	3	0	0	0	0	0	0	0	0	20
10:30 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
10:45 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	52	8	0	5	0	0	0	0	0	0	0	0	65
11:00 PM	0	9	1	0	2	0	0	0	0	0	0	0	0	12
11:15 PM	0	11	1	0	1	0	0	0	0	0	0	0	0	13
11:30 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
11:45 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	34	4	0	3	0	0	0	0	0	0	0	0	41
Totals	8	2247	400	26	125	10	1	21	0	0	0	0	0	2838
Percent	0.3%	79.2%	14.1%	0.9%	4.4%	0.4%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

14th Street west of Oak Street (Outside Lanes)

Oakland

Project #:09-7224-016e

Date: 5/28/2009

THURSDAY

East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
12:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
12:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
12:45 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	20	2	0	0	0	0	0	0	0	0	0	0	22
1:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
1:15 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
1:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
1:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	11	2	0	1	0	0	0	0	0	0	0	0	14
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:30 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	3
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	6	0	1	0	0	0	0	0	0	0	0	0	7
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	4	1	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	5	1	0	0	0	0	0	0	0	0	0	0	6
5:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	6	2	0	0	0	0	0	0	0	0	0	0	8
6:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
6:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
6:30 AM	0	2	2	0	1	0	0	0	0	0	0	0	0	5
6:45 AM	0	4	1	1	0	0	0	0	0	0	0	0	0	6
Hour Total	0	9	6	1	1	0	0	0	0	0	0	0	0	17
7:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
7:15 AM	0	5	1	1	0	0	0	0	0	0	0	0	0	7
7:30 AM	1	8	5	1	2	0	0	0	0	0	0	0	0	17
7:45 AM	0	14	4	0	1	0	0	0	0	0	0	0	0	19
Hour Total	1	35	10	2	3	0	0	0	0	0	0	0	0	51

8:00 AM	0	18	1	1	0	0	0	0	0	0	0	0	0	20
8:15 AM	0	21	2	0	1	0	0	1	0	0	0	0	0	25
8:30 AM	0	27	6	0	3	1	0	0	0	0	0	0	0	37
8:45 AM	0	18	4	0	0	0	0	0	0	0	0	0	0	22
Hour Total	0	84	13	1	4	1	0	1	0	0	0	0	0	104
9:00 AM	0	18	1	0	1	0	0	0	0	0	0	0	0	20
9:15 AM	0	18	6	0	2	0	0	0	0	0	0	0	0	26
9:30 AM	0	24	4	1	2	0	0	0	0	0	0	0	0	31
9:45 AM	0	25	4	0	2	1	0	0	0	0	0	0	0	32
Hour Total	0	85	15	1	7	1	0	0	0	0	0	0	0	109
10:00 AM	0	14	6	0	3	1	0	0	0	0	0	0	0	24
10:15 AM	1	25	5	1	2	0	0	0	0	0	0	0	0	34
10:30 AM	0	25	2	1	1	0	0	0	0	0	0	0	0	29
10:45 AM	0	24	7	0	1	0	0	0	0	0	0	0	0	32
Hour Total	1	88	20	2	7	1	0	0	0	0	0	0	0	119
11:00 AM	0	19	6	1	0	0	0	0	0	0	0	0	0	26
11:15 AM	0	13	4	0	2	0	0	0	0	0	0	0	0	19
11:30 AM	0	26	4	0	4	0	0	0	0	0	0	0	0	34
11:45 AM	0	26	6	0	2	0	0	0	0	0	0	0	0	34
Hour Total	0	84	20	1	8	0	0	0	0	0	0	0	0	113
12:00 PM	0	38	3	0	3	1	0	0	0	0	0	0	0	45
12:15 PM	0	16	4	0	1	0	0	0	1	0	0	0	0	22
12:30 PM	1	23	2	1	3	0	0	0	0	0	0	0	0	30
12:45 PM	0	34	5	0	0	0	0	0	0	0	0	0	0	39
Hour Total	1	111	14	1	7	1	0	0	1	0	0	0	0	136
1:00 PM	0	28	6	1	0	0	0	0	0	0	0	0	0	35
1:15 PM	0	25	6	0	1	0	0	0	0	0	0	0	0	32
1:30 PM	0	18	7	0	0	0	0	0	0	0	0	0	0	25
1:45 PM	0	38	6	1	1	0	0	1	0	0	0	0	0	47
Hour Total	0	109	25	2	2	0	0	1	0	0	0	0	0	139
2:00 PM	0	32	4	0	1	0	0	0	0	0	0	0	0	37
2:15 PM	0	18	2	1	1	0	0	0	0	0	0	0	0	22
2:30 PM	0	24	5	0	0	0	0	0	0	0	0	0	0	29
2:45 PM	0	23	7	1	1	0	0	0	0	0	0	0	0	32
Hour Total	0	97	18	2	3	0	0	0	0	0	0	0	0	120
3:00 PM	1	32	6	0	0	0	0	0	1	0	0	0	0	40
3:15 PM	0	22	7	0	1	0	0	0	0	0	0	0	0	30
3:30 PM	0	17	6	1	1	0	0	0	0	0	0	0	0	25
3:45 PM	0	27	7	1	2	0	0	0	1	0	0	0	0	38
Hour Total	1	98	26	2	4	0	0	0	2	0	0	0	0	133

4:00 PM	0	35	7	0	3	0	0	0	0	0	0	0	0	45
4:15 PM	0	17	4	0	5	0	0	0	0	0	0	0	0	26
4:30 PM	1	39	5	2	1	0	0	0	0	0	0	0	0	48
4:45 PM	0	32	9	0	2	0	0	0	0	0	0	0	0	43
Hour Total	1	123	25	2	11	0	0	0	0	0	0	0	0	162
5:00 PM	0	46	6	1	2	0	0	1	0	0	0	0	0	56
5:15 PM	0	55	7	0	1	0	0	1	0	0	0	0	0	64
5:30 PM	0	69	12	1	0	0	0	1	0	0	0	0	0	83
5:45 PM	0	50	10	0	1	0	0	2	0	0	0	0	0	63
Hour Total	0	220	35	2	4	0	0	5	0	0	0	0	0	266
6:00 PM	0	41	11	0	0	0	0	0	0	0	0	0	0	52
6:15 PM	0	21	13	2	1	0	0	0	0	0	0	0	0	37
6:30 PM	0	30	9	0	1	0	0	0	0	0	0	0	0	40
6:45 PM	0	15	3	0	1	0	1	0	0	0	0	0	0	20
Hour Total	0	107	36	2	3	0	1	0	0	0	0	0	0	149
7:00 PM	0	19	4	0	2	0	0	0	0	0	0	0	0	25
7:15 PM	0	25	7	0	1	0	0	0	0	0	0	0	0	33
7:30 PM	0	23	5	0	0	0	0	0	0	0	0	0	0	28
7:45 PM	0	25	3	0	0	0	0	0	0	0	0	0	0	28
Hour Total	0	92	19	0	3	0	0	0	0	0	0	0	0	114
8:00 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
8:15 PM	0	23	0	0	1	0	0	0	0	0	0	0	0	24
8:30 PM	0	15	2	0	0	0	0	0	0	0	0	0	0	17
8:45 PM	1	11	1	0	0	0	0	0	0	0	0	0	0	13
Hour Total	1	56	5	0	1	0	0	0	0	0	0	0	0	63
9:00 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	14
9:15 PM	0	18	2	0	0	0	0	0	0	0	0	0	0	20
9:30 PM	0	11	4	0	1	0	0	0	0	0	0	0	0	16
9:45 PM	0	9	3	0	1	0	0	0	0	0	0	0	0	13
Hour Total	0	50	11	0	2	0	0	0	0	0	0	0	0	63
10:00 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	17
10:15 PM	0	15	3	0	0	0	0	0	0	0	0	0	0	18
10:30 PM	0	14	5	0	0	0	0	0	0	0	0	0	0	19
10:45 PM	0	10	3	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	56	11	0	0	0	0	0	0	0	0	0	0	67
11:00 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
11:15 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
11:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:45 PM	0	5	2	1	0	0	0	0	0	0	0	0	0	8
Hour Total	0	21	4	1	0	0	0	0	0	0	0	0	0	26
Totals	6	1577	321	23	71	4	1	7	3	0	0	0	0	2013
Percent	0.3%	78.3%	15.9%	1.1%	3.5%	0.2%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

14th Street west of Oak Street (Outside Lanes)

Oakland

Project #:09-7224-016e

Date: 5/28/2009

THURSDAY

West Bound, East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	20	1	0	0	0	0	0	0	0	0	0	0	21
12:15 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
12:30 AM	0	11	2	0	1	0	0	0	0	0	0	0	0	14
12:45 AM	0	9	2	0	0	0	0	1	0	0	0	0	0	12
Hour Total	0	50	6	0	1	0	0	1	0	0	0	0	0	58
1:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
1:15 AM	0	7	1	0	2	0	0	0	0	0	0	0	0	10
1:30 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
1:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	23	4	0	2	0	0	0	0	0	0	0	0	29
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2:30 AM	1	4	2	1	0	0	0	0	0	0	0	0	0	8
2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	1	11	3	1	0	0	0	0	0	0	0	0	0	16
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	11	1	0	0	0	0	0	0	0	0	0	0	12
4:00 AM	0	3	0	1	0	0	0	0	0	0	0	0	0	4
4:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	2
4:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	11	1	1	0	1	0	0	0	0	0	0	0	14
5:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
5:15 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
5:30 AM	0	5	0	0	0	1	0	0	0	0	0	0	0	6
5:45 AM	0	5	4	1	1	0	0	0	0	0	0	0	0	11
Hour Total	0	19	7	1	1	1	0	0	0	0	0	0	0	29
6:00 AM	0	9	3	1	0	0	0	0	0	0	0	0	0	13
6:15 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
6:30 AM	0	10	3	1	2	0	0	0	0	0	0	0	0	16
6:45 AM	0	15	5	1	1	0	0	1	0	0	0	0	0	23
Hour Total	0	42	12	3	3	0	0	1	0	0	0	0	0	61
7:00 AM	0	29	6	0	3	0	0	0	0	0	0	0	0	38
7:15 AM	0	32	4	1	1	0	0	1	0	0	0	0	0	39
7:30 AM	1	45	12	1	5	1	0	0	0	0	0	0	0	65
7:45 AM	0	58	10	0	5	1	0	0	0	0	0	0	0	74
Hour Total	1	164	32	2	14	2	0	1	0	0	0	0	0	216

8:00 AM	0	72	8	1	3	1	0	0	0	0	0	0	0	85
8:15 AM	0	86	12	1	4	0	0	1	0	0	0	0	0	104
8:30 AM	2	77	21	1	5	1	0	1	0	0	0	0	0	108
8:45 AM	0	78	13	1	2	0	0	0	0	0	0	0	0	94
Hour Total	2	313	54	4	14	2	0	2	0	0	0	0	0	391
9:00 AM	0	59	11	1	5	0	0	1	0	0	0	0	0	77
9:15 AM	1	56	15	0	3	1	0	1	0	0	0	0	0	77
9:30 AM	0	67	12	1	2	1	0	0	0	0	0	0	0	83
9:45 AM	0	60	16	1	3	1	0	0	0	0	0	0	0	81
Hour Total	1	242	54	3	13	3	0	2	0	0	0	0	0	318
10:00 AM	0	56	13	0	4	1	0	1	0	0	0	0	0	75
10:15 AM	1	73	10	2	5	1	0	0	0	0	0	0	0	92
10:30 AM	0	66	11	1	3	0	0	1	0	0	0	0	0	82
10:45 AM	0	68	14	1	2	0	0	0	0	0	0	0	0	85
Hour Total	1	263	48	4	14	2	0	2	0	0	0	0	0	334
11:00 AM	0	65	14	2	4	0	0	0	0	0	0	0	0	85
11:15 AM	1	40	11	0	5	0	0	1	0	0	0	0	0	58
11:30 AM	0	52	14	3	7	0	0	0	0	0	0	0	0	76
11:45 AM	0	47	15	1	7	0	0	0	0	0	0	0	0	70
Hour Total	1	204	54	6	23	0	0	1	0	0	0	0	0	289
12:00 PM	0	79	15	0	5	1	0	0	0	0	0	0	0	100
12:15 PM	0	57	11	0	7	0	0	0	1	0	0	0	0	76
12:30 PM	1	54	9	2	4	0	0	0	0	0	0	0	0	70
12:45 PM	0	78	10	0	1	0	0	1	0	0	0	0	0	90
Hour Total	1	268	45	2	17	1	0	1	1	0	0	0	0	336
1:00 PM	0	74	18	3	1	0	0	0	0	0	0	0	0	96
1:15 PM	0	69	10	0	3	1	0	0	0	0	0	0	0	83
1:30 PM	1	59	10	0	4	0	0	0	0	0	0	0	0	74
1:45 PM	0	75	12	5	3	0	0	2	0	0	0	0	0	97
Hour Total	1	277	50	8	11	1	0	2	0	0	0	0	0	350
2:00 PM	0	66	7	0	1	0	0	0	0	0	0	0	0	74
2:15 PM	0	47	3	1	2	0	0	0	0	0	0	0	0	53
2:30 PM	0	49	9	0	3	0	0	0	0	0	0	0	0	61
2:45 PM	0	59	15	1	7	0	0	0	0	0	0	0	0	82
Hour Total	0	221	34	2	13	0	0	0	0	0	0	0	0	270
3:00 PM	1	65	13	0	1	0	0	0	1	0	0	0	0	81
3:15 PM	0	57	13	1	2	0	0	2	0	0	0	0	0	75
3:30 PM	0	62	14	1	3	0	0	0	0	0	0	0	0	80
3:45 PM	0	72	15	1	4	0	0	0	1	0	0	0	0	93
Hour Total	1	256	55	3	10	0	0	2	2	0	0	0	0	329

4:00 PM	0	75	15	0	6	0	0	2	0	0	0	0	0	98
4:15 PM	0	56	14	1	6	0	0	0	0	0	0	0	0	77
4:30 PM	1	74	9	2	4	0	0	1	0	0	0	0	0	91
4:45 PM	0	63	19	0	3	0	0	1	0	0	0	0	0	86
Hour Total	1	268	57	3	19	0	0	4	0	0	0	0	0	352
5:00 PM	0	81	11	1	4	0	0	1	0	0	0	0	0	98
5:15 PM	0	81	11	0	2	1	0	1	0	0	0	0	0	96
5:30 PM	0	116	18	1	4	0	0	2	0	0	0	0	0	141
5:45 PM	0	92	17	0	3	0	0	3	0	0	0	0	0	115
Hour Total	0	370	57	2	13	1	0	7	0	0	0	0	0	450
6:00 PM	1	72	19	0	2	0	0	1	0	0	0	0	0	95
6:15 PM	0	59	17	2	2	0	0	0	0	0	0	0	0	80
6:30 PM	0	64	10	0	1	0	0	0	0	0	0	0	0	75
6:45 PM	0	41	7	1	3	0	1	0	0	0	0	0	0	53
Hour Total	1	236	53	3	8	0	1	1	0	0	0	0	0	303
7:00 PM	0	46	6	0	2	0	0	0	0	0	0	0	0	54
7:15 PM	0	42	9	0	2	0	0	0	0	0	0	0	0	53
7:30 PM	1	51	7	0	1	0	0	0	0	0	0	0	0	60
7:45 PM	0	49	7	0	1	0	1	0	0	0	0	0	0	58
Hour Total	1	188	29	0	6	0	1	0	0	0	0	0	0	225
8:00 PM	0	24	5	0	0	0	0	0	0	0	0	0	0	29
8:15 PM	0	32	2	0	1	0	0	0	0	0	0	0	0	35
8:30 PM	0	27	4	0	0	0	0	0	0	0	0	0	0	31
8:45 PM	1	31	6	0	0	0	0	0	0	0	0	0	0	38
Hour Total	1	114	17	0	1	0	0	0	0	0	0	0	0	133
9:00 PM	0	29	4	0	1	0	0	0	0	0	0	0	0	34
9:15 PM	0	36	5	0	2	0	0	0	0	0	0	0	0	43
9:30 PM	0	24	6	0	1	0	0	1	0	0	0	0	0	32
9:45 PM	0	21	6	0	1	0	0	0	0	0	0	0	0	28
Hour Total	0	110	21	0	5	0	0	1	0	0	0	0	0	137
10:00 PM	0	33	2	0	2	0	0	0	0	0	0	0	0	37
10:15 PM	0	28	7	0	3	0	0	0	0	0	0	0	0	38
10:30 PM	0	25	6	0	0	0	0	0	0	0	0	0	0	31
10:45 PM	0	22	4	0	0	0	0	0	0	0	0	0	0	26
Hour Total	0	108	19	0	5	0	0	0	0	0	0	0	0	132
11:00 PM	0	19	1	0	2	0	0	0	0	0	0	0	0	22
11:15 PM	0	14	3	0	1	0	0	0	0	0	0	0	0	18
11:30 PM	0	9	2	0	0	0	0	0	0	0	0	0	0	11
11:45 PM	0	13	2	1	0	0	0	0	0	0	0	0	0	16
Hour Total	0	55	8	1	3	0	0	0	0	0	0	0	0	67
Totals	14	3824	721	49	196	14	2	28	3	0	0	0	0	4851
Percent	0.3%	78.8%	14.9%	1.0%	4.0%	0.3%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

5/28/2009

City: Oakland

Project #: 09-7224-016e

Location: 14th Street west of Oak Street (Outside Lanes)

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	8	45			13	55				
12:15	4	22			7	54				
12:30	5	30			9	40				
12:45	5	39	22	136	7	51	36	200	58	336
1:00	3	35			6	61				
1:15	4	32			6	51				
1:30	4	25			1	49				
1:45	3	47	14	139	2	50	15	211	29	350
2:00	1	37			1	37				
2:15	2	22			2	31				
2:30	3	29			5	32				
2:45	1	32	7	120	1	50	9	150	16	270
3:00	1	40			1	41				
3:15	2	30			2	45				
3:30	1	25			1	55				
3:45	1	38	5	133	3	55	7	196	12	329
4:00	2	45			2	53				
4:15	1	26			1	51				
4:30	2	48			1	43				
4:45	1	43	6	162	4	43	8	190	14	352
5:00	1	56			3	42				
5:15	2	64			6	32				
5:30	3	83			3	58				
5:45	2	63	8	266	9	52	21	184	29	450
6:00	4	52			9	43				
6:15	2	37			7	43				
6:30	5	40			11	35				
6:45	6	20	17	149	17	33	44	154	61	303
7:00	8	25			30	29				
7:15	7	33			32	20				
7:30	17	28			48	32				
7:45	19	28	51	114	55	30	165	111	216	225
8:00	20	9			65	20				
8:15	25	24			79	11				
8:30	37	17			71	14				
8:45	22	13	104	63	72	25	287	70	391	133
9:00	20	14			57	20				
9:15	26	20			51	23				
9:30	31	16			52	16				
9:45	32	13	109	63	49	15	209	74	318	137
10:00	24	17			51	20				
10:15	34	18			58	20				
10:30	29	19			53	12				
10:45	32	13	119	67	53	13	215	65	334	132
11:00	26	10			59	12				
11:15	19	5			39	13				
11:30	34	3			42	8				
11:45	34	8	113	26	36	8	176	41	289	67
Total	575	1438	575	1438	1192	1646	1192	1646	1767	3084
Combined Total	2013		2013		2838		2838		4851	
AM Peak	11:30 AM				8:00 AM					
Vol.	135				287					
P.H.F.	0.750				0.908					
PM Peak	5:00 PM				3:30 PM					
Vol.	266				214					
P.H.F.	0.801				0.973					
Percentage	28.6%	71.4%			42.0%	58.0%				

Prepared by NDS/ATD

Volumes for: Wednesday, June 10, 2009

City: Oakland

Project #: 09-7224-017

Location: 27th Street west of Harrison Street

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	7	86			3	115				
12:15	7	102			9	95				
12:30	9	100			9	140				
12:45	5	99	28	387	5	102	26	452	54	839
1:00	4	97			3	119				
1:15	3	96			6	120				
1:30	10	94			6	122				
1:45	3	92	20	379	5	117	20	478	40	857
2:00	5	91			3	109				
2:15	2	97			2	101				
2:30	0	124			1	101				
2:45	3	107	10	419	4	128	10	439	20	858
3:00	2	106			2	118				
3:15	1	99			1	126				
3:30	2	105			4	131				
3:45	0	92	5	402	1	110	8	485	13	887
4:00	3	123			4	90				
4:15	2	114			0	104				
4:30	2	140			1	110				
4:45	2	113	9	490	6	116	11	420	20	910
5:00	2	148			5	123				
5:15	1	144			10	106				
5:30	7	151			8	113				
5:45	8	123	18	566	21	113	44	455	62	1021
6:00	13	109			20	123				
6:15	10	81			28	84				
6:30	24	94			29	98				
6:45	25	84	72	368	47	76	124	381	196	749
7:00	30	83			52	81				
7:15	48	84			62	52				
7:30	51	96			65	71				
7:45	56	67	185	330	92	50	271	254	456	584
8:00	87	58			153	49				
8:15	88	60			137	43				
8:30	82	48			138	47				
8:45	67	38	324	204	122	30	550	169	874	373
9:00	62	48			87	51				
9:15	72	54			90	45				
9:30	77	37			100	52				
9:45	64	43	275	182	95	46	372	194	647	376
10:00	92	31			106	32				
10:15	61	22			90	27				
10:30	66	31			95	25				
10:45	99	20	318	104	89	25	380	109	698	213
11:00	103	25			102	27				
11:15	93	28			86	12				
11:30	74	16			94	9				
11:45	98	13	368	82	89	13	371	61	739	143
Total	1632	3913	1632	3913	2187	3897	2187	3897	3819	7810
Combined Total	5545		5545		6084		6084		11629	
AM Peak	11:45 AM				8:00 AM					
Vol.	386				550					
P.H.F.	0.946				0.899					
PM Peak	5:00 PM				2:45 PM					
Vol.	566				503					
P.H.F.	0.937				0.960					
Percentage	29.4%	70.6%			35.9%	64.1%				

Prepared by NDS/ATD

Volumes for: Thursday, June 11, 2009

City: Oakland

Project #: 09-7224-017

Location: 27th Street west of Harrison Street

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	9	104			11	125				
12:15	6	95			13	103				
12:30	9	117			6	145				
12:45	12	94	36	410	9	117	39	490	75	900
1:00	8	115			7	126				
1:15	5	96			9	108				
1:30	4	78			2	121				
1:45	4	82	21	371	5	113	23	468	44	839
2:00	2	87			3	110				
2:15	3	89			2	106				
2:30	2	104			1	101				
2:45	2	102	9	382	2	110	8	427	17	809
3:00	0	92			2	121				
3:15	3	113			0	116				
3:30	0	110			0	107				
3:45	1	135	4	450	5	119	7	463	11	913
4:00	3	107			4	121				
4:15	4	111			1	100				
4:30	3	132			4	115				
4:45	5	138	15	488	3	113	12	449	27	937
5:00	3	140			7	109				
5:15	4	130			8	111				
5:30	6	141			10	125				
5:45	10	137	23	548	16	104	41	449	64	997
6:00	15	117			17	90				
6:15	18	107			29	100				
6:30	16	91			32	79				
6:45	29	72	78	387	48	100	126	369	204	756
7:00	27	70			45	72				
7:15	38	75			64	61				
7:30	48	76			72	45				
7:45	58	72	171	293	101	57	282	235	453	528
8:00	90	62			123	62				
8:15	91	49			133	46				
8:30	70	31			119	40				
8:45	67	30	318	172	123	41	498	189	816	361
9:00	66	46			110	42				
9:15	74	54			107	34				
9:30	88	40			86	26				
9:45	74	34	302	174	92	32	395	134	697	308
10:00	73	26			81	34				
10:15	67	32			114	21				
10:30	77	15			84	29				
10:45	120	21	337	94	78	23	357	107	694	201
11:00	97	18			91	19				
11:15	74	13			102	9				
11:30	81	12			79	6				
11:45	109	5	361	48	85	10	357	44	718	92
Total	1675	3817	1675	3817	2145	3824	2145	3824	3820	7641
Combined Total	5492		5492		5969		5969		11461	
AM Peak	11:45 AM				8:00 AM					
Vol.	425				498					
P.H.F.	0.908				0.936					
PM Peak	4:45 PM				12:30 PM					
Vol.	549				496					
P.H.F.	0.973				0.855					
Percentage	30.5%	69.5%			35.9%	64.1%				

Class Report - Prepared by: NDS/ATD

27th Street west of Harrison Street (Outside Lanes)

Oakland

Project #:09-7224-017w

Date: 6/10/2009

WEDNESDAY

West Bound

Begin Time	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	2	1	0	0	0	0	0	0	0	0	0	0	3
6:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
6:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	14	1	0	0	0	0	0	0	0	0	0	0	15
7:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
7:15 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
7:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
7:45 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	39	2	0	0	0	0	0	0	0	0	0	0	41

8:00 AM	0	22	1	0	0	0	0	0	1	0	0	0	0	24
8:15 AM	1	28	2	0	0	1	0	0	0	0	0	0	0	32
8:30 AM	0	27	0	0	0	0	0	0	0	0	0	0	0	27
8:45 AM	0	27	1	0	0	0	0	0	1	0	0	0	0	29
Hour Total	1	104	4	0	0	1	0	0	2	0	0	0	0	112
9:00 AM	0	23	2	0	0	0	0	0	0	0	0	0	0	25
9:15 AM	1	20	0	0	0	0	0	0	0	0	0	0	0	21
9:30 AM	0	16	1	0	0	0	0	0	0	0	0	0	0	17
9:45 AM	0	23	0	0	0	0	0	0	0	0	0	0	0	23
Hour Total	1	82	3	0	0	0	0	0	0	0	0	0	0	86
10:00 AM	0	25	2	0	0	0	0	0	0	0	0	0	0	27
10:15 AM	0	18	0	0	0	0	0	0	0	0	0	0	0	18
10:30 AM	0	26	0	0	0	0	0	0	0	0	0	0	0	26
10:45 AM	0	10	4	0	0	0	0	0	0	0	0	0	0	14
Hour Total	0	79	6	0	0	0	0	0	0	0	0	0	0	85
11:00 AM	0	17	1	0	0	0	0	0	0	0	0	0	0	18
11:15 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
11:30 AM	0	19	1	0	0	0	0	1	1	0	0	0	0	22
11:45 AM	0	24	2	0	0	0	0	0	0	0	0	0	0	26
Hour Total	0	72	5	0	0	0	0	1	1	0	0	0	0	79
12:00 PM	1	19	2	0	0	0	0	0	0	0	0	0	0	22
12:15 PM	0	17	3	0	0	0	0	0	0	0	0	0	0	20
12:30 PM	0	25	3	0	0	0	0	0	0	0	0	0	0	28
12:45 PM	0	33	2	0	0	0	0	0	0	0	0	0	0	35
Hour Total	1	94	10	0	0	0	0	0	0	0	0	0	0	105
1:00 PM	1	15	2	0	0	0	0	0	0	0	0	0	0	18
1:15 PM	0	29	3	0	0	0	0	0	0	0	0	0	0	32
1:30 PM	0	23	2	0	0	0	0	1	0	0	0	0	0	26
1:45 PM	0	23	3	0	1	0	0	0	1	0	0	0	0	28
Hour Total	1	90	10	0	1	0	0	1	1	0	0	0	0	104
2:00 PM	0	24	2	0	0	0	0	0	0	0	0	0	0	26
2:15 PM	0	21	1	0	0	0	0	0	0	0	0	0	0	22
2:30 PM	0	20	1	0	0	0	0	0	0	0	0	0	0	21
2:45 PM	0	23	3	0	0	0	0	0	0	0	0	0	0	26
Hour Total	0	88	7	0	0	0	0	0	0	0	0	0	0	95
3:00 PM	0	35	2	0	0	0	0	0	0	0	0	0	0	37
3:15 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
3:30 PM	0	20	3	0	0	0	0	0	0	0	0	0	0	23
3:45 PM	0	21	0	0	0	0	0	0	0	0	0	0	0	21
Hour Total	0	88	5	0	0	0	0	0	0	0	0	0	0	93

4:00 PM	0	31	1	0	0	0	0	0	0	0	0	0	0	32
4:15 PM	0	15	1	0	0	0	0	1	0	0	0	0	0	17
4:30 PM	0	23	3	0	0	0	0	0	0	0	0	0	0	26
4:45 PM	0	24	1	0	0	0	0	1	0	0	0	0	0	26
Hour Total	0	93	6	0	0	0	0	2	0	0	0	0	0	101
5:00 PM	0	25	2	0	0	0	0	0	0	0	0	0	0	27
5:15 PM	1	32	5	0	0	0	0	0	0	0	0	0	0	38
5:30 PM	0	29	3	0	0	0	0	0	0	0	0	0	0	32
5:45 PM	0	14	2	0	0	0	0	0	2	0	0	0	0	18
Hour Total	1	100	12	0	0	0	0	0	2	0	0	0	0	115
6:00 PM	0	19	1	0	0	0	0	1	0	0	0	0	0	21
6:15 PM	0	29	2	0	0	0	0	0	0	0	0	0	0	31
6:30 PM	0	23	2	0	0	0	0	1	0	0	0	0	0	26
6:45 PM	0	23	3	0	0	0	0	0	0	0	0	0	0	26
Hour Total	0	94	8	0	0	0	0	2	0	0	0	0	0	104
7:00 PM	0	20	2	0	0	0	0	0	0	0	0	0	0	22
7:15 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
7:30 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	12
7:45 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	54	8	0	0	0	0	0	0	0	0	0	0	62
8:00 PM	0	14	4	0	0	0	0	1	0	0	0	0	0	19
8:15 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
8:30 PM	1	12	1	0	0	0	0	0	0	0	0	0	0	14
8:45 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
Hour Total	1	43	9	0	0	0	0	1	0	0	0	0	0	54
9:00 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
9:15 PM	0	9	3	0	0	0	0	0	0	0	0	0	0	12
9:30 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
9:45 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	33	6	0	0	0	0	0	0	0	0	0	0	39
10:00 PM	0	9	4	0	0	0	0	0	0	0	0	0	0	13
10:15 PM	0	3	3	0	0	0	0	0	0	0	0	0	0	6
10:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
10:45 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	20	9	0	0	0	0	0	0	0	0	0	0	29
11:00 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
11:15 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:30 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
11:45 PM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	11	2	0	0	0	0	0	0	0	0	0	0	13
Totals	6	1208	115	0	1	1	0	7	6	0	0	0	0	1344
Percent	0.4%	89.9%	8.6%	0.0%	0.1%	0.1%	0.0%	0.5%	0.4%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

27th Street west of Harrison Street (Outside Lanes)

Oakland

Project #:09-7224-017e

Date: 6/10/2009

WEDNESDAY

East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	5	1	0	0	0	0	0	0	0	0	0	0	6
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	1
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
6:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Hour Total	1	3	2	0	0	0	0	0	0	0	0	0	0	6
7:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
7:30 AM	0	5	1	1	0	0	0	0	0	0	0	0	0	7
7:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	17	2	1	0	0	0	0	0	0	0	0	0	20

8:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
8:15 AM	0	7	5	0	0	0	0	0	0	0	0	0	0	12
8:30 AM	0	17	5	0	0	0	0	0	0	0	0	0	0	22
8:45 AM	0	10	3	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	44	14	0	0	0	0	0	0	0	0	0	0	58
9:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
9:15 AM	0	4	4	0	0	0	0	0	0	0	0	0	0	8
9:30 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
9:45 AM	0	0	2	0	1	0	0	0	0	0	0	0	0	3
Hour Total	0	20	7	0	1	0	0	0	0	0	0	0	0	28
10:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
10:15 AM	0	9	3	0	0	0	0	0	0	0	0	0	0	12
10:30 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
10:45 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	34	7	0	0	0	0	0	0	0	0	0	0	41
11:00 AM	0	13	3	0	0	0	0	0	0	0	0	0	0	16
11:15 AM	0	17	2	0	0	0	0	0	0	0	0	0	0	19
11:30 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
11:45 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	9
Hour Total	0	48	8	0	1	0	0	0	0	0	0	0	0	57
12:00 PM	0	14	2	0	0	0	0	0	0	0	0	0	0	16
12:15 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	15
12:30 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
12:45 PM	0	16	2	0	0	0	0	0	0	0	0	0	0	18
Hour Total	0	57	7	0	0	0	0	0	0	0	0	0	0	64
1:00 PM	0	14	2	0	0	0	0	0	0	0	0	0	0	16
1:15 PM	0	12	3	0	0	0	0	0	0	0	0	0	0	15
1:30 PM	1	8	2	0	0	0	0	0	0	0	0	0	0	11
1:45 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
Hour Total	1	47	8	0	0	0	0	0	0	0	0	0	0	56
2:00 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
2:15 PM	0	11	3	1	0	0	0	0	0	0	0	0	0	15
2:30 PM	0	16	2	0	0	0	0	0	0	0	0	0	0	18
2:45 PM	0	19	2	0	0	0	0	0	0	0	0	0	0	21
Hour Total	0	57	8	1	0	0	0	0	0	0	0	0	0	66
3:00 PM	0	18	5	0	0	0	0	0	0	0	0	0	0	23
3:15 PM	0	8	6	0	0	0	0	0	0	0	0	0	0	14
3:30 PM	0	18	2	0	0	0	0	0	0	0	0	0	0	20
3:45 PM	1	21	2	0	0	0	0	0	0	0	0	0	0	24
Hour Total	1	65	15	0	0	0	0	0	0	0	0	0	0	81

4:00 PM	0	7	3	0	0	0	0	0	0	0	0	0	0	10
4:15 PM	1	19	5	0	0	0	0	0	0	0	0	0	0	25
4:30 PM	0	16	6	0	1	0	0	0	0	0	0	0	0	23
4:45 PM	0	25	4	0	0	0	0	0	0	0	0	0	0	29
Hour Total	1	67	18	0	1	0	0	0	0	0	0	0	0	87
5:00 PM	0	24	6	0	0	0	0	0	0	0	0	0	0	30
5:15 PM	1	28	1	0	0	0	0	0	0	0	0	0	0	30
5:30 PM	0	33	4	0	0	0	0	0	0	0	0	0	0	37
5:45 PM	0	24	9	1	0	0	0	0	0	0	0	0	0	34
Hour Total	1	109	20	1	0	0	0	0	0	0	0	0	0	131
6:00 PM	0	16	3	1	0	0	0	0	0	0	0	0	0	20
6:15 PM	1	19	3	0	0	0	0	0	0	0	0	0	0	23
6:30 PM	0	18	4	0	0	0	0	0	0	0	0	0	0	22
6:45 PM	0	9	4	0	0	0	0	0	0	0	0	0	0	13
Hour Total	1	62	14	1	0	0	0	0	0	0	0	0	0	78
7:00 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
7:15 PM	0	14	2	0	0	0	0	0	0	0	0	0	0	16
7:30 PM	1	10	3	1	0	0	0	0	0	0	0	0	0	15
7:45 PM	0	20	4	0	0	0	0	0	0	0	0	0	0	24
Hour Total	1	57	10	1	0	0	0	0	0	0	0	0	0	69
8:00 PM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
8:15 PM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
8:30 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	14
8:45 PM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	35	5	0	0	0	0	0	0	0	0	0	0	40
9:00 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
9:15 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
9:30 PM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
9:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	25	4	0	0	0	0	0	0	0	0	0	0	29
10:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
10:15 PM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 PM	0	4	3	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	13	5	0	0	0	0	0	0	0	0	0	0	18
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:15 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
11:30 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	9	2	0	0	0	0	0	0	0	0	0	0	11
Totals	7	782	157	5	3	0	0	0	0	0	0	0	0	954
Percent	0.7%	82.0%	16.5%	0.5%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

27th Street west of Harrison Street (Outside Lanes)

Oakland

Project #:09-7224-017e

Date: 6/10/2009

WEDNESDAY

West Bound, East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
12:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	6	1	0	0	0	0	0	0	0	0	0	0	7
1:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	6	0	0	0	0	0	0	0	0	0	0	0	6
2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	3	1	0	0	0	0	0	0	0	0	0	0	4
6:00 AM	1	2	0	0	0	0	0	0	0	0	0	0	0	3
6:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
6:45 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
Hour Total	1	17	3	0	0	0	0	0	0	0	0	0	0	21
7:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
7:15 AM	0	15	2	0	0	0	0	0	0	0	0	0	0	17
7:30 AM	0	14	1	1	0	0	0	0	0	0	0	0	0	16
7:45 AM	0	16	1	0	0	0	0	0	0	0	0	0	0	17
Hour Total	0	56	4	1	0	0	0	0	0	0	0	0	0	61

8:00 AM	0	32	2	0	0	0	0	0	1	0	0	0	0	35
8:15 AM	1	35	7	0	0	1	0	0	0	0	0	0	0	44
8:30 AM	0	44	5	0	0	0	0	0	0	0	0	0	0	49
8:45 AM	0	37	4	0	0	0	0	0	1	0	0	0	0	42
Hour Total	1	148	18	0	0	1	0	0	2	0	0	0	0	170
9:00 AM	0	30	2	0	0	0	0	0	0	0	0	0	0	32
9:15 AM	1	24	4	0	0	0	0	0	0	0	0	0	0	29
9:30 AM	0	25	2	0	0	0	0	0	0	0	0	0	0	27
9:45 AM	0	23	2	0	1	0	0	0	0	0	0	0	0	26
Hour Total	1	102	10	0	1	0	0	0	0	0	0	0	0	114
10:00 AM	0	32	3	0	0	0	0	0	0	0	0	0	0	35
10:15 AM	0	27	3	0	0	0	0	0	0	0	0	0	0	30
10:30 AM	0	34	1	0	0	0	0	0	0	0	0	0	0	35
10:45 AM	0	20	6	0	0	0	0	0	0	0	0	0	0	26
Hour Total	0	113	13	0	0	0	0	0	0	0	0	0	0	126
11:00 AM	0	30	4	0	0	0	0	0	0	0	0	0	0	34
11:15 AM	0	29	3	0	0	0	0	0	0	0	0	0	0	32
11:30 AM	0	30	3	0	0	0	0	1	1	0	0	0	0	35
11:45 AM	0	31	3	0	1	0	0	0	0	0	0	0	0	35
Hour Total	0	120	13	0	1	0	0	1	1	0	0	0	0	136
12:00 PM	1	33	4	0	0	0	0	0	0	0	0	0	0	38
12:15 PM	0	31	4	0	0	0	0	0	0	0	0	0	0	35
12:30 PM	0	38	5	0	0	0	0	0	0	0	0	0	0	43
12:45 PM	0	49	4	0	0	0	0	0	0	0	0	0	0	53
Hour Total	1	151	17	0	0	0	0	0	0	0	0	0	0	169
1:00 PM	1	29	4	0	0	0	0	0	0	0	0	0	0	34
1:15 PM	0	41	6	0	0	0	0	0	0	0	0	0	0	47
1:30 PM	1	31	4	0	0	0	0	1	0	0	0	0	0	37
1:45 PM	0	36	4	0	1	0	0	0	1	0	0	0	0	42
Hour Total	2	137	18	0	1	0	0	1	1	0	0	0	0	160
2:00 PM	0	35	3	0	0	0	0	0	0	0	0	0	0	38
2:15 PM	0	32	4	1	0	0	0	0	0	0	0	0	0	37
2:30 PM	0	36	3	0	0	0	0	0	0	0	0	0	0	39
2:45 PM	0	42	5	0	0	0	0	0	0	0	0	0	0	47
Hour Total	0	145	15	1	0	0	0	0	0	0	0	0	0	161
3:00 PM	0	53	7	0	0	0	0	0	0	0	0	0	0	60
3:15 PM	0	20	6	0	0	0	0	0	0	0	0	0	0	26
3:30 PM	0	38	5	0	0	0	0	0	0	0	0	0	0	43
3:45 PM	1	42	2	0	0	0	0	0	0	0	0	0	0	45
Hour Total	1	153	20	0	0	0	0	0	0	0	0	0	0	174

4:00 PM	0	38	4	0	0	0	0	0	0	0	0	0	0	42
4:15 PM	1	34	6	0	0	0	0	1	0	0	0	0	0	42
4:30 PM	0	39	9	0	1	0	0	0	0	0	0	0	0	49
4:45 PM	0	49	5	0	0	0	0	1	0	0	0	0	0	55
Hour Total	1	160	24	0	1	0	0	2	0	0	0	0	0	188
5:00 PM	0	49	8	0	0	0	0	0	0	0	0	0	0	57
5:15 PM	2	60	6	0	0	0	0	0	0	0	0	0	0	68
5:30 PM	0	62	7	0	0	0	0	0	0	0	0	0	0	69
5:45 PM	0	38	11	1	0	0	0	0	2	0	0	0	0	52
Hour Total	2	209	32	1	0	0	0	0	2	0	0	0	0	246
6:00 PM	0	35	4	1	0	0	0	1	0	0	0	0	0	41
6:15 PM	1	48	5	0	0	0	0	0	0	0	0	0	0	54
6:30 PM	0	41	6	0	0	0	0	1	0	0	0	0	0	48
6:45 PM	0	32	7	0	0	0	0	0	0	0	0	0	0	39
Hour Total	1	156	22	1	0	0	0	2	0	0	0	0	0	182
7:00 PM	0	33	3	0	0	0	0	0	0	0	0	0	0	36
7:15 PM	0	25	4	0	0	0	0	0	0	0	0	0	0	29
7:30 PM	1	20	5	1	0	0	0	0	0	0	0	0	0	27
7:45 PM	0	33	6	0	0	0	0	0	0	0	0	0	0	39
Hour Total	1	111	18	1	0	0	0	0	0	0	0	0	0	131
8:00 PM	0	22	6	0	0	0	0	1	0	0	0	0	0	29
8:15 PM	0	14	2	0	0	0	0	0	0	0	0	0	0	16
8:30 PM	1	24	3	0	0	0	0	0	0	0	0	0	0	28
8:45 PM	0	18	3	0	0	0	0	0	0	0	0	0	0	21
Hour Total	1	78	14	0	0	0	0	1	0	0	0	0	0	94
9:00 PM	0	15	3	0	0	0	0	0	0	0	0	0	0	18
9:15 PM	0	14	4	0	0	0	0	0	0	0	0	0	0	18
9:30 PM	0	19	1	0	0	0	0	0	0	0	0	0	0	20
9:45 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	58	10	0	0	0	0	0	0	0	0	0	0	68
10:00 PM	0	13	4	0	0	0	0	0	0	0	0	0	0	17
10:15 PM	0	8	5	0	0	0	0	0	0	0	0	0	0	13
10:30 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
10:45 PM	0	8	5	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	33	14	0	0	0	0	0	0	0	0	0	0	47
11:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
11:15 PM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
11:30 PM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
11:45 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	20	4	0	0	0	0	0	0	0	0	0	0	24
Totals	13	1990	272	5	4	1	0	7	6	0	0	0	0	2298
Percent	0.6%	86.6%	11.8%	0.2%	0.2%	0.0%	0.0%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/10/2009

City: Oakland

Project #: 09-7224-017e

Location: 27th Street west of Harrison Street (Outside Lanes)

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	1	16			0	22				
12:15	4	15			0	20				
12:30	1	15			0	28				
12:45	0	18	6	64	1	35	1	105	7	169
1:00	1	16			1	18				
1:15	0	15			0	32				
1:30	1	11			0	26				
1:45	2	14	4	56	1	28	2	104	6	160
2:00	1	12			2	26				
2:15	0	15			0	22				
2:30	0	18			1	21				
2:45	0	21	1	66	0	26	3	95	4	161
3:00	1	23			0	37				
3:15	0	14			2	12				
3:30	0	20			0	23				
3:45	0	24	1	81	0	21	2	93	3	174
4:00	0	10			0	32				
4:15	0	25			1	17				
4:30	0	23			0	26				
4:45	1	29	1	87	0	26	1	101	2	188
5:00	0	30			0	27				
5:15	0	30			0	38				
5:30	0	37			1	32				
5:45	1	34	1	131	2	18	3	115	4	246
6:00	1	20			2	21				
6:15	0	23			2	31				
6:30	2	22			6	26				
6:45	3	13	6	78	5	26	15	104	21	182
7:00	2	14			9	22				
7:15	6	16			11	13				
7:30	7	15			9	12				
7:45	5	24	20	69	12	15	41	62	61	131
8:00	11	10			24	19				
8:15	12	8			32	8				
8:30	22	14			27	14				
8:45	13	8	58	40	29	13	112	54	170	94
9:00	7	8			25	10				
9:15	8	6			21	12				
9:30	10	10			17	10				
9:45	3	5	28	29	23	7	86	39	114	68
10:00	8	4			27	13				
10:15	12	7			18	6				
10:30	9	0			26	4				
10:45	12	7	41	18	14	6	85	29	126	47
11:00	16	1			18	5				
11:15	19	5			13	2				
11:30	13	3			22	3				
11:45	9	2	57	11	26	3	79	13	136	24
Total	224	730	224	730	430	914	430	914	654	1644
Combined Total	954		954		1344		1344		2298	
AM Peak	10:45 AM				8:15 AM					
Vol.	60				113					
P.H.F.	0.789				0.883					
PM Peak	5:00 PM				4:45 PM					
Vol.	131				123					
P.H.F.	0.885				0.809					
Percentage	23.5%	76.5%			32.0%	68.0%				

Class Report - Prepared by: NDS/ATD

27th Street west of Harrison Street (Outside Lanes)

Oakland

Project #:09-7224-017w

Date: 6/11/2009

THURSDAY

West Bound

Begin Time	Cars & 2 Axle			Buses	2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long		6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
12:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	7	0	0	0	0	0	0	0	0	0	0	0	7
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	5	1	0	0	0	0	0	0	0	0	0	0	6
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	3	0	0	0	0	0	0	0	0	0	0	0	3
6:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1
6:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
6:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	9	2	0	0	1	0	0	0	0	0	0	0	12
7:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
7:15 AM	1	5	1	0	0	0	0	0	0	0	0	0	0	7
7:30 AM	0	10	3	0	0	0	0	0	0	0	0	0	0	13
7:45 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	15
Hour Total	1	35	7	0	0	0	0	0	0	0	0	0	0	43

8:00 AM	0	17	2	0	0	0	0	0	0	0	0	0	0	19
8:15 AM	0	23	2	0	0	0	0	0	0	0	0	0	0	25
8:30 AM	0	23	2	0	0	0	0	0	0	0	0	0	0	25
8:45 AM	0	17	2	0	0	0	0	0	0	0	0	0	0	19
Hour Total	0	80	8	0	0	0	0	0	0	0	0	0	0	88
9:00 AM	0	16	3	0	0	0	0	0	1	0	0	0	0	20
9:15 AM	0	19	2	0	0	0	0	0	0	0	0	0	0	21
9:30 AM	0	21	2	0	0	0	0	0	0	0	0	0	0	23
9:45 AM	0	18	2	0	0	0	0	0	0	0	0	0	0	20
Hour Total	0	74	9	0	0	0	0	0	1	0	0	0	0	84
10:00 AM	0	10	4	0	0	0	0	0	0	0	0	0	0	14
10:15 AM	0	14	4	0	0	1	0	0	0	0	0	0	0	19
10:30 AM	0	18	2	0	0	0	0	0	0	0	0	0	0	20
10:45 AM	0	12	4	0	0	0	0	0	0	0	0	0	0	16
Hour Total	0	54	14	0	0	1	0	0	0	0	0	0	0	69
11:00 AM	0	16	3	0	0	0	0	0	0	0	0	0	0	19
11:15 AM	0	10	2	0	0	0	0	1	0	0	0	0	0	13
11:30 AM	0	17	3	0	0	0	0	0	0	0	0	0	0	20
11:45 AM	0	13	3	0	0	0	0	0	0	0	0	0	0	16
Hour Total	0	56	11	0	0	0	0	1	0	0	0	0	0	68
12:00 PM	0	14	3	0	0	0	0	0	0	0	0	0	0	17
12:15 PM	0	18	5	0	0	0	0	0	0	0	0	0	0	23
12:30 PM	1	18	1	0	0	0	0	0	0	0	0	0	0	20
12:45 PM	0	22	1	0	0	0	0	0	0	0	0	0	0	23
Hour Total	1	72	10	0	0	0	0	0	0	0	0	0	0	83
1:00 PM	0	18	2	0	0	0	0	1	0	0	0	0	0	21
1:15 PM	0	15	5	0	0	0	0	0	0	0	0	0	0	20
1:30 PM	0	17	1	0	0	0	0	1	0	0	0	0	0	19
1:45 PM	0	17	4	0	0	0	0	0	0	0	0	0	0	21
Hour Total	0	67	12	0	0	0	0	2	0	0	0	0	0	81
2:00 PM	0	18	3	0	0	0	0	0	0	0	0	0	0	21
2:15 PM	0	31	0	0	0	0	0	0	0	0	0	0	0	31
2:30 PM	0	28	1	0	0	0	0	0	0	0	0	0	0	29
2:45 PM	0	24	0	0	0	0	0	0	0	0	0	0	0	24
Hour Total	0	101	4	0	0	0	0	0	0	0	0	0	0	105
3:00 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	18
3:15 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	18
3:30 PM	0	19	2	0	0	0	0	0	0	0	0	0	0	21
3:45 PM	0	32	1	0	0	0	0	0	0	0	0	0	0	33
Hour Total	0	86	4	0	0	0	0	0	0	0	0	0	0	90

4:00 PM	0	19	1	0	0	0	0	0	0	0	0	0	0	20
4:15 PM	0	31	1	0	0	0	0	0	0	0	0	0	0	32
4:30 PM	1	20	1	0	0	0	0	0	0	0	0	0	0	22
4:45 PM	0	31	0	0	0	0	0	0	0	0	0	0	0	31
Hour Total	1	101	3	0	0	0	0	0	0	0	0	0	0	105
5:00 PM	0	30	0	0	0	0	0	0	0	0	0	0	0	30
5:15 PM	0	23	1	0	0	0	0	0	0	0	0	0	0	24
5:30 PM	0	24	2	0	0	0	0	0	1	0	0	0	0	27
5:45 PM	0	28	0	0	0	0	0	0	0	0	0	0	0	28
Hour Total	0	105	3	0	0	0	0	0	1	0	0	0	0	109
6:00 PM	0	30	2	0	0	0	0	1	0	0	0	0	0	33
6:15 PM	1	15	1	0	0	0	0	0	0	0	0	0	0	17
6:30 PM	1	22	0	0	0	0	0	0	0	0	0	0	0	23
6:45 PM	0	23	2	0	0	0	0	0	0	0	0	0	0	25
Hour Total	2	90	5	0	0	0	0	1	0	0	0	0	0	98
7:00 PM	0	25	1	0	0	0	0	0	0	0	0	0	0	26
7:15 PM	0	21	1	0	0	0	0	0	0	0	0	0	0	22
7:30 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	18
7:45 PM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	75	4	0	0	0	0	0	0	0	0	0	0	79
8:00 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	15
8:15 PM	0	19	1	0	0	0	0	0	0	0	0	0	0	20
8:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
8:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	54	1	0	0	0	0	0	0	0	0	0	0	55
9:00 PM	1	11	1	0	0	0	0	0	0	0	0	0	0	13
9:15 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
9:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
9:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	1	34	2	0	0	0	0	0	0	0	0	0	0	37
10:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
10:15 PM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
10:30 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
10:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	30	0	0	0	0	0	0	0	0	0	0	0	30
11:00 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	12	0	0	0	0	0	0	0	0	0	0	0	12
Totals	6	1153	100	0	0	2	0	4	2	0	0	0	0	1267
Percent	0.5%	91.0%	7.9%	0.0%	0.0%	0.2%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

27th Street west of Harrison Street (Outside Lanes)

Oakland

Project #:09-7224-017e

Date: 6/11/2009

THURSDAY

East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
12:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	8	0	0	0	0	0	0	0	0	0	0	0	8
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	1	1	0	1	0	0	0	0	0	0	0	0	3
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
6:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	2
Hour Total	0	3	0	0	0	1	0	0	0	0	0	0	0	4
7:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
7:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
7:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
7:45 AM	0	3	1	0	0	1	0	0	0	0	0	0	0	5
Hour Total	0	17	3	0	0	1	0	0	0	0	0	0	0	21

8:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
8:15 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
8:30 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	16
8:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	38	3	0	0	0	0	0	0	0	0	0	0	41
9:00 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	6
9:15 AM	1	6	0	0	0	0	0	0	0	0	0	0	0	7
9:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
9:45 AM	0	15	0	0	1	0	0	0	0	0	0	0	0	16
Hour Total	1	30	1	0	2	0	0	0	0	0	0	0	0	34
10:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
10:15 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	15
10:30 AM	0	8	0	0	1	0	0	0	0	0	0	0	0	9
10:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	40	0	0	1	0	0	0	0	0	0	0	0	41
11:00 AM	1	10	1	0	1	0	0	0	0	0	0	0	0	13
11:15 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14
11:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
11:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	1	35	1	0	1	0	0	0	0	0	0	0	0	38
12:00 PM	1	14	2	0	0	0	0	0	0	0	0	0	0	17
12:15 PM	0	16	4	0	0	0	0	0	0	0	0	0	0	20
12:30 PM	0	16	3	0	0	0	1	0	0	0	0	0	0	20
12:45 PM	0	14	5	0	0	0	0	1	0	0	0	0	0	20
Hour Total	1	60	14	0	0	0	1	1	0	0	0	0	0	77
1:00 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	14
1:15 PM	1	13	4	0	0	0	0	0	0	0	0	0	0	18
1:30 PM	0	18	1	0	0	0	0	1	0	0	0	0	0	20
1:45 PM	0	16	3	0	0	0	0	0	0	0	0	0	0	19
Hour Total	1	59	10	0	0	0	0	1	0	0	0	0	0	71
2:00 PM	0	21	1	0	0	0	0	0	0	0	0	0	0	22
2:15 PM	0	24	2	0	0	0	0	1	0	0	0	0	0	27
2:30 PM	0	21	1	0	0	0	0	0	0	0	0	0	0	22
2:45 PM	0	18	2	0	0	0	0	0	0	0	0	0	0	20
Hour Total	0	84	6	0	0	0	0	1	0	0	0	0	0	91
3:00 PM	0	12	3	0	0	0	0	0	0	0	0	0	0	15
3:15 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	14
3:30 PM	0	15	2	0	0	0	0	0	0	0	0	0	0	17
3:45 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	50	8	0	0	0	0	0	0	0	0	0	0	58

4:00 PM	0	28	2	0	0	0	0	1	0	0	0	0	0	31
4:15 PM	0	19	5	0	0	0	0	1	0	0	0	0	0	25
4:30 PM	0	21	4	0	0	0	0	0	0	0	0	0	0	25
4:45 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	18
Hour Total	0	86	11	0	0	0	0	2	0	0	0	0	0	99
5:00 PM	0	30	3	0	0	0	0	0	0	0	0	0	0	33
5:15 PM	0	37	2	0	0	0	0	0	0	0	0	0	0	39
5:30 PM	0	35	4	0	0	0	0	0	0	0	0	0	0	39
5:45 PM	0	21	3	1	0	0	0	0	0	0	0	0	0	25
Hour Total	0	123	12	1	0	0	0	0	0	0	0	0	0	136
6:00 PM	0	24	3	0	1	0	0	0	0	0	0	0	0	28
6:15 PM	0	22	4	0	0	0	0	0	0	0	0	0	0	26
6:30 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	17
6:45 PM	0	16	1	0	0	0	0	0	0	0	0	0	0	17
Hour Total	0	78	9	0	1	0	0	0	0	0	0	0	0	88
7:00 PM	0	14	3	0	0	0	0	0	0	0	0	0	0	17
7:15 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	19
7:30 PM	0	20	1	0	0	0	0	0	0	0	0	0	0	21
7:45 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	66	6	0	0	0	0	0	0	0	0	0	0	72
8:00 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
8:15 PM	0	7	0	0	0	0	0	0	1	0	0	0	0	8
8:30 PM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
8:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	20	1	0	1	0	0	0	1	0	0	0	0	23
9:00 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
9:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
9:30 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
9:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	20	3	0	0	0	0	0	0	0	0	0	0	23
10:00 PM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
10:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
10:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
10:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	12	1	0	0	0	0	0	0	0	0	0	0	13
11:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
11:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Totals	4	835	90	1	7	2	1	5	1	0	0	0	0	946
Percent	0.4%	88.3%	9.5%	0.1%	0.7%	0.2%	0.1%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

27th Street west of Harrison Street (Outside Lanes)

Oakland

Project #:09-7224-017e

Date: 6/11/2009

THURSDAY

West Bound, East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
12:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	15	0	0	0	0	0	0	0	0	0	0	0	15
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	6	1	0	0	0	0	0	0	0	0	0	0	7
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:15 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	4	1	0	1	0	0	0	0	0	0	0	0	6
6:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
6:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	2
6:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
6:45 AM	0	5	0	0	0	1	0	0	0	0	0	0	0	6
Hour Total	0	12	2	0	0	2	0	0	0	0	0	0	0	16
7:00 AM	0	10	3	0	0	0	0	0	0	0	0	0	0	13
7:15 AM	1	11	1	0	0	0	0	0	0	0	0	0	0	13
7:30 AM	0	14	4	0	0	0	0	0	0	0	0	0	0	18
7:45 AM	0	17	2	0	0	1	0	0	0	0	0	0	0	20
Hour Total	1	52	10	0	0	1	0	0	0	0	0	0	0	64

8:00 AM	0	22	4	0	0	0	0	0	0	0	0	0	0	26
8:15 AM	0	34	2	0	0	0	0	0	0	0	0	0	0	36
8:30 AM	0	38	3	0	0	0	0	0	0	0	0	0	0	41
8:45 AM	0	24	2	0	0	0	0	0	0	0	0	0	0	26
Hour Total	0	118	11	0	0	0	0	0	0	0	0	0	0	129
9:00 AM	0	21	3	0	1	0	0	0	1	0	0	0	0	26
9:15 AM	1	25	2	0	0	0	0	0	0	0	0	0	0	28
9:30 AM	0	25	3	0	0	0	0	0	0	0	0	0	0	28
9:45 AM	0	33	2	0	1	0	0	0	0	0	0	0	0	36
Hour Total	1	104	10	0	2	0	0	0	1	0	0	0	0	118
10:00 AM	0	19	4	0	0	0	0	0	0	0	0	0	0	23
10:15 AM	0	29	4	0	0	1	0	0	0	0	0	0	0	34
10:30 AM	0	26	2	0	1	0	0	0	0	0	0	0	0	29
10:45 AM	0	20	4	0	0	0	0	0	0	0	0	0	0	24
Hour Total	0	94	14	0	1	1	0	0	0	0	0	0	0	110
11:00 AM	1	26	4	0	1	0	0	0	0	0	0	0	0	32
11:15 AM	0	24	2	0	0	0	0	1	0	0	0	0	0	27
11:30 AM	0	23	3	0	0	0	0	0	0	0	0	0	0	26
11:45 AM	0	18	3	0	0	0	0	0	0	0	0	0	0	21
Hour Total	1	91	12	0	1	0	0	1	0	0	0	0	0	106
12:00 PM	1	28	5	0	0	0	0	0	0	0	0	0	0	34
12:15 PM	0	34	9	0	0	0	0	0	0	0	0	0	0	43
12:30 PM	1	34	4	0	0	0	1	0	0	0	0	0	0	40
12:45 PM	0	36	6	0	0	0	0	1	0	0	0	0	0	43
Hour Total	2	132	24	0	0	0	1	1	0	0	0	0	0	160
1:00 PM	0	30	4	0	0	0	0	1	0	0	0	0	0	35
1:15 PM	1	28	9	0	0	0	0	0	0	0	0	0	0	38
1:30 PM	0	35	2	0	0	0	0	2	0	0	0	0	0	39
1:45 PM	0	33	7	0	0	0	0	0	0	0	0	0	0	40
Hour Total	1	126	22	0	0	0	0	3	0	0	0	0	0	152
2:00 PM	0	39	4	0	0	0	0	0	0	0	0	0	0	43
2:15 PM	0	55	2	0	0	0	0	1	0	0	0	0	0	58
2:30 PM	0	49	2	0	0	0	0	0	0	0	0	0	0	51
2:45 PM	0	42	2	0	0	0	0	0	0	0	0	0	0	44
Hour Total	0	185	10	0	0	0	0	1	0	0	0	0	0	196
3:00 PM	0	29	4	0	0	0	0	0	0	0	0	0	0	33
3:15 PM	0	30	2	0	0	0	0	0	0	0	0	0	0	32
3:30 PM	0	34	4	0	0	0	0	0	0	0	0	0	0	38
3:45 PM	0	43	2	0	0	0	0	0	0	0	0	0	0	45
Hour Total	0	136	12	0	0	0	0	0	0	0	0	0	0	148

4:00 PM	0	47	3	0	0	0	0	1	0	0	0	0	0	51
4:15 PM	0	50	6	0	0	0	0	1	0	0	0	0	0	57
4:30 PM	1	41	5	0	0	0	0	0	0	0	0	0	0	47
4:45 PM	0	49	0	0	0	0	0	0	0	0	0	0	0	49
Hour Total	1	187	14	0	0	0	0	2	0	0	0	0	0	204
5:00 PM	0	60	3	0	0	0	0	0	0	0	0	0	0	63
5:15 PM	0	60	3	0	0	0	0	0	0	0	0	0	0	63
5:30 PM	0	59	6	0	0	0	0	0	1	0	0	0	0	66
5:45 PM	0	49	3	1	0	0	0	0	0	0	0	0	0	53
Hour Total	0	228	15	1	0	0	0	0	1	0	0	0	0	245
6:00 PM	0	54	5	0	1	0	0	1	0	0	0	0	0	61
6:15 PM	1	37	5	0	0	0	0	0	0	0	0	0	0	43
6:30 PM	1	38	1	0	0	0	0	0	0	0	0	0	0	40
6:45 PM	0	39	3	0	0	0	0	0	0	0	0	0	0	42
Hour Total	2	168	14	0	1	0	0	1	0	0	0	0	0	186
7:00 PM	0	39	4	0	0	0	0	0	0	0	0	0	0	43
7:15 PM	0	39	2	0	0	0	0	0	0	0	0	0	0	41
7:30 PM	0	38	1	0	0	0	0	0	0	0	0	0	0	39
7:45 PM	0	25	3	0	0	0	0	0	0	0	0	0	0	28
Hour Total	0	141	10	0	0	0	0	0	0	0	0	0	0	151
8:00 PM	0	24	0	0	0	0	0	0	0	0	0	0	0	24
8:15 PM	0	26	1	0	0	0	0	0	1	0	0	0	0	28
8:30 PM	0	12	1	0	1	0	0	0	0	0	0	0	0	14
8:45 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	74	2	0	1	0	0	0	1	0	0	0	0	78
9:00 PM	1	14	3	0	0	0	0	0	0	0	0	0	0	18
9:15 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	15
9:30 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	18
9:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	1	54	5	0	0	0	0	0	0	0	0	0	0	60
10:00 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
10:15 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	13
10:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
10:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	42	1	0	0	0	0	0	0	0	0	0	0	43
11:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
11:15 PM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:30 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	15	0	0	0	0	0	0	0	0	0	0	0	15
Totals	10	1988	190	1	7	4	1	9	3	0	0	0	0	2213
Percent	0.5%	89.8%	8.6%	0.0%	0.3%	0.2%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/11/2009

City: Oakland

Project #: 09-7224-017e

Location: 27th Street west of Harrison Street (Outside Lanes)

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	3	17			1	17				
12:15	2	20			1	23				
12:30	0	20			3	20				
12:45	3	20	8	77	2	23	7	83	15	160
1:00	0	14			1	21				
1:15	0	18			1	20				
1:30	1	20			2	19				
1:45	0	19	1	71	2	21	6	81	7	152
2:00	0	22			2	21				
2:15	0	27			0	31				
2:30	0	22			0	29				
2:45	0	20	0	91	0	24	2	105	2	196
3:00	0	15			0	18				
3:15	0	14			0	18				
3:30	0	17			0	21				
3:45	0	12	0	58	0	33	0	90	0	148
4:00	0	31			0	20				
4:15	1	25			1	32				
4:30	0	25			0	22				
4:45	0	18	1	99	0	31	1	105	2	204
5:00	1	33			1	30				
5:15	1	39			2	24				
5:30	0	39			0	27				
5:45	1	25	3	136	0	28	3	109	6	245
6:00	0	28			1	33				
6:15	1	26			1	17				
6:30	1	17			6	23				
6:45	2	17	4	88	4	25	12	98	16	186
7:00	5	17			8	26				
7:15	6	19			7	22				
7:30	5	21			13	18				
7:45	5	15	21	72	15	13	43	79	64	151
8:00	7	9			19	15				
8:15	11	8			25	20				
8:30	16	5			25	9				
8:45	7	1	41	23	19	11	88	55	129	78
9:00	6	5			20	13				
9:15	7	3			21	12				
9:30	5	9			23	9				
9:45	16	6	34	23	20	3	84	37	118	60
10:00	9	4			14	7				
10:15	15	3			19	10				
10:30	9	5			20	7				
10:45	8	1	41	13	16	6	69	30	110	43
11:00	13	2			19	4				
11:15	14	1			13	3				
11:30	6	0			20	2				
11:45	5	0	38	3	16	3	68	12	106	15
Total	192	754	192	754	383	884	383	884	575	1638
Combined Total	946		946		1267		1267		2213	
AM Peak	11:45 AM				8:15 AM					
Vol.	62				89					
P.H.F.	0.775				0.890					
PM Peak	5:00 PM				4:15 PM					
Vol.	136				115					
P.H.F.	0.872				0.898					
Percentage	20.3%	79.7%			30.2%	69.8%				

Prepared by NDS/ATD

Volumes for: Wednesday, May 27, 2009

City: Oakland

Project #: 09-7224-018

Location: Grand Avenue between Perkins Street and Lee Street

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	28	177			16	168				
12:15	17	169			18	152				
12:30	15	208			10	158				
12:45	16	198	76	752	11	169	55	647	131	1399
1:00	15	186			8	191				
1:15	16	168			9	184				
1:30	15	166			8	183				
1:45	12	180	58	700	18	177	43	735	101	1435
2:00	14	165			7	185				
2:15	12	168			5	173				
2:30	4	154			4	176				
2:45	7	196	37	683	1	167	17	701	54	1384
3:00	5	247			1	192				
3:15	3	224			8	174				
3:30	4	239			4	169				
3:45	5	282	17	992	5	180	18	715	35	1707
4:00	2	263			7	157				
4:15	4	284			8	173				
4:30	7	282			11	147				
4:45	3	345	16	1174	18	161	44	638	60	1812
5:00	6	343			19	179				
5:15	13	376			30	181				
5:30	24	392			33	181				
5:45	18	340	61	1451	37	170	119	711	180	2162
6:00	28	339			65	161				
6:15	20	307			52	200				
6:30	41	243			78	159				
6:45	49	230	138	1119	112	170	307	690	445	1809
7:00	70	262			116	147				
7:15	63	203			150	143				
7:30	87	188			194	154				
7:45	98	155	318	808	234	129	694	573	1012	1381
8:00	105	148			307	136				
8:15	123	120			296	91				
8:30	116	136			316	89				
8:45	118	118	462	522	295	111	1214	427	1676	949
9:00	113	172			252	96				
9:15	130	128			214	102				
9:30	117	137			176	83				
9:45	126	88	486	525	179	91	821	372	1307	897
10:00	113	126			160	67				
10:15	119	91			173	65				
10:30	139	78			168	63				
10:45	144	49	515	344	143	42	644	237	1159	581
11:00	162	62			151	49				
11:15	148	43			138	27				
11:30	153	34			150	37				
11:45	165	39	628	178	162	39	601	152	1229	330
Total	2812	9248	2812	9248	4577	6598	4577	6598	7389	15846
Combined Total	12060		12060		11175		11175		23235	
AM Peak	11:45 AM				8:00 AM					
Vol.	719				1214					
P.H.F.	0.864				0.960					
PM Peak	4:45 PM				1:00 PM					
Vol.	1456				735					
P.H.F.	0.929				0.962					
Percentage	23.3%	76.7%			41.0%	59.0%				

Prepared by NDS/ATD

Volumes for: Thursday, May 28, 2009

City: Oakland

Project #: 09-7224-018

Location: Grand Avenue between Perkins Street and Lee Street

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	30	209			26	158				
12:15	35	180			21	156				
12:30	18	193			11	195				
12:45	26	178	109	760	12	191	70	700	179	1460
1:00	13	184			12	153				
1:15	21	166			3	174				
1:30	12	187			11	163				
1:45	11	169	57	706	12	162	38	652	95	1358
2:00	14	162			6	144				
2:15	21	169			12	154				
2:30	8	207			4	179				
2:45	6	210	49	748	5	183	27	660	76	1408
3:00	10	183			4	185				
3:15	7	194			3	178				
3:30	4	222			3	216				
3:45	9	262	30	861	3	169	13	748	43	1609
4:00	6	264			7	178				
4:15	5	261			9	165				
4:30	7	276			9	158				
4:45	2	328	20	1129	9	194	34	695	54	1824
5:00	11	364			18	190				
5:15	17	386			17	201				
5:30	21	431			31	212				
5:45	17	351	66	1532	33	177	99	780	165	2312
6:00	17	345			55	200				
6:15	29	308			59	200				
6:30	36	235			82	179				
6:45	45	230	127	1118	122	175	318	754	445	1872
7:00	63	229			117	143				
7:15	65	195			127	141				
7:30	83	215			208	135				
7:45	103	177	314	816	221	127	673	546	987	1362
8:00	108	158			281	89				
8:15	107	147			324	148				
8:30	146	145			279	97				
8:45	106	135	467	585	283	107	1167	441	1634	1026
9:00	101	142			232	113				
9:15	125	129			195	81				
9:30	102	119			168	99				
9:45	136	96	464	486	181	92	776	385	1240	871
10:00	101	72			159	65				
10:15	131	85			151	51				
10:30	142	86			159	72				
10:45	130	70	504	313	138	51	607	239	1111	552
11:00	142	63			176	63				
11:15	148	60			122	33				
11:30	141	55			162	37				
11:45	171	32	602	210	203	31	663	164	1265	374
Total	2809	9264	2809	9264	4485	6764	4485	6764	7294	16028
Combined Total	12073		12073		11249		11249		23322	
AM Peak	11:45 AM				8:00 AM					
Vol.	753				1167					
P.H.F.	0.901				0.900					
PM Peak	5:00 PM				4:45 PM					
Vol.	1532				797					
P.H.F.	0.889				0.940					
Percentage	23.3%	76.7%			39.9%	60.1%				

Class Report - Prepared by: NDS/ATD

Grand Avenue between Perkins Street and Lee Street (Outside Lanes)

Oakland

Project #:09-7224-018w

Date: 5/27/2009

WEDNESDAY

West Bound

Begin Time	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	10	2	0	1	0	0	0	0	0	0	0	0	13
12:15 AM	0	6	3	1	1	0	0	0	0	0	0	0	0	11
12:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
12:45 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
Hour Total	0	26	7	1	3	0	0	0	0	0	0	0	0	37
1:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
1:15 AM	0	3	2	1	0	0	0	0	0	0	0	0	0	6
1:30 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
1:45 AM	0	6	4	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	13	9	1	0	0	0	0	0	0	0	0	0	23
2:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2:15 AM	0	0	0	1	2	0	0	0	0	0	0	0	0	3
2:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	4	2	1	2	0	0	0	0	0	0	0	0	9
3:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
3:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	2
3:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	3	2	1	1	0	0	0	0	0	0	0	0	7
4:00 AM	0	3	1	1	1	0	0	0	0	0	0	0	0	6
4:15 AM	0	5	0	1	1	0	0	0	0	0	0	0	0	7
4:30 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
4:45 AM	0	6	6	0	1	0	0	0	0	0	0	0	0	13
Hour Total	0	18	8	2	4	0	0	0	0	0	0	0	0	32
5:00 AM	1	4	3	0	2	0	0	0	0	0	0	0	0	10
5:15 AM	0	9	2	1	0	0	0	0	0	0	0	0	0	12
5:30 AM	0	14	3	0	1	0	0	0	0	0	0	0	0	18
5:45 AM	0	8	4	1	3	0	0	0	0	0	0	0	0	16
Hour Total	1	35	12	2	6	0	0	0	0	0	0	0	0	56
6:00 AM	0	13	7	1	0	2	0	0	0	0	0	0	0	23
6:15 AM	0	17	1	1	4	0	0	0	0	0	0	0	0	23
6:30 AM	0	25	12	2	1	0	0	0	0	0	0	0	0	40
6:45 AM	0	31	10	1	4	0	0	1	0	0	0	0	0	47
Hour Total	0	86	30	5	9	2	0	1	0	0	0	0	0	133
7:00 AM	0	47	10	0	1	0	0	1	0	0	0	0	0	59
7:15 AM	0	52	16	3	3	0	0	0	0	0	0	0	0	74
7:30 AM	0	62	21	0	4	1	0	0	0	0	0	0	0	88
7:45 AM	0	80	35	0	1	0	0	1	0	0	0	0	0	117
Hour Total	0	241	82	3	9	1	0	2	0	0	0	0	0	338

8:00 AM	1	105	23	1	6	0	0	1	0	0	0	0	0	137
8:15 AM	0	103	35	4	6	0	0	0	0	0	0	0	0	148
8:30 AM	0	105	64	2	1	1	0	1	0	0	0	0	0	174
8:45 AM	0	105	25	0	1	0	0	0	0	0	0	0	0	131
Hour Total	1	418	147	7	14	1	0	2	0	0	0	0	0	590
9:00 AM	0	73	26	3	4	0	0	1	0	0	0	0	0	107
9:15 AM	0	70	24	1	1	0	0	3	1	0	0	0	0	100
9:30 AM	0	54	22	1	4	2	0	0	0	0	0	0	0	83
9:45 AM	0	60	18	2	2	0	0	1	0	0	0	0	0	83
Hour Total	0	257	90	7	11	2	0	5	1	0	0	0	0	373
10:00 AM	0	45	15	3	7	0	0	2	0	0	0	0	0	72
10:15 AM	0	53	24	2	6	1	0	0	0	0	0	0	0	86
10:30 AM	0	56	20	2	1	0	0	1	0	0	0	0	0	80
10:45 AM	1	51	15	2	2	0	0	1	0	0	0	0	0	72
Hour Total	1	205	74	9	16	1	0	4	0	0	0	0	0	310
11:00 AM	0	17	5	2	0	0	0	0	0	0	0	0	0	24
11:15 AM	0	39	15	0	7	1	0	0	0	0	0	0	0	62
11:30 AM	0	52	13	1	7	0	0	0	0	0	0	0	0	73
11:45 AM	0	54	14	1	4	0	0	0	0	0	0	0	0	73
Hour Total	0	162	47	4	18	1	0	0	0	0	0	0	0	232
12:00 PM	0	54	14	2	6	0	0	0	1	0	0	0	0	77
12:15 PM	0	54	17	0	4	0	0	0	0	0	0	0	0	75
12:30 PM	0	54	14	1	5	0	0	2	0	0	0	0	0	76
12:45 PM	0	63	23	0	4	0	0	1	0	0	0	0	0	91
Hour Total	0	225	68	3	19	0	0	3	1	0	0	0	0	319
1:00 PM	0	65	18	3	4	2	0	0	0	0	0	0	0	92
1:15 PM	0	58	18	4	1	1	0	2	0	0	0	0	0	84
1:30 PM	0	67	15	5	7	1	0	0	0	0	0	0	0	95
1:45 PM	0	60	17	0	3	0	0	1	0	0	0	0	0	81
Hour Total	0	250	68	12	15	4	0	3	0	0	0	0	0	352
2:00 PM	0	60	28	2	6	0	0	0	0	0	0	0	0	96
2:15 PM	0	44	18	1	4	0	0	0	0	0	0	0	0	67
2:30 PM	0	68	24	2	1	0	0	0	0	0	0	0	0	95
2:45 PM	1	55	14	1	6	0	0	0	0	0	0	0	0	77
Hour Total	1	227	84	6	17	0	0	0	0	0	0	0	0	335
3:00 PM	0	65	28	1	1	1	0	0	0	0	0	0	0	96
3:15 PM	0	63	11	0	4	0	0	0	0	0	0	0	0	78
3:30 PM	0	67	21	3	1	0	0	2	0	0	0	0	0	94
3:45 PM	0	62	22	1	4	0	0	0	0	0	0	0	0	89
Hour Total	0	257	82	5	10	1	0	2	0	0	0	0	0	357

4:00 PM	0	55	17	4	3	0	0	0	0	0	0	0	0	79
4:15 PM	0	66	18	1	2	0	0	1	0	0	0	0	0	88
4:30 PM	0	61	11	3	5	0	0	0	0	0	0	0	0	80
4:45 PM	0	43	19	0	1	0	0	0	0	0	0	0	0	63
Hour Total	0	225	65	8	11	0	0	1	0	0	0	0	0	310
5:00 PM	0	58	15	1	5	0	0	0	0	0	0	0	0	79
5:15 PM	0	62	14	4	1	0	0	0	0	0	0	0	0	81
5:30 PM	1	63	16	1	5	0	0	1	0	0	0	0	0	87
5:45 PM	0	59	15	0	1	0	0	0	1	0	0	0	0	76
Hour Total	1	242	60	6	12	0	0	1	1	0	0	0	0	323
6:00 PM	0	64	15	1	3	0	0	1	0	0	0	0	0	84
6:15 PM	0	46	10	0	4	0	0	0	0	0	0	0	0	60
6:30 PM	0	38	14	3	0	0	0	0	0	0	0	0	0	55
6:45 PM	0	60	21	2	1	0	0	0	0	0	0	0	0	84
Hour Total	0	208	60	6	8	0	0	1	0	0	0	0	0	283
7:00 PM	0	65	12	2	2	0	0	1	0	0	0	0	0	82
7:15 PM	0	63	14	1	1	0	0	0	0	0	0	0	0	79
7:30 PM	0	63	13	2	1	0	0	0	0	0	0	0	0	79
7:45 PM	0	53	12	1	2	0	0	1	0	0	0	0	0	69
Hour Total	0	244	51	6	6	0	0	2	0	0	0	0	0	309
8:00 PM	0	61	16	0	3	0	0	2	0	0	0	0	0	82
8:15 PM	0	35	9	1	1	0	0	1	0	0	0	0	0	47
8:30 PM	0	39	7	0	1	0	0	0	0	0	0	0	0	47
8:45 PM	0	41	14	0	1	0	0	2	0	0	0	0	0	58
Hour Total	0	176	46	1	6	0	0	5	0	0	0	0	0	234
9:00 PM	0	44	8	0	0	0	0	1	0	0	0	0	0	53
9:15 PM	0	41	10	0	0	0	0	1	0	0	0	0	0	52
9:30 PM	0	37	5	0	0	0	0	0	0	0	0	0	0	42
9:45 PM	0	46	8	0	2	0	0	1	0	0	0	0	0	57
Hour Total	0	168	31	0	2	0	0	3	0	0	0	0	0	204
10:00 PM	0	34	4	0	3	0	0	0	0	0	0	0	0	41
10:15 PM	0	22	10	1	1	0	0	0	0	0	0	0	0	34
10:30 PM	0	16	11	0	2	0	0	0	0	0	0	0	0	29
10:45 PM	0	20	5	0	0	0	0	1	0	0	0	0	0	26
Hour Total	0	92	30	1	6	0	0	1	0	0	0	0	0	130
11:00 PM	0	18	6	2	0	0	0	0	0	0	0	0	0	26
11:15 PM	0	7	4	0	0	0	0	1	0	0	0	0	0	12
11:30 PM	0	14	3	0	0	0	0	0	0	0	0	0	0	17
11:45 PM	0	14	5	0	0	0	0	1	0	0	0	0	0	20
Hour Total	0	53	18	2	0	0	0	2	0	0	0	0	0	75
Totals	5	3835	1173	99	205	13	0	38	3	0	0	0	0	5371
Percent	0.1%	71.4%	21.8%	1.8%	3.8%	0.2%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Grand Avenue between Perkins Street and Lee Street (Outside Lanes)

Oakland

Project #:09-7224-018e

Date: 5/27/2009

WEDNESDAY

East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	20	3	0	0	0	0	0	0	0	0	0	0	23
12:15 AM	0	22	0	0	0	0	0	1	0	0	0	0	0	23
12:30 AM	0	25	3	1	0	0	0	0	1	0	0	0	0	30
12:45 AM	0	18	0	0	0	0	0	0	0	0	0	0	0	18
Hour Total	0	85	6	1	0	0	0	1	1	0	0	0	0	94
1:00 AM	0	17	0	0	0	0	0	0	0	0	0	0	0	17
1:15 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
1:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
1:45 AM	0	11	2	1	0	0	0	0	0	0	0	0	0	14
Hour Total	0	49	2	1	0	0	0	0	0	0	0	0	0	52
2:00 AM	0	11	0	0	0	0	0	0	1	0	0	0	0	12
2:15 AM	0	17	0	0	0	0	0	0	0	0	0	0	0	17
2:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
2:45 AM	0	6	1	1	0	0	0	0	0	0	0	0	0	8
Hour Total	0	41	1	1	0	0	0	0	1	0	0	0	0	44
3:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:30 AM	0	4	0	1	0	0	0	0	0	0	0	0	0	5
3:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	14	1	1	0	0	0	0	0	0	0	0	0	16
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:15 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	3
4:30 AM	0	3	1	1	0	0	0	0	0	0	0	0	0	5
4:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	9	2	2	0	0	0	0	0	0	0	0	0	13
5:00 AM	0	3	1	1	0	1	0	0	0	0	0	0	0	6
5:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
5:30 AM	0	6	1	2	1	0	0	0	0	0	0	0	0	10
5:45 AM	0	12	0	1	0	0	0	0	0	0	0	0	0	13
Hour Total	0	28	2	4	1	1	0	0	0	0	0	0	0	36
6:00 AM	0	9	0	0	1	1	0	0	0	0	0	0	0	11
6:15 AM	0	16	3	1	1	1	0	0	0	0	0	0	0	22
6:30 AM	0	18	0	0	0	1	0	0	0	0	0	0	0	19
6:45 AM	0	34	0	0	1	1	0	0	1	0	0	0	0	37
Hour Total	0	77	3	1	3	4	0	0	1	0	0	0	0	89
7:00 AM	0	30	2	1	0	0	0	0	0	0	0	0	0	33
7:15 AM	0	27	6	0	2	0	0	0	0	0	0	0	0	35
7:30 AM	0	31	2	1	0	1	0	0	0	0	0	0	0	35
7:45 AM	1	55	5	0	3	0	0	1	0	0	0	0	0	65
Hour Total	1	143	15	2	5	1	0	1	0	0	0	0	0	168

8:00 AM	0	51	3	1	1	0	0	0	0	0	0	0	0	56
8:15 AM	0	72	7	2	1	0	0	2	0	0	0	0	0	84
8:30 AM	0	46	14	1	4	0	0	0	0	0	0	0	0	65
8:45 AM	0	49	8	1	5	0	0	0	0	0	0	0	0	63
Hour Total	0	218	32	5	11	0	0	2	0	0	0	0	0	268
9:00 AM	0	61	8	1	4	0	0	0	0	0	0	0	0	74
9:15 AM	0	48	5	1	1	1	0	0	0	0	0	0	0	56
9:30 AM	0	53	5	2	2	0	0	0	0	0	0	0	0	62
9:45 AM	0	67	9	2	2	1	0	0	1	0	0	0	0	82
Hour Total	0	229	27	6	9	2	0	0	1	0	0	0	0	274
10:00 AM	0	58	4	0	7	0	0	0	0	0	0	0	0	69
10:15 AM	0	71	4	1	1	0	0	0	0	0	0	0	0	77
10:30 AM	1	69	5	1	5	0	0	0	0	0	0	0	0	81
10:45 AM	0	57	13	1	2	0	0	1	0	0	0	0	0	74
Hour Total	1	255	26	3	15	0	0	1	0	0	0	0	0	301
11:00 AM	0	72	7	1	1	0	0	0	0	0	0	0	0	81
11:15 AM	0	60	10	1	6	1	0	0	0	0	0	0	0	78
11:30 AM	0	71	3	3	3	0	0	2	0	0	0	0	0	82
11:45 AM	0	80	6	1	2	0	0	0	0	0	0	0	0	89
Hour Total	0	283	26	6	12	1	0	2	0	0	0	0	0	330
12:00 PM	0	84	10	2	1	0	0	0	0	0	0	0	0	97
12:15 PM	0	78	7	0	2	1	0	2	0	0	0	0	0	90
12:30 PM	0	80	9	1	2	0	0	2	0	0	0	0	0	94
12:45 PM	0	64	6	1	5	0	0	0	0	0	0	0	0	76
Hour Total	0	306	32	4	10	1	0	4	0	0	0	0	0	357
1:00 PM	0	74	12	1	4	0	0	0	0	0	0	0	0	91
1:15 PM	0	68	9	1	3	0	0	1	0	0	0	0	0	82
1:30 PM	1	77	8	1	1	0	0	0	0	0	0	0	0	88
1:45 PM	0	92	10	1	1	0	0	1	0	0	0	0	0	105
Hour Total	1	311	39	4	9	0	0	2	0	0	0	0	0	366
2:00 PM	0	87	7	1	1	0	0	0	0	0	0	0	0	96
2:15 PM	0	92	12	0	3	0	0	0	0	0	0	0	0	107
2:30 PM	0	85	12	2	1	0	0	0	0	0	0	0	0	100
2:45 PM	0	84	8	1	3	0	0	1	0	0	0	0	0	97
Hour Total	0	348	39	4	8	0	0	1	0	0	0	0	0	400
3:00 PM	0	91	6	2	3	0	0	1	0	0	0	0	0	103
3:15 PM	0	90	6	1	3	0	0	0	0	0	0	0	0	100
3:30 PM	1	125	7	0	3	0	0	0	0	0	0	0	0	136
3:45 PM	0	119	8	0	1	0	0	1	0	0	0	0	0	129
Hour Total	1	425	27	3	10	0	0	2	0	0	0	0	0	468

4:00 PM	0	123	3	2	2	0	0	2	0	0	0	0	0	132
4:15 PM	0	116	9	1	4	0	0	3	0	0	0	0	0	133
4:30 PM	0	134	5	2	3	0	0	0	0	0	0	0	0	144
4:45 PM	0	123	9	1	0	0	0	1	0	0	0	0	0	134
Hour Total	0	496	26	6	9	0	0	6	0	0	0	0	0	543
5:00 PM	0	140	6	0	1	0	0	0	0	0	0	0	0	147
5:15 PM	0	148	9	4	1	0	0	1	0	0	0	0	0	163
5:30 PM	0	157	3	3	3	0	0	0	0	0	0	0	0	166
5:45 PM	1	140	4	3	0	0	0	1	0	0	0	0	0	149
Hour Total	1	585	22	10	5	0	0	2	0	0	0	0	0	625
6:00 PM	0	120	5	3	1	0	0	0	0	0	0	0	0	129
6:15 PM	0	121	14	1	1	0	0	0	0	0	0	0	0	137
6:30 PM	0	120	6	1	0	0	0	0	0	0	0	0	0	127
6:45 PM	0	103	7	2	3	1	0	0	0	0	0	0	0	116
Hour Total	0	464	32	7	5	1	0	0	0	0	0	0	0	509
7:00 PM	1	85	7	2	0	0	0	0	0	0	0	0	0	95
7:15 PM	0	87	3	2	1	0	0	0	1	0	0	0	0	94
7:30 PM	0	81	3	1	2	0	0	0	0	0	0	0	0	87
7:45 PM	0	88	5	2	1	0	0	0	0	0	0	0	0	96
Hour Total	1	341	18	7	4	0	0	0	1	0	0	0	0	372
8:00 PM	0	81	5	1	1	0	0	0	0	0	0	0	0	88
8:15 PM	0	97	5	1	1	0	0	0	0	0	0	0	0	104
8:30 PM	0	65	4	1	0	0	0	0	0	0	0	0	0	70
8:45 PM	0	68	3	0	0	0	0	1	0	0	0	0	0	72
Hour Total	0	311	17	3	2	0	0	1	0	0	0	0	0	334
9:00 PM	0	76	4	1	0	0	0	0	0	0	0	0	0	81
9:15 PM	0	52	6	1	1	0	0	0	0	0	0	0	0	60
9:30 PM	0	57	1	0	0	0	0	0	0	0	0	0	0	58
9:45 PM	0	46	1	0	0	0	0	1	0	0	0	0	0	48
Hour Total	0	231	12	2	1	0	0	1	0	0	0	0	0	247
10:00 PM	0	39	1	0	0	0	0	0	0	0	0	0	0	40
10:15 PM	0	30	1	0	0	0	0	1	1	0	0	0	0	33
10:30 PM	0	33	1	0	0	0	0	0	0	0	0	0	0	34
10:45 PM	0	32	2	0	0	0	0	1	0	0	0	0	0	35
Hour Total	0	134	5	0	0	0	0	2	1	0	0	0	0	142
11:00 PM	0	29	0	0	2	0	0	0	0	0	0	0	0	31
11:15 PM	0	24	4	1	0	0	0	0	0	0	0	0	0	29
11:30 PM	0	18	2	0	0	0	0	0	0	0	0	0	0	20
11:45 PM	0	14	2	0	0	0	0	1	0	0	0	0	0	17
Hour Total	0	85	8	1	2	0	0	1	0	0	0	0	0	97
Totals	6	5468	420	84	121	11	0	29	6	0	0	0	0	6145
Percent	0.1%	89.0%	6.8%	1.4%	2.0%	0.2%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Grand Avenue between Perkins Street and Lee Street (Outside Lanes)

Oakland

Project #:09-7224-018e

Date: 5/27/2009

WEDNESDAY

West Bound, East Bound

Begin	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
Time	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
12:00 AM	0	30	5	0	1	0	0	0	0	0	0	0	0	36
12:15 AM	0	28	3	1	1	0	0	1	0	0	0	0	0	34
12:30 AM	0	31	4	1	0	0	0	0	1	0	0	0	0	37
12:45 AM	0	22	1	0	1	0	0	0	0	0	0	0	0	24
Hour Total	0	111	13	2	3	0	0	1	1	0	0	0	0	131
1:00 AM	0	18	1	0	0	0	0	0	0	0	0	0	0	19
1:15 AM	0	15	2	1	0	0	0	0	0	0	0	0	0	18
1:30 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	14
1:45 AM	0	17	6	1	0	0	0	0	0	0	0	0	0	24
Hour Total	0	62	11	2	0	0	0	0	0	0	0	0	0	75
2:00 AM	0	14	1	0	0	0	0	0	1	0	0	0	0	16
2:15 AM	0	17	0	1	2	0	0	0	0	0	0	0	0	20
2:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
2:45 AM	0	7	1	1	0	0	0	0	0	0	0	0	0	9
Hour Total	0	45	3	2	2	0	0	0	1	0	0	0	0	53
3:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
3:15 AM	0	4	1	1	0	0	0	0	0	0	0	0	0	6
3:30 AM	0	6	1	1	0	0	0	0	0	0	0	0	0	8
3:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	17	3	2	1	0	0	0	0	0	0	0	0	23
4:00 AM	0	5	1	1	1	0	0	0	0	0	0	0	0	8
4:15 AM	0	7	0	2	1	0	0	0	0	0	0	0	0	10
4:30 AM	0	7	2	1	1	0	0	0	0	0	0	0	0	11
4:45 AM	0	8	7	0	1	0	0	0	0	0	0	0	0	16
Hour Total	0	27	10	4	4	0	0	0	0	0	0	0	0	45
5:00 AM	1	7	4	1	2	1	0	0	0	0	0	0	0	16
5:15 AM	0	16	2	1	0	0	0	0	0	0	0	0	0	19
5:30 AM	0	20	4	2	2	0	0	0	0	0	0	0	0	28
5:45 AM	0	20	4	2	3	0	0	0	0	0	0	0	0	29
Hour Total	1	63	14	6	7	1	0	0	0	0	0	0	0	92
6:00 AM	0	22	7	1	1	3	0	0	0	0	0	0	0	34
6:15 AM	0	33	4	2	5	1	0	0	0	0	0	0	0	45
6:30 AM	0	43	12	2	1	1	0	0	0	0	0	0	0	59
6:45 AM	0	65	10	1	5	1	0	1	1	0	0	0	0	84
Hour Total	0	163	33	6	12	6	0	1	1	0	0	0	0	222
7:00 AM	0	77	12	1	1	0	0	1	0	0	0	0	0	92
7:15 AM	0	79	22	3	5	0	0	0	0	0	0	0	0	109
7:30 AM	0	93	23	1	4	2	0	0	0	0	0	0	0	123
7:45 AM	1	135	40	0	4	0	0	2	0	0	0	0	0	182
Hour Total	1	384	97	5	14	2	0	3	0	0	0	0	0	506

8:00 AM	1	156	26	2	7	0	0	1	0	0	0	0	0	193
8:15 AM	0	175	42	6	7	0	0	2	0	0	0	0	0	232
8:30 AM	0	151	78	3	5	1	0	1	0	0	0	0	0	239
8:45 AM	0	154	33	1	6	0	0	0	0	0	0	0	0	194
Hour Total	1	636	179	12	25	1	0	4	0	0	0	0	0	858
9:00 AM	0	134	34	4	8	0	0	1	0	0	0	0	0	181
9:15 AM	0	118	29	2	2	1	0	3	1	0	0	0	0	156
9:30 AM	0	107	27	3	6	2	0	0	0	0	0	0	0	145
9:45 AM	0	127	27	4	4	1	0	1	1	0	0	0	0	165
Hour Total	0	486	117	13	20	4	0	5	2	0	0	0	0	647
10:00 AM	0	103	19	3	14	0	0	2	0	0	0	0	0	141
10:15 AM	0	124	28	3	7	1	0	0	0	0	0	0	0	163
10:30 AM	1	125	25	3	6	0	0	1	0	0	0	0	0	161
10:45 AM	1	108	28	3	4	0	0	2	0	0	0	0	0	146
Hour Total	2	460	100	12	31	1	0	5	0	0	0	0	0	611
11:00 AM	0	89	12	3	1	0	0	0	0	0	0	0	0	105
11:15 AM	0	99	25	1	13	2	0	0	0	0	0	0	0	140
11:30 AM	0	123	16	4	10	0	0	2	0	0	0	0	0	155
11:45 AM	0	134	20	2	6	0	0	0	0	0	0	0	0	162
Hour Total	0	445	73	10	30	2	0	2	0	0	0	0	0	562
12:00 PM	0	138	24	4	7	0	0	0	1	0	0	0	0	174
12:15 PM	0	132	24	0	6	1	0	2	0	0	0	0	0	165
12:30 PM	0	134	23	2	7	0	0	4	0	0	0	0	0	170
12:45 PM	0	127	29	1	9	0	0	1	0	0	0	0	0	167
Hour Total	0	531	100	7	29	1	0	7	1	0	0	0	0	676
1:00 PM	0	139	30	4	8	2	0	0	0	0	0	0	0	183
1:15 PM	0	126	27	5	4	1	0	3	0	0	0	0	0	166
1:30 PM	1	144	23	6	8	1	0	0	0	0	0	0	0	183
1:45 PM	0	152	27	1	4	0	0	2	0	0	0	0	0	186
Hour Total	1	561	107	16	24	4	0	5	0	0	0	0	0	718
2:00 PM	0	147	35	3	7	0	0	0	0	0	0	0	0	192
2:15 PM	0	136	30	1	7	0	0	0	0	0	0	0	0	174
2:30 PM	0	153	36	4	2	0	0	0	0	0	0	0	0	195
2:45 PM	1	139	22	2	9	0	0	1	0	0	0	0	0	174
Hour Total	1	575	123	10	25	0	0	1	0	0	0	0	0	735
3:00 PM	0	156	34	3	4	1	0	1	0	0	0	0	0	199
3:15 PM	0	153	17	1	7	0	0	0	0	0	0	0	0	178
3:30 PM	1	192	28	3	4	0	0	2	0	0	0	0	0	230
3:45 PM	0	181	30	1	5	0	0	1	0	0	0	0	0	218
Hour Total	1	682	109	8	20	1	0	4	0	0	0	0	0	825

4:00 PM	0	178	20	6	5	0	0	2	0	0	0	0	0	211
4:15 PM	0	182	27	2	6	0	0	4	0	0	0	0	0	221
4:30 PM	0	195	16	5	8	0	0	0	0	0	0	0	0	224
4:45 PM	0	166	28	1	1	0	0	1	0	0	0	0	0	197
Hour Total	0	721	91	14	20	0	0	7	0	0	0	0	0	853
5:00 PM	0	198	21	1	6	0	0	0	0	0	0	0	0	226
5:15 PM	0	210	23	8	2	0	0	1	0	0	0	0	0	244
5:30 PM	1	220	19	4	8	0	0	1	0	0	0	0	0	253
5:45 PM	1	199	19	3	1	0	0	1	1	0	0	0	0	225
Hour Total	2	827	82	16	17	0	0	3	1	0	0	0	0	948
6:00 PM	0	184	20	4	4	0	0	1	0	0	0	0	0	213
6:15 PM	0	167	24	1	5	0	0	0	0	0	0	0	0	197
6:30 PM	0	158	20	4	0	0	0	0	0	0	0	0	0	182
6:45 PM	0	163	28	4	4	1	0	0	0	0	0	0	0	200
Hour Total	0	672	92	13	13	1	0	1	0	0	0	0	0	792
7:00 PM	1	150	19	4	2	0	0	1	0	0	0	0	0	177
7:15 PM	0	150	17	3	2	0	0	0	1	0	0	0	0	173
7:30 PM	0	144	16	3	3	0	0	0	0	0	0	0	0	166
7:45 PM	0	141	17	3	3	0	0	1	0	0	0	0	0	165
Hour Total	1	585	69	13	10	0	0	2	1	0	0	0	0	681
8:00 PM	0	142	21	1	4	0	0	2	0	0	0	0	0	170
8:15 PM	0	132	14	2	2	0	0	1	0	0	0	0	0	151
8:30 PM	0	104	11	1	1	0	0	0	0	0	0	0	0	117
8:45 PM	0	109	17	0	1	0	0	3	0	0	0	0	0	130
Hour Total	0	487	63	4	8	0	0	6	0	0	0	0	0	568
9:00 PM	0	120	12	1	0	0	0	1	0	0	0	0	0	134
9:15 PM	0	93	16	1	1	0	0	1	0	0	0	0	0	112
9:30 PM	0	94	6	0	0	0	0	0	0	0	0	0	0	100
9:45 PM	0	92	9	0	2	0	0	2	0	0	0	0	0	105
Hour Total	0	399	43	2	3	0	0	4	0	0	0	0	0	451
10:00 PM	0	73	5	0	3	0	0	0	0	0	0	0	0	81
10:15 PM	0	52	11	1	1	0	0	1	1	0	0	0	0	67
10:30 PM	0	49	12	0	2	0	0	0	0	0	0	0	0	63
10:45 PM	0	52	7	0	0	0	0	2	0	0	0	0	0	61
Hour Total	0	226	35	1	6	0	0	3	1	0	0	0	0	272
11:00 PM	0	47	6	2	2	0	0	0	0	0	0	0	0	57
11:15 PM	0	31	8	1	0	0	0	1	0	0	0	0	0	41
11:30 PM	0	32	5	0	0	0	0	0	0	0	0	0	0	37
11:45 PM	0	28	7	0	0	0	0	2	0	0	0	0	0	37
Hour Total	0	138	26	3	2	0	0	3	0	0	0	0	0	172
Totals	11	9303	1593	183	326	24	0	67	9	0	0	0	0	11516
Percent	0.1%	80.8%	13.8%	1.6%	2.8%	0.2%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

5/27/2009

City: Oakland

Project #: 09-7224-018e

Location: Grand Avenue between Perkins Street and Lee Street (Outside Lanes)

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	23	97			13	77				
12:15	23	90			11	75				
12:30	30	94			7	76				
12:45	18	76	94	357	6	91	37	319	131	676
1:00	17	91			2	92				
1:15	12	82			6	84				
1:30	9	88			5	95				
1:45	14	105	52	366	10	81	23	352	75	718
2:00	12	96			4	96				
2:15	17	107			3	67				
2:30	7	100			1	95				
2:45	8	97	44	400	1	77	9	335	53	735
3:00	4	103			1	96				
3:15	4	100			2	78				
3:30	5	136			3	94				
3:45	3	129	16	468	1	89	7	357	23	825
4:00	2	132			6	79				
4:15	3	133			7	88				
4:30	5	144			6	80				
4:45	3	134	13	543	13	63	32	310	45	853
5:00	6	147			10	79				
5:15	7	163			12	81				
5:30	10	166			18	87				
5:45	13	149	36	625	16	76	56	323	92	948
6:00	11	129			23	84				
6:15	22	137			23	60				
6:30	19	127			40	55				
6:45	37	116	89	509	47	84	133	283	222	792
7:00	33	95			59	82				
7:15	35	94			74	79				
7:30	35	87			88	79				
7:45	65	96	168	372	117	69	338	309	506	681
8:00	56	88			137	82				
8:15	84	104			148	47				
8:30	65	70			174	47				
8:45	63	72	268	334	131	58	590	234	858	568
9:00	74	81			107	53				
9:15	56	60			100	52				
9:30	62	58			83	42				
9:45	82	48	274	247	83	57	373	204	647	451
10:00	69	40			72	41				
10:15	77	33			86	34				
10:30	81	34			80	29				
10:45	74	35	301	142	72	26	310	130	611	272
11:00	81	31			24	26				
11:15	78	29			62	12				
11:30	82	20			73	17				
11:45	89	17	330	97	73	20	232	75	562	172
Total	1685	4460	1685	4460	2140	3231	2140	3231	3825	7691
Combined Total	6145		6145		5371		5371		11516	
AM Peak	11:45 AM				8:00 AM					
Vol.	370				590					
P.H.F.	0.954				0.848					
PM Peak	5:00 PM				12:45 PM					
Vol.	625				362					
P.H.F.	0.941				0.953					
Percentage	27.4%	72.6%			39.8%	60.2%				

Class Report - Prepared by: NDS/ATD

Grand Avenue between Perkins Street and Lee Street (Outside Lanes)

Oakland

Project #:09-7224-018w

Date: 5/28/2009

THURSDAY

West Bound

Begin Time	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	14	3	0	1	0	0	0	0	0	0	0	0	18
12:15 AM	0	10	3	1	0	0	0	0	0	0	0	0	0	14
12:30 AM	0	4	4	0	0	0	0	0	0	0	0	0	0	8
12:45 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
Hour Total	0	33	11	1	2	0	0	0	0	0	0	0	0	47
1:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
1:15 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	3
1:30 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
1:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	13	4	1	1	0	0	0	0	0	0	0	0	19
2:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
2:15 AM	0	3	3	1	0	0	0	0	0	0	0	0	0	7
2:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
2:45 AM	0	1	0	0	0	0	0	0	1	0	0	0	0	2
Hour Total	0	8	5	1	0	0	0	0	1	0	0	0	0	15
3:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	2
3:15 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	3
3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	4	3	1	1	0	0	0	0	0	0	0	0	9
4:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:15 AM	0	3	3	1	0	0	0	0	0	0	0	0	0	7
4:30 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
4:45 AM	0	2	2	0	1	0	0	0	0	0	0	0	0	5
Hour Total	0	10	7	1	2	0	0	0	0	0	0	0	0	20
5:00 AM	0	2	2	0	2	2	0	0	0	0	0	0	0	8
5:15 AM	0	6	1	1	0	0	0	0	0	0	0	0	0	8
5:30 AM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
5:45 AM	0	9	1	1	0	0	0	0	0	0	0	0	0	11
Hour Total	0	30	6	2	2	2	0	0	0	0	0	0	0	42
6:00 AM	0	14	4	1	2	0	0	0	0	0	0	0	0	21
6:15 AM	0	18	4	1	2	0	0	0	0	0	0	0	0	25
6:30 AM	0	25	12	2	0	0	0	0	0	0	0	0	0	39
6:45 AM	0	36	15	1	0	0	0	0	0	0	0	0	0	52
Hour Total	0	93	35	5	4	0	0	0	0	0	0	0	0	137
7:00 AM	0	42	7	1	2	1	0	0	0	0	0	0	0	53
7:15 AM	0	36	14	1	4	1	0	0	0	0	0	0	0	56
7:30 AM	1	69	21	4	4	0	0	1	1	0	0	0	0	101
7:45 AM	0	75	19	2	2	0	0	1	0	0	0	0	0	99
Hour Total	1	222	61	8	12	2	0	2	1	0	0	0	0	309

8:00 AM	0	95	26	0	3	1	0	0	0	0	0	0	0	125
8:15 AM	0	117	37	3	1	0	0	2	0	0	0	0	0	160
8:30 AM	0	91	37	3	6	0	0	0	0	0	0	0	0	137
8:45 AM	0	81	36	0	1	1	0	1	0	0	0	0	0	120
Hour Total	0	384	136	6	11	2	0	3	0	0	0	0	0	542
9:00 AM	0	82	32	3	1	0	0	1	0	0	0	0	0	119
9:15 AM	0	55	29	0	5	0	0	1	0	0	0	0	0	90
9:30 AM	0	50	22	2	1	0	0	0	0	0	0	0	0	75
9:45 AM	0	62	23	1	2	0	0	0	0	0	0	0	0	88
Hour Total	0	249	106	6	9	0	0	2	0	0	0	0	0	372
10:00 AM	0	55	21	3	1	0	0	1	0	0	0	0	0	81
10:15 AM	0	51	21	1	5	1	0	0	0	0	0	0	0	79
10:30 AM	1	49	12	1	4	1	0	1	0	0	0	0	0	69
10:45 AM	0	50	12	1	1	1	0	0	0	0	0	0	0	65
Hour Total	1	205	66	6	11	3	0	2	0	0	0	0	0	294
11:00 AM	0	60	22	1	2	0	0	0	0	0	0	0	0	85
11:15 AM	0	44	9	1	4	0	0	1	0	0	0	0	0	59
11:30 AM	0	56	15	3	1	0	0	1	0	0	0	0	0	76
11:45 AM	0	65	17	1	1	0	0	0	0	0	0	0	0	84
Hour Total	0	225	63	6	8	0	0	2	0	0	0	0	0	304
12:00 PM	0	56	18	3	4	0	0	0	0	0	0	0	0	81
12:15 PM	0	53	17	2	3	0	0	0	0	0	0	0	0	75
12:30 PM	0	57	30	1	1	0	0	0	0	0	0	0	0	89
12:45 PM	0	72	26	0	6	0	0	0	0	0	0	0	0	104
Hour Total	0	238	91	6	14	0	0	0	0	0	0	0	0	349
1:00 PM	1	48	26	3	1	1	0	0	0	0	0	0	0	80
1:15 PM	0	63	25	1	1	0	0	0	0	0	0	0	0	90
1:30 PM	0	41	15	2	3	0	0	0	0	0	0	0	0	61
1:45 PM	0	49	14	2	5	0	0	0	0	0	0	0	0	70
Hour Total	1	201	80	8	10	1	0	0	0	0	0	0	0	301
2:00 PM	0	51	12	2	1	0	0	1	0	0	0	0	0	67
2:15 PM	0	62	21	1	1	1	0	0	0	0	0	0	0	86
2:30 PM	1	49	24	1	6	1	0	0	0	0	0	0	0	82
2:45 PM	0	71	20	1	2	0	0	0	0	0	0	0	0	94
Hour Total	1	233	77	5	10	2	0	1	0	0	0	0	0	329
3:00 PM	0	70	19	1	4	1	0	0	0	0	0	0	0	95
3:15 PM	0	64	28	2	1	0	0	0	0	0	0	0	0	95
3:30 PM	0	81	22	1	2	0	0	0	0	0	0	0	0	106
3:45 PM	0	57	20	2	3	0	0	1	0	0	0	0	0	83
Hour Total	0	272	89	6	10	1	0	1	0	0	0	0	0	379

4:00 PM	0	57	28	2	1	1	0	0	0	0	0	0	0	89
4:15 PM	0	54	13	3	4	0	0	0	0	0	0	0	0	74
4:30 PM	0	46	19	1	5	0	0	0	0	0	0	0	0	71
4:45 PM	0	71	19	1	5	0	0	0	0	0	0	0	0	96
Hour Total	0	228	79	7	15	1	0	0	0	0	0	0	0	330
5:00 PM	0	61	16	0	4	0	0	0	0	0	0	0	0	81
5:15 PM	0	60	11	2	3	0	0	0	0	0	0	0	0	76
5:30 PM	0	68	20	4	3	0	0	0	0	0	0	0	0	95
5:45 PM	0	56	12	0	2	0	0	0	1	0	0	0	0	71
Hour Total	0	245	59	6	12	0	0	0	1	0	0	0	0	323
6:00 PM	0	69	16	1	1	0	0	2	0	0	0	0	0	89
6:15 PM	0	74	17	3	1	0	0	1	0	0	0	0	0	96
6:30 PM	0	70	25	1	2	0	0	0	0	0	0	0	0	98
6:45 PM	0	84	14	3	3	0	0	0	1	0	0	0	0	105
Hour Total	0	297	72	8	7	0	0	3	1	0	0	0	0	388
7:00 PM	1	67	18	0	1	0	0	0	0	0	0	0	0	87
7:15 PM	0	56	21	1	1	0	0	0	0	0	0	0	0	79
7:30 PM	0	62	10	2	0	0	0	0	0	0	0	0	0	74
7:45 PM	0	58	11	1	1	0	0	0	0	0	0	0	0	71
Hour Total	1	243	60	4	3	0	0	0	0	0	0	0	0	311
8:00 PM	0	37	12	1	1	0	0	0	0	0	0	0	0	51
8:15 PM	0	58	19	1	2	0	0	0	0	0	0	0	0	80
8:30 PM	0	31	17	0	0	0	0	0	0	0	0	0	0	48
8:45 PM	0	45	10	1	3	0	0	0	0	0	0	0	0	59
Hour Total	0	171	58	3	6	0	0	0	0	0	0	0	0	238
9:00 PM	0	54	19	0	1	0	0	0	0	0	0	0	0	74
9:15 PM	1	33	9	0	1	0	0	1	0	0	0	0	0	45
9:30 PM	0	41	11	0	3	0	0	0	0	0	0	0	0	55
9:45 PM	0	41	7	1	3	1	0	0	0	0	0	0	0	53
Hour Total	1	169	46	1	8	1	0	1	0	0	0	0	0	227
10:00 PM	0	30	7	0	0	0	0	0	0	0	0	0	0	37
10:15 PM	0	20	6	1	1	0	0	0	0	0	0	0	0	28
10:30 PM	0	29	9	1	2	0	0	0	0	0	0	0	0	41
10:45 PM	0	24	7	1	0	0	0	0	0	0	0	0	0	32
Hour Total	0	103	29	3	3	0	0	0	0	0	0	0	0	138
11:00 PM	0	35	5	0	0	0	0	0	0	0	0	0	0	40
11:15 PM	0	13	3	0	0	0	0	1	0	0	0	0	0	17
11:30 PM	0	21	4	0	0	0	0	0	0	0	0	0	0	25
11:45 PM	0	15	2	1	1	0	0	0	0	0	0	0	0	19
Hour Total	0	84	14	1	1	0	0	1	0	0	0	0	0	101
Totals	6	3960	1257	102	162	15	0	18	4	0	0	0	0	5524
Percent	0.1%	71.7%	22.8%	1.8%	2.9%	0.3%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Grand Avenue between Perkins Street and Lee Street (Outside Lanes)
Oakland

Project #:09-7224-018e

Date: 5/28/2009

THURSDAY

East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	20	0	0	0	0	0	0	0	0	0	0	0	20
12:15 AM	0	12	1	0	1	0	0	1	0	0	0	0	0	15
12:30 AM	0	15	0	1	0	0	0	0	0	0	0	0	0	16
12:45 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	60	1	1	1	0	0	1	0	0	0	0	0	64
1:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
1:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
1:30 AM	0	4	1	1	0	0	0	0	0	0	0	0	0	6
1:45 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	27	2	1	0	0	0	0	0	0	0	0	0	30
2:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
2:15 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
2:30 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	3
2:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	27	2	1	0	0	0	0	0	0	0	0	0	30
3:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	2
3:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	9	2	1	0	0	0	0	0	0	0	0	0	12
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
4:30 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
4:45 AM	0	1	0	1	1	0	0	0	0	0	0	0	0	3
Hour Total	0	6	0	1	3	0	0	0	0	0	0	0	0	10
5:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
5:15 AM	0	3	1	0	1	1	0	0	0	0	0	0	0	6
5:30 AM	0	6	2	3	0	0	0	0	0	0	0	0	0	11
5:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	19	4	3	1	1	0	0	0	0	0	0	0	28
6:00 AM	0	14	1	0	1	0	0	0	0	0	0	0	0	16
6:15 AM	0	16	0	1	2	0	0	0	0	0	0	0	0	19
6:30 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
6:45 AM	0	24	1	0	2	1	0	0	0	0	0	0	0	28
Hour Total	0	63	3	1	5	1	0	0	0	0	0	0	0	73
7:00 AM	0	29	2	1	1	2	0	0	1	0	0	0	0	36
7:15 AM	0	26	5	0	2	1	0	1	0	0	0	0	0	35
7:30 AM	0	32	5	1	2	0	0	1	0	0	0	0	0	41
7:45 AM	0	54	6	0	1	0	0	1	0	0	0	0	0	62
Hour Total	0	141	18	2	6	3	0	3	1	0	0	0	0	174

8:00 AM	0	47	5	1	3	0	0	1	0	0	0	0	0	57
8:15 AM	0	51	3	1	3	0	0	0	0	0	0	0	0	58
8:30 AM	0	51	12	1	3	0	0	2	0	0	0	0	0	69
8:45 AM	0	41	8	1	2	0	0	2	0	0	0	0	0	54
Hour Total	0	190	28	4	11	0	0	5	0	0	0	0	0	238
9:00 AM	0	50	12	1	3	0	0	1	0	0	0	0	0	67
9:15 AM	0	40	2	1	2	2	0	2	0	0	0	0	0	49
9:30 AM	0	69	9	2	0	0	0	1	0	0	0	0	0	81
9:45 AM	0	67	10	1	3	1	0	1	0	0	0	0	0	83
Hour Total	0	226	33	5	8	3	0	5	0	0	0	0	0	280
10:00 AM	0	47	6	1	4	0	0	3	0	0	0	0	0	61
10:15 AM	0	53	8	1	5	0	0	1	1	0	0	0	0	69
10:30 AM	0	55	10	1	3	1	0	2	0	0	0	0	0	72
10:45 AM	1	49	6	1	2	0	0	1	0	0	0	0	0	60
Hour Total	1	204	30	4	14	1	0	7	1	0	0	0	0	262
11:00 AM	0	65	7	2	2	0	0	1	0	0	0	0	0	77
11:15 AM	0	59	5	1	5	0	0	1	0	0	0	0	0	71
11:30 AM	0	57	8	2	3	0	0	3	0	0	0	0	0	73
11:45 AM	1	79	3	1	3	0	0	0	0	0	0	0	0	87
Hour Total	1	260	23	6	13	0	0	5	0	0	0	0	0	308
12:00 PM	0	85	7	2	0	1	0	1	0	0	0	0	0	96
12:15 PM	0	85	8	2	2	0	0	0	0	0	0	0	0	97
12:30 PM	0	74	8	1	3	0	0	0	0	0	0	0	0	86
12:45 PM	0	67	12	1	3	0	0	1	0	0	0	0	0	84
Hour Total	0	311	35	6	8	1	0	2	0	0	0	0	0	363
1:00 PM	0	98	6	1	3	0	0	0	0	0	0	0	0	108
1:15 PM	1	66	4	2	4	2	0	2	0	0	0	0	0	81
1:30 PM	0	77	7	1	1	0	0	1	0	0	0	0	0	87
1:45 PM	0	70	8	0	4	0	0	0	1	0	0	0	0	83
Hour Total	1	311	25	4	12	2	0	3	1	0	0	0	0	359
2:00 PM	0	79	7	3	3	0	0	1	0	0	0	0	0	93
2:15 PM	0	92	7	1	2	0	0	1	0	0	0	0	0	103
2:30 PM	1	98	9	2	0	0	0	0	1	0	0	0	0	111
2:45 PM	0	86	9	1	4	0	0	1	0	0	0	0	0	101
Hour Total	1	355	32	7	9	0	0	3	1	0	0	0	0	408
3:00 PM	0	88	7	1	2	1	0	0	0	0	0	0	0	99
3:15 PM	0	91	12	0	4	0	0	0	0	0	0	0	0	107
3:30 PM	0	115	5	0	4	0	0	1	0	0	0	0	0	125
3:45 PM	0	124	10	0	1	0	0	0	0	0	0	0	0	135
Hour Total	0	418	34	1	11	1	0	1	0	0	0	0	0	466

4:00 PM	0	113	7	1	3	0	0	0	0	0	0	0	0	124
4:15 PM	0	106	6	2	3	0	0	3	0	0	0	0	0	120
4:30 PM	0	142	8	3	4	0	0	2	0	0	0	0	0	159
4:45 PM	0	155	7	2	1	0	0	0	0	0	0	0	0	165
Hour Total	0	516	28	8	11	0	0	5	0	0	0	0	0	568
5:00 PM	0	172	7	1	1	0	0	1	0	0	0	0	0	182
5:15 PM	0	154	6	3	1	0	0	2	0	0	0	0	0	166
5:30 PM	0	158	9	5	3	0	0	1	0	0	0	0	0	176
5:45 PM	0	143	11	5	0	0	0	1	0	0	0	0	0	160
Hour Total	0	627	33	14	5	0	0	5	0	0	0	0	0	684
6:00 PM	0	133	4	3	3	0	0	1	0	0	0	0	0	144
6:15 PM	0	110	5	2	2	0	0	1	0	0	0	0	0	120
6:30 PM	0	111	6	1	0	0	0	0	0	0	0	0	0	118
6:45 PM	0	99	2	1	2	0	0	1	0	0	0	0	0	105
Hour Total	0	453	17	7	7	0	0	3	0	0	0	0	0	487
7:00 PM	1	89	5	2	1	0	0	0	0	0	0	0	0	98
7:15 PM	0	94	3	3	0	0	0	0	0	0	0	0	0	100
7:30 PM	0	80	7	0	0	0	0	0	0	0	0	0	0	87
7:45 PM	0	80	6	1	1	0	0	0	0	0	0	0	0	88
Hour Total	1	343	21	6	2	0	0	0	0	0	0	0	0	373
8:00 PM	0	72	5	1	0	0	0	0	0	0	0	0	0	78
8:15 PM	0	79	1	2	1	0	0	0	0	0	0	0	0	83
8:30 PM	0	75	4	2	1	0	0	0	0	0	0	0	0	82
8:45 PM	0	67	1	0	1	0	0	1	0	0	0	0	0	70
Hour Total	0	293	11	5	3	0	0	1	0	0	0	0	0	313
9:00 PM	0	77	2	1	0	0	0	0	0	0	0	0	0	80
9:15 PM	0	65	6	1	0	0	0	0	0	0	0	0	0	72
9:30 PM	0	63	5	0	0	0	0	0	0	0	0	0	0	68
9:45 PM	0	44	3	0	0	0	0	1	0	0	0	0	0	48
Hour Total	0	249	16	2	0	0	0	1	0	0	0	0	0	268
10:00 PM	0	41	4	0	1	0	0	0	0	0	0	0	0	46
10:15 PM	0	38	0	0	0	0	0	1	0	0	0	0	0	39
10:30 PM	0	38	1	0	0	0	0	0	0	0	0	0	0	39
10:45 PM	0	39	3	0	0	0	0	1	0	0	0	0	0	43
Hour Total	0	156	8	0	1	0	0	2	0	0	0	0	0	167
11:00 PM	0	33	1	1	1	0	0	0	0	0	0	0	0	36
11:15 PM	0	29	2	1	1	0	0	0	0	0	0	0	0	33
11:30 PM	0	22	3	0	0	0	0	0	0	0	0	0	0	25
11:45 PM	0	24	2	0	0	0	0	1	0	0	0	0	0	27
Hour Total	0	108	8	2	2	0	0	1	0	0	0	0	0	121
Totals	5	5372	414	92	133	13	0	53	4	0	0	0	0	6086
Percent	0.1%	88.3%	6.8%	1.5%	2.2%	0.2%	0.0%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Grand Avenue between Perkins Street and Lee Street (Outside Lanes)

Oakland

Project #:09-7224-018e

Date: 5/28/2009

THURSDAY

West Bound, East Bound

Begin Time	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	34	3	0	1	0	0	0	0	0	0	0	0	38
12:15 AM	0	22	4	1	1	0	0	1	0	0	0	0	0	29
12:30 AM	0	19	4	1	0	0	0	0	0	0	0	0	0	24
12:45 AM	0	18	1	0	1	0	0	0	0	0	0	0	0	20
Hour Total	0	93	12	2	3	0	0	1	0	0	0	0	0	111
1:00 AM	0	9	2	0	1	0	0	0	0	0	0	0	0	12
1:15 AM	0	8	0	1	0	0	0	0	0	0	0	0	0	9
1:30 AM	0	8	3	1	0	0	0	0	0	0	0	0	0	12
1:45 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	16
Hour Total	0	40	6	2	1	0	0	0	0	0	0	0	0	49
2:00 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
2:15 AM	0	13	3	1	0	0	0	0	0	0	0	0	0	17
2:30 AM	0	4	1	1	0	0	0	0	0	0	0	0	0	6
2:45 AM	0	7	1	0	0	0	0	0	1	0	0	0	0	9
Hour Total	0	35	7	2	0	0	0	0	1	0	0	0	0	45
3:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
3:15 AM	0	2	3	1	0	0	0	0	0	0	0	0	0	6
3:30 AM	0	3	0	1	0	0	0	0	0	0	0	0	0	4
3:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	13	5	2	1	0	0	0	0	0	0	0	0	21
4:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:15 AM	0	6	3	1	1	0	0	0	0	0	0	0	0	11
4:30 AM	0	4	1	0	2	0	0	0	0	0	0	0	0	7
4:45 AM	0	3	2	1	2	0	0	0	0	0	0	0	0	8
Hour Total	0	16	7	2	5	0	0	0	0	0	0	0	0	30
5:00 AM	0	6	2	0	2	2	0	0	0	0	0	0	0	12
5:15 AM	0	9	2	1	1	1	0	0	0	0	0	0	0	14
5:30 AM	0	19	4	3	0	0	0	0	0	0	0	0	0	26
5:45 AM	0	15	2	1	0	0	0	0	0	0	0	0	0	18
Hour Total	0	49	10	5	3	3	0	0	0	0	0	0	0	70
6:00 AM	0	28	5	1	3	0	0	0	0	0	0	0	0	37
6:15 AM	0	34	4	2	4	0	0	0	0	0	0	0	0	44
6:30 AM	0	34	13	2	0	0	0	0	0	0	0	0	0	49
6:45 AM	0	60	16	1	2	1	0	0	0	0	0	0	0	80
Hour Total	0	156	38	6	9	1	0	0	0	0	0	0	0	210
7:00 AM	0	71	9	2	3	3	0	0	1	0	0	0	0	89
7:15 AM	0	62	19	1	6	2	0	1	0	0	0	0	0	91
7:30 AM	1	101	26	5	6	0	0	2	1	0	0	0	0	142
7:45 AM	0	129	25	2	3	0	0	2	0	0	0	0	0	161
Hour Total	1	363	79	10	18	5	0	5	2	0	0	0	0	483

8:00 AM	0	142	31	1	6	1	0	1	0	0	0	0	0	182
8:15 AM	0	168	40	4	4	0	0	2	0	0	0	0	0	218
8:30 AM	0	142	49	4	9	0	0	2	0	0	0	0	0	206
8:45 AM	0	122	44	1	3	1	0	3	0	0	0	0	0	174
Hour Total	0	574	164	10	22	2	0	8	0	0	0	0	0	780
9:00 AM	0	132	44	4	4	0	0	2	0	0	0	0	0	186
9:15 AM	0	95	31	1	7	2	0	3	0	0	0	0	0	139
9:30 AM	0	119	31	4	1	0	0	1	0	0	0	0	0	156
9:45 AM	0	129	33	2	5	1	0	1	0	0	0	0	0	171
Hour Total	0	475	139	11	17	3	0	7	0	0	0	0	0	652
10:00 AM	0	102	27	4	5	0	0	4	0	0	0	0	0	142
10:15 AM	0	104	29	2	10	1	0	1	1	0	0	0	0	148
10:30 AM	1	104	22	2	7	2	0	3	0	0	0	0	0	141
10:45 AM	1	99	18	2	3	1	0	1	0	0	0	0	0	125
Hour Total	2	409	96	10	25	4	0	9	1	0	0	0	0	556
11:00 AM	0	125	29	3	4	0	0	1	0	0	0	0	0	162
11:15 AM	0	103	14	2	9	0	0	2	0	0	0	0	0	130
11:30 AM	0	113	23	5	4	0	0	4	0	0	0	0	0	149
11:45 AM	1	144	20	2	4	0	0	0	0	0	0	0	0	171
Hour Total	1	485	86	12	21	0	0	7	0	0	0	0	0	612
12:00 PM	0	141	25	5	4	1	0	1	0	0	0	0	0	177
12:15 PM	0	138	25	4	5	0	0	0	0	0	0	0	0	172
12:30 PM	0	131	38	2	4	0	0	0	0	0	0	0	0	175
12:45 PM	0	139	38	1	9	0	0	1	0	0	0	0	0	188
Hour Total	0	549	126	12	22	1	0	2	0	0	0	0	0	712
1:00 PM	1	146	32	4	4	1	0	0	0	0	0	0	0	188
1:15 PM	1	129	29	3	5	2	0	2	0	0	0	0	0	171
1:30 PM	0	118	22	3	4	0	0	1	0	0	0	0	0	148
1:45 PM	0	119	22	2	9	0	0	0	1	0	0	0	0	153
Hour Total	2	512	105	12	22	3	0	3	1	0	0	0	0	660
2:00 PM	0	130	19	5	4	0	0	2	0	0	0	0	0	160
2:15 PM	0	154	28	2	3	1	0	1	0	0	0	0	0	189
2:30 PM	2	147	33	3	6	1	0	0	1	0	0	0	0	193
2:45 PM	0	157	29	2	6	0	0	1	0	0	0	0	0	195
Hour Total	2	588	109	12	19	2	0	4	1	0	0	0	0	737
3:00 PM	0	158	26	2	6	2	0	0	0	0	0	0	0	194
3:15 PM	0	155	40	2	5	0	0	0	0	0	0	0	0	202
3:30 PM	0	196	27	1	6	0	0	1	0	0	0	0	0	231
3:45 PM	0	181	30	2	4	0	0	1	0	0	0	0	0	218
Hour Total	0	690	123	7	21	2	0	2	0	0	0	0	0	845

4:00 PM	0	170	35	3	4	1	0	0	0	0	0	0	0	213
4:15 PM	0	160	19	5	7	0	0	3	0	0	0	0	0	194
4:30 PM	0	188	27	4	9	0	0	2	0	0	0	0	0	230
4:45 PM	0	226	26	3	6	0	0	0	0	0	0	0	0	261
Hour Total	0	744	107	15	26	1	0	5	0	0	0	0	0	898
5:00 PM	0	233	23	1	5	0	0	1	0	0	0	0	0	263
5:15 PM	0	214	17	5	4	0	0	2	0	0	0	0	0	242
5:30 PM	0	226	29	9	6	0	0	1	0	0	0	0	0	271
5:45 PM	0	199	23	5	2	0	0	1	1	0	0	0	0	231
Hour Total	0	872	92	20	17	0	0	5	1	0	0	0	0	1007
6:00 PM	0	202	20	4	4	0	0	3	0	0	0	0	0	233
6:15 PM	0	184	22	5	3	0	0	2	0	0	0	0	0	216
6:30 PM	0	181	31	2	2	0	0	0	0	0	0	0	0	216
6:45 PM	0	183	16	4	5	0	0	1	1	0	0	0	0	210
Hour Total	0	750	89	15	14	0	0	6	1	0	0	0	0	875
7:00 PM	2	156	23	2	2	0	0	0	0	0	0	0	0	185
7:15 PM	0	150	24	4	1	0	0	0	0	0	0	0	0	179
7:30 PM	0	142	17	2	0	0	0	0	0	0	0	0	0	161
7:45 PM	0	138	17	2	2	0	0	0	0	0	0	0	0	159
Hour Total	2	586	81	10	5	0	0	0	0	0	0	0	0	684
8:00 PM	0	109	17	2	1	0	0	0	0	0	0	0	0	129
8:15 PM	0	137	20	3	3	0	0	0	0	0	0	0	0	163
8:30 PM	0	106	21	2	1	0	0	0	0	0	0	0	0	130
8:45 PM	0	112	11	1	4	0	0	1	0	0	0	0	0	129
Hour Total	0	464	69	8	9	0	0	1	0	0	0	0	0	551
9:00 PM	0	131	21	1	1	0	0	0	0	0	0	0	0	154
9:15 PM	1	98	15	1	1	0	0	1	0	0	0	0	0	117
9:30 PM	0	104	16	0	3	0	0	0	0	0	0	0	0	123
9:45 PM	0	85	10	1	3	1	0	1	0	0	0	0	0	101
Hour Total	1	418	62	3	8	1	0	2	0	0	0	0	0	495
10:00 PM	0	71	11	0	1	0	0	0	0	0	0	0	0	83
10:15 PM	0	58	6	1	1	0	0	1	0	0	0	0	0	67
10:30 PM	0	67	10	1	2	0	0	0	0	0	0	0	0	80
10:45 PM	0	63	10	1	0	0	0	1	0	0	0	0	0	75
Hour Total	0	259	37	3	4	0	0	2	0	0	0	0	0	305
11:00 PM	0	68	6	1	1	0	0	0	0	0	0	0	0	76
11:15 PM	0	42	5	1	1	0	0	1	0	0	0	0	0	50
11:30 PM	0	43	7	0	0	0	0	0	0	0	0	0	0	50
11:45 PM	0	39	4	1	1	0	0	1	0	0	0	0	0	46
Hour Total	0	192	22	3	3	0	0	2	0	0	0	0	0	222
Totals	11	9332	1671	194	295	28	0	71	8	0	0	0	0	11610
Percent	0.1%	80.4%	14.4%	1.7%	2.5%	0.2%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

5/28/2009

City: Oakland

Project #: 09-7224-018e

Location: Grand Avenue between Perkins Street and Lee Street (Outside Lanes)

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	20	96			18	81				
12:15	15	97			14	75				
12:30	16	86			8	89				
12:45	13	84	64	363	7	104	47	349	111	712
1:00	7	108			5	80				
1:15	6	81			3	90				
1:30	6	87			6	61				
1:45	11	83	30	359	5	70	19	301	49	660
2:00	10	93			3	67				
2:15	10	103			7	86				
2:30	3	111			3	82				
2:45	7	101	30	408	2	94	15	329	45	737
3:00	3	99			2	95				
3:15	3	107			3	95				
3:30	2	125			2	106				
3:45	4	135	12	466	2	83	9	379	21	845
4:00	0	124			4	89				
4:15	4	120			7	74				
4:30	3	159			4	71				
4:45	3	165	10	568	5	96	20	330	30	898
5:00	4	182			8	81				
5:15	6	166			8	76				
5:30	11	176			15	95				
5:45	7	160	28	684	11	71	42	323	70	1007
6:00	16	144			21	89				
6:15	19	120			25	96				
6:30	10	118			39	98				
6:45	28	105	73	487	52	105	137	388	210	875
7:00	36	98			53	87				
7:15	35	100			56	79				
7:30	41	87			101	74				
7:45	62	88	174	373	99	71	309	311	483	684
8:00	57	78			125	51				
8:15	58	83			160	80				
8:30	69	82			137	48				
8:45	54	70	238	313	120	59	542	238	780	551
9:00	67	80			119	74				
9:15	49	72			90	45				
9:30	81	68			75	55				
9:45	83	48	280	268	88	53	372	227	652	495
10:00	61	46			81	37				
10:15	69	39			79	28				
10:30	72	39			69	41				
10:45	60	43	262	167	65	32	294	138	556	305
11:00	77	36			85	40				
11:15	71	33			59	17				
11:30	73	25			76	25				
11:45	87	27	308	121	84	19	304	101	612	222
Total	1509	4577	1509	4577	2110	3414	2110	3414	3619	7991
Combined Total	6086		6086		5524		5524		11610	
AM Peak	11:45 AM				8:00 AM					
Vol.	366				542					
P.H.F.	0.943				0.847					
PM Peak	4:45 PM				2:45 PM					
Vol.	689				390					
P.H.F.	0.946				0.920					
Percentage	24.8%	75.2%			38.2%	61.8%				

Class Report - Prepared by: NDS/ATD

5th Avenue south of East 12th Street
Oakland

Project #:09-7224-019n

Date: 6/3/2009

WEDNESDAY

North Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
12:15 AM	0	8	2	1	0	0	0	0	0	0	0	0	0	11
12:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
12:45 AM	0	4	1	0	2	0	0	0	0	0	0	0	0	7
Hour Total	0	24	3	1	2	0	0	0	0	0	0	0	0	30
1:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
1:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
1:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
1:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	21	1	0	0	0	0	0	0	0	0	0	0	22
2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:15 AM	0	4	0	0	0	0	0	0	1	0	0	0	0	5
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	10	0	0	0	0	0	0	1	0	0	0	0	11
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	7	0	0	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	9	0	0	0	0	0	0	0	0	0	0	0	9
5:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
5:45 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	4
Hour Total	0	10	0	0	0	1	0	0	0	0	0	0	0	11
6:00 AM	0	5	1	0	1	2	0	0	0	0	0	0	0	9
6:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
6:30 AM	0	6	2	1	0	0	0	0	0	0	0	0	0	9
6:45 AM	0	7	2	1	0	0	0	0	0	0	0	0	0	10
Hour Total	0	25	5	2	1	2	0	0	0	0	0	0	0	35
7:00 AM	0	17	3	1	1	1	0	0	0	0	0	0	0	23
7:15 AM	0	19	4	0	1	1	0	0	0	0	0	0	0	25
7:30 AM	0	29	4	2	2	0	0	0	0	0	0	0	0	37
7:45 AM	0	34	4	1	4	0	0	2	0	0	0	0	0	45
Hour Total	0	99	15	4	8	2	0	2	0	0	0	0	0	130

8:00 AM	0	41	4	0	1	1	0	0	0	0	0	0	0	47
8:15 AM	0	41	8	2	1	0	0	0	0	0	0	0	0	52
8:30 AM	0	31	10	1	1	0	0	0	0	0	0	0	0	43
8:45 AM	0	37	3	1	2	0	0	1	0	0	0	0	0	44
Hour Total	0	150	25	4	5	1	0	1	0	0	0	0	0	186
9:00 AM	0	34	11	1	3	0	0	1	0	0	0	0	0	50
9:15 AM	0	44	3	0	2	0	0	1	0	0	0	0	0	50
9:30 AM	1	32	10	2	2	0	0	0	0	0	0	0	0	47
9:45 AM	0	28	7	2	1	0	0	0	0	0	0	0	0	38
Hour Total	1	138	31	5	8	0	0	2	0	0	0	0	0	185
10:00 AM	0	31	5	0	0	0	0	0	0	0	0	0	0	36
10:15 AM	0	39	6	1	3	0	0	0	0	0	0	0	0	49
10:30 AM	0	38	2	1	1	0	0	0	0	0	0	0	0	42
10:45 AM	0	37	5	1	2	0	0	1	0	0	0	0	0	46
Hour Total	0	145	18	3	6	0	0	1	0	0	0	0	0	173
11:00 AM	1	38	2	1	0	0	0	0	1	0	0	0	0	43
11:15 AM	0	54	7	0	1	0	0	0	0	0	0	0	0	62
11:30 AM	0	42	2	1	2	1	0	0	1	0	0	0	0	49
11:45 AM	0	47	10	1	0	0	0	0	0	0	0	0	0	58
Hour Total	1	181	21	3	3	1	0	0	2	0	0	0	0	212
12:00 PM	0	49	7	0	2	0	0	0	0	0	0	0	0	58
12:15 PM	0	48	8	0	1	0	0	0	0	0	0	0	0	57
12:30 PM	0	51	5	1	0	2	0	0	0	0	0	0	0	59
12:45 PM	0	48	6	1	3	0	0	0	0	0	0	0	0	58
Hour Total	0	196	26	2	6	2	0	0	0	0	0	0	0	232
1:00 PM	0	53	8	2	0	0	0	3	0	0	0	0	0	66
1:15 PM	0	43	4	1	4	0	0	2	0	0	0	0	0	54
1:30 PM	0	55	7	1	0	0	0	0	0	0	0	0	0	63
1:45 PM	0	52	5	1	3	0	0	0	0	0	0	0	0	61
Hour Total	0	203	24	5	7	0	0	5	0	0	0	0	0	244
2:00 PM	0	55	5	1	3	0	0	0	0	0	0	0	0	64
2:15 PM	0	54	4	1	2	0	0	0	0	0	0	0	0	61
2:30 PM	1	60	4	1	2	0	0	0	0	0	0	0	0	68
2:45 PM	0	54	1	1	0	0	0	0	0	0	0	0	0	56
Hour Total	1	223	14	4	7	0	0	0	0	0	0	0	0	249
3:00 PM	0	65	7	3	1	0	0	2	0	0	0	0	0	78
3:15 PM	0	58	8	1	1	0	0	2	0	0	0	0	0	70
3:30 PM	0	59	6	2	0	0	0	0	0	0	0	0	0	67
3:45 PM	0	62	7	0	1	0	0	0	0	0	0	0	0	70
Hour Total	0	244	28	6	3	0	0	4	0	0	0	0	0	285

4:00 PM	0	62	5	6	2	0	0	2	0	0	0	0	0	77
4:15 PM	0	80	3	5	0	0	0	6	0	0	0	0	0	94
4:30 PM	0	53	7	5	0	0	0	1	0	0	0	0	0	66
4:45 PM	0	78	8	4	0	0	0	2	0	0	0	0	0	92
Hour Total	0	273	23	20	2	0	0	11	0	0	0	0	0	329
5:00 PM	0	74	6	1	2	0	0	1	0	0	0	0	0	84
5:15 PM	0	76	5	1	2	0	0	0	0	0	0	0	0	84
5:30 PM	0	70	6	0	2	0	0	0	0	0	0	0	0	78
5:45 PM	0	62	3	3	1	0	0	1	0	0	0	0	0	70
Hour Total	0	282	20	5	7	0	0	2	0	0	0	0	0	316
6:00 PM	0	65	5	2	2	0	0	1	0	0	0	0	0	75
6:15 PM	0	71	5	2	0	0	0	1	0	0	0	0	0	79
6:30 PM	0	50	1	1	1	0	0	0	0	0	0	0	0	53
6:45 PM	0	68	4	1	0	0	0	0	0	0	0	0	0	73
Hour Total	0	254	15	6	3	0	0	2	0	0	0	0	0	280
7:00 PM	0	53	8	1	1	0	0	1	0	0	0	0	0	64
7:15 PM	0	50	0	0	0	0	0	0	0	0	0	0	0	50
7:30 PM	0	50	6	1	0	0	0	0	0	0	0	0	0	57
7:45 PM	0	54	1	1	0	0	0	0	0	0	0	0	0	56
Hour Total	0	207	15	3	1	0	0	1	0	0	0	0	0	227
8:00 PM	0	26	1	0	1	0	0	0	0	0	0	0	0	28
8:15 PM	0	35	1	1	0	0	0	0	1	0	0	0	0	38
8:30 PM	0	39	4	0	0	0	0	0	0	0	0	0	0	43
8:45 PM	1	30	1	0	0	0	0	0	0	0	0	0	0	32
Hour Total	1	130	7	1	1	0	0	0	1	0	0	0	0	141
9:00 PM	0	40	3	1	0	0	0	0	0	0	0	0	0	44
9:15 PM	0	36	4	0	0	0	0	0	0	0	0	0	0	40
9:30 PM	0	34	6	1	0	0	0	0	1	0	0	0	0	42
9:45 PM	0	30	4	0	0	0	0	1	0	0	0	0	0	35
Hour Total	0	140	17	2	0	0	0	1	1	0	0	0	0	161
10:00 PM	0	25	2	0	1	0	0	0	0	0	0	0	0	28
10:15 PM	0	26	2	1	0	0	0	0	0	0	0	0	0	29
10:30 PM	0	29	2	0	1	0	0	0	0	0	0	0	0	32
10:45 PM	0	23	3	1	1	0	0	0	0	0	0	0	0	28
Hour Total	0	103	9	2	3	0	0	0	0	0	0	0	0	117
11:00 PM	0	20	0	0	0	0	0	0	0	0	0	0	0	20
11:15 PM	0	16	3	1	1	0	0	0	0	0	0	0	0	21
11:30 PM	0	18	2	0	1	0	0	0	0	0	0	0	0	21
11:45 PM	0	11	1	1	0	0	0	0	0	0	0	0	0	13
Hour Total	0	65	6	2	2	0	0	0	0	0	0	0	0	75
Totals	4	3139	323	80	75	9	0	32	5	0	0	0	0	3667
Percent	0.1%	85.6%	8.8%	2.2%	2.0%	0.2%	0.0%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

5th Avenue south of East 12th Street
Oakland
Project #:09-7224-019s

Date: 6/3/2009 WEDNESDAY

South Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
12:15 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	3
12:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
12:45 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
Hour Total	0	12	2	1	1	0	0	0	0	0	0	0	0	16
1:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
1:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	8	2	0	0	0	0	0	0	0	0	0	0	10
2:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	7	2	0	0	0	0	0	0	0	0	0	0	9
3:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	11	2	0	0	0	0	0	0	0	0	0	0	13
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
4:45 AM	0	6	1	0	1	0	0	0	0	0	0	0	0	8
Hour Total	0	14	3	0	1	0	0	0	0	0	0	0	0	18
5:00 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
5:15 AM	0	4	0	0	2	0	0	0	0	0	0	0	0	6
5:30 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
5:45 AM	0	5	1	1	0	0	0	0	0	0	0	0	0	7
Hour Total	0	29	4	1	2	0	0	0	0	0	0	0	0	36
6:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
6:15 AM	0	27	3	1	0	0	0	0	0	0	0	0	0	31
6:30 AM	0	26	2	1	0	0	0	0	0	0	0	0	0	29
6:45 AM	0	28	3	1	0	0	0	0	0	0	0	0	0	32
Hour Total	0	89	9	3	0	0	0	0	0	0	0	0	0	101
7:00 AM	0	37	4	0	2	0	0	0	0	0	0	0	0	43
7:15 AM	0	38	2	1	0	0	0	0	0	0	0	0	0	41
7:30 AM	0	44	6	2	2	0	0	0	0	0	0	0	0	54
7:45 AM	0	69	8	1	2	0	0	0	0	0	0	0	0	80
Hour Total	0	188	20	4	6	0	0	0	0	0	0	0	0	218

8:00 AM	0	44	12	1	8	0	0	0	0	0	0	0	0	65
8:15 AM	0	61	8	0	3	2	0	0	0	0	0	0	0	74
8:30 AM	0	58	9	1	0	0	0	0	0	0	0	0	0	68
8:45 AM	0	65	9	1	0	0	0	3	0	0	0	0	0	78
Hour Total	0	228	38	3	11	2	0	3	0	0	0	0	0	285
9:00 AM	0	44	10	0	3	0	0	0	0	0	0	0	0	57
9:15 AM	0	46	8	2	0	0	0	1	0	0	0	0	0	57
9:30 AM	0	45	10	1	3	0	0	0	0	0	0	0	0	59
9:45 AM	0	36	5	1	1	1	0	3	0	0	0	0	0	47
Hour Total	0	171	33	4	7	1	0	4	0	0	0	0	0	220
10:00 AM	0	34	6	0	2	0	0	0	0	0	0	0	0	42
10:15 AM	0	30	5	1	0	0	0	0	0	0	0	0	0	36
10:30 AM	0	10	4	1	0	1	0	0	0	0	0	0	0	16
10:45 AM	0	14	4	1	1	0	0	0	0	0	0	0	0	20
Hour Total	0	88	19	3	3	1	0	0	0	0	0	0	0	114
11:00 AM	0	13	3	1	0	0	0	0	0	0	0	0	0	17
11:15 AM	0	9	2	2	0	0	0	0	0	0	0	0	0	13
11:30 AM	0	9	4	2	1	0	0	0	0	0	0	0	0	16
11:45 AM	0	8	3	1	0	0	0	0	0	0	0	0	0	12
Hour Total	0	39	12	6	1	0	0	0	0	0	0	0	0	58
12:00 PM	0	6	2	1	2	0	0	0	0	0	0	0	0	11
12:15 PM	1	14	1	0	1	0	0	0	0	0	0	0	0	17
12:30 PM	0	24	7	1	2	0	0	0	0	0	0	0	0	34
12:45 PM	0	39	3	1	3	0	0	0	0	0	0	0	0	46
Hour Total	1	83	13	3	8	0	0	0	0	0	0	0	0	108
1:00 PM	0	46	2	0	3	0	0	2	0	0	0	0	0	53
1:15 PM	0	44	10	1	3	1	0	0	0	0	0	0	0	59
1:30 PM	0	42	7	1	2	0	0	0	0	0	1	0	0	53
1:45 PM	0	35	4	1	2	0	0	0	0	0	0	0	0	42
Hour Total	0	167	23	3	10	1	0	2	0	0	1	0	0	207
2:00 PM	0	30	8	1	1	0	0	0	0	0	0	0	0	40
2:15 PM	0	33	5	1	1	1	0	1	1	0	0	0	0	43
2:30 PM	0	36	2	1	1	0	0	0	0	0	0	0	0	40
2:45 PM	0	39	6	1	2	0	0	0	0	0	0	0	0	48
Hour Total	0	138	21	4	5	1	0	1	1	0	0	0	0	171
3:00 PM	0	37	6	0	3	0	0	1	0	0	0	0	0	47
3:15 PM	0	40	12	1	0	0	0	2	0	0	0	0	0	55
3:30 PM	0	45	5	1	0	0	0	1	0	0	0	0	0	52
3:45 PM	0	52	7	1	2	0	0	1	0	0	0	0	0	63
Hour Total	0	174	30	3	5	0	0	5	0	0	0	0	0	217

4:00 PM	0	45	6	0	0	0	0	0	0	0	0	0	0	51
4:15 PM	0	33	15	1	4	0	0	3	0	0	0	0	0	56
4:30 PM	0	48	3	1	0	0	0	0	0	0	0	0	0	52
4:45 PM	0	44	3	1	3	0	0	0	0	0	0	0	0	51
Hour Total	0	170	27	3	7	0	0	3	0	0	0	0	0	210
5:00 PM	0	51	5	0	1	0	0	0	0	0	0	0	0	57
5:15 PM	0	38	7	1	1	0	0	1	0	0	0	0	0	48
5:30 PM	0	35	6	1	0	0	0	0	0	0	0	0	0	42
5:45 PM	0	42	8	1	4	0	0	0	0	0	0	0	0	55
Hour Total	0	166	26	3	6	0	0	1	0	0	0	0	0	202
6:00 PM	0	50	5	0	1	0	0	0	0	0	0	0	0	56
6:15 PM	0	35	5	1	1	0	0	0	0	0	0	0	0	42
6:30 PM	0	35	5	1	2	0	0	1	0	0	0	0	0	44
6:45 PM	0	42	3	1	0	0	0	0	0	0	0	0	0	46
Hour Total	0	162	18	3	4	0	0	1	0	0	0	0	0	188
7:00 PM	0	34	4	1	0	0	0	1	1	0	0	0	0	41
7:15 PM	0	21	2	0	3	0	0	0	0	0	0	0	0	26
7:30 PM	0	28	2	1	0	0	0	1	0	0	0	0	0	32
7:45 PM	0	34	4	1	2	0	0	0	0	0	0	0	0	41
Hour Total	0	117	12	3	5	0	0	2	1	0	0	0	0	140
8:00 PM	0	29	5	0	1	0	0	0	0	0	0	0	0	35
8:15 PM	0	17	1	1	2	0	0	0	0	0	0	0	0	21
8:30 PM	0	15	3	0	0	0	0	0	0	0	0	0	0	18
8:45 PM	0	21	2	1	0	0	0	0	0	0	0	0	0	24
Hour Total	0	82	11	2	3	0	0	0	0	0	0	0	0	98
9:00 PM	0	26	3	0	1	0	0	0	0	0	0	0	0	30
9:15 PM	0	21	4	1	1	0	0	0	0	0	0	0	0	27
9:30 PM	0	21	3	0	0	0	0	0	1	0	0	0	0	25
9:45 PM	0	13	1	1	1	0	0	0	0	0	0	0	0	16
Hour Total	0	81	11	2	3	0	0	0	1	0	0	0	0	98
10:00 PM	0	13	3	0	2	0	0	0	0	0	0	0	0	18
10:15 PM	0	9	2	1	0	0	0	0	1	0	0	0	0	13
10:30 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
10:45 PM	0	10	1	1	0	0	0	0	0	0	0	0	0	12
Hour Total	0	45	7	2	2	0	0	0	1	0	0	0	0	57
11:00 PM	0	15	0	0	1	0	0	0	0	0	0	0	0	16
11:15 PM	0	5	1	1	2	0	0	0	0	0	0	0	0	9
11:30 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
11:45 PM	0	8	2	1	0	0	0	0	0	0	0	0	0	11
Hour Total	0	32	4	2	3	0	0	0	0	0	0	0	0	41
Totals	1	2301	349	58	93	6	0	22	4	0	1	0	0	2835
Percent	0.0%	81.2%	12.3%	2.0%	3.3%	0.2%	0.0%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

5th Avenue south of East 12th Street
Oakland
Project #:09-7224-019s

Date: 6/3/2009 WEDNESDAY

North Bound, South Bound															
Begin	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle		
Time	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total	
12:00 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
12:15 AM	0	10	2	2	0	0	0	0	0	0	0	0	0	14	
12:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
12:45 AM	0	6	2	0	3	0	0	0	0	0	0	0	0	11	
Hour Total	0	36	5	2	3	0	0	0	0	0	0	0	0	46	
1:00 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	11	
1:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
1:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
1:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
Hour Total	0	29	3	0	0	0	0	0	0	0	0	0	0	32	
2:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
2:15 AM	0	4	0	0	0	0	0	0	1	0	0	0	0	5	
2:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
2:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
Hour Total	0	17	2	0	0	0	0	0	1	0	0	0	0	20	
3:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
3:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
3:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8	
3:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3	
Hour Total	0	18	2	0	0	0	0	0	0	0	0	0	0	20	
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
4:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
4:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
4:45 AM	0	10	1	0	1	0	0	0	0	0	0	0	0	12	
Hour Total	0	23	3	0	1	0	0	0	0	0	0	0	0	27	
5:00 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13	
5:15 AM	0	4	0	0	2	0	0	0	0	0	0	0	0	6	
5:30 AM	0	16	1	0	0	0	0	0	0	0	0	0	0	17	
5:45 AM	0	8	1	1	0	1	0	0	0	0	0	0	0	11	
Hour Total	0	39	4	1	2	1	0	0	0	0	0	0	0	47	
6:00 AM	0	13	2	0	1	2	0	0	0	0	0	0	0	18	
6:15 AM	0	34	3	1	0	0	0	0	0	0	0	0	0	38	
6:30 AM	0	32	4	2	0	0	0	0	0	0	0	0	0	38	
6:45 AM	0	35	5	2	0	0	0	0	0	0	0	0	0	42	
Hour Total	0	114	14	5	1	2	0	0	0	0	0	0	0	136	
7:00 AM	0	54	7	1	3	1	0	0	0	0	0	0	0	66	
7:15 AM	0	57	6	1	1	1	0	0	0	0	0	0	0	66	
7:30 AM	0	73	10	4	4	0	0	0	0	0	0	0	0	91	
7:45 AM	0	103	12	2	6	0	0	2	0	0	0	0	0	125	
Hour Total	0	287	35	8	14	2	0	2	0	0	0	0	0	348	

8:00 AM	0	85	16	1	9	1	0	0	0	0	0	0	0	112
8:15 AM	0	102	16	2	4	2	0	0	0	0	0	0	0	126
8:30 AM	0	89	19	2	1	0	0	0	0	0	0	0	0	111
8:45 AM	0	102	12	2	2	0	0	4	0	0	0	0	0	122
Hour Total	0	378	63	7	16	3	0	4	0	0	0	0	0	471
9:00 AM	0	78	21	1	6	0	0	1	0	0	0	0	0	107
9:15 AM	0	90	11	2	2	0	0	2	0	0	0	0	0	107
9:30 AM	1	77	20	3	5	0	0	0	0	0	0	0	0	106
9:45 AM	0	64	12	3	2	1	0	3	0	0	0	0	0	85
Hour Total	1	309	64	9	15	1	0	6	0	0	0	0	0	405
10:00 AM	0	65	11	0	2	0	0	0	0	0	0	0	0	78
10:15 AM	0	69	11	2	3	0	0	0	0	0	0	0	0	85
10:30 AM	0	48	6	2	1	1	0	0	0	0	0	0	0	58
10:45 AM	0	51	9	2	3	0	0	1	0	0	0	0	0	66
Hour Total	0	233	37	6	9	1	0	1	0	0	0	0	0	287
11:00 AM	1	51	5	2	0	0	0	0	1	0	0	0	0	60
11:15 AM	0	63	9	2	1	0	0	0	0	0	0	0	0	75
11:30 AM	0	51	6	3	3	1	0	0	1	0	0	0	0	65
11:45 AM	0	55	13	2	0	0	0	0	0	0	0	0	0	70
Hour Total	1	220	33	9	4	1	0	0	2	0	0	0	0	270
12:00 PM	0	55	9	1	4	0	0	0	0	0	0	0	0	69
12:15 PM	1	62	9	0	2	0	0	0	0	0	0	0	0	74
12:30 PM	0	75	12	2	2	2	0	0	0	0	0	0	0	93
12:45 PM	0	87	9	2	6	0	0	0	0	0	0	0	0	104
Hour Total	1	279	39	5	14	2	0	0	0	0	0	0	0	340
1:00 PM	0	99	10	2	3	0	0	5	0	0	0	0	0	119
1:15 PM	0	87	14	2	7	1	0	2	0	0	0	0	0	113
1:30 PM	0	97	14	2	2	0	0	0	0	0	1	0	0	116
1:45 PM	0	87	9	2	5	0	0	0	0	0	0	0	0	103
Hour Total	0	370	47	8	17	1	0	7	0	0	1	0	0	451
2:00 PM	0	85	13	2	4	0	0	0	0	0	0	0	0	104
2:15 PM	0	87	9	2	3	1	0	1	1	0	0	0	0	104
2:30 PM	1	96	6	2	3	0	0	0	0	0	0	0	0	108
2:45 PM	0	93	7	2	2	0	0	0	0	0	0	0	0	104
Hour Total	1	361	35	8	12	1	0	1	1	0	0	0	0	420
3:00 PM	0	102	13	3	4	0	0	3	0	0	0	0	0	125
3:15 PM	0	98	20	2	1	0	0	4	0	0	0	0	0	125
3:30 PM	0	104	11	3	0	0	0	1	0	0	0	0	0	119
3:45 PM	0	114	14	1	3	0	0	1	0	0	0	0	0	133
Hour Total	0	418	58	9	8	0	0	9	0	0	0	0	0	502

4:00 PM	0	107	11	6	2	0	0	2	0	0	0	0	0	128
4:15 PM	0	113	18	6	4	0	0	9	0	0	0	0	0	150
4:30 PM	0	101	10	6	0	0	0	1	0	0	0	0	0	118
4:45 PM	0	122	11	5	3	0	0	2	0	0	0	0	0	143
Hour Total	0	443	50	23	9	0	0	14	0	0	0	0	0	539
5:00 PM	0	125	11	1	3	0	0	1	0	0	0	0	0	141
5:15 PM	0	114	12	2	3	0	0	1	0	0	0	0	0	132
5:30 PM	0	105	12	1	2	0	0	0	0	0	0	0	0	120
5:45 PM	0	104	11	4	5	0	0	1	0	0	0	0	0	125
Hour Total	0	448	46	8	13	0	0	3	0	0	0	0	0	518
6:00 PM	0	115	10	2	3	0	0	1	0	0	0	0	0	131
6:15 PM	0	106	10	3	1	0	0	1	0	0	0	0	0	121
6:30 PM	0	85	6	2	3	0	0	1	0	0	0	0	0	97
6:45 PM	0	110	7	2	0	0	0	0	0	0	0	0	0	119
Hour Total	0	416	33	9	7	0	0	3	0	0	0	0	0	468
7:00 PM	0	87	12	2	1	0	0	2	1	0	0	0	0	105
7:15 PM	0	71	2	0	3	0	0	0	0	0	0	0	0	76
7:30 PM	0	78	8	2	0	0	0	1	0	0	0	0	0	89
7:45 PM	0	88	5	2	2	0	0	0	0	0	0	0	0	97
Hour Total	0	324	27	6	6	0	0	3	1	0	0	0	0	367
8:00 PM	0	55	6	0	2	0	0	0	0	0	0	0	0	63
8:15 PM	0	52	2	2	2	0	0	0	1	0	0	0	0	59
8:30 PM	0	54	7	0	0	0	0	0	0	0	0	0	0	61
8:45 PM	1	51	3	1	0	0	0	0	0	0	0	0	0	56
Hour Total	1	212	18	3	4	0	0	0	1	0	0	0	0	239
9:00 PM	0	66	6	1	1	0	0	0	0	0	0	0	0	74
9:15 PM	0	57	8	1	1	0	0	0	0	0	0	0	0	67
9:30 PM	0	55	9	1	0	0	0	0	2	0	0	0	0	67
9:45 PM	0	43	5	1	1	0	0	1	0	0	0	0	0	51
Hour Total	0	221	28	4	3	0	0	1	2	0	0	0	0	259
10:00 PM	0	38	5	0	3	0	0	0	0	0	0	0	0	46
10:15 PM	0	35	4	2	0	0	0	0	1	0	0	0	0	42
10:30 PM	0	42	3	0	1	0	0	0	0	0	0	0	0	46
10:45 PM	0	33	4	2	1	0	0	0	0	0	0	0	0	40
Hour Total	0	148	16	4	5	0	0	0	1	0	0	0	0	174
11:00 PM	0	35	0	0	1	0	0	0	0	0	0	0	0	36
11:15 PM	0	21	4	2	3	0	0	0	0	0	0	0	0	30
11:30 PM	0	22	3	0	1	0	0	0	0	0	0	0	0	26
11:45 PM	0	19	3	2	0	0	0	0	0	0	0	0	0	24
Hour Total	0	97	10	4	5	0	0	0	0	0	0	0	0	116
Totals	5	5440	672	138	168	15	0	54	9	0	1	0	0	6502
Percent	0.1%	83.7%	10.3%	2.1%	2.6%	0.2%	0.0%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/3/2009

City: Oakland

Project #: 09-7224-019s

Location: 5th Avenue south of East 12th Street

Start Time	Southbound		Hour Totals		Northbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	4	11			8	58				
12:15	3	17			11	57				
12:30	5	34			4	59				
12:45	4	46	16	108	7	58	30	232	46	340
1:00	5	53			6	66				
1:15	0	59			7	54				
1:30	3	53			5	63				
1:45	2	42	10	207	4	61	22	244	32	451
2:00	4	40			3	64				
2:15	0	43			5	61				
2:30	4	40			1	68				
2:45	1	48	9	171	2	56	11	249	20	420
3:00	3	47			2	78				
3:15	4	55			0	70				
3:30	4	52			4	67				
3:45	2	63	13	217	1	70	7	285	20	502
4:00	1	51			1	77				
4:15	3	56			3	94				
4:30	6	52			1	66				
4:45	8	51	18	210	4	92	9	329	27	539
5:00	10	57			3	84				
5:15	6	48			0	84				
5:30	13	42			4	78				
5:45	7	55	36	202	4	70	11	316	47	518
6:00	9	56			9	75				
6:15	31	42			7	79				
6:30	29	44			9	53				
6:45	32	46	101	188	10	73	35	280	136	468
7:00	43	41			23	64				
7:15	41	26			25	50				
7:30	54	32			37	57				
7:45	80	41	218	140	45	56	130	227	348	367
8:00	65	35			47	28				
8:15	74	21			52	38				
8:30	68	18			43	43				
8:45	78	24	285	98	44	32	186	141	471	239
9:00	57	30			50	44				
9:15	57	27			50	40				
9:30	59	25			47	42				
9:45	47	16	220	98	38	35	185	161	405	259
10:00	42	18			36	28				
10:15	36	13			49	29				
10:30	16	14			42	32				
10:45	20	12	114	57	46	28	173	117	287	174
11:00	17	16			43	20				
11:15	13	9			62	21				
11:30	16	5			49	21				
11:45	12	11	58	41	58	13	212	75	270	116
Total	1098	1737	1098	1737	1011	2656	1011	2656	2109	4393
Combined Total	2835		2835		3667		3667		6502	
AM Peak	7:45 AM				11:45 AM					
Vol.	287				232					
P.H.F.	0.897				0.983					
PM Peak	3:30 PM				4:45 PM					
Vol.	222				338					
P.H.F.	0.881				0.918					
Percentage	38.7%	61.3%			27.6%	72.4%				

Class Report - Prepared by: NDS/ATD

5th Avenue south of East 12th Street
Oakland

Project #:09-7224-019n

Date: 6/4/2009

THURSDAY

North Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
12:15 AM	0	9	1	1	0	0	0	0	0	0	0	0	0	11
12:30 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
12:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	34	2	1	0	0	0	0	0	0	0	0	0	37
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	11	0	0	0	0	0	0	0	0	0	0	0	11
2:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
2:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	15	3	0	0	0	0	0	0	0	0	0	0	18
3:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:15 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	11	4	0	0	0	0	0	0	0	0	0	0	15
4:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:30 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
4:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	12	1	0	1	0	0	0	0	0	0	0	0	14
5:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
5:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45 AM	0	1	3	0	2	1	0	0	0	0	0	0	0	7
Hour Total	0	10	3	0	2	1	0	0	0	0	0	0	0	16
6:00 AM	0	6	0	0	0	1	0	0	0	0	0	0	0	7
6:15 AM	0	6	1	0	1	1	0	2	0	0	0	0	0	11
6:30 AM	0	3	2	1	2	0	0	0	0	0	0	0	0	8
6:45 AM	0	12	2	1	0	0	0	0	0	0	0	0	0	15
Hour Total	0	27	5	2	3	2	0	2	0	0	0	0	0	41
7:00 AM	0	21	2	1	0	0	0	0	0	0	0	0	0	24
7:15 AM	0	16	3	0	0	0	0	0	1	0	0	0	0	20
7:30 AM	0	29	1	1	1	0	0	1	0	0	0	0	0	33
7:45 AM	0	33	5	1	4	0	0	0	0	0	0	0	0	43
Hour Total	0	99	11	3	5	0	0	1	1	0	0	0	0	120

8:00 AM	0	29	2	0	2	0	0	0	0	0	0	0	0	33
8:15 AM	0	31	2	1	0	1	0	1	0	0	0	0	0	36
8:30 AM	0	40	7	1	2	0	0	0	0	0	0	0	0	50
8:45 AM	0	41	8	1	0	0	0	2	0	0	0	0	0	52
Hour Total	0	141	19	3	4	1	0	3	0	0	0	0	0	171
9:00 AM	0	42	5	3	1	0	0	0	0	0	0	0	0	51
9:15 AM	1	49	3	0	0	0	0	0	0	0	0	0	0	53
9:30 AM	0	41	9	1	1	1	0	0	0	0	0	0	0	53
9:45 AM	0	35	3	1	2	0	0	1	0	0	0	0	0	42
Hour Total	1	167	20	5	4	1	0	1	0	0	0	0	0	199
10:00 AM	0	40	5	1	3	0	0	2	0	0	0	0	0	51
10:15 AM	0	35	4	0	3	1	0	0	0	0	0	0	0	43
10:30 AM	0	32	6	1	1	0	0	1	0	0	0	0	0	41
10:45 AM	0	48	0	1	0	1	0	1	0	0	0	0	0	51
Hour Total	0	155	15	3	7	2	0	4	0	0	0	0	0	186
11:00 AM	0	36	3	1	1	0	0	1	0	0	0	0	0	42
11:15 AM	1	37	6	0	1	0	0	0	0	0	0	0	0	45
11:30 AM	0	35	10	1	0	0	0	1	0	0	0	0	0	47
11:45 AM	0	49	6	1	2	1	0	0	0	0	0	0	0	59
Hour Total	1	157	25	3	4	1	0	2	0	0	0	0	0	193
12:00 PM	1	56	3	1	2	1	0	0	0	0	0	0	0	64
12:15 PM	1	51	7	1	1	0	0	1	0	0	0	0	0	62
12:30 PM	0	50	7	1	1	1	0	0	0	0	0	0	0	60
12:45 PM	0	44	6	0	4	1	0	0	0	0	0	0	0	55
Hour Total	2	201	23	3	8	3	0	1	0	0	0	0	0	241
1:00 PM	0	66	6	1	1	0	0	1	0	0	0	0	0	75
1:15 PM	0	53	7	1	3	0	0	0	0	0	0	0	0	64
1:30 PM	0	43	7	2	3	0	0	0	0	0	0	0	0	55
1:45 PM	0	52	5	1	0	0	0	1	1	0	0	0	0	60
Hour Total	0	214	25	5	7	0	0	2	1	0	0	0	0	254
2:00 PM	0	47	9	1	0	0	0	1	0	0	0	0	0	58
2:15 PM	0	55	3	0	2	0	0	1	0	0	0	0	0	61
2:30 PM	0	41	4	3	1	0	0	0	0	0	0	0	0	49
2:45 PM	0	44	4	1	0	0	0	2	0	0	0	0	0	51
Hour Total	0	187	20	5	3	0	0	4	0	0	0	0	0	219
3:00 PM	0	62	4	1	2	0	0	1	0	0	0	0	0	70
3:15 PM	0	65	9	1	0	0	0	1	0	0	0	0	0	76
3:30 PM	0	63	6	2	1	0	0	1	0	0	0	0	0	73
3:45 PM	0	56	6	1	2	0	0	0	0	0	0	0	0	65
Hour Total	0	246	25	5	5	0	0	3	0	0	0	0	0	284

4:00 PM	0	68	7	0	0	0	0	1	0	0	0	0	0	76
4:15 PM	0	71	2	2	1	0	0	1	0	0	0	0	0	77
4:30 PM	0	70	8	1	0	0	0	0	1	0	0	0	0	80
4:45 PM	0	61	9	4	0	0	0	1	0	0	0	0	0	75
Hour Total	0	270	26	7	1	0	0	3	1	0	0	0	0	308
5:00 PM	0	60	5	4	1	0	0	4	0	0	0	0	0	74
5:15 PM	0	83	2	4	0	0	0	1	0	0	0	0	0	90
5:30 PM	0	69	5	1	0	0	0	1	0	0	1	0	0	77
5:45 PM	0	60	6	1	1	1	0	2	0	0	0	0	0	71
Hour Total	0	272	18	10	2	1	0	8	0	0	1	0	0	312
6:00 PM	0	82	7	0	2	0	0	0	0	0	0	0	0	91
6:15 PM	0	48	3	2	0	0	0	0	0	0	0	0	0	53
6:30 PM	0	55	3	1	0	0	0	0	0	0	0	0	0	59
6:45 PM	0	49	3	1	0	0	0	0	0	0	0	0	0	53
Hour Total	0	234	16	4	2	0	0	0	0	0	0	0	0	256
7:00 PM	0	45	5	1	0	0	0	1	0	0	0	0	0	52
7:15 PM	0	52	7	0	1	0	0	0	0	0	0	0	0	60
7:30 PM	0	46	1	1	0	0	0	0	0	0	0	0	0	48
7:45 PM	0	46	1	1	1	0	0	0	0	0	0	0	0	49
Hour Total	0	189	14	3	2	0	0	1	0	0	0	0	0	209
8:00 PM	0	34	1	0	0	0	0	0	0	0	0	0	0	35
8:15 PM	0	41	5	0	0	0	0	0	0	0	0	0	0	46
8:30 PM	0	31	3	0	0	0	0	0	0	0	0	0	0	34
8:45 PM	0	43	3	0	0	0	0	0	0	0	0	0	0	46
Hour Total	0	149	12	0	0	0	0	0	0	0	0	0	0	161
9:00 PM	0	32	3	1	0	1	0	0	0	0	0	0	0	37
9:15 PM	0	34	3	1	3	0	0	0	1	0	0	0	0	42
9:30 PM	0	42	4	0	0	0	0	0	0	0	0	0	0	46
9:45 PM	0	40	1	1	0	0	0	0	0	0	0	0	0	42
Hour Total	0	148	11	3	3	1	0	0	1	0	0	0	0	167
10:00 PM	0	32	2	0	0	0	0	0	0	0	0	0	0	34
10:15 PM	0	30	0	0	1	0	0	2	0	0	0	0	0	33
10:30 PM	0	29	2	1	1	0	0	1	0	0	0	0	0	34
10:45 PM	0	23	2	1	0	0	0	0	0	0	0	0	0	26
Hour Total	0	114	6	2	2	0	0	3	0	0	0	0	0	127
11:00 PM	0	21	1	0	0	0	0	0	1	0	0	0	0	23
11:15 PM	0	18	1	1	0	0	0	0	0	0	0	0	0	20
11:30 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	15
11:45 PM	0	17	1	1	0	0	0	0	0	0	0	0	0	19
Hour Total	0	71	3	2	0	0	0	0	1	0	0	0	0	77
Totals	4	3134	307	69	65	13	0	38	5	0	1	0	0	3636
Percent	0.1%	86.2%	8.4%	1.9%	1.8%	0.4%	0.0%	1.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

5th Avenue south of East 12th Street
Oakland

Project #:09-7224-019s

Date: 6/4/2009

THURSDAY

South Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
12:15 AM	0	4	1	1	1	0	0	0	0	0	0	0	0	7
12:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
12:45 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
Hour Total	0	17	3	1	2	0	0	0	0	0	0	0	0	23
1:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
1:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	10	1	0	0	0	0	0	0	0	0	0	0	11
2:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
2:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	6	3	0	0	0	0	0	0	0	0	0	0	9
3:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
3:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
3:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
3:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	10	4	0	1	0	0	0	0	0	0	0	0	15
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
4:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	5	1	0	1	0	0	0	0	0	0	0	0	7
5:00 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	6
5:15 AM	0	7	0	0	1	0	0	0	0	0	0	0	0	8
5:30 AM	0	14	2	0	0	0	0	0	0	0	0	0	0	16
5:45 AM	0	9	2	1	1	0	0	0	0	0	0	0	0	13
Hour Total	0	35	4	1	3	0	0	0	0	0	0	0	0	43
6:00 AM	0	11	1	1	1	0	0	0	0	0	0	0	0	14
6:15 AM	0	15	3	0	0	0	0	0	0	0	0	0	0	18
6:30 AM	0	23	2	1	0	0	0	0	0	0	0	0	0	26
6:45 AM	0	22	2	1	0	0	0	0	0	0	0	0	0	25
Hour Total	0	71	8	3	1	0	0	0	0	0	0	0	0	83
7:00 AM	0	26	3	1	0	0	0	0	0	0	0	0	0	30
7:15 AM	0	39	2	0	1	0	0	1	0	0	0	0	0	43
7:30 AM	0	36	10	1	1	0	0	1	0	0	0	0	0	49
7:45 AM	0	62	9	2	0	0	0	1	0	0	0	0	0	74
Hour Total	0	163	24	4	2	0	0	3	0	0	0	0	0	196

8:00 AM	0	50	5	2	2	0	0	2	0	0	0	0	0	61
8:15 AM	0	56	9	0	3	0	0	0	0	0	0	0	0	68
8:30 AM	0	53	11	4	2	0	0	1	0	0	0	0	0	71
8:45 AM	0	66	9	1	1	0	0	1	1	0	0	0	0	79
Hour Total	0	225	34	7	8	0	0	4	1	0	0	0	0	279
9:00 AM	0	52	3	2	1	0	0	0	0	0	0	0	0	58
9:15 AM	0	29	5	0	1	0	0	0	0	0	0	0	0	35
9:30 AM	0	33	3	3	0	0	0	2	0	0	0	0	0	41
9:45 AM	0	40	7	1	4	0	0	0	0	0	0	0	0	52
Hour Total	0	154	18	6	6	0	0	2	0	0	0	0	0	186
10:00 AM	0	34	9	0	1	1	0	2	0	0	0	0	0	47
10:15 AM	0	34	5	2	1	1	0	2	0	0	0	0	0	45
10:30 AM	0	30	6	1	2	0	0	0	0	0	0	0	0	39
10:45 AM	0	39	9	1	0	2	0	1	0	0	0	0	0	52
Hour Total	0	137	29	4	4	4	0	5	0	0	0	0	0	183
11:00 AM	1	50	4	0	0	0	0	0	0	0	0	0	0	55
11:15 AM	0	35	6	1	5	0	0	1	0	0	0	0	0	48
11:30 AM	0	31	4	1	0	0	0	0	0	0	0	0	0	36
11:45 AM	0	25	4	1	0	0	0	1	0	0	0	0	0	31
Hour Total	1	141	18	3	5	0	0	2	0	0	0	0	0	170
12:00 PM	0	32	10	0	2	1	0	0	0	0	0	0	0	45
12:15 PM	0	41	7	1	1	0	0	0	0	0	0	0	0	50
12:30 PM	0	37	9	1	3	0	0	1	0	0	0	0	0	51
12:45 PM	0	43	8	1	1	0	0	4	0	0	0	0	0	57
Hour Total	0	153	34	3	7	1	0	5	0	0	0	0	0	203
1:00 PM	0	46	2	0	1	0	0	2	0	0	0	0	0	51
1:15 PM	0	34	3	1	2	0	0	1	0	0	0	0	0	41
1:30 PM	1	32	6	1	1	0	0	1	0	0	0	0	0	42
1:45 PM	0	30	8	1	1	0	0	1	0	0	0	0	0	41
Hour Total	1	142	19	3	5	0	0	5	0	0	0	0	0	175
2:00 PM	0	43	5	1	1	0	0	0	0	0	0	0	0	50
2:15 PM	0	42	6	1	1	0	0	1	0	0	0	0	0	51
2:30 PM	0	24	2	1	1	0	0	0	0	0	0	0	0	28
2:45 PM	0	32	8	1	2	0	0	0	0	0	0	0	0	43
Hour Total	0	141	21	4	5	0	0	1	0	0	0	0	0	172
3:00 PM	0	38	10	0	3	1	0	0	0	0	0	0	0	52
3:15 PM	0	43	10	1	0	0	0	0	0	0	0	0	0	54
3:30 PM	0	47	11	1	0	0	0	1	0	0	0	0	0	60
3:45 PM	0	41	8	1	2	0	0	0	0	0	0	0	0	52
Hour Total	0	169	39	3	5	1	0	1	0	0	0	0	0	218

4:00 PM	0	40	6	0	2	1	0	1	0	0	0	0	0	50
4:15 PM	0	34	6	1	1	0	0	0	0	0	0	0	0	42
4:30 PM	0	46	4	1	3	0	0	1	0	0	0	0	0	55
4:45 PM	0	40	2	1	0	0	0	0	0	0	0	0	0	43
Hour Total	0	160	18	3	6	1	0	2	0	0	0	0	0	190
5:00 PM	0	46	7	0	1	0	1	0	0	0	0	0	0	55
5:15 PM	0	41	8	1	2	0	0	0	0	0	0	0	0	52
5:30 PM	0	39	2	1	1	0	0	0	0	0	0	0	0	43
5:45 PM	0	39	3	0	2	0	0	0	0	0	0	0	0	44
Hour Total	0	165	20	2	6	0	1	0	0	0	0	0	0	194
6:00 PM	0	45	4	3	1	0	0	1	0	0	0	0	0	54
6:15 PM	0	43	9	0	2	0	0	0	0	0	0	0	0	54
6:30 PM	0	31	6	2	3	0	0	0	0	0	0	0	0	42
6:45 PM	0	30	5	1	0	0	0	0	0	0	0	0	0	36
Hour Total	0	149	24	6	6	0	0	1	0	0	0	0	0	186
7:00 PM	0	25	6	0	0	0	0	1	0	0	0	0	0	32
7:15 PM	0	32	5	1	1	0	0	1	0	0	0	0	0	40
7:30 PM	0	31	7	1	1	0	0	0	0	0	0	0	0	40
7:45 PM	0	23	2	1	2	0	0	0	0	0	0	0	0	28
Hour Total	0	111	20	3	4	0	0	2	0	0	0	0	0	140
8:00 PM	0	19	3	0	0	0	0	0	0	0	0	0	0	22
8:15 PM	0	23	4	1	0	0	0	0	0	0	0	0	0	28
8:30 PM	0	25	4	0	0	0	0	0	0	0	0	0	0	29
8:45 PM	0	31	4	1	1	0	0	0	0	0	0	0	0	37
Hour Total	0	98	15	2	1	0	0	0	0	0	0	0	0	116
9:00 PM	0	26	0	0	0	0	0	0	0	0	0	0	0	26
9:15 PM	0	24	3	1	0	0	0	0	0	0	0	0	0	28
9:30 PM	0	16	3	0	2	0	0	0	0	0	0	0	0	21
9:45 PM	0	12	2	1	0	0	0	0	1	0	0	0	0	16
Hour Total	0	78	8	2	2	0	0	0	1	0	0	0	0	91
10:00 PM	0	14	2	0	0	0	0	0	0	0	0	0	0	16
10:15 PM	0	13	2	1	0	0	0	0	0	0	0	0	0	16
10:30 PM	0	9	0	0	1	0	0	0	0	0	0	0	0	10
10:45 PM	0	9	4	1	0	0	0	0	0	0	0	0	0	14
Hour Total	0	45	8	2	1	0	0	0	0	0	0	0	0	56
11:00 PM	0	11	0	0	1	0	0	0	0	0	0	0	0	12
11:15 PM	0	15	1	1	0	0	0	0	0	0	0	0	0	17
11:30 PM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
11:45 PM	0	6	0	1	1	0	0	0	0	0	0	0	0	8
Hour Total	0	39	3	2	2	0	0	0	0	0	0	0	0	46
Totals	2	2424	376	64	83	7	1	33	2	0	0	0	0	2992
Percent	0.1%	81.0%	12.6%	2.1%	2.8%	0.2%	0.0%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

5th Avenue south of East 12th Street
Oakland

Project #:09-7224-019s

Date: 6/4/2009

THURSDAY

North Bound, South Bound

Begin Time	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
12:15 AM	0	13	2	2	1	0	0	0	0	0	0	0	0	18
12:30 AM	0	17	1	0	0	0	0	0	0	0	0	0	0	18
12:45 AM	0	10	0	0	1	0	0	0	0	0	0	0	0	11
Hour Total	0	51	5	2	2	0	0	0	0	0	0	0	0	60
1:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
1:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	21	1	0	0	0	0	0	0	0	0	0	0	22
2:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
2:15 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
2:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
2:45 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	21	6	0	0	0	0	0	0	0	0	0	0	27
3:00 AM	0	8	3	0	0	0	0	0	0	0	0	0	0	11
3:15 AM	0	8	3	0	0	0	0	0	0	0	0	0	0	11
3:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
3:45 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	21	8	0	1	0	0	0	0	0	0	0	0	30
4:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:30 AM	0	6	1	0	2	0	0	0	0	0	0	0	0	9
4:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	17	2	0	2	0	0	0	0	0	0	0	0	21
5:00 AM	0	8	0	0	1	0	0	0	0	0	0	0	0	9
5:15 AM	0	12	0	0	1	0	0	0	0	0	0	0	0	13
5:30 AM	0	15	2	0	0	0	0	0	0	0	0	0	0	17
5:45 AM	0	10	5	1	3	1	0	0	0	0	0	0	0	20
Hour Total	0	45	7	1	5	1	0	0	0	0	0	0	0	59
6:00 AM	0	17	1	1	1	1	0	0	0	0	0	0	0	21
6:15 AM	0	21	4	0	1	1	0	2	0	0	0	0	0	29
6:30 AM	0	26	4	2	2	0	0	0	0	0	0	0	0	34
6:45 AM	0	34	4	2	0	0	0	0	0	0	0	0	0	40
Hour Total	0	98	13	5	4	2	0	2	0	0	0	0	0	124
7:00 AM	0	47	5	2	0	0	0	0	0	0	0	0	0	54
7:15 AM	0	55	5	0	1	0	0	1	1	0	0	0	0	63
7:30 AM	0	65	11	2	2	0	0	2	0	0	0	0	0	82
7:45 AM	0	95	14	3	4	0	0	1	0	0	0	0	0	117
Hour Total	0	262	35	7	7	0	0	4	1	0	0	0	0	316

8:00 AM	0	79	7	2	4	0	0	2	0	0	0	0	0	94
8:15 AM	0	87	11	1	3	1	0	1	0	0	0	0	0	104
8:30 AM	0	93	18	5	4	0	0	1	0	0	0	0	0	121
8:45 AM	0	107	17	2	1	0	0	3	1	0	0	0	0	131
Hour Total	0	366	53	10	12	1	0	7	1	0	0	0	0	450
9:00 AM	0	94	8	5	2	0	0	0	0	0	0	0	0	109
9:15 AM	1	78	8	0	1	0	0	0	0	0	0	0	0	88
9:30 AM	0	74	12	4	1	1	0	2	0	0	0	0	0	94
9:45 AM	0	75	10	2	6	0	0	1	0	0	0	0	0	94
Hour Total	1	321	38	11	10	1	0	3	0	0	0	0	0	385
10:00 AM	0	74	14	1	4	1	0	4	0	0	0	0	0	98
10:15 AM	0	69	9	2	4	2	0	2	0	0	0	0	0	88
10:30 AM	0	62	12	2	3	0	0	1	0	0	0	0	0	80
10:45 AM	0	87	9	2	0	3	0	2	0	0	0	0	0	103
Hour Total	0	292	44	7	11	6	0	9	0	0	0	0	0	369
11:00 AM	1	86	7	1	1	0	0	1	0	0	0	0	0	97
11:15 AM	1	72	12	1	6	0	0	1	0	0	0	0	0	93
11:30 AM	0	66	14	2	0	0	0	1	0	0	0	0	0	83
11:45 AM	0	74	10	2	2	1	0	1	0	0	0	0	0	90
Hour Total	2	298	43	6	9	1	0	4	0	0	0	0	0	363
12:00 PM	1	88	13	1	4	2	0	0	0	0	0	0	0	109
12:15 PM	1	92	14	2	2	0	0	1	0	0	0	0	0	112
12:30 PM	0	87	16	2	4	1	0	1	0	0	0	0	0	111
12:45 PM	0	87	14	1	5	1	0	4	0	0	0	0	0	112
Hour Total	2	354	57	6	15	4	0	6	0	0	0	0	0	444
1:00 PM	0	112	8	1	2	0	0	3	0	0	0	0	0	126
1:15 PM	0	87	10	2	5	0	0	1	0	0	0	0	0	105
1:30 PM	1	75	13	3	4	0	0	1	0	0	0	0	0	97
1:45 PM	0	82	13	2	1	0	0	2	1	0	0	0	0	101
Hour Total	1	356	44	8	12	0	0	7	1	0	0	0	0	429
2:00 PM	0	90	14	2	1	0	0	1	0	0	0	0	0	108
2:15 PM	0	97	9	1	3	0	0	2	0	0	0	0	0	112
2:30 PM	0	65	6	4	2	0	0	0	0	0	0	0	0	77
2:45 PM	0	76	12	2	2	0	0	2	0	0	0	0	0	94
Hour Total	0	328	41	9	8	0	0	5	0	0	0	0	0	391
3:00 PM	0	100	14	1	5	1	0	1	0	0	0	0	0	122
3:15 PM	0	108	19	2	0	0	0	1	0	0	0	0	0	130
3:30 PM	0	110	17	3	1	0	0	2	0	0	0	0	0	133
3:45 PM	0	97	14	2	4	0	0	0	0	0	0	0	0	117
Hour Total	0	415	64	8	10	1	0	4	0	0	0	0	0	502

4:00 PM	0	108	13	0	2	1	0	2	0	0	0	0	0	126
4:15 PM	0	105	8	3	2	0	0	1	0	0	0	0	0	119
4:30 PM	0	116	12	2	3	0	0	1	1	0	0	0	0	135
4:45 PM	0	101	11	5	0	0	0	1	0	0	0	0	0	118
Hour Total	0	430	44	10	7	1	0	5	1	0	0	0	0	498
5:00 PM	0	106	12	4	2	0	1	4	0	0	0	0	0	129
5:15 PM	0	124	10	5	2	0	0	1	0	0	0	0	0	142
5:30 PM	0	108	7	2	1	0	0	1	0	0	1	0	0	120
5:45 PM	0	99	9	1	3	1	0	2	0	0	0	0	0	115
Hour Total	0	437	38	12	8	1	1	8	0	0	1	0	0	506
6:00 PM	0	127	11	3	3	0	0	1	0	0	0	0	0	145
6:15 PM	0	91	12	2	2	0	0	0	0	0	0	0	0	107
6:30 PM	0	86	9	3	3	0	0	0	0	0	0	0	0	101
6:45 PM	0	79	8	2	0	0	0	0	0	0	0	0	0	89
Hour Total	0	383	40	10	8	0	0	1	0	0	0	0	0	442
7:00 PM	0	70	11	1	0	0	0	2	0	0	0	0	0	84
7:15 PM	0	84	12	1	2	0	0	1	0	0	0	0	0	100
7:30 PM	0	77	8	2	1	0	0	0	0	0	0	0	0	88
7:45 PM	0	69	3	2	3	0	0	0	0	0	0	0	0	77
Hour Total	0	300	34	6	6	0	0	3	0	0	0	0	0	349
8:00 PM	0	53	4	0	0	0	0	0	0	0	0	0	0	57
8:15 PM	0	64	9	1	0	0	0	0	0	0	0	0	0	74
8:30 PM	0	56	7	0	0	0	0	0	0	0	0	0	0	63
8:45 PM	0	74	7	1	1	0	0	0	0	0	0	0	0	83
Hour Total	0	247	27	2	1	0	0	0	0	0	0	0	0	277
9:00 PM	0	58	3	1	0	1	0	0	0	0	0	0	0	63
9:15 PM	0	58	6	2	3	0	0	0	1	0	0	0	0	70
9:30 PM	0	58	7	0	2	0	0	0	0	0	0	0	0	67
9:45 PM	0	52	3	2	0	0	0	0	1	0	0	0	0	58
Hour Total	0	226	19	5	5	1	0	0	2	0	0	0	0	258
10:00 PM	0	46	4	0	0	0	0	0	0	0	0	0	0	50
10:15 PM	0	43	2	1	1	0	0	2	0	0	0	0	0	49
10:30 PM	0	38	2	1	2	0	0	1	0	0	0	0	0	44
10:45 PM	0	32	6	2	0	0	0	0	0	0	0	0	0	40
Hour Total	0	159	14	4	3	0	0	3	0	0	0	0	0	183
11:00 PM	0	32	1	0	1	0	0	0	1	0	0	0	0	35
11:15 PM	0	33	2	2	0	0	0	0	0	0	0	0	0	37
11:30 PM	0	22	2	0	0	0	0	0	0	0	0	0	0	24
11:45 PM	0	23	1	2	1	0	0	0	0	0	0	0	0	27
Hour Total	0	110	6	4	2	0	0	0	1	0	0	0	0	123
Totals	6	5558	683	133	148	20	1	71	7	0	1	0	0	6628
Percent	0.1%	83.9%	10.3%	2.0%	2.2%	0.3%	0.0%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/4/2009

City: Oakland

Project #: 09-7224-019s

Location: 5th Avenue south of East 12th Street

Start Time	Southbound		Hour Totals		Northbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	6	45			7	64				
12:15	7	50			11	62				
12:30	6	51			12	60				
12:45	4	57	23	203	7	55	37	241	60	444
1:00	4	51			1	75				
1:15	3	41			4	64				
1:30	3	42			5	55				
1:45	1	41	11	175	1	60	11	254	22	429
2:00	4	50			5	58				
2:15	1	51			2	61				
2:30	0	28			5	49				
2:45	4	43	9	172	6	51	18	219	27	391
3:00	7	52			4	70				
3:15	5	54			6	76				
3:30	1	60			1	73				
3:45	2	52	15	218	4	65	15	284	30	502
4:00	1	50			3	76				
4:15	1	42			2	77				
4:30	2	55			7	80				
4:45	3	43	7	190	2	75	14	308	21	498
5:00	6	55			3	74				
5:15	8	52			5	90				
5:30	16	43			1	77				
5:45	13	44	43	194	7	71	16	312	59	506
6:00	14	54			7	91				
6:15	18	54			11	53				
6:30	26	42			8	59				
6:45	25	36	83	186	15	53	41	256	124	442
7:00	30	32			24	52				
7:15	43	40			20	60				
7:30	49	40			33	48				
7:45	74	28	196	140	43	49	120	209	316	349
8:00	61	22			33	35				
8:15	68	28			36	46				
8:30	71	29			50	34				
8:45	79	37	279	116	52	46	171	161	450	277
9:00	58	26			51	37				
9:15	35	28			53	42				
9:30	41	21			53	46				
9:45	52	16	186	91	42	42	199	167	385	258
10:00	47	16			51	34				
10:15	45	16			43	33				
10:30	39	10			41	34				
10:45	52	14	183	56	51	26	186	127	369	183
11:00	55	12			42	23				
11:15	48	17			45	20				
11:30	36	9			47	15				
11:45	31	8	170	46	59	19	193	77	363	123
Total	1205	1787	1205	1787	1021	2615	1021	2615	2226	4402
Combined Total	2992		2992		3636		3636		6628	
AM Peak	8:00 AM				11:45 AM					
Vol.	279				245					
P.H.F.	0.883				0.957					
PM Peak	3:00 PM				5:15 PM					
Vol.	218				329					
P.H.F.	0.908				0.904					
Percentage	40.3%	59.7%			28.1%	71.9%				

Class Report - Prepared by: NDS/ATD

East 12th Street east of 5th Avenue
Oakland

Project #:09-7224-020w

Date: 6/3/2009

WEDNESDAY

West Bound

Begin Time	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
12:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:30 AM	0	6	0	0	0	0	0	1	0	0	0	0	0	7
12:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	13	0	0	0	0	0	1	0	0	0	0	0	14
1:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
1:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
1:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	17	0	0	0	0	0	0	0	0	0	0	0	17
2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
Hour Total	0	10	0	0	1	0	0	0	0	0	0	0	0	11
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
3:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	12	0	0	0	0	0	0	0	0	0	0	0	12
4:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	3
4:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	6	3	0	0	0	0	0	0	0	0	0	0	9
5:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:15 AM	0	8	1	0	0	1	0	0	0	0	0	0	0	10
5:30 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
5:45 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	30	3	0	0	1	0	0	0	0	0	0	0	34
6:00 AM	0	15	3	0	0	0	0	0	1	0	0	0	0	19
6:15 AM	0	12	3	0	2	1	0	0	0	0	0	0	0	18
6:30 AM	0	21	2	0	1	0	0	0	0	0	0	0	0	24
6:45 AM	0	31	1	0	1	0	0	0	0	0	0	0	0	33
Hour Total	0	79	9	0	4	1	0	0	1	0	0	0	0	94
7:00 AM	0	38	0	1	1	0	0	0	0	0	0	0	0	40
7:15 AM	0	50	4	0	1	0	0	1	0	0	0	0	0	56
7:30 AM	0	61	9	1	0	2	0	2	0	0	0	0	0	75
7:45 AM	0	121	9	1	2	0	0	1	0	0	0	0	0	134
Hour Total	0	270	22	3	4	2	0	4	0	0	0	0	0	305

8:00 AM	0	108	15	4	2	3	0	1	0	0	0	0	0	133
8:15 AM	0	142	15	1	2	0	0	0	0	0	0	0	0	160
8:30 AM	1	123	12	2	4	0	0	2	0	0	1	0	0	145
8:45 AM	0	110	8	1	5	1	0	2	0	0	0	0	0	127
Hour Total	1	483	50	8	13	4	0	5	0	0	1	0	0	565
9:00 AM	0	84	9	0	4	2	0	1	0	0	0	0	0	100
9:15 AM	0	107	8	0	4	1	0	0	0	0	0	0	0	120
9:30 AM	0	71	5	0	2	1	0	1	0	0	0	0	0	80
9:45 AM	1	72	6	2	0	0	0	1	0	0	0	0	0	82
Hour Total	1	334	28	2	10	4	0	3	0	0	0	0	0	382
10:00 AM	0	73	2	0	3	0	0	0	0	0	0	0	0	78
10:15 AM	0	69	16	0	4	0	0	0	0	0	0	0	0	89
10:30 AM	0	61	6	1	0	1	0	0	0	0	0	0	0	69
10:45 AM	0	71	3	0	3	2	0	1	0	0	0	0	0	80
Hour Total	0	274	27	1	10	3	0	1	0	0	0	0	0	316
11:00 AM	0	62	5	0	6	1	0	0	0	0	0	0	0	74
11:15 AM	0	76	8	0	1	0	0	0	0	0	0	0	0	85
11:30 AM	1	75	4	2	1	1	0	1	0	0	0	0	0	85
11:45 AM	0	66	9	1	0	0	0	0	0	0	0	0	0	76
Hour Total	1	279	26	3	8	2	0	1	0	0	0	0	0	320
12:00 PM	0	87	10	0	1	1	0	0	0	0	0	0	0	99
12:15 PM	0	65	6	0	3	0	0	0	0	0	0	0	0	74
12:30 PM	0	86	8	0	1	1	0	0	0	0	0	0	0	96
12:45 PM	0	78	8	0	2	0	0	2	0	0	0	0	0	90
Hour Total	0	316	32	0	7	2	0	2	0	0	0	0	0	359
1:00 PM	0	79	10	0	1	0	0	0	0	0	0	0	0	90
1:15 PM	0	96	6	0	2	0	0	1	0	0	0	0	0	105
1:30 PM	0	100	6	1	2	0	0	0	0	0	0	0	0	109
1:45 PM	0	79	10	2	1	0	0	1	1	0	0	0	0	94
Hour Total	0	354	32	3	6	0	0	2	1	0	0	0	0	398
2:00 PM	0	85	8	0	3	0	0	1	0	0	0	0	0	97
2:15 PM	0	75	2	0	3	0	0	1	0	0	0	0	0	81
2:30 PM	0	78	7	1	2	1	0	0	0	0	0	0	0	89
2:45 PM	0	76	11	0	2	0	0	1	0	0	0	0	0	90
Hour Total	0	314	28	1	10	1	0	3	0	0	0	0	0	357
3:00 PM	0	80	6	0	1	1	0	2	0	0	0	0	0	90
3:15 PM	0	99	4	0	1	0	0	1	1	0	0	0	0	106
3:30 PM	0	95	9	0	2	0	0	0	0	0	0	0	0	106
3:45 PM	0	70	5	1	0	1	0	0	0	0	0	0	0	77
Hour Total	0	344	24	1	4	2	0	3	1	0	0	0	0	379

4:00 PM	0	75	3	1	1	0	0	1	0	0	0	0	0	81
4:15 PM	0	100	4	2	3	0	0	2	0	0	0	0	0	111
4:30 PM	0	102	1	0	3	0	0	0	0	0	1	0	0	107
4:45 PM	0	58	4	0	0	0	0	1	0	0	0	0	0	63
Hour Total	0	335	12	3	7	0	0	4	0	0	1	0	0	362
5:00 PM	0	97	5	1	1	0	0	1	0	0	0	0	0	105
5:15 PM	1	86	3	0	1	0	0	0	0	0	0	0	0	91
5:30 PM	0	106	1	0	1	0	0	0	0	0	0	0	0	108
5:45 PM	0	72	3	2	2	1	0	0	0	0	0	0	0	80
Hour Total	1	361	12	3	5	1	0	1	0	0	0	0	0	384
6:00 PM	0	82	4	0	0	0	0	0	0	0	0	0	0	86
6:15 PM	0	83	2	0	3	0	0	0	0	0	0	0	0	88
6:30 PM	0	58	4	0	1	1	0	0	0	0	0	0	0	64
6:45 PM	0	50	1	0	1	0	0	1	0	0	0	0	0	53
Hour Total	0	273	11	0	5	1	0	1	0	0	0	0	0	291
7:00 PM	0	57	1	0	1	0	0	0	0	0	0	0	0	59
7:15 PM	0	57	3	0	1	0	0	0	0	0	0	0	0	61
7:30 PM	0	41	1	0	0	0	0	0	0	0	0	0	0	42
7:45 PM	0	31	2	0	0	0	0	0	0	0	0	0	0	33
Hour Total	0	186	7	0	2	0	0	0	0	0	0	0	0	195
8:00 PM	0	32	1	0	0	0	0	0	0	0	0	0	0	33
8:15 PM	0	26	3	0	0	0	0	0	0	0	0	0	0	29
8:30 PM	0	23	1	0	0	0	0	0	0	0	0	0	0	24
8:45 PM	0	22	1	0	0	0	0	0	0	0	0	0	0	23
Hour Total	0	103	6	0	0	0	0	0	0	0	0	0	0	109
9:00 PM	0	30	2	0	0	0	0	0	0	0	0	0	0	32
9:15 PM	0	27	1	0	0	0	0	0	0	0	0	0	0	28
9:30 PM	0	21	1	0	0	0	0	0	0	0	0	0	0	22
9:45 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	18
Hour Total	0	96	4	0	0	0	0	0	0	0	0	0	0	100
10:00 PM	0	20	1	0	0	0	0	0	0	0	0	0	0	21
10:15 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	16
10:30 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	15
10:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	57	1	0	0	0	0	0	0	0	0	0	0	58
11:00 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
11:15 PM	0	11	1	0	1	0	0	0	0	0	0	0	0	13
11:30 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
11:45 PM	0	8	0	0	1	0	0	1	0	0	0	0	0	10
Hour Total	0	40	1	0	2	0	0	1	0	0	0	0	0	44
Totals	4	4586	338	28	98	24	0	32	3	0	2	0	0	5115
Percent	0.1%	89.7%	6.6%	0.5%	1.9%	0.5%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

East 12th Street east of 5th Avenue
Oakland
Project #:09-7224-020e

Date: 6/3/2009 WEDNESDAY

East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
12:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
12:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
12:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	24	1	0	0	0	0	0	0	0	0	0	0	25
1:00 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
1:15 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
1:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
1:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	17	5	0	0	0	0	0	0	0	0	0	0	22
2:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
2:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	15	1	0	0	0	0	0	0	0	0	0	0	16
3:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	6	1	0	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	3
4:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	6	2	0	0	1	0	0	0	0	0	0	0	9
5:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:45 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	9	1	0	0	0	0	0	0	0	0	0	0	10
6:00 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	6
6:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
6:30 AM	0	8	1	0	1	1	0	0	0	0	0	0	0	11
6:45 AM	0	14	2	0	1	0	0	0	0	0	0	0	0	17
Hour Total	0	33	3	0	3	1	0	0	0	0	0	0	0	40
7:00 AM	0	18	0	0	0	1	0	0	0	0	0	0	0	19
7:15 AM	1	18	3	0	0	0	0	0	0	0	0	0	0	22
7:30 AM	0	30	5	0	0	1	0	1	0	0	0	0	0	37
7:45 AM	0	46	4	0	2	1	0	0	0	0	0	0	0	53
Hour Total	1	112	12	0	2	3	0	1	0	0	0	0	0	131

8:00 AM	0	51	8	0	2	1	0	1	0	0	0	0	0	63
8:15 AM	0	60	14	0	2	1	0	0	0	0	0	0	0	77
8:30 AM	1	62	11	0	1	0	0	0	0	0	0	0	0	75
8:45 AM	0	72	19	2	1	0	0	1	0	0	0	0	0	95
Hour Total	1	245	52	2	6	2	0	2	0	0	0	0	0	310
9:00 AM	0	93	8	0	0	0	0	1	0	0	0	0	0	102
9:15 AM	0	52	11	0	2	0	0	1	0	0	0	0	0	66
9:30 AM	0	66	7	1	2	0	0	0	0	0	0	0	0	76
9:45 AM	0	56	5	1	1	0	0	1	0	0	0	0	0	64
Hour Total	0	267	31	2	5	0	0	3	0	0	0	0	0	308
10:00 AM	0	63	13	1	0	1	0	0	0	0	0	0	0	78
10:15 AM	0	76	10	0	1	2	0	1	0	0	0	0	0	90
10:30 AM	0	55	11	0	0	0	0	0	0	0	0	0	0	66
10:45 AM	0	76	9	0	2	0	0	1	0	0	0	0	0	88
Hour Total	0	270	43	1	3	3	0	2	0	0	0	0	0	322
11:00 AM	0	77	6	0	2	0	0	1	0	0	0	0	0	86
11:15 AM	0	60	12	0	1	0	0	0	0	0	0	0	0	73
11:30 AM	0	64	9	0	0	1	0	1	0	0	0	0	0	75
11:45 AM	0	84	10	0	1	0	0	0	0	0	0	0	0	95
Hour Total	0	285	37	0	4	1	0	2	0	0	0	0	0	329
12:00 PM	0	85	12	0	0	0	0	0	0	0	0	0	0	97
12:15 PM	0	102	8	1	1	1	0	1	0	0	0	0	0	114
12:30 PM	1	68	19	0	0	0	0	0	0	0	0	0	0	88
12:45 PM	0	84	9	0	2	0	0	1	0	0	0	0	0	96
Hour Total	1	339	48	1	3	1	0	2	0	0	0	0	0	395
1:00 PM	0	98	20	0	0	1	0	0	0	0	0	0	0	119
1:15 PM	0	90	10	0	1	1	0	1	0	0	0	0	0	103
1:30 PM	0	89	15	0	1	2	0	0	0	0	0	0	0	107
1:45 PM	0	76	16	0	0	3	0	1	0	0	0	0	0	96
Hour Total	0	353	61	0	2	7	0	2	0	0	0	0	0	425
2:00 PM	0	98	16	0	0	1	0	0	0	0	0	0	0	115
2:15 PM	0	70	13	0	2	0	0	2	0	0	0	0	0	87
2:30 PM	0	87	10	0	3	0	0	1	0	0	0	0	0	101
2:45 PM	0	90	11	1	3	0	0	2	0	0	0	0	0	107
Hour Total	0	345	50	1	8	1	0	5	0	0	0	0	0	410
3:00 PM	0	76	17	0	0	2	0	1	0	0	0	0	0	96
3:15 PM	0	72	8	0	1	1	0	1	0	0	0	0	0	83
3:30 PM	0	109	12	1	2	2	0	1	0	0	0	0	0	127
3:45 PM	0	83	16	1	0	1	0	0	0	0	0	0	0	101
Hour Total	0	340	53	2	3	6	0	3	0	0	0	0	0	407

4:00 PM	0	99	9	1	0	0	0	1	0	0	0	0	0	110
4:15 PM	0	90	12	0	0	1	0	1	0	0	0	0	0	104
4:30 PM	0	88	6	0	1	1	0	2	0	0	0	0	0	98
4:45 PM	0	123	4	0	2	2	0	0	0	0	0	0	0	131
Hour Total	0	400	31	1	3	4	0	4	0	0	0	0	0	443
5:00 PM	0	108	7	0	1	0	0	0	0	0	0	0	0	116
5:15 PM	0	127	6	0	2	1	0	0	0	0	0	0	0	136
5:30 PM	0	126	14	1	0	0	0	1	0	0	0	0	0	142
5:45 PM	0	130	7	0	2	2	0	0	0	0	0	0	0	141
Hour Total	0	491	34	1	5	3	0	1	0	0	0	0	0	535
6:00 PM	1	117	7	0	0	2	0	0	0	0	0	0	0	127
6:15 PM	0	90	7	0	1	0	0	1	0	0	0	0	0	99
6:30 PM	0	82	10	0	1	0	0	0	0	0	0	0	0	93
6:45 PM	1	76	8	0	1	0	0	0	0	0	0	0	0	86
Hour Total	2	365	32	0	3	2	0	1	0	0	0	0	0	405
7:00 PM	0	64	3	0	0	1	0	0	0	0	0	0	0	68
7:15 PM	0	53	5	0	1	0	0	1	0	0	0	0	0	60
7:30 PM	0	43	2	0	1	1	0	0	0	0	0	0	0	47
7:45 PM	0	41	5	0	0	0	0	0	0	0	0	0	0	46
Hour Total	0	201	15	0	2	2	0	1	0	0	0	0	0	221
8:00 PM	0	33	2	0	1	0	0	1	0	0	0	0	0	37
8:15 PM	0	40	1	0	0	0	0	0	0	0	0	0	0	41
8:30 PM	0	29	5	0	0	0	0	0	0	0	0	0	0	34
8:45 PM	0	20	1	0	0	0	0	0	0	0	0	0	0	21
Hour Total	0	122	9	0	1	0	0	1	0	0	0	0	0	133
9:00 PM	0	39	1	0	0	0	0	0	0	0	0	0	0	40
9:15 PM	0	38	2	0	0	0	0	0	0	0	0	0	0	40
9:30 PM	0	25	1	0	0	0	0	0	0	0	0	0	0	26
9:45 PM	0	25	1	0	0	0	0	0	0	0	0	0	0	26
Hour Total	0	127	5	0	0	0	0	0	0	0	0	0	0	132
10:00 PM	0	25	3	0	0	0	0	0	0	0	0	0	0	28
10:15 PM	0	29	3	0	0	1	0	0	0	0	0	0	0	33
10:30 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	12
10:45 PM	0	17	2	0	0	0	0	0	0	0	0	0	0	19
Hour Total	0	81	10	0	0	1	0	0	0	0	0	0	0	92
11:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
11:15 PM	0	20	0	0	0	0	0	0	0	0	0	0	0	20
11:30 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
11:45 PM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	51	2	0	0	0	0	0	0	0	0	0	0	53
Totals	5	4504	539	11	53	38	0	30	0	0	0	0	0	5180
Percent	0.1%	86.9%	10.4%	0.2%	1.0%	0.7%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

East 12th Street east of 5th Avenue
Oakland
Project #:09-7224-020e

Date: 6/3/2009 WEDNESDAY

West Bound, East Bound															
Begin	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle		
Time	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total	
12:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
12:15 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
12:30 AM	0	13	0	0	0	0	0	1	0	0	0	0	0	14	
12:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
Hour Total	0	37	1	0	0	0	0	1	0	0	0	0	0	39	
1:00 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	14	
1:15 AM	0	13	2	0	0	0	0	0	0	0	0	0	0	15	
1:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6	
1:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
Hour Total	0	34	5	0	0	0	0	0	0	0	0	0	0	39	
2:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
2:15 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10	
2:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
2:45 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5	
Hour Total	0	25	1	0	1	0	0	0	0	0	0	0	0	27	
3:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4	
3:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
3:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6	
3:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
Hour Total	0	18	1	0	0	0	0	0	0	0	0	0	0	19	
4:00 AM	0	0	4	0	0	0	0	0	0	0	0	0	0	4	
4:15 AM	0	5	0	0	0	1	0	0	0	0	0	0	0	6	
4:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
4:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
Hour Total	0	12	5	0	0	1	0	0	0	0	0	0	0	18	
5:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5	
5:15 AM	0	11	1	0	0	1	0	0	0	0	0	0	0	13	
5:30 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	10	
5:45 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	16	
Hour Total	0	39	4	0	0	1	0	0	0	0	0	0	0	44	
6:00 AM	0	20	3	0	1	0	0	0	1	0	0	0	0	25	
6:15 AM	0	18	3	0	2	1	0	0	0	0	0	0	0	24	
6:30 AM	0	29	3	0	2	1	0	0	0	0	0	0	0	35	
6:45 AM	0	45	3	0	2	0	0	0	0	0	0	0	0	50	
Hour Total	0	112	12	0	7	2	0	0	1	0	0	0	0	134	
7:00 AM	0	56	0	1	1	1	0	0	0	0	0	0	0	59	
7:15 AM	1	68	7	0	1	0	0	1	0	0	0	0	0	78	
7:30 AM	0	91	14	1	0	3	0	3	0	0	0	0	0	112	
7:45 AM	0	167	13	1	4	1	0	1	0	0	0	0	0	187	
Hour Total	1	382	34	3	6	5	0	5	0	0	0	0	0	436	

8:00 AM	0	159	23	4	4	4	0	2	0	0	0	0	0	196
8:15 AM	0	202	29	1	4	1	0	0	0	0	0	0	0	237
8:30 AM	2	185	23	2	5	0	0	2	0	0	1	0	0	220
8:45 AM	0	182	27	3	6	1	0	3	0	0	0	0	0	222
Hour Total	2	728	102	10	19	6	0	7	0	0	1	0	0	875
9:00 AM	0	177	17	0	4	2	0	2	0	0	0	0	0	202
9:15 AM	0	159	19	0	6	1	0	1	0	0	0	0	0	186
9:30 AM	0	137	12	1	4	1	0	1	0	0	0	0	0	156
9:45 AM	1	128	11	3	1	0	0	2	0	0	0	0	0	146
Hour Total	1	601	59	4	15	4	0	6	0	0	0	0	0	690
10:00 AM	0	136	15	1	3	1	0	0	0	0	0	0	0	156
10:15 AM	0	145	26	0	5	2	0	1	0	0	0	0	0	179
10:30 AM	0	116	17	1	0	1	0	0	0	0	0	0	0	135
10:45 AM	0	147	12	0	5	2	0	2	0	0	0	0	0	168
Hour Total	0	544	70	2	13	6	0	3	0	0	0	0	0	638
11:00 AM	0	139	11	0	8	1	0	1	0	0	0	0	0	160
11:15 AM	0	136	20	0	2	0	0	0	0	0	0	0	0	158
11:30 AM	1	139	13	2	1	2	0	2	0	0	0	0	0	160
11:45 AM	0	150	19	1	1	0	0	0	0	0	0	0	0	171
Hour Total	1	564	63	3	12	3	0	3	0	0	0	0	0	649
12:00 PM	0	172	22	0	1	1	0	0	0	0	0	0	0	196
12:15 PM	0	167	14	1	4	1	0	1	0	0	0	0	0	188
12:30 PM	1	154	27	0	1	1	0	0	0	0	0	0	0	184
12:45 PM	0	162	17	0	4	0	0	3	0	0	0	0	0	186
Hour Total	1	655	80	1	10	3	0	4	0	0	0	0	0	754
1:00 PM	0	177	30	0	1	1	0	0	0	0	0	0	0	209
1:15 PM	0	186	16	0	3	1	0	2	0	0	0	0	0	208
1:30 PM	0	189	21	1	3	2	0	0	0	0	0	0	0	216
1:45 PM	0	155	26	2	1	3	0	2	1	0	0	0	0	190
Hour Total	0	707	93	3	8	7	0	4	1	0	0	0	0	823
2:00 PM	0	183	24	0	3	1	0	1	0	0	0	0	0	212
2:15 PM	0	145	15	0	5	0	0	3	0	0	0	0	0	168
2:30 PM	0	165	17	1	5	1	0	1	0	0	0	0	0	190
2:45 PM	0	166	22	1	5	0	0	3	0	0	0	0	0	197
Hour Total	0	659	78	2	18	2	0	8	0	0	0	0	0	767
3:00 PM	0	156	23	0	1	3	0	3	0	0	0	0	0	186
3:15 PM	0	171	12	0	2	1	0	2	1	0	0	0	0	189
3:30 PM	0	204	21	1	4	2	0	1	0	0	0	0	0	233
3:45 PM	0	153	21	2	0	2	0	0	0	0	0	0	0	178
Hour Total	0	684	77	3	7	8	0	6	1	0	0	0	0	786

4:00 PM	0	174	12	2	1	0	0	2	0	0	0	0	0	191
4:15 PM	0	190	16	2	3	1	0	3	0	0	0	0	0	215
4:30 PM	0	190	7	0	4	1	0	2	0	0	1	0	0	205
4:45 PM	0	181	8	0	2	2	0	1	0	0	0	0	0	194
Hour Total	0	735	43	4	10	4	0	8	0	0	1	0	0	805
5:00 PM	0	205	12	1	2	0	0	1	0	0	0	0	0	221
5:15 PM	1	213	9	0	3	1	0	0	0	0	0	0	0	227
5:30 PM	0	232	15	1	1	0	0	1	0	0	0	0	0	250
5:45 PM	0	202	10	2	4	3	0	0	0	0	0	0	0	221
Hour Total	1	852	46	4	10	4	0	2	0	0	0	0	0	919
6:00 PM	1	199	11	0	0	2	0	0	0	0	0	0	0	213
6:15 PM	0	173	9	0	4	0	0	1	0	0	0	0	0	187
6:30 PM	0	140	14	0	2	1	0	0	0	0	0	0	0	157
6:45 PM	1	126	9	0	2	0	0	1	0	0	0	0	0	139
Hour Total	2	638	43	0	8	3	0	2	0	0	0	0	0	696
7:00 PM	0	121	4	0	1	1	0	0	0	0	0	0	0	127
7:15 PM	0	110	8	0	2	0	0	1	0	0	0	0	0	121
7:30 PM	0	84	3	0	1	1	0	0	0	0	0	0	0	89
7:45 PM	0	72	7	0	0	0	0	0	0	0	0	0	0	79
Hour Total	0	387	22	0	4	2	0	1	0	0	0	0	0	416
8:00 PM	0	65	3	0	1	0	0	1	0	0	0	0	0	70
8:15 PM	0	66	4	0	0	0	0	0	0	0	0	0	0	70
8:30 PM	0	52	6	0	0	0	0	0	0	0	0	0	0	58
8:45 PM	0	42	2	0	0	0	0	0	0	0	0	0	0	44
Hour Total	0	225	15	0	1	0	0	1	0	0	0	0	0	242
9:00 PM	0	69	3	0	0	0	0	0	0	0	0	0	0	72
9:15 PM	0	65	3	0	0	0	0	0	0	0	0	0	0	68
9:30 PM	0	46	2	0	0	0	0	0	0	0	0	0	0	48
9:45 PM	0	43	1	0	0	0	0	0	0	0	0	0	0	44
Hour Total	0	223	9	0	0	0	0	0	0	0	0	0	0	232
10:00 PM	0	45	4	0	0	0	0	0	0	0	0	0	0	49
10:15 PM	0	45	3	0	0	1	0	0	0	0	0	0	0	49
10:30 PM	0	25	2	0	0	0	0	0	0	0	0	0	0	27
10:45 PM	0	23	2	0	0	0	0	0	0	0	0	0	0	25
Hour Total	0	138	11	0	0	1	0	0	0	0	0	0	0	150
11:00 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	19
11:15 PM	0	31	1	0	1	0	0	0	0	0	0	0	0	33
11:30 PM	0	22	2	0	0	0	0	0	0	0	0	0	0	24
11:45 PM	0	19	0	0	1	0	0	1	0	0	0	0	0	21
Hour Total	0	91	3	0	2	0	0	1	0	0	0	0	0	97
Totals	9	9090	877	39	151	62	0	62	3	0	2	0	0	10295
Percent	0.1%	88.3%	8.5%	0.4%	1.5%	0.6%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/3/2009

City: Oakland

Project #: 09-7224-020e

Location: East 12th Street east of 5th Avenue

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	5	97			4	99				
12:15	7	114			3	74				
12:30	7	88			7	96				
12:45	6	96	25	395	0	90	14	359	39	754
1:00	10	119			4	90				
1:15	6	103			9	105				
1:30	3	107			3	109				
1:45	3	96	22	425	1	94	17	398	39	823
2:00	5	115			3	97				
2:15	7	87			3	81				
2:30	3	101			1	89				
2:45	1	107	16	410	4	90	11	357	27	767
3:00	2	96			2	90				
3:15	1	83			3	106				
3:30	1	127			5	106				
3:45	3	101	7	407	2	77	12	379	19	786
4:00	1	110			3	81				
4:15	3	104			3	111				
4:30	1	98			0	107				
4:45	4	131	9	443	3	63	9	362	18	805
5:00	3	116			2	105				
5:15	3	136			10	91				
5:30	3	142			7	108				
5:45	1	141	10	535	15	80	34	384	44	919
6:00	6	127			19	86				
6:15	6	99			18	88				
6:30	11	93			24	64				
6:45	17	86	40	405	33	53	94	291	134	696
7:00	19	68			40	59				
7:15	22	60			56	61				
7:30	37	47			75	42				
7:45	53	46	131	221	134	33	305	195	436	416
8:00	63	37			133	33				
8:15	77	41			160	29				
8:30	75	34			145	24				
8:45	95	21	310	133	127	23	565	109	875	242
9:00	102	40			100	32				
9:15	66	40			120	28				
9:30	76	26			80	22				
9:45	64	26	308	132	82	18	382	100	690	232
10:00	78	28			78	21				
10:15	90	33			89	16				
10:30	66	12			69	15				
10:45	88	19	322	92	80	6	316	58	638	150
11:00	86	7			74	12				
11:15	73	20			85	13				
11:30	75	15			85	9				
11:45	95	11	329	53	76	10	320	44	649	97
Total	1529	3651	1529	3651	2079	3036	2079	3036	3608	6687
Combined Total	5180		5180		5115		5115		10295	
AM Peak	11:45 AM				7:45 AM					
Vol.	394				572					
P.H.F.	0.864				0.894					
PM Peak	5:15 PM				1:15 PM					
Vol.	546				405					
P.H.F.	0.961				0.929					
Percentage	29.5%	70.5%			40.6%	59.4%				

Class Report - Prepared by: NDS/ATD

East 12th Street east of 5th Avenue
Oakland

Project #:09-7224-020w

Date: 6/4/2009

THURSDAY

West Bound

Begin Time	Cars & 2 Axle			Buses	2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long		6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
12:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
12:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
12:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	14	2	0	0	0	0	0	0	0	0	0	0	16
1:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
1:30 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	15	0	0	1	0	0	0	0	0	0	0	0	16
2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	13	0	0	0	0	0	0	0	0	0	0	0	13
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	5	0	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:15 AM	1	3	1	0	0	0	0	0	0	0	0	0	0	5
4:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	1	14	2	0	0	0	0	0	0	0	0	0	0	17
5:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:30 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
5:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	20	2	0	0	0	0	0	0	0	0	0	0	22
6:00 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
6:15 AM	0	11	1	0	2	0	0	0	0	0	0	0	0	14
6:30 AM	0	21	2	0	1	1	0	0	0	0	0	0	0	25
6:45 AM	0	30	1	1	3	1	0	0	0	0	0	0	0	36
Hour Total	0	73	5	1	6	2	0	0	0	0	0	0	0	87
7:00 AM	0	35	2	0	1	1	0	0	0	0	0	0	0	39
7:15 AM	0	46	4	0	1	1	0	1	0	0	0	0	0	53
7:30 AM	0	60	6	1	1	1	0	0	0	0	0	0	0	69
7:45 AM	0	120	9	1	3	3	0	0	0	0	0	0	0	136
Hour Total	0	261	21	2	6	6	0	1	0	0	0	0	0	297

8:00 AM	0	107	13	1	0	1	0	0	1	0	1	0	0	124
8:15 AM	0	124	12	2	2	3	0	1	0	0	0	0	0	144
8:30 AM	0	119	10	0	4	0	0	0	0	0	0	0	0	133
8:45 AM	0	116	11	4	1	1	0	2	0	0	0	0	0	135
Hour Total	0	466	46	7	7	5	0	3	1	0	1	0	0	536
9:00 AM	0	80	9	0	5	0	0	2	0	0	0	0	0	96
9:15 AM	0	87	7	1	4	0	0	0	0	0	0	0	0	99
9:30 AM	0	69	6	0	1	0	0	1	0	0	0	0	0	77
9:45 AM	0	65	7	1	3	0	0	0	0	0	0	0	0	76
Hour Total	0	301	29	2	13	0	0	3	0	0	0	0	0	348
10:00 AM	0	71	6	0	1	0	0	1	0	0	0	0	0	79
10:15 AM	0	53	6	0	6	0	0	0	0	0	0	0	0	65
10:30 AM	0	62	7	0	2	0	0	0	0	0	0	0	0	71
10:45 AM	0	78	6	0	1	0	0	0	0	0	0	0	0	85
Hour Total	0	264	25	0	10	0	0	1	0	0	0	0	0	300
11:00 AM	0	69	5	0	2	1	0	1	0	0	0	0	0	78
11:15 AM	0	61	5	0	1	0	0	0	0	0	0	0	0	67
11:30 AM	0	67	6	0	1	0	0	2	0	0	0	0	0	76
11:45 AM	0	61	11	2	1	0	0	1	0	0	0	0	0	76
Hour Total	0	258	27	2	5	1	0	4	0	0	0	0	0	297
12:00 PM	0	70	9	0	4	0	0	0	0	0	0	0	0	83
12:15 PM	0	84	8	0	3	0	0	1	0	0	0	0	0	96
12:30 PM	0	81	3	0	0	1	0	1	0	0	0	0	0	86
12:45 PM	0	71	7	0	3	0	0	1	0	0	0	0	0	82
Hour Total	0	306	27	0	10	1	0	3	0	0	0	0	0	347
1:00 PM	0	68	8	0	3	0	0	0	0	0	1	0	0	80
1:15 PM	0	69	7	0	3	1	0	0	0	0	1	0	0	81
1:30 PM	1	71	5	0	0	1	0	2	0	0	0	0	0	80
1:45 PM	0	66	4	1	0	0	0	0	0	0	0	0	0	71
Hour Total	1	274	24	1	6	2	0	2	0	0	2	0	0	312
2:00 PM	0	67	6	0	0	0	0	1	0	0	0	0	0	74
2:15 PM	0	63	9	0	4	0	0	0	0	0	0	0	0	76
2:30 PM	0	68	7	0	1	0	0	0	0	0	0	0	0	76
2:45 PM	0	67	7	1	2	0	0	1	0	0	0	0	0	78
Hour Total	0	265	29	1	7	0	0	2	0	0	0	0	0	304
3:00 PM	0	67	6	0	1	0	0	0	0	0	0	0	0	74
3:15 PM	0	81	4	0	1	1	0	1	0	0	0	0	0	88
3:30 PM	0	106	6	1	1	0	0	0	0	0	0	0	0	114
3:45 PM	0	75	3	2	1	1	0	1	0	0	0	0	0	83
Hour Total	0	329	19	3	4	2	0	2	0	0	0	0	0	359

4:00 PM	0	78	1	0	0	0	0	0	0	0	0	0	0	79
4:15 PM	1	79	4	0	1	2	0	0	0	0	0	0	0	87
4:30 PM	0	95	0	0	3	2	0	0	0	0	0	0	0	100
4:45 PM	0	86	5	1	0	0	0	0	0	0	0	0	0	92
Hour Total	1	338	10	1	4	4	0	0	0	0	0	0	0	358
5:00 PM	0	86	4	1	3	0	0	0	0	0	0	0	0	94
5:15 PM	0	83	2	0	1	0	0	0	0	0	0	0	0	86
5:30 PM	0	69	4	0	2	2	0	0	0	0	0	0	0	77
5:45 PM	0	84	4	0	0	1	0	0	1	0	0	0	0	90
Hour Total	0	322	14	1	6	3	0	0	1	0	0	0	0	347
6:00 PM	0	62	5	1	0	0	0	0	0	0	0	0	0	68
6:15 PM	0	56	1	0	1	0	0	0	0	0	0	0	0	58
6:30 PM	0	61	1	0	2	1	0	0	0	0	0	0	0	65
6:45 PM	0	55	0	1	1	0	0	0	0	0	0	0	0	57
Hour Total	0	234	7	2	4	1	0	0	0	0	0	0	0	248
7:00 PM	0	41	3	0	0	0	0	0	0	0	0	0	0	44
7:15 PM	0	50	3	0	2	0	0	0	0	0	0	0	0	55
7:30 PM	0	39	4	0	0	0	0	0	0	0	0	0	0	43
7:45 PM	0	46	1	0	0	0	0	0	0	0	0	0	0	47
Hour Total	0	176	11	0	2	0	0	0	0	0	0	0	0	189
8:00 PM	0	30	2	0	1	0	0	0	0	0	0	0	0	33
8:15 PM	0	25	1	0	0	0	0	0	0	0	0	0	0	26
8:30 PM	0	17	1	0	0	0	0	0	0	0	0	0	0	18
8:45 PM	0	21	0	0	0	0	0	0	0	0	0	0	0	21
Hour Total	0	93	4	0	1	0	0	0	0	0	0	0	0	98
9:00 PM	0	40	3	0	0	0	0	0	0	0	0	0	0	43
9:15 PM	0	27	2	0	0	0	0	0	0	0	0	0	0	29
9:30 PM	0	22	1	0	0	0	0	0	0	0	0	0	0	23
9:45 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	102	6	0	0	0	0	0	0	0	0	0	0	108
10:00 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	19
10:15 PM	0	27	1	0	1	0	0	0	0	0	0	0	0	29
10:30 PM	0	13	0	0	0	0	0	0	0	0	0	0	0	13
10:45 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	67	2	0	1	0	0	0	0	0	0	0	0	70
11:00 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
11:15 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
11:30 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
11:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	37	1	0	0	0	0	0	0	0	0	0	0	38
Totals	3	4247	313	23	93	27	0	21	2	0	3	0	0	4732
Percent	0.1%	89.8%	6.6%	0.5%	2.0%	0.6%	0.0%	0.4%	0.0%	0.0%	0.1%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

East 12th Street east of 5th Avenue
Oakland
Project #:09-7224-020e

Date: 6/4/2009 THURSDAY

East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	16	0	0	0	0	0	0	0	0	0	0	0	16
12:15 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13
12:30 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	15
12:45 AM	0	8	2	0	0	0	0	1	0	0	0	0	0	11
Hour Total	0	52	2	0	0	0	0	1	0	0	0	0	0	55
1:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
1:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
1:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:45 AM	0	6	1	0	1	0	0	0	0	0	0	0	0	8
Hour Total	0	19	2	0	1	0	0	0	0	0	0	0	0	22
2:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
2:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
2:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:45 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
Hour Total	0	21	0	0	1	0	0	0	0	0	0	0	0	22
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	5	1	0	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	2
4:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	6	1	0	0	1	0	0	0	0	0	0	0	8
5:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:15 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	2
5:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	9	0	0	0	1	0	0	0	0	0	0	0	10
6:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
6:15 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
6:30 AM	0	12	3	0	0	0	0	0	0	0	0	0	0	15
6:45 AM	0	17	1	0	1	0	0	0	0	0	0	0	0	19
Hour Total	0	38	6	0	1	0	0	0	0	0	0	0	0	45
7:00 AM	0	29	1	0	1	0	0	0	0	0	0	0	0	31
7:15 AM	0	19	5	0	0	0	0	0	0	0	0	0	0	24
7:30 AM	0	38	8	0	2	0	0	0	0	0	0	0	0	48
7:45 AM	0	40	4	0	1	0	0	0	0	0	0	0	0	45
Hour Total	0	126	18	0	4	0	0	0	0	0	0	0	0	148

8:00 AM	0	55	5	0	0	0	0	0	0	0	0	0	0	60
8:15 AM	0	65	15	1	1	0	0	0	0	0	0	0	0	82
8:30 AM	0	71	23	0	1	0	0	0	0	0	0	0	0	95
8:45 AM	0	99	21	0	1	0	0	1	0	0	0	0	0	122
Hour Total	0	290	64	1	3	0	0	1	0	0	0	0	0	359
9:00 AM	0	69	11	0	0	2	0	0	0	0	0	0	0	82
9:15 AM	1	73	12	0	1	1	0	1	0	0	0	0	0	89
9:30 AM	0	55	11	0	1	0	0	1	0	0	0	0	0	68
9:45 AM	0	62	10	0	3	0	0	0	0	0	0	0	0	75
Hour Total	1	259	44	0	5	3	0	2	0	0	0	0	0	314
10:00 AM	0	75	8	0	0	0	0	0	0	0	0	0	0	83
10:15 AM	0	62	5	0	0	1	0	1	0	0	0	0	0	69
10:30 AM	0	59	3	0	0	0	0	1	0	0	0	0	0	63
10:45 AM	0	61	15	1	2	0	0	0	1	0	0	0	0	80
Hour Total	0	257	31	1	2	1	0	2	1	0	0	0	0	295
11:00 AM	0	72	7	0	1	0	0	1	0	0	0	0	0	81
11:15 AM	0	59	12	0	1	0	0	0	1	0	0	0	0	73
11:30 AM	0	67	4	0	1	3	0	0	0	0	0	0	0	75
11:45 AM	1	85	9	0	1	0	0	1	0	0	0	0	0	97
Hour Total	1	283	32	0	4	3	0	2	1	0	0	0	0	326
12:00 PM	1	85	11	0	0	0	0	0	0	0	0	0	0	97
12:15 PM	0	86	7	0	2	1	0	1	0	0	0	0	0	97
12:30 PM	0	83	12	0	1	0	0	0	1	0	0	0	0	97
12:45 PM	0	80	9	2	1	3	0	1	0	0	0	0	0	96
Hour Total	1	334	39	2	4	4	0	2	1	0	0	0	0	387
1:00 PM	0	88	6	1	2	0	0	1	0	0	0	0	0	98
1:15 PM	0	93	12	0	1	0	0	0	0	0	0	0	0	106
1:30 PM	0	93	12	0	3	1	0	1	0	0	0	0	0	110
1:45 PM	0	75	9	1	1	0	0	1	0	0	0	0	0	87
Hour Total	0	349	39	2	7	1	0	3	0	0	0	0	0	401
2:00 PM	0	80	8	0	1	0	0	1	0	0	0	0	0	90
2:15 PM	0	55	9	0	1	0	0	0	0	0	0	0	0	65
2:30 PM	0	72	17	0	0	0	0	1	0	0	0	0	0	90
2:45 PM	0	62	12	0	3	0	0	0	0	0	0	0	0	77
Hour Total	0	269	46	0	5	0	0	2	0	0	0	0	0	322
3:00 PM	1	74	12	0	1	0	0	1	0	0	0	0	0	89
3:15 PM	0	90	12	1	1	1	0	0	0	0	0	0	0	105
3:30 PM	0	84	13	0	1	1	0	0	0	0	0	0	0	99
3:45 PM	0	106	13	0	1	1	0	1	0	0	0	0	0	122
Hour Total	1	354	50	1	4	3	0	2	0	0	0	0	0	415

4:00 PM	0	91	18	3	1	0	0	0	0	0	0	0	0	113
4:15 PM	0	94	14	0	2	0	0	0	1	0	0	0	0	111
4:30 PM	0	105	11	0	2	1	0	1	0	0	0	0	0	120
4:45 PM	0	126	7	0	1	0	0	0	0	0	0	0	0	134
Hour Total	0	416	50	3	6	1	0	1	1	0	0	0	0	478
5:00 PM	0	106	13	0	1	2	0	1	0	0	0	0	0	123
5:15 PM	0	126	8	2	1	2	0	0	0	0	0	0	0	139
5:30 PM	0	124	11	3	2	2	0	1	0	0	0	0	0	143
5:45 PM	0	122	12	0	1	1	0	1	0	0	0	0	0	137
Hour Total	0	478	44	5	5	7	0	3	0	0	0	0	0	542
6:00 PM	0	113	10	2	1	0	0	2	0	0	0	0	0	128
6:15 PM	0	97	9	0	0	2	0	0	0	0	0	0	0	108
6:30 PM	0	75	6	0	2	1	0	0	0	0	0	0	0	84
6:45 PM	0	72	4	0	0	0	0	0	0	0	0	0	0	76
Hour Total	0	357	29	2	3	3	0	2	0	0	0	0	0	396
7:00 PM	0	52	4	0	1	0	0	0	0	0	0	0	0	57
7:15 PM	0	58	5	0	2	0	0	1	0	0	0	0	0	66
7:30 PM	0	43	3	0	1	0	0	0	0	0	0	0	0	47
7:45 PM	0	33	3	0	0	1	0	0	0	0	0	0	0	37
Hour Total	0	186	15	0	4	1	0	1	0	0	0	0	0	207
8:00 PM	0	30	1	0	1	0	0	0	0	0	0	0	0	32
8:15 PM	0	33	2	0	1	0	0	0	0	0	0	0	0	36
8:30 PM	0	24	2	0	0	0	0	0	0	0	0	0	0	26
8:45 PM	0	33	5	0	0	0	0	0	0	0	0	0	0	38
Hour Total	0	120	10	0	2	0	0	0	0	0	0	0	0	132
9:00 PM	0	38	3	0	0	0	0	0	0	0	0	0	0	41
9:15 PM	0	23	3	0	0	0	0	0	0	0	0	0	0	26
9:30 PM	0	20	2	0	0	0	0	0	0	0	0	0	0	22
9:45 PM	0	22	2	0	0	0	0	0	0	0	0	0	0	24
Hour Total	0	103	10	0	0	0	0	0	0	0	0	0	0	113
10:00 PM	0	25	3	0	0	0	0	0	0	0	0	0	0	28
10:15 PM	0	19	2	0	0	0	0	0	0	0	0	0	0	21
10:30 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	18
10:45 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	75	7	0	0	0	0	0	0	0	0	0	0	82
11:00 PM	0	10	2	0	0	1	0	0	0	0	0	0	0	13
11:15 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
11:30 PM	0	15	3	0	0	0	0	0	0	0	0	0	0	18
11:45 PM	0	14	1	0	1	0	0	0	0	0	0	0	0	16
Hour Total	0	51	7	0	1	1	0	0	0	0	0	0	0	60
Totals	4	4457	547	17	62	30	0	24	4	0	0	0	0	5145
Percent	0.1%	86.6%	10.6%	0.3%	1.2%	0.6%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

East 12th Street east of 5th Avenue
Oakland
Project #:09-7224-020e

Date: 6/4/2009 THURSDAY

West Bound, East Bound															
Begin	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle		
Time	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total	
12:00 AM	0	20	0	0	0	0	0	0	0	0	0	0	0	0	20
12:15 AM	0	18	1	0	0	0	0	0	0	0	0	0	0	0	19
12:30 AM	0	19	0	0	0	0	0	0	0	0	0	0	0	0	19
12:45 AM	0	9	3	0	0	0	0	1	0	0	0	0	0	0	13
Hour Total	0	66	4	0	0	0	0	1	0	0	0	0	0	0	71
1:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
1:15 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
1:30 AM	0	8	0	0	1	0	0	0	0	0	0	0	0	0	9
1:45 AM	0	6	1	0	1	0	0	0	0	0	0	0	0	0	8
Hour Total	0	34	2	0	2	0	0	0	0	0	0	0	0	0	38
2:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	0	11
2:15 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	0	12
2:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
2:45 AM	0	7	0	0	1	0	0	0	0	0	0	0	0	0	8
Hour Total	0	34	0	0	1	0	0	0	0	0	0	0	0	0	35
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
3:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
3:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
4:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
4:15 AM	1	4	1	0	0	1	0	0	0	0	0	0	0	0	7
4:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
4:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	1	20	3	0	0	1	0	0	0	0	0	0	0	0	25
5:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7
5:15 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	0	4
5:30 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12
5:45 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	29	2	0	0	1	0	0	0	0	0	0	0	0	32
6:00 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	0	14
6:15 AM	0	18	3	0	2	0	0	0	0	0	0	0	0	0	23
6:30 AM	0	33	5	0	1	1	0	0	0	0	0	0	0	0	40
6:45 AM	0	47	2	1	4	1	0	0	0	0	0	0	0	0	55
Hour Total	0	111	11	1	7	2	0	0	0	0	0	0	0	0	132
7:00 AM	0	64	3	0	2	1	0	0	0	0	0	0	0	0	70
7:15 AM	0	65	9	0	1	1	0	1	0	0	0	0	0	0	77
7:30 AM	0	98	14	1	3	1	0	0	0	0	0	0	0	0	117
7:45 AM	0	160	13	1	4	3	0	0	0	0	0	0	0	0	181
Hour Total	0	387	39	2	10	6	0	1	0	0	0	0	0	0	445

8:00 AM	0	162	18	1	0	1	0	0	1	0	1	0	0	184
8:15 AM	0	189	27	3	3	3	0	1	0	0	0	0	0	226
8:30 AM	0	190	33	0	5	0	0	0	0	0	0	0	0	228
8:45 AM	0	215	32	4	2	1	0	3	0	0	0	0	0	257
Hour Total	0	756	110	8	10	5	0	4	1	0	1	0	0	895
9:00 AM	0	149	20	0	5	2	0	2	0	0	0	0	0	178
9:15 AM	1	160	19	1	5	1	0	1	0	0	0	0	0	188
9:30 AM	0	124	17	0	2	0	0	2	0	0	0	0	0	145
9:45 AM	0	127	17	1	6	0	0	0	0	0	0	0	0	151
Hour Total	1	560	73	2	18	3	0	5	0	0	0	0	0	662
10:00 AM	0	146	14	0	1	0	0	1	0	0	0	0	0	162
10:15 AM	0	115	11	0	6	1	0	1	0	0	0	0	0	134
10:30 AM	0	121	10	0	2	0	0	1	0	0	0	0	0	134
10:45 AM	0	139	21	1	3	0	0	0	1	0	0	0	0	165
Hour Total	0	521	56	1	12	1	0	3	1	0	0	0	0	595
11:00 AM	0	141	12	0	3	1	0	2	0	0	0	0	0	159
11:15 AM	0	120	17	0	2	0	0	0	1	0	0	0	0	140
11:30 AM	0	134	10	0	2	3	0	2	0	0	0	0	0	151
11:45 AM	1	146	20	2	2	0	0	2	0	0	0	0	0	173
Hour Total	1	541	59	2	9	4	0	6	1	0	0	0	0	623
12:00 PM	1	155	20	0	4	0	0	0	0	0	0	0	0	180
12:15 PM	0	170	15	0	5	1	0	2	0	0	0	0	0	193
12:30 PM	0	164	15	0	1	1	0	1	1	0	0	0	0	183
12:45 PM	0	151	16	2	4	3	0	2	0	0	0	0	0	178
Hour Total	1	640	66	2	14	5	0	5	1	0	0	0	0	734
1:00 PM	0	156	14	1	5	0	0	1	0	0	1	0	0	178
1:15 PM	0	162	19	0	4	1	0	0	0	0	1	0	0	187
1:30 PM	1	164	17	0	3	2	0	3	0	0	0	0	0	190
1:45 PM	0	141	13	2	1	0	0	1	0	0	0	0	0	158
Hour Total	1	623	63	3	13	3	0	5	0	0	2	0	0	713
2:00 PM	0	147	14	0	1	0	0	2	0	0	0	0	0	164
2:15 PM	0	118	18	0	5	0	0	0	0	0	0	0	0	141
2:30 PM	0	140	24	0	1	0	0	1	0	0	0	0	0	166
2:45 PM	0	129	19	1	5	0	0	1	0	0	0	0	0	155
Hour Total	0	534	75	1	12	0	0	4	0	0	0	0	0	626
3:00 PM	1	141	18	0	2	0	0	1	0	0	0	0	0	163
3:15 PM	0	171	16	1	2	2	0	1	0	0	0	0	0	193
3:30 PM	0	190	19	1	2	1	0	0	0	0	0	0	0	213
3:45 PM	0	181	16	2	2	2	0	2	0	0	0	0	0	205
Hour Total	1	683	69	4	8	5	0	4	0	0	0	0	0	774

4:00 PM	0	169	19	3	1	0	0	0	0	0	0	0	0	192
4:15 PM	1	173	18	0	3	2	0	0	1	0	0	0	0	198
4:30 PM	0	200	11	0	5	3	0	1	0	0	0	0	0	220
4:45 PM	0	212	12	1	1	0	0	0	0	0	0	0	0	226
Hour Total	1	754	60	4	10	5	0	1	1	0	0	0	0	836
5:00 PM	0	192	17	1	4	2	0	1	0	0	0	0	0	217
5:15 PM	0	209	10	2	2	2	0	0	0	0	0	0	0	225
5:30 PM	0	193	15	3	4	4	0	1	0	0	0	0	0	220
5:45 PM	0	206	16	0	1	2	0	1	1	0	0	0	0	227
Hour Total	0	800	58	6	11	10	0	3	1	0	0	0	0	889
6:00 PM	0	175	15	3	1	0	0	2	0	0	0	0	0	196
6:15 PM	0	153	10	0	1	2	0	0	0	0	0	0	0	166
6:30 PM	0	136	7	0	4	2	0	0	0	0	0	0	0	149
6:45 PM	0	127	4	1	1	0	0	0	0	0	0	0	0	133
Hour Total	0	591	36	4	7	4	0	2	0	0	0	0	0	644
7:00 PM	0	93	7	0	1	0	0	0	0	0	0	0	0	101
7:15 PM	0	108	8	0	4	0	0	1	0	0	0	0	0	121
7:30 PM	0	82	7	0	1	0	0	0	0	0	0	0	0	90
7:45 PM	0	79	4	0	0	1	0	0	0	0	0	0	0	84
Hour Total	0	362	26	0	6	1	0	1	0	0	0	0	0	396
8:00 PM	0	60	3	0	2	0	0	0	0	0	0	0	0	65
8:15 PM	0	58	3	0	1	0	0	0	0	0	0	0	0	62
8:30 PM	0	41	3	0	0	0	0	0	0	0	0	0	0	44
8:45 PM	0	54	5	0	0	0	0	0	0	0	0	0	0	59
Hour Total	0	213	14	0	3	0	0	0	0	0	0	0	0	230
9:00 PM	0	78	6	0	0	0	0	0	0	0	0	0	0	84
9:15 PM	0	50	5	0	0	0	0	0	0	0	0	0	0	55
9:30 PM	0	42	3	0	0	0	0	0	0	0	0	0	0	45
9:45 PM	0	35	2	0	0	0	0	0	0	0	0	0	0	37
Hour Total	0	205	16	0	0	0	0	0	0	0	0	0	0	221
10:00 PM	0	44	3	0	0	0	0	0	0	0	0	0	0	47
10:15 PM	0	46	3	0	1	0	0	0	0	0	0	0	0	50
10:30 PM	0	31	0	0	0	0	0	0	0	0	0	0	0	31
10:45 PM	0	21	3	0	0	0	0	0	0	0	0	0	0	24
Hour Total	0	142	9	0	1	0	0	0	0	0	0	0	0	152
11:00 PM	0	17	2	0	0	1	0	0	0	0	0	0	0	20
11:15 PM	0	23	2	0	0	0	0	0	0	0	0	0	0	25
11:30 PM	0	27	3	0	0	0	0	0	0	0	0	0	0	30
11:45 PM	0	21	1	0	1	0	0	0	0	0	0	0	0	23
Hour Total	0	88	8	0	1	1	0	0	0	0	0	0	0	98
Totals	7	8704	860	40	155	57	0	45	6	0	3	0	0	9877
Percent	0.1%	88.1%	8.7%	0.4%	1.6%	0.6%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/4/2009

City: Oakland

Project #: 09-7224-020e

Location: East 12th Street east of 5th Avenue

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	16	97			4	83				
12:15	13	97			6	96				
12:30	15	97			4	86				
12:45	11	96	55	387	2	82	16	347	71	734
1:00	6	98			3	80				
1:15	3	106			9	81				
1:30	5	110			4	80				
1:45	8	87	22	401	0	71	16	312	38	713
2:00	8	90			3	74				
2:15	8	65			4	76				
2:30	3	90			1	76				
2:45	3	77	22	322	5	78	13	304	35	626
3:00	2	89			0	74				
3:15	1	105			4	88				
3:30	3	99			1	114				
3:45	0	122	6	415	0	83	5	359	11	774
4:00	2	113			4	79				
4:15	2	111			5	87				
4:30	2	120			4	100				
4:45	2	134	8	478	4	92	17	358	25	836
5:00	2	123			5	94				
5:15	2	139			2	86				
5:30	3	143			9	77				
5:45	3	137	10	542	6	90	22	347	32	889
6:00	2	128			12	68				
6:15	9	108			14	58				
6:30	15	84			25	65				
6:45	19	76	45	396	36	57	87	248	132	644
7:00	31	57			39	44				
7:15	24	66			53	55				
7:30	48	47			69	43				
7:45	45	37	148	207	136	47	297	189	445	396
8:00	60	32			124	33				
8:15	82	36			144	26				
8:30	95	26			133	18				
8:45	122	38	359	132	135	21	536	98	895	230
9:00	82	41			96	43				
9:15	89	26			99	29				
9:30	68	22			77	23				
9:45	75	24	314	113	76	13	348	108	662	221
10:00	83	28			79	19				
10:15	69	21			65	29				
10:30	63	18			71	13				
10:45	80	15	295	82	85	9	300	70	595	152
11:00	81	13			78	7				
11:15	73	13			67	12				
11:30	75	18			76	12				
11:45	97	16	326	60	76	7	297	38	623	98
Total	1610	3535	1610	3535	1954	2778	1954	2778	3564	6313
Combined Total	5145		5145		4732		4732		9877	
AM Peak	8:30 AM				7:45 AM					
Vol.	388				537					
P.H.F.	0.795				0.932					
PM Peak	5:15 PM				4:15 PM					
Vol.	547				373					
P.H.F.	0.956				0.933					
Percentage	31.3%	68.7%			41.3%	58.7%				

Class Report - Prepared by: NDS/ATD

Fruitvale Avenue south of I-580
Oakland

Project #:09-7224-021n

Date: 6/9/2009

TUESDAY

North Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	25	3	0	0	0	0	0	0	0	0	0	0	28
12:15 AM	0	22	2	1	0	0	0	0	0	0	0	0	0	25
12:30 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	15
12:45 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	72	6	1	0	0	0	0	0	0	0	0	0	79
1:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
1:15 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
1:30 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	11
1:45 AM	0	17	0	0	0	0	0	0	0	0	0	0	0	17
Hour Total	0	50	3	0	0	0	0	0	0	0	0	0	0	53
2:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
2:15 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
2:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
2:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	31	3	0	0	0	0	0	0	0	0	0	0	34
3:00 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
3:15 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
3:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
3:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	37	5	0	0	0	0	0	0	0	0	0	0	42
4:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
4:15 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
4:30 AM	0	16	1	0	0	0	0	0	0	0	0	0	0	17
4:45 AM	0	16	3	0	1	0	0	0	0	0	0	0	0	20
Hour Total	0	51	6	0	1	0	0	0	0	0	0	0	0	58
5:00 AM	0	19	2	0	0	0	0	0	0	0	0	0	0	21
5:15 AM	0	22	1	1	0	1	0	0	0	0	0	0	0	25
5:30 AM	0	25	4	1	0	0	0	1	0	0	0	0	0	31
5:45 AM	0	59	3	2	2	0	0	1	1	0	0	0	0	68
Hour Total	0	125	10	4	2	1	0	2	1	0	0	0	0	145
6:00 AM	0	41	9	0	2	0	0	0	0	0	0	0	0	52
6:15 AM	0	56	3	1	2	2	0	0	0	0	0	0	0	64
6:30 AM	0	74	7	1	2	1	0	0	0	0	0	0	0	85
6:45 AM	0	94	14	2	2	0	0	0	0	0	0	0	0	112
Hour Total	0	265	33	4	8	3	0	0	0	0	0	0	0	313
7:00 AM	0	90	13	0	1	0	0	0	0	0	0	0	0	104
7:15 AM	0	105	17	1	0	1	0	0	0	0	0	0	0	124
7:30 AM	0	170	20	0	5	2	0	3	0	0	0	0	0	200
7:45 AM	1	168	25	2	4	0	0	2	1	0	0	0	0	203
Hour Total	1	533	75	3	10	3	0	5	1	0	0	0	0	631

8:00 AM	0	163	15	1	4	0	0	1	0	0	0	0	0	184
8:15 AM	0	150	19	1	1	0	0	2	0	0	0	0	0	173
8:30 AM	0	173	20	0	1	0	0	1	0	0	0	0	0	195
8:45 AM	0	141	19	1	4	0	0	1	1	0	0	0	0	167
Hour Total	0	627	73	3	10	0	0	5	1	0	0	0	0	719
9:00 AM	0	119	22	1	3	0	0	1	0	0	0	0	0	146
9:15 AM	0	126	17	2	9	0	0	1	0	0	0	0	0	155
9:30 AM	0	99	14	1	2	0	0	1	0	0	0	0	0	117
9:45 AM	0	109	11	1	6	0	0	0	1	0	0	0	0	128
Hour Total	0	453	64	5	20	0	0	3	1	0	0	0	0	546
10:00 AM	0	113	15	1	6	0	0	0	0	0	0	0	0	135
10:15 AM	0	101	11	1	2	0	0	0	1	0	0	0	0	116
10:30 AM	1	97	12	1	5	0	0	1	0	0	0	0	0	117
10:45 AM	0	101	13	1	2	0	0	0	0	0	0	0	0	117
Hour Total	1	412	51	4	15	0	0	1	1	0	0	0	0	485
11:00 AM	0	119	9	0	2	1	0	2	1	0	0	0	0	134
11:15 AM	0	110	8	0	6	1	0	1	0	0	0	0	0	126
11:30 AM	0	118	12	2	3	0	0	0	0	0	0	0	0	135
11:45 AM	0	124	17	1	5	0	0	2	1	0	0	0	0	150
Hour Total	0	471	46	3	16	2	0	5	2	0	0	0	0	545
12:00 PM	0	111	14	1	3	0	0	0	0	0	0	0	0	129
12:15 PM	0	131	23	0	2	0	0	1	0	0	0	0	0	157
12:30 PM	0	139	12	0	5	0	0	0	0	0	0	0	0	156
12:45 PM	0	134	13	1	1	0	0	2	0	0	0	0	0	151
Hour Total	0	515	62	2	11	0	0	3	0	0	0	0	0	593
1:00 PM	0	120	16	1	3	0	0	1	1	0	0	0	0	142
1:15 PM	0	135	16	1	4	0	0	0	0	0	0	0	0	156
1:30 PM	0	139	16	1	0	0	0	1	0	0	0	0	0	157
1:45 PM	0	127	19	0	3	0	0	1	0	0	0	0	0	150
Hour Total	0	521	67	3	10	0	0	3	1	0	0	0	0	605
2:00 PM	0	139	13	0	3	0	0	0	0	0	0	0	0	155
2:15 PM	0	151	21	1	2	0	0	0	0	0	0	0	0	175
2:30 PM	0	129	13	1	7	1	0	0	1	0	0	0	0	152
2:45 PM	0	129	16	3	2	0	0	1	0	0	0	0	0	151
Hour Total	0	548	63	5	14	1	0	1	1	0	0	0	0	633
3:00 PM	0	140	10	1	9	0	0	0	0	0	0	0	0	160
3:15 PM	0	73	11	0	4	0	0	1	0	0	0	0	0	89
3:30 PM	0	154	15	2	1	0	0	2	0	0	0	0	0	174
3:45 PM	0	139	11	1	2	0	0	1	0	0	0	0	0	154
Hour Total	0	506	47	4	16	0	0	4	0	0	0	0	0	577

4:00 PM	0	131	14	0	0	0	0	0	0	0	0	0	0	145
4:15 PM	1	148	15	2	3	0	0	2	0	0	0	0	0	171
4:30 PM	0	143	15	0	2	0	0	2	0	0	0	0	0	162
4:45 PM	0	150	15	1	2	0	0	0	0	0	0	0	0	168
Hour Total	1	572	59	3	7	0	0	4	0	0	0	0	0	646
5:00 PM	0	119	8	5	2	0	0	1	0	0	0	0	0	135
5:15 PM	0	118	9	3	1	0	0	3	0	0	0	0	0	134
5:30 PM	0	148	12	1	2	0	0	0	0	0	0	0	0	163
5:45 PM	0	133	10	3	2	0	0	1	0	0	0	0	0	149
Hour Total	0	518	39	12	7	0	0	5	0	0	0	0	0	581
6:00 PM	0	155	12	1	0	0	0	0	0	0	0	0	0	168
6:15 PM	0	138	10	1	0	0	0	0	0	0	0	0	0	149
6:30 PM	0	133	14	1	0	0	0	0	1	0	0	0	0	149
6:45 PM	1	112	11	1	1	0	0	0	0	0	0	0	0	126
Hour Total	1	538	47	4	1	0	0	0	1	0	0	0	0	592
7:00 PM	0	104	10	1	0	0	0	0	0	0	0	0	0	115
7:15 PM	0	91	5	3	0	0	0	1	0	0	0	0	0	100
7:30 PM	0	116	9	0	1	0	0	1	0	0	0	0	0	127
7:45 PM	0	92	7	0	1	0	0	1	0	0	0	0	0	101
Hour Total	0	403	31	4	2	0	0	3	0	0	0	0	0	443
8:00 PM	0	80	7	1	1	0	0	0	0	0	0	0	0	89
8:15 PM	0	82	6	1	2	0	0	0	0	0	0	0	0	91
8:30 PM	0	73	5	1	1	0	0	0	0	0	0	0	0	80
8:45 PM	0	76	2	1	1	0	0	0	0	0	0	0	0	80
Hour Total	0	311	20	4	5	0	0	0	0	0	0	0	0	340
9:00 PM	0	104	6	0	1	0	0	0	0	0	0	0	0	111
9:15 PM	0	91	8	1	0	0	0	0	0	0	0	0	0	100
9:30 PM	0	77	5	1	1	0	0	0	0	0	0	0	0	84
9:45 PM	0	48	1	0	0	0	0	0	0	0	0	0	0	49
Hour Total	0	320	20	2	2	0	0	0	0	0	0	0	0	344
10:00 PM	0	56	4	0	1	0	0	0	0	0	0	0	0	61
10:15 PM	0	64	5	1	0	0	0	0	0	0	0	0	0	70
10:30 PM	0	47	4	0	0	0	0	0	0	0	0	0	0	51
10:45 PM	0	45	1	1	0	0	0	0	0	0	0	0	0	47
Hour Total	0	212	14	2	1	0	0	0	0	0	0	0	0	229
11:00 PM	0	38	2	0	0	0	0	0	0	0	0	0	0	40
11:15 PM	0	43	2	0	1	0	0	0	0	0	0	0	0	46
11:30 PM	0	25	3	0	0	0	0	0	0	0	0	0	0	28
11:45 PM	0	28	2	1	0	0	0	0	0	0	0	0	0	31
Hour Total	0	134	9	1	1	0	0	0	0	0	0	0	0	145
Totals	4	8225	853	73	159	10	0	44	10	0	0	0	0	9378
Percent	0.0%	87.7%	9.1%	0.8%	1.7%	0.1%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Fruitvale Avenue south of I-580
Oakland
Project #:09-7224-021s

Date: 6/9/2009 TUESDAY

South Bound

Begin	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
Time	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	29	2	1	0	0	0	0	0	0	0	0	0	32
12:15 AM	0	14	1	1	0	0	0	0	0	0	0	0	0	16
12:30 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14
12:45 AM	0	20	1	0	0	0	0	0	0	0	0	0	0	21
Hour Total	0	77	4	2	0	0	0	0	0	0	0	0	0	83
1:00 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	16
1:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
1:30 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
1:45 AM	0	16	1	0	0	0	0	0	0	0	0	0	0	17
Hour Total	0	47	4	0	0	0	0	0	0	0	0	0	0	51
2:00 AM	0	18	1	0	0	0	0	0	0	0	0	0	0	19
2:15 AM	0	8	0	0	1	0	0	0	0	0	0	0	0	9
2:30 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13
2:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	44	2	0	1	0	0	0	0	0	0	0	0	47
3:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
3:15 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
3:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
3:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	26	0	0	0	0	0	0	0	0	0	0	0	26
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
4:45 AM	0	8	1	1	0	1	0	0	0	0	0	0	0	11
Hour Total	0	22	2	1	0	1	0	0	0	0	0	0	0	26
5:00 AM	0	11	0	1	0	0	0	0	0	0	0	0	0	12
5:15 AM	0	9	2	1	0	0	0	0	0	0	0	0	0	12
5:30 AM	0	21	3	1	2	0	0	0	0	0	0	0	0	27
5:45 AM	0	18	3	1	2	0	0	0	0	0	0	0	0	24
Hour Total	0	59	8	4	4	0	0	0	0	0	0	0	0	75
6:00 AM	0	27	2	0	0	0	0	0	0	0	0	0	0	29
6:15 AM	0	40	4	1	1	0	0	0	0	0	0	0	0	46
6:30 AM	0	39	4	1	0	0	0	1	0	0	0	0	0	45
6:45 AM	0	49	4	1	0	1	0	0	1	0	0	0	0	56
Hour Total	0	155	14	3	1	1	0	1	1	0	0	0	0	176
7:00 AM	0	60	5	1	0	0	0	0	0	0	0	0	0	66
7:15 AM	0	71	6	1	3	0	0	0	0	0	0	0	0	81
7:30 AM	0	89	5	1	3	1	0	0	1	0	0	0	0	100
7:45 AM	0	138	6	1	1	0	0	1	0	0	0	0	0	147
Hour Total	0	358	22	4	7	1	0	1	1	0	0	0	0	394

8:00 AM	0	141	11	0	1	0	0	1	0	0	0	0	0	154
8:15 AM	0	130	7	2	2	0	0	2	0	0	0	0	0	143
8:30 AM	0	155	11	3	3	0	0	1	0	0	0	0	0	173
8:45 AM	0	136	11	2	3	0	0	1	0	0	0	0	0	153
Hour Total	0	562	40	7	9	0	0	5	0	0	0	0	0	623
9:00 AM	0	114	13	1	5	2	0	0	0	0	0	0	0	135
9:15 AM	0	115	13	1	1	0	0	0	0	0	0	0	0	130
9:30 AM	0	91	14	0	3	0	0	1	0	0	0	0	0	109
9:45 AM	0	113	12	2	3	1	0	1	1	0	0	0	0	133
Hour Total	0	433	52	4	12	3	0	2	1	0	0	0	0	507
10:00 AM	0	97	6	1	2	0	0	1	0	0	0	0	0	107
10:15 AM	0	102	9	1	2	1	0	0	1	0	0	0	0	116
10:30 AM	0	97	10	0	3	0	0	0	0	0	0	0	0	110
10:45 AM	0	109	15	1	2	0	0	0	0	0	0	0	0	127
Hour Total	0	405	40	3	9	1	0	1	1	0	0	0	0	460
11:00 AM	0	113	10	1	1	0	0	0	1	0	0	0	0	126
11:15 AM	0	105	12	2	2	0	0	0	0	0	0	0	0	121
11:30 AM	0	122	14	0	1	0	0	1	0	0	0	0	0	138
11:45 AM	0	150	6	1	1	1	0	2	0	0	0	0	0	161
Hour Total	0	490	42	4	5	1	0	3	1	0	0	0	0	546
12:00 PM	0	117	17	3	2	0	0	1	0	0	0	0	0	140
12:15 PM	0	132	12	1	4	0	0	1	0	0	0	0	0	150
12:30 PM	0	138	14	0	0	0	0	0	1	0	0	0	0	153
12:45 PM	0	145	13	2	1	0	0	0	0	0	0	0	0	161
Hour Total	0	532	56	6	7	0	0	2	1	0	0	0	0	604
1:00 PM	0	121	9	1	1	0	0	0	0	0	0	0	0	132
1:15 PM	0	151	13	0	5	0	0	0	0	0	0	0	0	169
1:30 PM	0	136	10	3	4	0	0	1	1	0	0	0	0	155
1:45 PM	0	161	14	1	2	0	0	0	1	0	0	0	0	179
Hour Total	0	569	46	5	12	0	0	1	2	0	0	0	0	635
2:00 PM	0	152	16	0	1	0	0	0	0	0	0	0	0	169
2:15 PM	0	123	10	5	4	0	0	1	0	0	0	0	0	143
2:30 PM	0	129	15	2	2	0	0	1	0	0	0	0	0	149
2:45 PM	0	145	13	0	2	0	0	1	0	0	0	0	0	161
Hour Total	0	549	54	7	9	0	0	3	0	0	0	0	0	622
3:00 PM	0	145	9	4	2	0	0	3	0	0	0	0	0	163
3:15 PM	0	159	7	1	3	2	0	0	0	0	0	0	0	172
3:30 PM	0	170	9	1	3	0	0	0	0	0	0	0	0	183
3:45 PM	0	168	12	2	1	0	0	1	0	0	0	0	0	184
Hour Total	0	642	37	8	9	2	0	4	0	0	0	0	0	702

4:00 PM	0	167	12	1	2	0	0	0	0	0	0	0	0	182
4:15 PM	0	170	10	1	0	0	0	2	0	0	0	0	0	183
4:30 PM	0	187	8	1	4	0	0	1	0	0	1	0	0	202
4:45 PM	1	202	10	1	2	0	0	1	0	0	0	0	0	217
Hour Total	1	726	40	4	8	0	0	4	0	0	1	0	0	784
5:00 PM	0	185	17	0	5	0	0	1	0	0	0	0	0	208
5:15 PM	0	168	9	0	1	0	0	0	0	0	0	0	0	178
5:30 PM	0	177	8	4	1	0	0	1	0	0	0	0	0	191
5:45 PM	1	194	15	0	1	0	0	0	0	0	0	0	0	211
Hour Total	1	724	49	4	8	0	0	2	0	0	0	0	0	788
6:00 PM	0	160	12	3	1	0	0	3	0	0	0	0	0	179
6:15 PM	0	155	9	1	0	0	0	0	0	0	0	0	0	165
6:30 PM	0	144	10	1	3	0	0	0	0	0	0	0	0	158
6:45 PM	0	123	10	1	0	0	0	0	0	0	0	0	0	134
Hour Total	0	582	41	6	4	0	0	3	0	0	0	0	0	636
7:00 PM	0	136	4	1	0	0	0	0	0	0	0	0	0	141
7:15 PM	0	118	6	1	0	0	0	0	1	0	0	0	0	126
7:30 PM	0	115	2	1	0	0	0	0	0	0	0	0	0	118
7:45 PM	0	96	4	1	2	0	0	0	0	0	0	0	0	103
Hour Total	0	465	16	4	2	0	0	0	1	0	0	0	0	488
8:00 PM	0	120	4	1	0	0	0	0	0	0	0	0	0	125
8:15 PM	0	104	5	1	0	0	0	0	0	0	0	0	0	110
8:30 PM	0	114	4	1	0	0	0	0	0	0	0	0	0	119
8:45 PM	0	99	4	1	2	0	0	0	0	0	0	0	0	106
Hour Total	0	437	17	4	2	0	0	0	0	0	0	0	0	460
9:00 PM	0	96	3	1	0	0	0	0	0	0	0	0	0	100
9:15 PM	0	102	2	1	0	0	0	0	0	0	0	0	0	105
9:30 PM	0	90	3	1	1	0	0	0	0	0	0	0	0	95
9:45 PM	0	92	3	1	1	0	0	0	0	0	0	0	0	97
Hour Total	0	380	11	4	2	0	0	0	0	0	0	0	0	397
10:00 PM	0	69	6	1	2	0	0	0	0	0	0	0	0	78
10:15 PM	0	82	2	0	0	0	0	1	0	0	0	0	0	85
10:30 PM	0	55	2	0	0	0	0	0	0	0	0	0	0	57
10:45 PM	0	68	2	1	0	0	0	0	0	0	0	0	0	71
Hour Total	0	274	12	2	2	0	0	1	0	0	0	0	0	291
11:00 PM	0	62	1	0	1	0	0	1	0	0	0	0	0	65
11:15 PM	0	48	0	0	0	0	0	0	0	0	0	0	0	48
11:30 PM	0	31	1	1	0	0	0	0	0	0	0	0	0	33
11:45 PM	0	33	0	0	0	0	0	0	0	0	0	0	0	33
Hour Total	0	174	2	1	1	0	0	1	0	0	0	0	0	179
Totals	2	8732	611	87	114	10	0	34	9	0	1	0	0	9600
Percent	0.0%	91.0%	6.4%	0.9%	1.2%	0.1%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Fruitvale Avenue south of I-580
Oakland

Project #:09-7224-021s

Date: 6/9/2009

TUESDAY

North Bound, South Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	54	5	1	0	0	0	0	0	0	0	0	0	60
12:15 AM	0	36	3	2	0	0	0	0	0	0	0	0	0	41
12:30 AM	0	28	1	0	0	0	0	0	0	0	0	0	0	29
12:45 AM	0	31	1	0	0	0	0	0	0	0	0	0	0	32
Hour Total	0	149	10	3	0	0	0	0	0	0	0	0	0	162
1:00 AM	0	27	1	0	0	0	0	0	0	0	0	0	0	28
1:15 AM	0	17	2	0	0	0	0	0	0	0	0	0	0	19
1:30 AM	0	20	3	0	0	0	0	0	0	0	0	0	0	23
1:45 AM	0	33	1	0	0	0	0	0	0	0	0	0	0	34
Hour Total	0	97	7	0	0	0	0	0	0	0	0	0	0	104
2:00 AM	0	29	1	0	0	0	0	0	0	0	0	0	0	30
2:15 AM	0	17	1	0	1	0	0	0	0	0	0	0	0	19
2:30 AM	0	20	1	0	0	0	0	0	0	0	0	0	0	21
2:45 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	75	5	0	1	0	0	0	0	0	0	0	0	81
3:00 AM	0	15	2	0	0	0	0	0	0	0	0	0	0	17
3:15 AM	0	21	2	0	0	0	0	0	0	0	0	0	0	23
3:30 AM	0	16	0	0	0	0	0	0	0	0	0	0	0	16
3:45 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	63	5	0	0	0	0	0	0	0	0	0	0	68
4:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
4:15 AM	0	15	2	0	0	0	0	0	0	0	0	0	0	17
4:30 AM	0	25	1	0	0	0	0	0	0	0	0	0	0	26
4:45 AM	0	24	4	1	1	1	0	0	0	0	0	0	0	31
Hour Total	0	73	8	1	1	1	0	0	0	0	0	0	0	84
5:00 AM	0	30	2	1	0	0	0	0	0	0	0	0	0	33
5:15 AM	0	31	3	2	0	1	0	0	0	0	0	0	0	37
5:30 AM	0	46	7	2	2	0	0	1	0	0	0	0	0	58
5:45 AM	0	77	6	3	4	0	0	1	1	0	0	0	0	92
Hour Total	0	184	18	8	6	1	0	2	1	0	0	0	0	220
6:00 AM	0	68	11	0	2	0	0	0	0	0	0	0	0	81
6:15 AM	0	96	7	2	3	2	0	0	0	0	0	0	0	110
6:30 AM	0	113	11	2	2	1	0	1	0	0	0	0	0	130
6:45 AM	0	143	18	3	2	1	0	0	1	0	0	0	0	168
Hour Total	0	420	47	7	9	4	0	1	1	0	0	0	0	489
7:00 AM	0	150	18	1	1	0	0	0	0	0	0	0	0	170
7:15 AM	0	176	23	2	3	1	0	0	0	0	0	0	0	205
7:30 AM	0	259	25	1	8	3	0	3	1	0	0	0	0	300
7:45 AM	1	306	31	3	5	0	0	3	1	0	0	0	0	350
Hour Total	1	891	97	7	17	4	0	6	2	0	0	0	0	1025

8:00 AM	0	304	26	1	5	0	0	2	0	0	0	0	0	338
8:15 AM	0	280	26	3	3	0	0	4	0	0	0	0	0	316
8:30 AM	0	328	31	3	4	0	0	2	0	0	0	0	0	368
8:45 AM	0	277	30	3	7	0	0	2	1	0	0	0	0	320
Hour Total	0	1189	113	10	19	0	0	10	1	0	0	0	0	1342
9:00 AM	0	233	35	2	8	2	0	1	0	0	0	0	0	281
9:15 AM	0	241	30	3	10	0	0	1	0	0	0	0	0	285
9:30 AM	0	190	28	1	5	0	0	2	0	0	0	0	0	226
9:45 AM	0	222	23	3	9	1	0	1	2	0	0	0	0	261
Hour Total	0	886	116	9	32	3	0	5	2	0	0	0	0	1053
10:00 AM	0	210	21	2	8	0	0	1	0	0	0	0	0	242
10:15 AM	0	203	20	2	4	1	0	0	2	0	0	0	0	232
10:30 AM	1	194	22	1	8	0	0	1	0	0	0	0	0	227
10:45 AM	0	210	28	2	4	0	0	0	0	0	0	0	0	244
Hour Total	1	817	91	7	24	1	0	2	2	0	0	0	0	945
11:00 AM	0	232	19	1	3	1	0	2	2	0	0	0	0	260
11:15 AM	0	215	20	2	8	1	0	1	0	0	0	0	0	247
11:30 AM	0	240	26	2	4	0	0	1	0	0	0	0	0	273
11:45 AM	0	274	23	2	6	1	0	4	1	0	0	0	0	311
Hour Total	0	961	88	7	21	3	0	8	3	0	0	0	0	1091
12:00 PM	0	228	31	4	5	0	0	1	0	0	0	0	0	269
12:15 PM	0	263	35	1	6	0	0	2	0	0	0	0	0	307
12:30 PM	0	277	26	0	5	0	0	0	1	0	0	0	0	309
12:45 PM	0	279	26	3	2	0	0	2	0	0	0	0	0	312
Hour Total	0	1047	118	8	18	0	0	5	1	0	0	0	0	1197
1:00 PM	0	241	25	2	4	0	0	1	1	0	0	0	0	274
1:15 PM	0	286	29	1	9	0	0	0	0	0	0	0	0	325
1:30 PM	0	275	26	4	4	0	0	2	1	0	0	0	0	312
1:45 PM	0	288	33	1	5	0	0	1	1	0	0	0	0	329
Hour Total	0	1090	113	8	22	0	0	4	3	0	0	0	0	1240
2:00 PM	0	291	29	0	4	0	0	0	0	0	0	0	0	324
2:15 PM	0	274	31	6	6	0	0	1	0	0	0	0	0	318
2:30 PM	0	258	28	3	9	1	0	1	1	0	0	0	0	301
2:45 PM	0	274	29	3	4	0	0	2	0	0	0	0	0	312
Hour Total	0	1097	117	12	23	1	0	4	1	0	0	0	0	1255
3:00 PM	0	285	19	5	11	0	0	3	0	0	0	0	0	323
3:15 PM	0	232	18	1	7	2	0	1	0	0	0	0	0	261
3:30 PM	0	324	24	3	4	0	0	2	0	0	0	0	0	357
3:45 PM	0	307	23	3	3	0	0	2	0	0	0	0	0	338
Hour Total	0	1148	84	12	25	2	0	8	0	0	0	0	0	1279

4:00 PM	0	298	26	1	2	0	0	0	0	0	0	0	0	327
4:15 PM	1	318	25	3	3	0	0	4	0	0	0	0	0	354
4:30 PM	0	330	23	1	6	0	0	3	0	0	1	0	0	364
4:45 PM	1	352	25	2	4	0	0	1	0	0	0	0	0	385
Hour Total	2	1298	99	7	15	0	0	8	0	0	1	0	0	1430
5:00 PM	0	304	25	5	7	0	0	2	0	0	0	0	0	343
5:15 PM	0	286	18	3	2	0	0	3	0	0	0	0	0	312
5:30 PM	0	325	20	5	3	0	0	1	0	0	0	0	0	354
5:45 PM	1	327	25	3	3	0	0	1	0	0	0	0	0	360
Hour Total	1	1242	88	16	15	0	0	7	0	0	0	0	0	1369
6:00 PM	0	315	24	4	1	0	0	3	0	0	0	0	0	347
6:15 PM	0	293	19	2	0	0	0	0	0	0	0	0	0	314
6:30 PM	0	277	24	2	3	0	0	0	1	0	0	0	0	307
6:45 PM	1	235	21	2	1	0	0	0	0	0	0	0	0	260
Hour Total	1	1120	88	10	5	0	0	3	1	0	0	0	0	1228
7:00 PM	0	240	14	2	0	0	0	0	0	0	0	0	0	256
7:15 PM	0	209	11	4	0	0	0	1	1	0	0	0	0	226
7:30 PM	0	231	11	1	1	0	0	1	0	0	0	0	0	245
7:45 PM	0	188	11	1	3	0	0	1	0	0	0	0	0	204
Hour Total	0	868	47	8	4	0	0	3	1	0	0	0	0	931
8:00 PM	0	200	11	2	1	0	0	0	0	0	0	0	0	214
8:15 PM	0	186	11	2	2	0	0	0	0	0	0	0	0	201
8:30 PM	0	187	9	2	1	0	0	0	0	0	0	0	0	199
8:45 PM	0	175	6	2	3	0	0	0	0	0	0	0	0	186
Hour Total	0	748	37	8	7	0	0	0	0	0	0	0	0	800
9:00 PM	0	200	9	1	1	0	0	0	0	0	0	0	0	211
9:15 PM	0	193	10	2	0	0	0	0	0	0	0	0	0	205
9:30 PM	0	167	8	2	2	0	0	0	0	0	0	0	0	179
9:45 PM	0	140	4	1	1	0	0	0	0	0	0	0	0	146
Hour Total	0	700	31	6	4	0	0	0	0	0	0	0	0	741
10:00 PM	0	125	10	1	3	0	0	0	0	0	0	0	0	139
10:15 PM	0	146	7	1	0	0	0	1	0	0	0	0	0	155
10:30 PM	0	102	6	0	0	0	0	0	0	0	0	0	0	108
10:45 PM	0	113	3	2	0	0	0	0	0	0	0	0	0	118
Hour Total	0	486	26	4	3	0	0	1	0	0	0	0	0	520
11:00 PM	0	100	3	0	1	0	0	1	0	0	0	0	0	105
11:15 PM	0	91	2	0	1	0	0	0	0	0	0	0	0	94
11:30 PM	0	56	4	1	0	0	0	0	0	0	0	0	0	61
11:45 PM	0	61	2	1	0	0	0	0	0	0	0	0	0	64
Hour Total	0	308	11	2	2	0	0	1	0	0	0	0	0	324
Totals	6	16957	1464	160	273	20	0	78	19	0	1	0	0	18978
Percent	0.0%	89.4%	7.7%	0.8%	1.4%	0.1%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/9/2009

City: Oakland

Project #: 09-7224-021s

Location: Fruitvale Avenue south of I-580

Start Time	Southbound		Hour Totals		Northbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	32	140			28	129				
12:15	16	150			25	157				
12:30	14	153			15	156				
12:45	21	161	83	604	11	151	79	593	162	1197
1:00	16	132			12	142				
1:15	6	169			13	156				
1:30	12	155			11	157				
1:45	17	179	51	635	17	150	53	605	104	1240
2:00	19	169			11	155				
2:15	9	143			10	175				
2:30	13	149			8	152				
2:45	6	161	47	622	5	151	34	633	81	1255
3:00	7	163			10	160				
3:15	10	172			13	89				
3:30	6	183			10	174				
3:45	3	184	26	702	9	154	42	577	68	1279
4:00	2	182			8	145				
4:15	4	183			13	171				
4:30	9	202			17	162				
4:45	11	217	26	784	20	168	58	646	84	1430
5:00	12	208			21	135				
5:15	12	178			25	134				
5:30	27	191			31	163				
5:45	24	211	75	788	68	149	145	581	220	1369
6:00	29	179			52	168				
6:15	46	165			64	149				
6:30	45	158			85	149				
6:45	56	134	176	636	112	126	313	592	489	1228
7:00	66	141			104	115				
7:15	81	126			124	100				
7:30	100	118			200	127				
7:45	147	103	394	488	203	101	631	443	1025	931
8:00	154	125			184	89				
8:15	143	110			173	91				
8:30	173	119			195	80				
8:45	153	106	623	460	167	80	719	340	1342	800
9:00	135	100			146	111				
9:15	130	105			155	100				
9:30	109	95			117	84				
9:45	133	97	507	397	128	49	546	344	1053	741
10:00	107	78			135	61				
10:15	116	85			116	70				
10:30	110	57			117	51				
10:45	127	71	460	291	117	47	485	229	945	520
11:00	126	65			134	40				
11:15	121	48			126	46				
11:30	138	33			135	28				
11:45	161	33	546	179	150	31	545	145	1091	324
Total	3014	6586	3014	6586	3650	5728	3650	5728	6664	12314
Combined Total	9600		9600		9378		9378		18978	
AM Peak	8:00 AM				7:30 AM					
Vol.	623				760					
P.H.F.	0.900				0.936					
PM Peak	4:15 PM				4:00 PM					
Vol.	810				646					
P.H.F.	0.933				0.944					
Percentage	31.4%	68.6%			38.9%	61.1%				

Class Report - Prepared by: NDS/ATD

Fruitvale Avenue south of I-580
Oakland
Project #:09-7224-021n

Date: 6/10/2009 WEDNESDAY

North Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	30	5	1	0	0	0	0	0	0	0	0	0	36
12:15 AM	0	18	0	1	0	0	0	0	0	0	0	0	0	19
12:30 AM	0	17	1	0	0	0	0	0	0	0	0	0	0	18
12:45 AM	0	18	1	0	0	0	0	0	0	0	0	0	0	19
Hour Total	0	83	7	2	0	0	0	0	0	0	0	0	0	92
1:00 AM	0	19	1	0	0	0	0	0	0	0	0	0	0	20
1:15 AM	0	16	0	0	0	0	0	0	0	0	0	0	0	16
1:30 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
1:45 AM	0	12	3	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	59	4	0	0	0	0	0	0	0	0	0	0	63
2:00 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14
2:15 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
2:30 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	12
2:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	39	3	0	1	0	0	0	0	0	0	0	0	43
3:00 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
3:15 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
3:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
3:45 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	35	5	0	0	0	0	0	0	0	0	0	0	40
4:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
4:15 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	15
4:30 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	15
4:45 AM	0	19	1	0	0	1	0	0	0	0	0	0	0	21
Hour Total	0	58	1	0	0	1	0	0	0	0	0	0	0	60
5:00 AM	0	16	2	0	0	0	0	0	0	0	0	0	0	18
5:15 AM	0	28	0	1	0	0	0	0	0	0	0	0	0	29
5:30 AM	0	34	5	1	2	1	0	0	0	0	0	0	0	43
5:45 AM	0	48	5	0	2	0	0	0	0	0	0	0	0	55
Hour Total	0	126	12	2	4	1	0	0	0	0	0	0	0	145
6:00 AM	0	44	7	2	2	1	0	0	0	0	0	0	0	56
6:15 AM	0	68	8	1	0	1	0	0	0	0	0	0	0	78
6:30 AM	0	75	8	1	2	1	0	0	0	0	0	0	0	87
6:45 AM	1	94	8	1	3	0	0	0	1	0	0	0	0	108
Hour Total	1	281	31	5	7	3	0	0	1	0	0	0	0	329
7:00 AM	0	81	14	0	2	0	0	0	0	0	0	0	0	97
7:15 AM	0	114	11	0	1	0	0	0	0	0	0	0	0	126
7:30 AM	0	137	25	1	6	0	0	0	1	0	0	0	0	170
7:45 AM	0	144	25	0	3	0	0	1	0	0	0	0	0	173
Hour Total	0	476	75	1	12	0	0	1	1	0	0	0	0	566

8:00 AM	0	174	18	1	1	0	0	3	0	0	0	0	0	197
8:15 AM	0	157	26	2	1	1	0	1	1	0	0	0	0	189
8:30 AM	0	162	19	1	6	0	0	0	1	0	0	0	0	189
8:45 AM	0	123	19	1	4	0	0	2	0	0	1	0	0	150
Hour Total	0	616	82	5	12	1	0	6	2	0	1	0	0	725
9:00 AM	1	117	18	2	5	0	0	1	0	0	0	0	0	144
9:15 AM	0	105	24	1	3	0	0	2	0	0	0	0	0	135
9:30 AM	0	107	12	0	4	1	0	1	1	0	0	0	0	126
9:45 AM	0	120	18	1	0	0	0	1	0	0	0	0	0	140
Hour Total	1	449	72	4	12	1	0	5	1	0	0	0	0	545
10:00 AM	0	110	8	1	1	0	0	0	0	0	0	0	0	120
10:15 AM	0	116	15	1	5	0	0	0	0	0	0	0	0	137
10:30 AM	0	89	12	1	1	1	0	1	0	0	0	0	0	105
10:45 AM	0	104	15	1	4	0	0	1	0	0	0	0	0	125
Hour Total	0	419	50	4	11	1	0	2	0	0	0	0	0	487
11:00 AM	0	102	21	0	1	0	0	0	0	0	0	0	0	124
11:15 AM	0	102	16	1	2	0	0	0	1	0	0	0	0	122
11:30 AM	0	127	14	1	2	1	0	0	0	0	0	0	0	145
11:45 AM	0	107	8	0	1	0	0	0	0	0	0	0	0	116
Hour Total	0	438	59	2	6	1	0	0	1	0	0	0	0	507
12:00 PM	0	106	22	1	2	1	0	1	0	0	0	0	0	133
12:15 PM	0	131	12	2	3	1	0	1	0	0	0	0	0	150
12:30 PM	0	106	20	4	2	0	0	3	0	0	0	0	0	135
12:45 PM	0	143	17	1	3	0	0	2	0	0	0	0	0	166
Hour Total	0	486	71	8	10	2	0	7	0	0	0	0	0	584
1:00 PM	0	132	10	1	2	0	0	0	0	0	0	0	0	145
1:15 PM	0	128	11	0	2	0	0	0	0	0	0	0	0	141
1:30 PM	0	167	15	0	2	0	0	0	0	0	0	0	0	184
1:45 PM	0	145	16	1	0	0	0	0	0	0	0	0	0	162
Hour Total	0	572	52	2	6	0	0	0	0	0	0	0	0	632
2:00 PM	0	127	11	1	2	0	0	1	0	0	0	0	0	142
2:15 PM	0	109	16	0	5	0	0	1	0	0	0	0	0	131
2:30 PM	0	137	16	0	0	0	0	0	0	0	0	0	0	153
2:45 PM	0	152	16	0	2	0	0	0	0	0	0	0	0	170
Hour Total	0	525	59	1	9	0	0	2	0	0	0	0	0	596
3:00 PM	0	131	14	0	3	0	0	0	0	0	0	0	0	148
3:15 PM	0	127	14	1	5	0	0	1	0	0	0	0	0	148
3:30 PM	0	144	22	2	2	0	0	1	0	0	0	0	0	171
3:45 PM	0	146	20	0	1	0	0	0	0	0	0	0	0	167
Hour Total	0	548	70	3	11	0	0	2	0	0	0	0	0	634

4:00 PM	0	126	16	2	1	0	0	0	0	0	0	0	0	145
4:15 PM	1	126	7	1	5	0	0	2	0	0	0	0	0	142
4:30 PM	0	147	12	0	1	0	0	0	0	0	0	0	0	160
4:45 PM	0	128	19	2	0	0	0	0	0	0	0	0	0	149
Hour Total	1	527	54	5	7	0	0	2	0	0	0	0	0	596
5:00 PM	1	121	12	1	1	0	0	0	0	0	0	0	0	136
5:15 PM	0	128	13	3	3	0	0	1	0	0	0	0	0	148
5:30 PM	0	179	13	0	0	0	0	0	0	0	0	0	0	192
5:45 PM	0	144	17	1	2	0	0	1	0	0	0	0	0	165
Hour Total	1	572	55	5	6	0	0	2	0	0	0	0	0	641
6:00 PM	0	142	16	1	2	1	0	0	0	0	0	0	0	162
6:15 PM	0	136	11	0	0	0	0	0	0	0	0	0	0	147
6:30 PM	0	139	8	0	0	0	0	0	0	0	0	0	0	147
6:45 PM	0	116	14	1	1	0	0	1	0	0	0	0	0	133
Hour Total	0	533	49	2	3	1	0	1	0	0	0	0	0	589
7:00 PM	0	140	7	1	1	0	0	0	0	0	0	0	0	149
7:15 PM	0	109	17	1	0	0	0	0	0	0	0	0	0	127
7:30 PM	0	107	6	1	1	0	0	0	0	0	0	0	0	115
7:45 PM	0	84	10	1	1	0	0	0	0	0	0	0	0	96
Hour Total	0	440	40	4	3	0	0	0	0	0	0	0	0	487
8:00 PM	0	83	8	1	0	0	0	0	0	0	0	0	0	92
8:15 PM	0	88	7	0	0	0	0	0	0	0	0	0	0	95
8:30 PM	0	88	11	0	2	0	0	1	0	0	0	0	0	102
8:45 PM	0	107	4	0	1	0	0	0	0	0	0	0	0	112
Hour Total	0	366	30	1	3	0	0	1	0	0	0	0	0	401
9:00 PM	0	80	9	1	1	0	0	0	0	0	0	0	0	91
9:15 PM	0	88	7	0	2	0	0	0	0	0	0	0	0	97
9:30 PM	0	64	8	0	1	0	0	0	1	0	0	0	0	74
9:45 PM	0	54	9	0	0	0	0	0	0	0	0	0	0	63
Hour Total	0	286	33	1	4	0	0	0	1	0	0	0	0	325
10:00 PM	0	65	2	0	3	0	0	0	0	0	0	0	0	70
10:15 PM	0	87	4	1	1	0	0	0	0	0	0	0	0	93
10:30 PM	0	46	1	0	0	0	0	0	0	0	0	0	0	47
10:45 PM	0	36	3	1	0	0	0	0	0	0	0	0	0	40
Hour Total	0	234	10	2	4	0	0	0	0	0	0	0	0	250
11:00 PM	0	46	1	0	1	0	0	0	0	0	0	0	0	48
11:15 PM	0	44	3	1	0	0	0	0	0	0	0	0	0	48
11:30 PM	0	29	0	0	0	0	0	0	0	0	0	0	0	29
11:45 PM	0	34	1	1	1	0	0	0	0	0	0	0	0	37
Hour Total	0	153	5	2	2	0	0	0	0	0	0	0	0	162
Totals	4	8321	929	61	133	12	0	31	7	0	1	0	0	9499
Percent	0.0%	87.6%	9.8%	0.6%	1.4%	0.1%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Fruitvale Avenue south of I-580
Oakland
Project #:09-7224-021s

Date: 6/10/2009 WEDNESDAY

South Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	19	3	1	0	0	0	0	0	0	0	0	0	23
12:15 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
12:30 AM	0	24	0	1	0	0	0	0	0	0	0	0	0	25
12:45 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	68	4	2	0	0	0	0	0	0	0	0	0	74
1:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
1:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
1:30 AM	0	23	1	0	0	0	0	0	0	0	0	0	0	24
1:45 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	52	3	0	0	0	0	0	0	0	0	0	0	55
2:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
2:15 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
2:30 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
2:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	36	2	0	0	0	0	0	0	0	0	0	0	38
3:00 AM	0	11	0	0	1	0	0	0	0	0	0	0	0	12
3:15 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
3:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
3:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	32	1	0	1	0	0	0	0	0	0	0	0	34
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:15 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
4:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
4:45 AM	0	5	1	1	0	1	0	0	0	0	0	0	0	8
Hour Total	0	25	1	1	0	1	0	0	0	0	0	0	0	28
5:00 AM	0	12	0	1	1	1	0	0	0	0	0	0	0	15
5:15 AM	0	11	1	1	0	0	0	0	0	0	0	0	0	13
5:30 AM	0	23	3	1	2	0	0	0	0	0	0	0	0	29
5:45 AM	0	24	3	1	0	0	0	0	0	0	0	0	0	28
Hour Total	0	70	7	4	3	1	0	0	0	0	0	0	0	85
6:00 AM	0	25	2	1	1	0	0	0	0	0	0	0	0	29
6:15 AM	0	34	5	2	0	0	0	0	0	0	0	0	0	41
6:30 AM	0	40	3	1	1	0	0	0	0	0	0	0	0	45
6:45 AM	0	56	2	1	0	0	0	0	0	0	0	0	0	59
Hour Total	0	155	12	5	2	0	0	0	0	0	0	0	0	174
7:00 AM	0	51	4	1	0	0	0	0	0	0	0	0	0	56
7:15 AM	0	86	10	1	1	0	0	1	0	0	0	0	0	99
7:30 AM	0	106	10	1	2	0	0	1	1	0	0	0	0	121
7:45 AM	0	107	19	1	2	0	0	2	0	0	0	0	0	131
Hour Total	0	350	43	4	5	0	0	4	1	0	0	0	0	407

8:00 AM	0	137	17	2	5	0	0	3	1	0	0	0	0	165
8:15 AM	0	145	12	2	1	0	0	1	0	0	0	0	0	161
8:30 AM	0	132	10	0	0	1	0	0	0	0	0	0	0	143
8:45 AM	0	126	12	2	4	1	0	0	0	0	0	0	0	145
Hour Total	0	540	51	6	10	2	0	4	1	0	0	0	0	614
9:00 AM	1	102	13	1	2	0	0	1	0	0	0	0	0	120
9:15 AM	0	102	8	1	2	0	0	0	0	0	0	0	0	113
9:30 AM	0	88	9	1	2	0	0	0	0	0	0	0	0	100
9:45 AM	1	88	8	1	3	1	0	0	0	0	0	0	0	102
Hour Total	2	380	38	4	9	1	0	1	0	0	0	0	0	435
10:00 AM	0	111	4	0	2	0	0	2	0	0	0	0	0	119
10:15 AM	0	103	16	1	1	0	0	2	0	0	0	0	0	123
10:30 AM	0	108	10	1	1	1	0	2	0	0	0	0	0	123
10:45 AM	0	136	8	1	3	1	0	0	0	0	0	0	0	149
Hour Total	0	458	38	3	7	2	0	6	0	0	0	0	0	514
11:00 AM	0	104	6	1	1	1	0	1	0	0	0	0	0	114
11:15 AM	0	113	16	1	5	0	0	1	1	0	0	0	0	137
11:30 AM	0	117	13	1	2	0	0	0	0	0	0	0	0	133
11:45 AM	0	130	17	1	2	1	0	1	1	0	0	0	0	153
Hour Total	0	464	52	4	10	2	0	3	2	0	0	0	0	537
12:00 PM	1	138	15	1	3	0	0	0	0	0	0	0	0	158
12:15 PM	0	141	11	1	2	1	0	0	0	0	0	0	0	156
12:30 PM	0	139	10	0	3	0	0	1	0	0	0	0	0	153
12:45 PM	0	112	9	2	1	0	0	1	0	0	0	0	0	125
Hour Total	1	530	45	4	9	1	0	2	0	0	0	0	0	592
1:00 PM	0	135	9	0	0	0	0	1	0	0	0	0	0	145
1:15 PM	0	145	10	2	3	0	0	1	0	0	0	0	0	161
1:30 PM	0	116	14	1	5	2	0	0	0	0	0	0	0	138
1:45 PM	0	134	13	2	2	0	0	0	0	0	0	0	0	151
Hour Total	0	530	46	5	10	2	0	2	0	0	0	0	0	595
2:00 PM	0	150	12	1	3	0	0	0	0	0	0	0	0	166
2:15 PM	0	100	7	3	0	0	0	1	0	0	1	0	0	112
2:30 PM	0	125	11	1	6	2	0	0	0	0	0	0	0	145
2:45 PM	0	171	13	1	1	0	0	1	0	0	0	0	0	187
Hour Total	0	546	43	6	10	2	0	2	0	0	1	0	0	610
3:00 PM	0	144	16	1	2	0	0	1	0	0	0	0	0	164
3:15 PM	0	182	7	1	3	0	0	1	0	0	0	0	0	194
3:30 PM	0	165	9	1	2	1	0	0	0	0	0	0	0	178
3:45 PM	0	144	14	1	0	0	0	0	0	0	0	0	0	159
Hour Total	0	635	46	4	7	1	0	2	0	0	0	0	0	695

4:00 PM	0	141	15	2	2	0	0	1	0	0	0	0	0	161
4:15 PM	0	136	12	0	0	0	0	1	0	0	0	0	0	149
4:30 PM	0	190	14	2	3	0	0	1	0	0	0	0	0	210
4:45 PM	0	170	9	3	3	0	0	3	0	0	0	0	0	188
Hour Total	0	637	50	7	8	0	0	6	0	0	0	0	0	708
5:00 PM	0	177	13	3	1	0	0	2	0	0	0	0	0	196
5:15 PM	1	163	9	1	0	0	0	0	0	0	0	0	0	174
5:30 PM	0	171	13	5	2	0	0	2	0	0	0	0	0	193
5:45 PM	0	174	16	2	1	1	0	2	0	0	0	0	0	196
Hour Total	1	685	51	11	4	1	0	6	0	0	0	0	0	759
6:00 PM	0	160	7	2	0	0	0	0	0	0	0	0	0	169
6:15 PM	0	164	9	1	3	0	0	2	0	0	0	0	0	179
6:30 PM	0	117	11	1	0	0	0	0	0	0	0	0	0	129
6:45 PM	0	154	9	1	1	0	0	0	0	0	0	0	0	165
Hour Total	0	595	36	5	4	0	0	2	0	0	0	0	0	642
7:00 PM	0	128	8	1	1	0	1	0	0	0	0	0	0	139
7:15 PM	0	138	8	1	2	0	0	0	0	0	0	0	0	149
7:30 PM	2	123	8	1	1	0	0	0	0	0	0	0	0	135
7:45 PM	0	99	2	1	0	0	0	0	0	0	0	0	0	102
Hour Total	2	488	26	4	4	0	1	0	0	0	0	0	0	525
8:00 PM	0	82	7	0	0	0	0	0	0	0	0	0	0	89
8:15 PM	0	86	4	2	1	0	0	0	0	0	0	0	0	93
8:30 PM	0	106	5	1	0	0	0	0	1	0	0	0	0	113
8:45 PM	0	84	6	1	1	0	0	0	0	0	0	0	0	92
Hour Total	0	358	22	4	2	0	0	0	1	0	0	0	0	387
9:00 PM	0	85	4	1	0	0	0	0	0	0	0	0	0	90
9:15 PM	0	92	5	1	0	0	0	0	0	0	0	0	0	98
9:30 PM	0	118	2	2	0	0	0	0	0	0	0	0	0	122
9:45 PM	0	74	3	1	0	0	0	0	0	0	0	0	0	78
Hour Total	0	369	14	5	0	0	0	0	0	0	0	0	0	388
10:00 PM	0	67	4	0	1	0	0	0	0	0	0	0	0	72
10:15 PM	0	72	3	0	0	0	0	0	0	0	0	0	0	75
10:30 PM	0	64	1	1	0	0	0	0	1	0	0	0	0	67
10:45 PM	0	50	2	1	0	0	0	0	0	0	0	0	0	53
Hour Total	0	253	10	2	1	0	0	0	1	0	0	0	0	267
11:00 PM	0	60	1	0	0	0	0	0	0	0	0	0	0	61
11:15 PM	0	49	0	0	0	0	0	0	0	0	0	0	0	49
11:30 PM	0	42	1	1	0	0	0	0	0	0	0	0	0	44
11:45 PM	0	32	0	1	0	0	0	0	0	0	0	0	0	33
Hour Total	0	183	2	2	0	0	0	0	0	0	0	0	0	187
Totals	6	8439	643	92	106	16	1	40	6	0	1	0	0	9350
Percent	0.1%	90.3%	6.9%	1.0%	1.1%	0.2%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Fruitvale Avenue south of I-580
Oakland

Project #:09-7224-021s

Date: 6/10/2009

WEDNESDAY

North Bound, South Bound

Begin Time	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	49	8	2	0	0	0	0	0	0	0	0	0	59
12:15 AM	0	30	1	1	0	0	0	0	0	0	0	0	0	32
12:30 AM	0	41	1	1	0	0	0	0	0	0	0	0	0	43
12:45 AM	0	31	1	0	0	0	0	0	0	0	0	0	0	32
Hour Total	0	151	11	4	0	0	0	0	0	0	0	0	0	166
1:00 AM	0	30	1	0	0	0	0	0	0	0	0	0	0	31
1:15 AM	0	23	0	0	0	0	0	0	0	0	0	0	0	23
1:30 AM	0	35	1	0	0	0	0	0	0	0	0	0	0	36
1:45 AM	0	23	5	0	0	0	0	0	0	0	0	0	0	28
Hour Total	0	111	7	0	0	0	0	0	0	0	0	0	0	118
2:00 AM	0	24	0	0	0	0	0	0	0	0	0	0	0	24
2:15 AM	0	16	3	0	1	0	0	0	0	0	0	0	0	20
2:30 AM	0	21	2	0	0	0	0	0	0	0	0	0	0	23
2:45 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14
Hour Total	0	75	5	0	1	0	0	0	0	0	0	0	0	81
3:00 AM	0	19	2	0	1	0	0	0	0	0	0	0	0	22
3:15 AM	0	16	3	0	0	0	0	0	0	0	0	0	0	19
3:30 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	15
3:45 AM	0	17	1	0	0	0	0	0	0	0	0	0	0	18
Hour Total	0	67	6	0	1	0	0	0	0	0	0	0	0	74
4:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
4:15 AM	0	25	0	0	0	0	0	0	0	0	0	0	0	25
4:30 AM	0	23	0	0	0	0	0	0	0	0	0	0	0	23
4:45 AM	0	24	2	1	0	2	0	0	0	0	0	0	0	29
Hour Total	0	83	2	1	0	2	0	0	0	0	0	0	0	88
5:00 AM	0	28	2	1	1	1	0	0	0	0	0	0	0	33
5:15 AM	0	39	1	2	0	0	0	0	0	0	0	0	0	42
5:30 AM	0	57	8	2	4	1	0	0	0	0	0	0	0	72
5:45 AM	0	72	8	1	2	0	0	0	0	0	0	0	0	83
Hour Total	0	196	19	6	7	2	0	0	0	0	0	0	0	230
6:00 AM	0	69	9	3	3	1	0	0	0	0	0	0	0	85
6:15 AM	0	102	13	3	0	1	0	0	0	0	0	0	0	119
6:30 AM	0	115	11	2	3	1	0	0	0	0	0	0	0	132
6:45 AM	1	150	10	2	3	0	0	0	1	0	0	0	0	167
Hour Total	1	436	43	10	9	3	0	0	1	0	0	0	0	503
7:00 AM	0	132	18	1	2	0	0	0	0	0	0	0	0	153
7:15 AM	0	200	21	1	2	0	0	1	0	0	0	0	0	225
7:30 AM	0	243	35	2	8	0	0	1	2	0	0	0	0	291
7:45 AM	0	251	44	1	5	0	0	3	0	0	0	0	0	304
Hour Total	0	826	118	5	17	0	0	5	2	0	0	0	0	973

8:00 AM	0	311	35	3	6	0	0	6	1	0	0	0	0	362
8:15 AM	0	302	38	4	2	1	0	2	1	0	0	0	0	350
8:30 AM	0	294	29	1	6	1	0	0	1	0	0	0	0	332
8:45 AM	0	249	31	3	8	1	0	2	0	0	1	0	0	295
Hour Total	0	1156	133	11	22	3	0	10	3	0	1	0	0	1339
9:00 AM	2	219	31	3	7	0	0	2	0	0	0	0	0	264
9:15 AM	0	207	32	2	5	0	0	2	0	0	0	0	0	248
9:30 AM	0	195	21	1	6	1	0	1	1	0	0	0	0	226
9:45 AM	1	208	26	2	3	1	0	1	0	0	0	0	0	242
Hour Total	3	829	110	8	21	2	0	6	1	0	0	0	0	980
10:00 AM	0	221	12	1	3	0	0	2	0	0	0	0	0	239
10:15 AM	0	219	31	2	6	0	0	2	0	0	0	0	0	260
10:30 AM	0	197	22	2	2	2	0	3	0	0	0	0	0	228
10:45 AM	0	240	23	2	7	1	0	1	0	0	0	0	0	274
Hour Total	0	877	88	7	18	3	0	8	0	0	0	0	0	1001
11:00 AM	0	206	27	1	2	1	0	1	0	0	0	0	0	238
11:15 AM	0	215	32	2	7	0	0	1	2	0	0	0	0	259
11:30 AM	0	244	27	2	4	1	0	0	0	0	0	0	0	278
11:45 AM	0	237	25	1	3	1	0	1	1	0	0	0	0	269
Hour Total	0	902	111	6	16	3	0	3	3	0	0	0	0	1044
12:00 PM	1	244	37	2	5	1	0	1	0	0	0	0	0	291
12:15 PM	0	272	23	3	5	2	0	1	0	0	0	0	0	306
12:30 PM	0	245	30	4	5	0	0	4	0	0	0	0	0	288
12:45 PM	0	255	26	3	4	0	0	3	0	0	0	0	0	291
Hour Total	1	1016	116	12	19	3	0	9	0	0	0	0	0	1176
1:00 PM	0	267	19	1	2	0	0	1	0	0	0	0	0	290
1:15 PM	0	273	21	2	5	0	0	1	0	0	0	0	0	302
1:30 PM	0	283	29	1	7	2	0	0	0	0	0	0	0	322
1:45 PM	0	279	29	3	2	0	0	0	0	0	0	0	0	313
Hour Total	0	1102	98	7	16	2	0	2	0	0	0	0	0	1227
2:00 PM	0	277	23	2	5	0	0	1	0	0	0	0	0	308
2:15 PM	0	209	23	3	5	0	0	2	0	0	1	0	0	243
2:30 PM	0	262	27	1	6	2	0	0	0	0	0	0	0	298
2:45 PM	0	323	29	1	3	0	0	1	0	0	0	0	0	357
Hour Total	0	1071	102	7	19	2	0	4	0	0	1	0	0	1206
3:00 PM	0	275	30	1	5	0	0	1	0	0	0	0	0	312
3:15 PM	0	309	21	2	8	0	0	2	0	0	0	0	0	342
3:30 PM	0	309	31	3	4	1	0	1	0	0	0	0	0	349
3:45 PM	0	290	34	1	1	0	0	0	0	0	0	0	0	326
Hour Total	0	1183	116	7	18	1	0	4	0	0	0	0	0	1329

4:00 PM	0	267	31	4	3	0	0	1	0	0	0	0	0	306
4:15 PM	1	262	19	1	5	0	0	3	0	0	0	0	0	291
4:30 PM	0	337	26	2	4	0	0	1	0	0	0	0	0	370
4:45 PM	0	298	28	5	3	0	0	3	0	0	0	0	0	337
Hour Total	1	1164	104	12	15	0	0	8	0	0	0	0	0	1304
5:00 PM	1	298	25	4	2	0	0	2	0	0	0	0	0	332
5:15 PM	1	291	22	4	3	0	0	1	0	0	0	0	0	322
5:30 PM	0	350	26	5	2	0	0	2	0	0	0	0	0	385
5:45 PM	0	318	33	3	3	1	0	3	0	0	0	0	0	361
Hour Total	2	1257	106	16	10	1	0	8	0	0	0	0	0	1400
6:00 PM	0	302	23	3	2	1	0	0	0	0	0	0	0	331
6:15 PM	0	300	20	1	3	0	0	2	0	0	0	0	0	326
6:30 PM	0	256	19	1	0	0	0	0	0	0	0	0	0	276
6:45 PM	0	270	23	2	2	0	0	1	0	0	0	0	0	298
Hour Total	0	1128	85	7	7	1	0	3	0	0	0	0	0	1231
7:00 PM	0	268	15	2	2	0	1	0	0	0	0	0	0	288
7:15 PM	0	247	25	2	2	0	0	0	0	0	0	0	0	276
7:30 PM	2	230	14	2	2	0	0	0	0	0	0	0	0	250
7:45 PM	0	183	12	2	1	0	0	0	0	0	0	0	0	198
Hour Total	2	928	66	8	7	0	1	0	0	0	0	0	0	1012
8:00 PM	0	165	15	1	0	0	0	0	0	0	0	0	0	181
8:15 PM	0	174	11	2	1	0	0	0	0	0	0	0	0	188
8:30 PM	0	194	16	1	2	0	0	1	1	0	0	0	0	215
8:45 PM	0	191	10	1	2	0	0	0	0	0	0	0	0	204
Hour Total	0	724	52	5	5	0	0	1	1	0	0	0	0	788
9:00 PM	0	165	13	2	1	0	0	0	0	0	0	0	0	181
9:15 PM	0	180	12	1	2	0	0	0	0	0	0	0	0	195
9:30 PM	0	182	10	2	1	0	0	0	1	0	0	0	0	196
9:45 PM	0	128	12	1	0	0	0	0	0	0	0	0	0	141
Hour Total	0	655	47	6	4	0	0	0	1	0	0	0	0	713
10:00 PM	0	132	6	0	4	0	0	0	0	0	0	0	0	142
10:15 PM	0	159	7	1	1	0	0	0	0	0	0	0	0	168
10:30 PM	0	110	2	1	0	0	0	0	1	0	0	0	0	114
10:45 PM	0	86	5	2	0	0	0	0	0	0	0	0	0	93
Hour Total	0	487	20	4	5	0	0	0	1	0	0	0	0	517
11:00 PM	0	106	2	0	1	0	0	0	0	0	0	0	0	109
11:15 PM	0	93	3	1	0	0	0	0	0	0	0	0	0	97
11:30 PM	0	71	1	1	0	0	0	0	0	0	0	0	0	73
11:45 PM	0	66	1	2	1	0	0	0	0	0	0	0	0	70
Hour Total	0	336	7	4	2	0	0	0	0	0	0	0	0	349
Totals	10	16760	1572	153	239	28	1	71	13	0	2	0	0	18849
Percent	0.1%	88.9%	8.3%	0.8%	1.3%	0.1%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/10/2009

City: Oakland

Project #: 09-7224-021s

Location: Fruitvale Avenue south of I-580

Start Time	Southbound		Hour Totals		Northbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	23	158			36	133				
12:15	13	156			19	150				
12:30	25	153			18	135				
12:45	13	125	74	592	19	166	92	584	166	1176
1:00	11	145			20	145				
1:15	7	161			16	141				
1:30	24	138			12	184				
1:45	13	151	55	595	15	162	63	632	118	1227
2:00	10	166			14	142				
2:15	13	112			7	131				
2:30	11	145			12	153				
2:45	4	187	38	610	10	170	43	596	81	1206
3:00	12	164			10	148				
3:15	10	194			9	148				
3:30	6	178			9	171				
3:45	6	159	34	695	12	167	40	634	74	1329
4:00	2	161			9	145				
4:15	10	149			15	142				
4:30	8	210			15	160				
4:45	8	188	28	708	21	149	60	596	88	1304
5:00	15	196			18	136				
5:15	13	174			29	148				
5:30	29	193			43	192				
5:45	28	196	85	759	55	165	145	641	230	1400
6:00	29	169			56	162				
6:15	41	179			78	147				
6:30	45	129			87	147				
6:45	59	165	174	642	108	133	329	589	503	1231
7:00	56	139			97	149				
7:15	99	149			126	127				
7:30	121	135			170	115				
7:45	131	102	407	525	173	96	566	487	973	1012
8:00	165	89			197	92				
8:15	161	93			189	95				
8:30	143	113			189	102				
8:45	145	92	614	387	150	112	725	401	1339	788
9:00	120	90			144	91				
9:15	113	98			135	97				
9:30	100	122			126	74				
9:45	102	78	435	388	140	63	545	325	980	713
10:00	119	72			120	70				
10:15	123	75			137	93				
10:30	123	67			105	47				
10:45	149	53	514	267	125	40	487	250	1001	517
11:00	114	61			124	48				
11:15	137	49			122	48				
11:30	133	44			145	29				
11:45	153	33	537	187	116	37	507	162	1044	349
Total	2995	6355	2995	6355	3602	5897	3602	5897	6597	12252
Combined Total	9350		9350		9499		9499		18849	
AM Peak	11:45 AM				7:45 AM					
Vol.	620				748					
P.H.F.	0.981				0.949					
PM Peak	4:30 PM				5:15 PM					
Vol.	768				667					
P.H.F.	0.914				0.868					
Percentage	32.0%	68.0%			37.9%	62.1%				

Class Report - Prepared by: NDS/ATD

23rd Avenue north of Foothill Boulevard
Oakland

Project #:09-7224-022n

Date: 6/3/2009

WEDNESDAY

North Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	8	0	1	1	0	0	0	0	0	0	0	0	10
12:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
12:30 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	11
12:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	29	2	1	1	0	0	0	0	0	0	0	0	33
1:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
1:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
1:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	19	0	0	0	0	0	0	0	0	0	0	0	19
2:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	10	0	0	0	0	0	0	0	0	0	0	0	10
3:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	10	0	0	0	0	0	0	0	0	0	0	0	10
4:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	6	1	0	0	0	0	0	0	0	0	0	0	7
5:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
5:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:30 AM	0	4	1	1	0	0	0	0	0	0	0	0	0	6
5:45 AM	0	4	0	1	0	0	0	0	0	0	0	0	0	5
Hour Total	0	12	3	2	0	0	0	0	0	0	0	0	0	17
6:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
6:15 AM	0	4	1	1	0	0	0	0	0	0	0	0	0	6
6:30 AM	0	10	3	1	0	0	0	0	0	0	0	0	0	14
6:45 AM	0	18	0	1	1	0	0	0	0	0	0	0	0	20
Hour Total	0	41	5	3	1	0	0	0	0	0	0	0	0	50
7:00 AM	0	10	4	0	0	0	0	0	0	0	0	0	0	14
7:15 AM	0	16	2	1	1	1	0	0	0	0	0	0	0	21
7:30 AM	0	12	6	1	0	0	0	1	0	0	0	0	0	20
7:45 AM	0	27	3	0	4	0	0	0	0	0	0	0	0	34
Hour Total	0	65	15	2	5	1	0	1	0	0	0	0	0	89

8:00 AM	0	28	7	0	0	0	0	0	0	0	0	0	0	35
8:15 AM	0	37	5	1	1	0	0	1	1	0	0	0	0	46
8:30 AM	0	28	1	1	0	0	0	0	0	0	0	0	0	30
8:45 AM	0	30	9	1	1	0	0	0	0	0	0	0	0	41
Hour Total	0	123	22	3	2	0	0	1	1	0	0	0	0	152
9:00 AM	0	23	6	0	1	0	0	0	0	0	0	0	0	30
9:15 AM	0	28	4	1	1	0	0	0	0	0	0	0	0	34
9:30 AM	0	22	7	1	1	1	0	0	0	0	0	0	0	32
9:45 AM	0	23	4	1	2	0	0	0	0	0	0	0	0	30
Hour Total	0	96	21	3	5	1	0	0	0	0	0	0	0	126
10:00 AM	0	18	1	0	2	0	0	0	0	0	0	0	0	21
10:15 AM	0	25	2	1	1	0	0	0	0	0	0	0	0	29
10:30 AM	0	26	2	1	1	0	0	0	0	0	0	0	0	30
10:45 AM	0	28	10	1	0	0	0	0	0	0	0	0	0	39
Hour Total	0	97	15	3	4	0	0	0	0	0	0	0	0	119
11:00 AM	0	28	2	0	4	0	0	0	0	0	0	0	0	34
11:15 AM	0	35	6	1	3	0	0	0	0	0	0	0	0	45
11:30 AM	0	29	9	1	0	1	0	0	0	0	0	0	0	40
11:45 AM	0	30	7	1	2	0	0	0	0	0	0	0	0	40
Hour Total	0	122	24	3	9	1	0	0	0	0	0	0	0	159
12:00 PM	0	23	4	0	1	0	0	3	0	0	0	0	0	31
12:15 PM	0	45	4	1	1	0	0	0	0	0	0	0	0	51
12:30 PM	0	33	5	1	1	0	0	0	0	0	0	0	0	40
12:45 PM	0	27	7	1	0	0	0	0	0	0	0	0	0	35
Hour Total	0	128	20	3	3	0	0	3	0	0	0	0	0	157
1:00 PM	0	30	7	2	0	0	0	1	0	0	0	0	0	40
1:15 PM	0	41	5	0	1	0	0	0	0	0	0	0	0	47
1:30 PM	0	36	5	2	0	0	0	0	0	0	0	0	0	43
1:45 PM	0	48	4	1	0	0	0	2	0	0	0	0	0	55
Hour Total	0	155	21	5	1	0	0	3	0	0	0	0	0	185
2:00 PM	1	45	6	0	0	0	0	0	0	0	0	0	0	52
2:15 PM	0	48	6	1	1	0	0	0	0	0	0	0	0	56
2:30 PM	0	46	8	1	0	0	0	0	0	0	0	0	0	55
2:45 PM	1	37	8	1	3	0	0	0	1	0	0	0	0	51
Hour Total	2	176	28	3	4	0	0	0	1	0	0	0	0	214
3:00 PM	1	44	4	0	3	0	0	0	0	0	0	0	0	52
3:15 PM	0	46	9	1	0	0	0	1	0	0	0	0	0	57
3:30 PM	0	34	3	1	1	0	0	1	1	0	0	0	0	41
3:45 PM	0	48	14	2	0	0	0	0	0	0	0	0	0	64
Hour Total	1	172	30	4	4	0	0	2	1	0	0	0	0	214

4:00 PM	0	48	5	0	1	0	0	0	0	0	0	0	0	54
4:15 PM	0	50	2	1	0	0	0	0	0	0	0	0	0	53
4:30 PM	0	46	12	1	0	0	0	0	0	0	0	0	0	59
4:45 PM	0	50	3	1	1	0	0	2	0	0	0	0	0	57
Hour Total	0	194	22	3	2	0	0	2	0	0	0	0	0	223
5:00 PM	0	61	8	1	1	0	0	1	0	0	0	0	0	72
5:15 PM	1	58	4	1	2	0	0	0	0	0	0	0	0	66
5:30 PM	1	42	6	1	2	0	0	0	0	0	0	0	0	52
5:45 PM	0	63	5	0	3	0	0	2	0	0	0	0	0	73
Hour Total	2	224	23	3	8	0	0	3	0	0	0	0	0	263
6:00 PM	0	56	5	1	3	0	0	0	0	0	0	0	0	65
6:15 PM	1	56	3	1	2	0	0	1	0	0	0	0	0	64
6:30 PM	0	53	7	1	0	0	0	1	0	0	0	0	0	62
6:45 PM	0	47	2	1	1	0	0	0	0	0	0	0	0	51
Hour Total	1	212	17	4	6	0	0	2	0	0	0	0	0	242
7:00 PM	0	44	6	0	0	0	0	1	0	0	0	0	0	51
7:15 PM	0	36	1	1	3	0	0	1	0	0	0	0	0	42
7:30 PM	1	40	3	1	1	0	0	1	0	0	0	0	0	47
7:45 PM	1	36	1	0	1	0	0	0	0	0	0	0	0	39
Hour Total	2	156	11	2	5	0	0	3	0	0	0	0	0	179
8:00 PM	0	39	6	1	1	0	0	0	0	0	0	0	0	47
8:15 PM	0	24	1	0	0	0	0	0	0	0	0	0	0	25
8:30 PM	0	33	3	1	0	0	0	1	0	0	0	0	0	38
8:45 PM	0	29	5	0	1	0	0	0	0	0	0	0	0	35
Hour Total	0	125	15	2	2	0	0	1	0	0	0	0	0	145
9:00 PM	0	27	4	1	0	0	0	0	0	0	0	0	0	32
9:15 PM	0	35	6	0	0	0	0	0	0	0	0	0	0	41
9:30 PM	0	26	1	1	0	0	0	0	0	0	0	0	0	28
9:45 PM	0	24	0	0	0	0	0	0	0	0	0	0	0	24
Hour Total	0	112	11	2	0	0	0	0	0	0	0	0	0	125
10:00 PM	0	24	4	1	0	0	0	0	0	0	0	0	0	29
10:15 PM	0	22	2	0	0	0	0	0	0	0	0	0	0	24
10:30 PM	0	18	2	1	0	0	0	0	0	0	0	0	0	21
10:45 PM	0	20	4	0	0	0	0	0	0	0	0	0	0	24
Hour Total	0	84	12	2	0	0	0	0	0	0	0	0	0	98
11:00 PM	0	7	2	1	0	0	0	0	0	0	0	0	0	10
11:15 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	14
11:30 PM	0	10	1	1	0	0	0	0	0	0	0	0	0	12
11:45 PM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	35	7	2	0	0	0	0	0	0	0	0	0	44
Totals	8	2403	325	55	62	3	0	21	3	0	0	0	0	2880
Percent	0.3%	83.4%	11.3%	1.9%	2.2%	0.1%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

23rd Avenue north of Foothill Boulevard
Oakland

Project #:09-7224-022s

Date: 6/3/2009

WEDNESDAY

South Bound

Begin Time	Cars & 2 Axle			2 Axle 3 Axle 4 Axle <5 Axle 5 Axle >5 Axle <6 Axle 6 Axle >6 Axle										
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
12:00 AM	0	10	3	1	0	0	0	0	0	0	0	0	0	14
12:15 AM	0	6	4	0	0	0	0	0	0	0	0	0	0	10
12:30 AM	0	6	2	1	0	0	0	0	0	0	0	0	0	9
12:45 AM	0	2	4	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	24	13	2	0	0	0	0	0	0	0	0	0	39
1:00 AM	0	5	2	1	0	0	0	0	0	0	0	0	0	8
1:15 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
1:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
1:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	18	4	1	0	0	0	0	0	0	0	0	0	23
2:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
2:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	12	2	0	0	0	0	0	0	0	0	0	0	14
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	7	0	0	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
4:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
4:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	14	4	0	0	0	0	0	0	0	0	0	0	18
5:00 AM	0	2	4	0	0	0	0	0	0	0	0	0	0	6
5:15 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
5:30 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
5:45 AM	0	14	3	1	0	0	0	0	0	0	0	0	0	18
Hour Total	0	34	11	1	0	0	0	0	0	0	0	0	0	46
6:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
6:15 AM	0	16	2	0	0	0	0	0	0	0	0	0	0	18
6:30 AM	0	21	5	0	0	0	0	0	0	0	0	0	0	26
6:45 AM	0	21	10	1	0	0	0	0	0	0	0	0	0	32
Hour Total	0	63	18	1	0	0	0	0	0	0	0	0	0	82
7:00 AM	0	21	4	1	0	0	0	0	0	0	0	0	0	26
7:15 AM	0	20	5	1	0	0	0	0	0	0	0	0	0	26
7:30 AM	0	37	11	1	0	0	0	0	0	0	0	0	0	49
7:45 AM	0	28	10	0	1	0	1	0	0	0	0	0	0	40
Hour Total	0	106	30	3	1	0	1	0	0	0	0	0	0	141

8:00 AM	0	59	17	0	1	0	0	0	0	0	0	0	0	77
8:15 AM	0	56	20	1	0	0	0	0	0	0	0	0	0	77
8:30 AM	0	55	24	0	3	0	0	0	0	0	0	0	0	82
8:45 AM	0	55	17	1	1	0	0	0	0	0	0	0	0	74
Hour Total	0	225	78	2	5	0	0	0	0	0	0	0	0	310
9:00 AM	0	38	20	1	1	0	0	0	0	0	0	0	0	60
9:15 AM	0	30	18	1	1	0	0	0	0	0	0	0	0	50
9:30 AM	0	47	10	0	0	0	0	0	0	0	0	0	0	57
9:45 AM	0	32	18	1	0	0	0	0	0	0	0	0	0	51
Hour Total	0	147	66	3	2	0	0	0	0	0	0	0	0	218
10:00 AM	0	34	8	1	1	0	0	0	0	0	0	0	0	44
10:15 AM	0	24	9	1	0	0	0	0	0	0	0	0	0	34
10:30 AM	0	36	11	0	0	0	0	1	0	0	0	0	0	48
10:45 AM	1	24	5	1	0	0	0	0	0	0	0	0	0	31
Hour Total	1	118	33	3	1	0	0	1	0	0	0	0	0	157
11:00 AM	0	23	11	1	0	0	0	0	0	0	0	0	0	35
11:15 AM	0	32	9	0	1	0	0	0	0	0	0	0	0	42
11:30 AM	0	25	9	0	1	0	0	0	0	0	0	0	0	35
11:45 AM	0	34	10	1	1	0	0	1	0	0	0	0	0	47
Hour Total	0	114	39	2	3	0	0	1	0	0	0	0	0	159
12:00 PM	0	37	14	1	1	0	0	0	0	0	0	0	0	53
12:15 PM	0	34	9	0	1	0	0	0	1	0	0	0	0	45
12:30 PM	0	34	13	1	0	0	0	0	0	0	0	0	0	48
12:45 PM	0	29	13	1	1	0	0	1	0	0	0	0	0	45
Hour Total	0	134	49	3	3	0	0	1	1	0	0	0	0	191
1:00 PM	0	45	9	1	0	0	0	0	0	0	0	0	0	55
1:15 PM	0	39	13	0	2	0	0	0	0	0	0	0	0	54
1:30 PM	1	41	26	1	0	0	0	0	0	0	0	0	0	69
1:45 PM	0	45	19	1	2	0	0	1	0	0	0	0	0	68
Hour Total	1	170	67	3	4	0	0	1	0	0	0	0	0	246
2:00 PM	0	43	19	0	1	0	0	0	0	0	0	0	0	63
2:15 PM	0	33	10	2	0	1	0	1	1	0	0	0	0	48
2:30 PM	0	43	11	0	1	0	0	0	0	0	0	0	0	55
2:45 PM	0	32	13	0	2	0	0	1	0	0	0	0	0	48
Hour Total	0	151	53	2	4	1	0	2	1	0	0	0	0	214
3:00 PM	0	38	15	1	1	0	0	0	0	0	0	0	0	55
3:15 PM	0	34	20	0	0	0	0	0	0	0	0	0	0	54
3:30 PM	0	42	10	2	0	0	0	0	0	0	0	0	0	54
3:45 PM	0	32	9	0	3	0	0	0	0	0	0	0	0	44
Hour Total	0	146	54	3	4	0	0	0	0	0	0	0	0	207

4:00 PM	0	38	10	1	1	0	0	0	0	0	0	0	0	50
4:15 PM	0	45	14	0	1	0	0	0	0	0	0	0	0	60
4:30 PM	0	35	6	2	0	0	0	1	0	0	0	0	0	44
4:45 PM	0	38	11	1	0	0	0	0	0	0	0	0	0	50
Hour Total	0	156	41	4	2	0	0	1	0	0	0	0	0	204
5:00 PM	0	43	14	1	1	0	0	0	0	0	0	0	0	59
5:15 PM	0	34	16	0	0	0	0	0	0	0	0	0	0	50
5:30 PM	0	44	8	1	0	0	0	0	0	0	0	0	0	53
5:45 PM	0	46	17	0	2	0	0	0	1	0	0	0	0	66
Hour Total	0	167	55	2	3	0	0	0	1	0	0	0	0	228
6:00 PM	1	48	13	1	1	0	0	0	0	0	0	0	0	64
6:15 PM	0	35	14	0	1	0	0	0	0	0	0	0	0	50
6:30 PM	0	36	9	1	0	0	0	0	0	0	0	0	0	46
6:45 PM	0	40	11	1	2	0	0	0	0	0	0	0	0	54
Hour Total	1	159	47	3	4	0	0	0	0	0	0	0	0	214
7:00 PM	0	28	10	1	0	0	0	0	0	0	0	0	0	39
7:15 PM	0	45	12	1	0	0	0	0	0	0	0	0	0	58
7:30 PM	0	33	6	0	0	0	0	0	0	0	0	0	0	39
7:45 PM	0	28	7	1	0	0	0	0	1	0	0	0	0	37
Hour Total	0	134	35	3	0	0	0	0	1	0	0	0	0	173
8:00 PM	0	32	7	1	0	0	0	0	1	0	0	0	0	41
8:15 PM	0	22	9	0	0	0	0	0	0	0	0	0	0	31
8:30 PM	0	23	5	1	0	0	0	0	0	0	0	0	0	29
8:45 PM	0	23	7	0	0	0	0	0	0	0	0	0	0	30
Hour Total	0	100	28	2	0	0	0	0	1	0	0	0	0	131
9:00 PM	0	26	8	1	0	0	0	0	0	0	0	0	0	35
9:15 PM	0	31	9	0	0	0	0	0	0	0	0	0	0	40
9:30 PM	0	21	4	1	0	0	0	0	0	0	0	0	0	26
9:45 PM	1	27	4	0	0	0	0	0	0	0	0	0	0	32
Hour Total	1	105	25	2	0	0	0	0	0	0	0	0	0	133
10:00 PM	0	16	7	1	0	0	0	0	1	0	0	0	0	25
10:15 PM	0	14	3	0	0	0	0	0	0	0	0	0	0	17
10:30 PM	0	15	7	1	0	0	0	0	0	0	0	0	0	23
10:45 PM	0	21	0	0	1	0	0	0	0	0	0	0	0	22
Hour Total	0	66	17	2	1	0	0	0	1	0	0	0	0	87
11:00 PM	0	17	3	1	0	0	0	1	1	0	0	0	0	23
11:15 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	11
11:30 PM	0	12	5	1	0	0	0	0	0	0	0	0	0	18
11:45 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	50	13	2	0	0	0	1	1	0	0	0	0	67
Totals	4	2420	782	49	37	1	1	8	7	0	0	0	0	3309
Percent	0.1%	73.1%	23.6%	1.5%	1.1%	0.0%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

23rd Avenue north of Foothill Boulevard
Oakland

Project #:09-7224-022s

Date: 6/3/2009

WEDNESDAY

North Bound, South Bound

Begin Time	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	18	3	2	1	0	0	0	0	0	0	0	0	24
12:15 AM	0	15	4	0	0	0	0	0	0	0	0	0	0	19
12:30 AM	0	15	4	1	0	0	0	0	0	0	0	0	0	20
12:45 AM	0	5	4	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	53	15	3	1	0	0	0	0	0	0	0	0	72
1:00 AM	0	12	2	1	0	0	0	0	0	0	0	0	0	15
1:15 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	12
1:30 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
1:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	37	4	1	0	0	0	0	0	0	0	0	0	42
2:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
2:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
2:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
2:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	22	2	0	0	0	0	0	0	0	0	0	0	24
3:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	17	0	0	0	0	0	0	0	0	0	0	0	17
4:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
4:15 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
4:30 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
4:45 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	20	5	0	0	0	0	0	0	0	0	0	0	25
5:00 AM	0	5	5	0	0	0	0	0	0	0	0	0	0	10
5:15 AM	0	8	3	0	0	0	0	0	0	0	0	0	0	11
5:30 AM	0	15	3	1	0	0	0	0	0	0	0	0	0	19
5:45 AM	0	18	3	2	0	0	0	0	0	0	0	0	0	23
Hour Total	0	46	14	3	0	0	0	0	0	0	0	0	0	63
6:00 AM	0	14	2	0	0	0	0	0	0	0	0	0	0	16
6:15 AM	0	20	3	1	0	0	0	0	0	0	0	0	0	24
6:30 AM	0	31	8	1	0	0	0	0	0	0	0	0	0	40
6:45 AM	0	39	10	2	1	0	0	0	0	0	0	0	0	52
Hour Total	0	104	23	4	1	0	0	0	0	0	0	0	0	132
7:00 AM	0	31	8	1	0	0	0	0	0	0	0	0	0	40
7:15 AM	0	36	7	2	1	1	0	0	0	0	0	0	0	47
7:30 AM	0	49	17	2	0	0	0	1	0	0	0	0	0	69
7:45 AM	0	55	13	0	5	0	1	0	0	0	0	0	0	74
Hour Total	0	171	45	5	6	1	1	1	0	0	0	0	0	230

8:00 AM	0	87	24	0	1	0	0	0	0	0	0	0	0	112
8:15 AM	0	93	25	2	1	0	0	1	1	0	0	0	0	123
8:30 AM	0	83	25	1	3	0	0	0	0	0	0	0	0	112
8:45 AM	0	85	26	2	2	0	0	0	0	0	0	0	0	115
Hour Total	0	348	100	5	7	0	0	1	1	0	0	0	0	462
9:00 AM	0	61	26	1	2	0	0	0	0	0	0	0	0	90
9:15 AM	0	58	22	2	2	0	0	0	0	0	0	0	0	84
9:30 AM	0	69	17	1	1	1	0	0	0	0	0	0	0	89
9:45 AM	0	55	22	2	2	0	0	0	0	0	0	0	0	81
Hour Total	0	243	87	6	7	1	0	0	0	0	0	0	0	344
10:00 AM	0	52	9	1	3	0	0	0	0	0	0	0	0	65
10:15 AM	0	49	11	2	1	0	0	0	0	0	0	0	0	63
10:30 AM	0	62	13	1	1	0	0	1	0	0	0	0	0	78
10:45 AM	1	52	15	2	0	0	0	0	0	0	0	0	0	70
Hour Total	1	215	48	6	5	0	0	1	0	0	0	0	0	276
11:00 AM	0	51	13	1	4	0	0	0	0	0	0	0	0	69
11:15 AM	0	67	15	1	4	0	0	0	0	0	0	0	0	87
11:30 AM	0	54	18	1	1	1	0	0	0	0	0	0	0	75
11:45 AM	0	64	17	2	3	0	0	1	0	0	0	0	0	87
Hour Total	0	236	63	5	12	1	0	1	0	0	0	0	0	318
12:00 PM	0	60	18	1	2	0	0	3	0	0	0	0	0	84
12:15 PM	0	79	13	1	2	0	0	0	1	0	0	0	0	96
12:30 PM	0	67	18	2	1	0	0	0	0	0	0	0	0	88
12:45 PM	0	56	20	2	1	0	0	1	0	0	0	0	0	80
Hour Total	0	262	69	6	6	0	0	4	1	0	0	0	0	348
1:00 PM	0	75	16	3	0	0	0	1	0	0	0	0	0	95
1:15 PM	0	80	18	0	3	0	0	0	0	0	0	0	0	101
1:30 PM	1	77	31	3	0	0	0	0	0	0	0	0	0	112
1:45 PM	0	93	23	2	2	0	0	3	0	0	0	0	0	123
Hour Total	1	325	88	8	5	0	0	4	0	0	0	0	0	431
2:00 PM	1	88	25	0	1	0	0	0	0	0	0	0	0	115
2:15 PM	0	81	16	3	1	1	0	1	1	0	0	0	0	104
2:30 PM	0	89	19	1	1	0	0	0	0	0	0	0	0	110
2:45 PM	1	69	21	1	5	0	0	1	1	0	0	0	0	99
Hour Total	2	327	81	5	8	1	0	2	2	0	0	0	0	428
3:00 PM	1	82	19	1	4	0	0	0	0	0	0	0	0	107
3:15 PM	0	80	29	1	0	0	0	1	0	0	0	0	0	111
3:30 PM	0	76	13	3	1	0	0	1	1	0	0	0	0	95
3:45 PM	0	80	23	2	3	0	0	0	0	0	0	0	0	108
Hour Total	1	318	84	7	8	0	0	2	1	0	0	0	0	421

4:00 PM	0	86	15	1	2	0	0	0	0	0	0	0	0	104
4:15 PM	0	95	16	1	1	0	0	0	0	0	0	0	0	113
4:30 PM	0	81	18	3	0	0	0	1	0	0	0	0	0	103
4:45 PM	0	88	14	2	1	0	0	2	0	0	0	0	0	107
Hour Total	0	350	63	7	4	0	0	3	0	0	0	0	0	427
5:00 PM	0	104	22	2	2	0	0	1	0	0	0	0	0	131
5:15 PM	1	92	20	1	2	0	0	0	0	0	0	0	0	116
5:30 PM	1	86	14	2	2	0	0	0	0	0	0	0	0	105
5:45 PM	0	109	22	0	5	0	0	2	1	0	0	0	0	139
Hour Total	2	391	78	5	11	0	0	3	1	0	0	0	0	491
6:00 PM	1	104	18	2	4	0	0	0	0	0	0	0	0	129
6:15 PM	1	91	17	1	3	0	0	1	0	0	0	0	0	114
6:30 PM	0	89	16	2	0	0	0	1	0	0	0	0	0	108
6:45 PM	0	87	13	2	3	0	0	0	0	0	0	0	0	105
Hour Total	2	371	64	7	10	0	0	2	0	0	0	0	0	456
7:00 PM	0	72	16	1	0	0	0	1	0	0	0	0	0	90
7:15 PM	0	81	13	2	3	0	0	1	0	0	0	0	0	100
7:30 PM	1	73	9	1	1	0	0	1	0	0	0	0	0	86
7:45 PM	1	64	8	1	1	0	0	0	1	0	0	0	0	76
Hour Total	2	290	46	5	5	0	0	3	1	0	0	0	0	352
8:00 PM	0	71	13	2	1	0	0	0	1	0	0	0	0	88
8:15 PM	0	46	10	0	0	0	0	0	0	0	0	0	0	56
8:30 PM	0	56	8	2	0	0	0	1	0	0	0	0	0	67
8:45 PM	0	52	12	0	1	0	0	0	0	0	0	0	0	65
Hour Total	0	225	43	4	2	0	0	1	1	0	0	0	0	276
9:00 PM	0	53	12	2	0	0	0	0	0	0	0	0	0	67
9:15 PM	0	66	15	0	0	0	0	0	0	0	0	0	0	81
9:30 PM	0	47	5	2	0	0	0	0	0	0	0	0	0	54
9:45 PM	1	51	4	0	0	0	0	0	0	0	0	0	0	56
Hour Total	1	217	36	4	0	0	0	0	0	0	0	0	0	258
10:00 PM	0	40	11	2	0	0	0	0	1	0	0	0	0	54
10:15 PM	0	36	5	0	0	0	0	0	0	0	0	0	0	41
10:30 PM	0	33	9	2	0	0	0	0	0	0	0	0	0	44
10:45 PM	0	41	4	0	1	0	0	0	0	0	0	0	0	46
Hour Total	0	150	29	4	1	0	0	0	1	0	0	0	0	185
11:00 PM	0	24	5	2	0	0	0	1	1	0	0	0	0	33
11:15 PM	0	20	5	0	0	0	0	0	0	0	0	0	0	25
11:30 PM	0	22	6	2	0	0	0	0	0	0	0	0	0	30
11:45 PM	0	19	4	0	0	0	0	0	0	0	0	0	0	23
Hour Total	0	85	20	4	0	0	0	1	1	0	0	0	0	111
Totals	12	4823	1107	104	99	4	1	29	10	0	0	0	0	6189
Percent	0.2%	77.9%	17.9%	1.7%	1.6%	0.1%	0.0%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/3/2009

City: Oakland

Project #: 09-7224-022s

Location: 23rd Avenue north of Foothill Boulevard

Start Time	Southbound		Hour Totals		Northbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	14	53			10	31				
12:15	10	45			9	51				
12:30	9	48			11	40				
12:45	6	45	39	191	3	35	33	157	72	348
1:00	8	55			7	40				
1:15	6	54			6	47				
1:30	8	69			3	43				
1:45	1	68	23	246	3	55	19	185	42	431
2:00	3	63			4	52				
2:15	5	48			2	56				
2:30	4	55			1	55				
2:45	2	48	14	214	3	51	10	214	24	428
3:00	1	55			3	52				
3:15	4	54			2	57				
3:30	2	54			0	41				
3:45	0	44	7	207	5	64	10	214	17	421
4:00	1	50			2	54				
4:15	4	60			1	53				
4:30	8	44			1	59				
4:45	5	50	18	204	3	57	7	223	25	427
5:00	6	59			4	72				
5:15	9	50			2	66				
5:30	13	53			6	52				
5:45	18	66	46	228	5	73	17	263	63	491
6:00	6	64			10	65				
6:15	18	50			6	64				
6:30	26	46			14	62				
6:45	32	54	82	214	20	51	50	242	132	456
7:00	26	39			14	51				
7:15	26	58			21	42				
7:30	49	39			20	47				
7:45	40	37	141	173	34	39	89	179	230	352
8:00	77	41			35	47				
8:15	77	31			46	25				
8:30	82	29			30	38				
8:45	74	30	310	131	41	35	152	145	462	276
9:00	60	35			30	32				
9:15	50	40			34	41				
9:30	57	26			32	28				
9:45	51	32	218	133	30	24	126	125	344	258
10:00	44	25			21	29				
10:15	34	17			29	24				
10:30	48	23			30	21				
10:45	31	22	157	87	39	24	119	98	276	185
11:00	35	23			34	10				
11:15	42	11			45	14				
11:30	35	18			40	12				
11:45	47	15	159	67	40	8	159	44	318	111
Total	1214	2095	1214	2095	791	2089	791	2089	2005	4184
Combined Total	3309		3309		2880		2880		6189	
AM Peak	8:00 AM				11:30 AM					
Vol.	310				162					
P.H.F.	0.945				0.794					
PM Peak	1:15 PM				5:45 PM					
Vol.	254				264					
P.H.F.	0.920				0.904					
Percentage	36.7%	63.3%			27.5%	72.5%				

Class Report - Prepared by: NDS/ATD

23rd Avenue north of Foothill Boulevard
Oakland

Project #:09-7224-022n

Date: 6/4/2009

THURSDAY

North Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	8	1	1	0	0	0	0	0	0	0	0	0	10
12:15 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
12:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
12:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	34	2	1	0	0	0	0	0	0	0	0	0	37
1:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
1:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	11	2	0	0	0	0	0	0	0	0	0	0	13
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	6	1	0	0	0	0	0	0	0	0	0	0	7
3:00 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
3:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
3:45 AM	0	2	0	0	0	0	0	1	0	0	0	0	0	3
Hour Total	0	15	2	0	0	0	0	1	0	0	0	0	0	18
4:00 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	4
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	5	0	0	0	1	0	0	0	0	0	0	0	6
5:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:30 AM	0	2	1	1	0	0	0	0	0	0	0	0	0	4
5:45 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	3
Hour Total	0	8	1	2	0	0	0	0	0	0	0	0	0	11
6:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
6:15 AM	0	5	2	1	1	0	0	0	0	0	0	0	0	9
6:30 AM	0	9	1	1	1	0	0	0	0	0	0	0	0	12
6:45 AM	0	9	0	2	1	0	0	0	0	0	0	0	0	12
Hour Total	0	31	4	4	3	0	0	0	0	0	0	0	0	42
7:00 AM	0	13	2	0	1	0	0	0	0	0	0	0	0	16
7:15 AM	0	9	1	1	0	0	0	0	0	0	0	0	0	11
7:30 AM	0	14	4	1	1	0	0	0	0	0	0	0	0	20
7:45 AM	0	31	5	1	4	0	0	0	0	0	0	0	0	41
Hour Total	0	67	12	3	6	0	0	0	0	0	0	0	0	88

8:00 AM	0	28	4	0	0	0	0	3	0	0	0	0	0	35
8:15 AM	0	19	4	1	1	0	0	1	0	0	0	0	0	26
8:30 AM	0	37	8	1	1	1	0	0	0	0	0	0	0	48
8:45 AM	0	27	3	1	1	0	0	0	0	0	0	0	0	32
Hour Total	0	111	19	3	3	1	0	4	0	0	0	0	0	141
9:00 AM	0	20	10	1	1	0	0	1	0	0	0	0	0	33
9:15 AM	0	23	2	1	1	0	0	0	0	0	0	0	0	27
9:30 AM	0	34	4	1	1	0	0	0	0	0	0	0	0	40
9:45 AM	0	17	7	1	0	0	0	0	0	0	0	0	0	25
Hour Total	0	94	23	4	3	0	0	1	0	0	0	0	0	125
10:00 AM	1	25	4	0	0	1	0	0	0	0	0	0	0	31
10:15 AM	0	17	3	1	0	0	0	0	0	0	0	0	0	21
10:30 AM	0	20	5	1	0	0	0	0	0	0	0	0	0	26
10:45 AM	0	25	6	5	0	0	0	0	0	0	0	0	0	36
Hour Total	1	87	18	7	0	1	0	0	0	0	0	0	0	114
11:00 AM	0	27	4	0	0	0	0	0	0	0	0	0	0	31
11:15 AM	0	21	8	1	0	0	0	1	0	0	0	0	0	31
11:30 AM	0	27	8	1	2	0	0	1	0	0	0	0	0	39
11:45 AM	0	28	4	1	0	0	0	0	0	0	0	0	0	33
Hour Total	0	103	24	3	2	0	0	2	0	0	0	0	0	134
12:00 PM	0	24	1	0	1	1	0	0	0	0	0	0	0	27
12:15 PM	0	28	7	1	0	0	0	0	0	0	0	0	0	36
12:30 PM	0	26	2	1	1	0	0	0	0	0	0	0	0	30
12:45 PM	0	19	3	2	1	0	0	1	0	0	0	0	0	26
Hour Total	0	97	13	4	3	1	0	1	0	0	0	0	0	119
1:00 PM	0	43	6	1	1	0	0	0	0	0	0	0	0	51
1:15 PM	0	32	8	1	0	0	0	0	0	0	0	0	0	41
1:30 PM	0	31	5	1	0	0	0	0	0	0	0	0	0	37
1:45 PM	0	26	8	1	0	0	0	0	0	0	0	0	0	35
Hour Total	0	132	27	4	1	0	0	0	0	0	0	0	0	164
2:00 PM	0	34	4	0	2	0	0	0	0	0	0	0	0	40
2:15 PM	0	30	7	2	1	0	0	1	0	0	0	0	0	41
2:30 PM	0	42	3	1	0	0	0	1	0	0	0	0	0	47
2:45 PM	0	47	8	1	2	0	0	0	0	0	0	0	0	58
Hour Total	0	153	22	4	5	0	0	2	0	0	0	0	0	186
3:00 PM	0	43	7	1	2	0	0	1	0	0	0	0	0	54
3:15 PM	0	47	10	1	1	0	0	0	0	0	0	0	0	59
3:30 PM	0	41	2	1	1	0	0	0	0	0	0	0	0	45
3:45 PM	0	39	5	1	1	0	0	0	0	0	0	0	0	46
Hour Total	0	170	24	4	5	0	0	1	0	0	0	0	0	204

4:00 PM	0	57	8	0	1	0	0	0	0	0	0	0	0	66
4:15 PM	0	55	3	1	0	0	0	0	0	0	0	0	0	59
4:30 PM	0	50	5	1	0	0	0	0	0	0	0	0	0	56
4:45 PM	0	63	6	0	1	0	0	0	0	0	0	0	0	70
Hour Total	0	225	22	2	2	0	0	0	0	0	0	0	0	251
5:00 PM	0	62	11	2	1	0	0	0	0	0	0	0	0	76
5:15 PM	0	59	8	1	1	0	0	1	0	0	0	0	0	70
5:30 PM	0	58	7	1	0	0	0	1	0	0	0	0	0	67
5:45 PM	0	70	6	1	1	0	0	0	0	0	0	0	0	78
Hour Total	0	249	32	5	3	0	0	2	0	0	0	0	0	291
6:00 PM	0	52	8	0	1	0	0	0	0	0	0	0	0	61
6:15 PM	0	49	5	1	1	0	0	0	0	0	0	0	0	56
6:30 PM	0	53	2	1	3	0	0	0	0	0	0	0	0	59
6:45 PM	0	43	5	1	0	0	0	1	0	0	0	0	0	50
Hour Total	0	197	20	3	5	0	0	1	0	0	0	0	0	226
7:00 PM	0	48	7	0	1	0	0	1	0	0	0	0	0	57
7:15 PM	0	48	4	1	0	0	0	0	0	0	0	0	0	53
7:30 PM	0	46	7	1	1	0	0	0	0	0	0	0	0	55
7:45 PM	0	40	2	0	0	0	0	0	0	0	0	0	0	42
Hour Total	0	182	20	2	2	0	0	1	0	0	0	0	0	207
8:00 PM	0	20	4	1	0	0	0	0	0	0	0	0	0	25
8:15 PM	0	30	0	0	0	0	0	0	0	0	0	0	0	30
8:30 PM	0	35	5	0	0	0	0	1	0	0	0	0	0	41
8:45 PM	0	32	2	0	0	0	0	0	0	0	0	0	0	34
Hour Total	0	117	11	1	0	0	0	1	0	0	0	0	0	130
9:00 PM	0	30	2	1	0	0	0	0	0	0	0	0	0	33
9:15 PM	1	29	2	0	0	0	0	0	0	0	0	0	0	32
9:30 PM	0	29	1	1	2	0	0	0	0	0	0	0	0	33
9:45 PM	0	22	1	0	0	0	0	0	0	0	0	0	0	23
Hour Total	1	110	6	2	2	0	0	0	0	0	0	0	0	121
10:00 PM	0	31	5	1	0	0	0	0	0	0	0	0	0	37
10:15 PM	0	25	5	0	0	0	0	0	0	0	0	0	0	30
10:30 PM	0	10	4	1	0	0	0	0	0	0	0	0	0	15
10:45 PM	0	19	2	0	0	0	0	0	0	0	0	0	0	21
Hour Total	0	85	16	2	0	0	0	0	0	0	0	0	0	103
11:00 PM	0	10	1	1	0	0	0	0	0	0	0	0	0	12
11:15 PM	0	21	0	0	0	0	0	0	0	0	0	0	0	21
11:30 PM	0	14	3	1	0	0	0	0	0	0	0	0	0	18
11:45 PM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	57	4	2	0	0	0	0	0	0	0	0	0	63
Totals	2	2346	325	62	45	4	0	17	0	0	0	0	0	2801
Percent	0.1%	83.8%	11.6%	2.2%	1.6%	0.1%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

23rd Avenue north of Foothill Boulevard
Oakland

Project #:09-7224-022s

Date: 6/4/2009

THURSDAY

South Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
12:00 AM	0	10	1	1	0	0	0	0	0	0	0	0	0	12
12:15 AM	0	3	2	0	1	0	0	0	0	0	0	0	0	6
12:30 AM	0	5	0	1	0	0	0	0	0	0	0	0	0	6
12:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	22	3	2	1	0	0	0	0	0	0	0	0	28
1:00 AM	0	4	0	1	0	0	0	0	0	0	0	0	0	5
1:15 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
1:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
1:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	18	3	1	0	0	0	0	0	0	0	0	0	22
2:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
2:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	13	2	0	0	0	0	0	0	0	0	0	0	15
3:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	6	3	0	0	0	0	0	0	0	0	0	0	9
4:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
4:15 AM	0	1	1	0	0	1	0	0	0	0	0	0	0	3
4:30 AM	0	3	1	0	0	1	0	0	0	0	0	0	0	5
4:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	12	4	0	0	2	0	0	0	0	0	0	0	18
5:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
5:15 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
5:30 AM	0	8	3	0	0	1	0	0	0	0	0	0	0	12
5:45 AM	0	14	2	0	0	0	0	0	0	0	0	0	0	16
Hour Total	0	34	8	0	0	1	0	0	0	0	0	0	0	43
6:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
6:15 AM	1	18	2	0	0	0	0	0	0	0	0	0	0	21
6:30 AM	0	21	4	0	0	1	0	0	0	0	0	0	0	26
6:45 AM	0	21	5	0	1	1	0	0	0	0	0	0	0	28
Hour Total	1	69	12	0	1	2	0	0	0	0	0	0	0	85
7:00 AM	0	33	8	1	0	0	0	0	0	0	0	0	0	42
7:15 AM	0	29	6	1	0	0	0	0	0	0	0	0	0	36
7:30 AM	0	36	10	0	1	0	0	0	0	0	0	0	0	47
7:45 AM	1	48	12	1	0	0	0	0	0	0	0	0	0	62
Hour Total	1	146	36	3	1	0	0	0	0	0	0	0	0	187

8:00 AM	0	73	5	1	1	0	0	0	0	0	0	0	0	80
8:15 AM	0	72	6	0	0	0	0	0	0	0	0	0	0	78
8:30 AM	0	66	3	2	3	0	0	0	0	0	0	0	0	74
8:45 AM	0	46	8	1	2	1	0	0	0	0	0	0	0	58
Hour Total	0	257	22	4	6	1	0	0	0	0	0	0	0	290
9:00 AM	1	35	5	1	3	0	0	0	0	0	0	0	0	45
9:15 AM	0	41	7	1	1	1	0	0	0	0	0	0	0	51
9:30 AM	0	32	11	0	1	0	0	0	0	0	0	0	0	44
9:45 AM	0	45	6	1	0	0	0	0	0	0	0	0	0	52
Hour Total	1	153	29	3	5	1	0	0	0	0	0	0	0	192
10:00 AM	0	29	3	1	1	0	0	0	0	0	0	0	0	34
10:15 AM	0	36	7	0	0	0	0	0	0	0	0	0	0	43
10:30 AM	0	35	3	1	0	0	0	0	0	0	0	0	0	39
10:45 AM	0	31	2	1	1	0	0	0	0	0	0	0	0	35
Hour Total	0	131	15	3	2	0	0	0	0	0	0	0	0	151
11:00 AM	0	35	3	1	1	0	0	0	0	0	0	0	0	40
11:15 AM	0	43	2	1	2	0	0	0	0	0	0	0	0	48
11:30 AM	0	37	6	0	0	1	0	0	1	0	0	0	0	45
11:45 AM	0	31	3	1	0	0	0	0	0	0	0	0	0	35
Hour Total	0	146	14	3	3	1	0	0	1	0	0	0	0	168
12:00 PM	0	29	8	0	1	0	0	0	0	0	0	0	0	38
12:15 PM	0	27	4	1	0	1	0	0	0	0	0	0	0	33
12:30 PM	0	39	1	1	0	0	0	1	0	0	0	0	0	42
12:45 PM	0	44	6	1	1	0	0	1	0	0	0	0	0	53
Hour Total	0	139	19	3	2	1	0	2	0	0	0	0	0	166
1:00 PM	0	28	2	2	1	0	0	0	0	0	0	0	0	33
1:15 PM	0	32	8	0	1	1	0	1	0	0	0	0	0	43
1:30 PM	0	37	3	1	0	0	0	0	0	0	0	0	0	41
1:45 PM	0	38	3	1	2	0	0	0	0	0	0	0	0	44
Hour Total	0	135	16	4	4	1	0	1	0	0	0	0	0	161
2:00 PM	0	32	8	0	1	0	0	0	0	0	0	0	0	41
2:15 PM	0	38	3	3	3	0	0	0	0	0	0	0	0	47
2:30 PM	0	41	5	1	0	0	0	0	0	0	0	0	0	47
2:45 PM	0	48	8	1	2	0	0	0	0	0	0	0	0	59
Hour Total	0	159	24	5	6	0	0	0	0	0	0	0	0	194
3:00 PM	0	51	11	2	2	0	0	3	0	0	0	0	0	69
3:15 PM	0	52	15	1	0	0	0	0	0	0	0	0	0	68
3:30 PM	0	55	16	0	0	0	0	0	0	0	0	0	0	71
3:45 PM	0	45	8	1	0	0	0	0	0	0	0	0	0	54
Hour Total	0	203	50	4	2	0	0	3	0	0	0	0	0	262

4:00 PM	0	41	9	1	2	0	0	0	0	0	0	0	0	53
4:15 PM	0	40	14	1	1	0	0	1	0	0	0	0	0	57
4:30 PM	0	30	6	0	2	0	0	0	0	0	0	0	0	38
4:45 PM	0	34	14	0	1	0	0	0	0	0	0	0	0	49
Hour Total	0	145	43	2	6	0	0	1	0	0	0	0	0	197
5:00 PM	0	31	13	0	2	0	0	0	0	0	0	0	0	46
5:15 PM	0	44	12	1	0	0	0	0	0	0	0	0	0	57
5:30 PM	0	46	12	1	1	0	0	0	0	0	0	0	0	60
5:45 PM	0	53	19	0	0	0	0	0	0	0	0	0	0	72
Hour Total	0	174	56	2	3	0	0	0	0	0	0	0	0	235
6:00 PM	0	44	10	1	1	0	0	0	0	0	0	0	0	56
6:15 PM	1	39	7	1	0	0	0	0	0	0	0	0	0	48
6:30 PM	0	51	9	0	2	0	0	0	0	0	0	0	0	62
6:45 PM	0	36	7	1	0	0	0	1	1	0	0	0	0	46
Hour Total	1	170	33	3	3	0	0	1	1	0	0	0	0	212
7:00 PM	0	27	11	1	0	0	0	0	0	0	0	0	0	39
7:15 PM	1	45	11	1	0	0	0	0	0	0	0	0	0	58
7:30 PM	0	30	5	1	0	0	0	0	0	0	0	0	0	36
7:45 PM	0	22	11	0	1	0	0	0	0	0	0	0	0	34
Hour Total	1	124	38	3	1	0	0	0	0	0	0	0	0	167
8:00 PM	0	31	5	0	1	0	0	0	0	0	0	0	0	37
8:15 PM	0	25	6	0	0	0	0	0	0	0	0	0	0	31
8:30 PM	0	17	5	1	0	0	0	0	0	0	0	0	0	23
8:45 PM	0	28	4	0	1	0	0	0	0	0	0	0	0	33
Hour Total	0	101	20	1	2	0	0	0	0	0	0	0	0	124
9:00 PM	0	19	5	1	0	0	0	0	0	0	0	0	0	25
9:15 PM	1	29	6	0	0	0	0	0	0	0	0	0	0	36
9:30 PM	0	13	8	1	0	0	0	0	0	0	0	0	0	22
9:45 PM	0	24	8	0	1	0	0	0	0	0	0	0	0	33
Hour Total	1	85	27	2	1	0	0	0	0	0	0	0	0	116
10:00 PM	0	17	3	1	0	0	0	0	0	0	0	0	0	21
10:15 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	17
10:30 PM	0	18	4	1	0	0	0	0	0	0	0	0	0	23
10:45 PM	0	18	3	0	1	0	0	0	0	0	0	0	0	22
Hour Total	0	70	10	2	1	0	0	0	0	0	0	0	0	83
11:00 PM	0	14	1	1	0	0	0	0	0	0	0	0	0	16
11:15 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
11:30 PM	0	13	1	1	0	0	0	0	0	0	0	0	0	15
11:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	49	4	2	0	0	0	0	0	0	0	0	0	55
Totals	6	2561	491	52	50	10	0	8	2	0	0	0	0	3180
Percent	0.2%	80.5%	15.4%	1.6%	1.6%	0.3%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

23rd Avenue north of Foothill Boulevard
Oakland

Project #:09-7224-022s

Date: 6/4/2009

THURSDAY

North Bound, South Bound

Begin	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
Time	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	18	2	2	0	0	0	0	0	0	0	0	0	22
12:15 AM	0	13	3	0	1	0	0	0	0	0	0	0	0	17
12:30 AM	0	11	0	1	0	0	0	0	0	0	0	0	0	12
12:45 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14
Hour Total	0	56	5	3	1	0	0	0	0	0	0	0	0	65
1:00 AM	0	9	0	1	0	0	0	0	0	0	0	0	0	10
1:15 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
1:30 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
1:45 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	29	5	1	0	0	0	0	0	0	0	0	0	35
2:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
2:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
2:30 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
2:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	19	3	0	0	0	0	0	0	0	0	0	0	22
3:00 AM	0	6	3	0	0	0	0	0	0	0	0	0	0	9
3:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:30 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
3:45 AM	0	3	1	0	0	0	0	1	0	0	0	0	0	5
Hour Total	0	21	5	0	0	0	0	1	0	0	0	0	0	27
4:00 AM	0	6	2	0	0	1	0	0	0	0	0	0	0	9
4:15 AM	0	2	1	0	0	1	0	0	0	0	0	0	0	4
4:30 AM	0	4	1	0	0	1	0	0	0	0	0	0	0	6
4:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	17	4	0	0	3	0	0	0	0	0	0	0	24
5:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
5:15 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
5:30 AM	0	10	4	1	0	1	0	0	0	0	0	0	0	16
5:45 AM	0	16	2	1	0	0	0	0	0	0	0	0	0	19
Hour Total	0	42	9	2	0	1	0	0	0	0	0	0	0	54
6:00 AM	0	17	2	0	0	0	0	0	0	0	0	0	0	19
6:15 AM	1	23	4	1	1	0	0	0	0	0	0	0	0	30
6:30 AM	0	30	5	1	1	1	0	0	0	0	0	0	0	38
6:45 AM	0	30	5	2	2	1	0	0	0	0	0	0	0	40
Hour Total	1	100	16	4	4	2	0	0	0	0	0	0	0	127
7:00 AM	0	46	10	1	1	0	0	0	0	0	0	0	0	58
7:15 AM	0	38	7	2	0	0	0	0	0	0	0	0	0	47
7:30 AM	0	50	14	1	2	0	0	0	0	0	0	0	0	67
7:45 AM	1	79	17	2	4	0	0	0	0	0	0	0	0	103
Hour Total	1	213	48	6	7	0	0	0	0	0	0	0	0	275

8:00 AM	0	101	9	1	1	0	0	3	0	0	0	0	0	115
8:15 AM	0	91	10	1	1	0	0	1	0	0	0	0	0	104
8:30 AM	0	103	11	3	4	1	0	0	0	0	0	0	0	122
8:45 AM	0	73	11	2	3	1	0	0	0	0	0	0	0	90
Hour Total	0	368	41	7	9	2	0	4	0	0	0	0	0	431
9:00 AM	1	55	15	2	4	0	0	1	0	0	0	0	0	78
9:15 AM	0	64	9	2	2	1	0	0	0	0	0	0	0	78
9:30 AM	0	66	15	1	2	0	0	0	0	0	0	0	0	84
9:45 AM	0	62	13	2	0	0	0	0	0	0	0	0	0	77
Hour Total	1	247	52	7	8	1	0	1	0	0	0	0	0	317
10:00 AM	1	54	7	1	1	1	0	0	0	0	0	0	0	65
10:15 AM	0	53	10	1	0	0	0	0	0	0	0	0	0	64
10:30 AM	0	55	8	2	0	0	0	0	0	0	0	0	0	65
10:45 AM	0	56	8	6	1	0	0	0	0	0	0	0	0	71
Hour Total	1	218	33	10	2	1	0	0	0	0	0	0	0	265
11:00 AM	0	62	7	1	1	0	0	0	0	0	0	0	0	71
11:15 AM	0	64	10	2	2	0	0	1	0	0	0	0	0	79
11:30 AM	0	64	14	1	2	1	0	1	1	0	0	0	0	84
11:45 AM	0	59	7	2	0	0	0	0	0	0	0	0	0	68
Hour Total	0	249	38	6	5	1	0	2	1	0	0	0	0	302
12:00 PM	0	53	9	0	2	1	0	0	0	0	0	0	0	65
12:15 PM	0	55	11	2	0	1	0	0	0	0	0	0	0	69
12:30 PM	0	65	3	2	1	0	0	1	0	0	0	0	0	72
12:45 PM	0	63	9	3	2	0	0	2	0	0	0	0	0	79
Hour Total	0	236	32	7	5	2	0	3	0	0	0	0	0	285
1:00 PM	0	71	8	3	2	0	0	0	0	0	0	0	0	84
1:15 PM	0	64	16	1	1	1	0	1	0	0	0	0	0	84
1:30 PM	0	68	8	2	0	0	0	0	0	0	0	0	0	78
1:45 PM	0	64	11	2	2	0	0	0	0	0	0	0	0	79
Hour Total	0	267	43	8	5	1	0	1	0	0	0	0	0	325
2:00 PM	0	66	12	0	3	0	0	0	0	0	0	0	0	81
2:15 PM	0	68	10	5	4	0	0	1	0	0	0	0	0	88
2:30 PM	0	83	8	2	0	0	0	1	0	0	0	0	0	94
2:45 PM	0	95	16	2	4	0	0	0	0	0	0	0	0	117
Hour Total	0	312	46	9	11	0	0	2	0	0	0	0	0	380
3:00 PM	0	94	18	3	4	0	0	4	0	0	0	0	0	123
3:15 PM	0	99	25	2	1	0	0	0	0	0	0	0	0	127
3:30 PM	0	96	18	1	1	0	0	0	0	0	0	0	0	116
3:45 PM	0	84	13	2	1	0	0	0	0	0	0	0	0	100
Hour Total	0	373	74	8	7	0	0	4	0	0	0	0	0	466

4:00 PM	0	98	17	1	3	0	0	0	0	0	0	0	0	119
4:15 PM	0	95	17	2	1	0	0	1	0	0	0	0	0	116
4:30 PM	0	80	11	1	2	0	0	0	0	0	0	0	0	94
4:45 PM	0	97	20	0	2	0	0	0	0	0	0	0	0	119
Hour Total	0	370	65	4	8	0	0	1	0	0	0	0	0	448
5:00 PM	0	93	24	2	3	0	0	0	0	0	0	0	0	122
5:15 PM	0	103	20	2	1	0	0	1	0	0	0	0	0	127
5:30 PM	0	104	19	2	1	0	0	1	0	0	0	0	0	127
5:45 PM	0	123	25	1	1	0	0	0	0	0	0	0	0	150
Hour Total	0	423	88	7	6	0	0	2	0	0	0	0	0	526
6:00 PM	0	96	18	1	2	0	0	0	0	0	0	0	0	117
6:15 PM	1	88	12	2	1	0	0	0	0	0	0	0	0	104
6:30 PM	0	104	11	1	5	0	0	0	0	0	0	0	0	121
6:45 PM	0	79	12	2	0	0	0	2	1	0	0	0	0	96
Hour Total	1	367	53	6	8	0	0	2	1	0	0	0	0	438
7:00 PM	0	75	18	1	1	0	0	1	0	0	0	0	0	96
7:15 PM	1	93	15	2	0	0	0	0	0	0	0	0	0	111
7:30 PM	0	76	12	2	1	0	0	0	0	0	0	0	0	91
7:45 PM	0	62	13	0	1	0	0	0	0	0	0	0	0	76
Hour Total	1	306	58	5	3	0	0	1	0	0	0	0	0	374
8:00 PM	0	51	9	1	1	0	0	0	0	0	0	0	0	62
8:15 PM	0	55	6	0	0	0	0	0	0	0	0	0	0	61
8:30 PM	0	52	10	1	0	0	0	1	0	0	0	0	0	64
8:45 PM	0	60	6	0	1	0	0	0	0	0	0	0	0	67
Hour Total	0	218	31	2	2	0	0	1	0	0	0	0	0	254
9:00 PM	0	49	7	2	0	0	0	0	0	0	0	0	0	58
9:15 PM	2	58	8	0	0	0	0	0	0	0	0	0	0	68
9:30 PM	0	42	9	2	2	0	0	0	0	0	0	0	0	55
9:45 PM	0	46	9	0	1	0	0	0	0	0	0	0	0	56
Hour Total	2	195	33	4	3	0	0	0	0	0	0	0	0	237
10:00 PM	0	48	8	2	0	0	0	0	0	0	0	0	0	58
10:15 PM	0	42	5	0	0	0	0	0	0	0	0	0	0	47
10:30 PM	0	28	8	2	0	0	0	0	0	0	0	0	0	38
10:45 PM	0	37	5	0	1	0	0	0	0	0	0	0	0	43
Hour Total	0	155	26	4	1	0	0	0	0	0	0	0	0	186
11:00 PM	0	24	2	2	0	0	0	0	0	0	0	0	0	28
11:15 PM	0	34	2	0	0	0	0	0	0	0	0	0	0	36
11:30 PM	0	27	4	2	0	0	0	0	0	0	0	0	0	33
11:45 PM	0	21	0	0	0	0	0	0	0	0	0	0	0	21
Hour Total	0	106	8	4	0	0	0	0	0	0	0	0	0	118
Totals	8	4907	816	114	95	14	0	25	2	0	0	0	0	5981
Percent	0.1%	82.0%	13.6%	1.9%	1.6%	0.2%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/4/2009

City: Oakland

Project #: 09-7224-022s

Location: 23rd Avenue north of Foothill Boulevard

Start Time	Southbound		Hour Totals		Northbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	12	38			10	27				
12:15	6	33			11	36				
12:30	6	42			6	30				
12:45	4	53	28	166	10	26	37	119	65	285
1:00	5	33			5	51				
1:15	6	43			3	41				
1:30	5	41			3	37				
1:45	6	44	22	161	2	35	13	164	35	325
2:00	7	41			1	40				
2:15	4	47			2	41				
2:30	3	47			2	47				
2:45	1	59	15	194	2	58	7	186	22	380
3:00	3	69			6	54				
3:15	1	68			3	59				
3:30	3	71			6	45				
3:45	2	54	9	262	3	46	18	204	27	466
4:00	5	53			4	66				
4:15	3	57			1	59				
4:30	5	38			1	56				
4:45	5	49	18	197	0	70	6	251	24	448
5:00	7	46			2	76				
5:15	8	57			2	70				
5:30	12	60			4	67				
5:45	16	72	43	235	3	78	11	291	54	526
6:00	10	56			9	61				
6:15	21	48			9	56				
6:30	26	62			12	59				
6:45	28	46	85	212	12	50	42	226	127	438
7:00	42	39			16	57				
7:15	36	58			11	53				
7:30	47	36			20	55				
7:45	62	34	187	167	41	42	88	207	275	374
8:00	80	37			35	25				
8:15	78	31			26	30				
8:30	74	23			48	41				
8:45	58	33	290	124	32	34	141	130	431	254
9:00	45	25			33	33				
9:15	51	36			27	32				
9:30	44	22			40	33				
9:45	52	33	192	116	25	23	125	121	317	237
10:00	34	21			31	37				
10:15	43	17			21	30				
10:30	39	23			26	15				
10:45	35	22	151	83	36	21	114	103	265	186
11:00	40	16			31	12				
11:15	48	15			31	21				
11:30	45	15			39	18				
11:45	35	9	168	55	33	12	134	63	302	118
Total	1208	1972	1208	1972	736	2065	736	2065	1944	4037
Combined Total	3180		3180		2801		2801		5981	
AM Peak	7:45 AM				7:45 AM					
Vol.	294				150					
P.H.F.	0.919				0.781					
PM Peak	2:45 PM				5:00 PM					
Vol.	267				291					
P.H.F.	0.940				0.933					
Percentage	38.0%	62.0%			26.3%	73.7%				

Class Report - Prepared by: NDS/ATD

Foothill Boulevard between Fruitvale Avenue and 23rd Avenue

Oakland

Project #:09-7224-023w

Date: 6/23/2009

TUESDAY

West Bound

Begin Time	Cars & 2 Axle			2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total	
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	15	0	0	0	0	0	1	0	0	0	0	0	16
12:15 AM	0	15	3	0	0	0	0	1	0	0	0	0	0	19
12:30 AM	0	17	0	0	1	0	0	0	0	0	0	0	0	18
12:45 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	57	5	0	1	0	0	2	0	0	0	0	0	65
1:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
1:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
1:30 AM	0	14	0	0	1	0	0	0	0	0	0	0	0	15
1:45 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	41	2	0	1	0	0	0	0	0	0	0	0	44
2:00 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	15
2:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
2:30 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	7
2:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	32	1	0	1	0	0	0	0	0	0	0	0	34
3:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:30 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	10	0	0	1	0	0	0	0	0	0	0	0	11
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
4:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
4:45 AM	0	6	1	0	0	1	0	0	0	0	0	0	0	8
Hour Total	0	13	2	0	1	1	0	0	0	0	0	0	0	17
5:00 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
5:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
5:30 AM	0	8	2	0	1	0	0	0	0	0	0	0	0	11
5:45 AM	0	9	2	0	0	0	0	1	0	0	0	0	0	12
Hour Total	0	27	7	0	1	0	0	1	0	0	0	0	0	36
6:00 AM	0	15	1	0	2	0	0	0	0	0	0	0	0	18
6:15 AM	0	17	2	0	1	0	0	0	0	0	0	0	0	20
6:30 AM	0	19	5	0	1	0	0	2	0	0	0	0	0	27
6:45 AM	0	23	5	0	0	0	0	1	0	0	0	0	0	29
Hour Total	0	74	13	0	4	0	0	3	0	0	0	0	0	94
7:00 AM	0	30	6	0	0	0	0	0	0	0	0	0	0	36
7:15 AM	0	42	7	0	2	0	0	0	0	0	0	0	0	51
7:30 AM	0	37	9	0	2	0	0	1	1	0	0	0	0	50
7:45 AM	0	79	11	0	0	0	0	1	0	0	0	0	0	91
Hour Total	0	188	33	0	4	0	0	2	1	0	0	0	0	228

8:00 AM	1	75	15	0	1	0	0	1	0	0	0	0	0	93
8:15 AM	0	72	25	0	1	0	0	1	0	0	0	0	0	99
8:30 AM	0	97	19	0	1	0	0	1	0	0	0	0	0	118
8:45 AM	0	79	12	0	1	0	0	1	2	0	0	0	0	95
Hour Total	1	323	71	0	4	0	0	4	2	0	0	0	0	405
9:00 AM	0	73	11	0	0	0	0	1	0	0	0	0	0	85
9:15 AM	0	70	17	0	2	0	0	1	1	0	0	0	0	91
9:30 AM	0	37	11	0	0	0	0	0	0	0	0	0	1	49
9:45 AM	0	74	7	0	3	0	0	2	0	0	0	0	0	86
Hour Total	0	254	46	0	5	0	0	4	1	0	0	0	1	311
10:00 AM	0	65	9	0	1	0	0	0	0	0	0	0	0	75
10:15 AM	0	65	7	0	2	0	0	1	0	0	0	0	0	75
10:30 AM	0	58	12	0	1	0	0	1	0	0	0	0	0	72
10:45 AM	1	54	9	1	0	0	0	1	1	0	0	0	0	67
Hour Total	1	242	37	1	4	0	0	3	1	0	0	0	0	289
11:00 AM	0	60	11	0	1	0	0	1	0	0	0	0	0	73
11:15 AM	0	59	8	0	1	0	0	1	0	0	0	0	0	69
11:30 AM	0	57	10	0	1	0	0	0	0	0	0	0	0	68
11:45 AM	0	70	18	0	3	0	1	2	0	0	0	0	0	94
Hour Total	0	246	47	0	6	0	1	4	0	0	0	0	0	304
12:00 PM	0	68	21	1	1	0	0	0	0	0	0	0	0	91
12:15 PM	1	77	20	2	2	0	0	0	0	0	1	0	0	103
12:30 PM	0	69	24	0	2	0	0	0	1	0	0	0	0	96
12:45 PM	0	69	24	1	0	2	0	0	0	0	0	0	0	96
Hour Total	1	283	89	4	5	2	0	0	1	0	1	0	0	386
1:00 PM	0	73	26	1	1	0	0	1	0	0	0	0	0	102
1:15 PM	0	68	19	1	2	1	0	2	2	0	0	0	0	95
1:30 PM	0	67	25	3	2	1	0	0	0	0	1	0	0	99
1:45 PM	0	71	24	0	1	0	0	2	0	0	0	0	0	98
Hour Total	0	279	94	5	6	2	0	5	2	0	1	0	0	394
2:00 PM	1	79	17	0	1	0	0	0	0	0	0	0	0	98
2:15 PM	0	77	18	1	0	0	0	1	0	0	0	0	0	97
2:30 PM	0	69	22	0	0	0	0	0	0	0	0	0	0	91
2:45 PM	0	66	15	0	1	0	0	0	0	0	0	0	0	82
Hour Total	1	291	72	1	2	0	0	1	0	0	0	0	0	368
3:00 PM	0	85	18	0	1	1	0	1	0	0	0	0	0	106
3:15 PM	0	100	19	0	2	1	0	0	0	0	0	0	0	122
3:30 PM	0	78	25	0	1	1	0	0	1	0	0	0	0	106
3:45 PM	0	66	23	0	0	1	0	1	1	0	0	0	0	92
Hour Total	0	329	85	0	4	4	0	2	2	0	0	0	0	426

4:00 PM	0	86	21	0	0	0	1	0	0	0	0	0	0	108
4:15 PM	0	96	35	0	0	0	0	1	0	0	0	0	0	132
4:30 PM	0	85	17	1	1	0	1	0	0	0	0	0	0	105
4:45 PM	0	91	31	0	5	0	0	0	0	0	0	0	0	127
Hour Total	0	358	104	1	6	0	2	1	0	0	0	0	0	472
5:00 PM	0	61	29	0	1	1	0	0	0	0	0	0	0	92
5:15 PM	0	79	22	1	0	0	0	1	0	0	0	0	0	103
5:30 PM	0	93	21	0	2	0	0	2	0	0	0	0	0	118
5:45 PM	0	85	21	0	0	0	0	0	0	0	0	0	0	106
Hour Total	0	318	93	1	3	1	0	3	0	0	0	0	0	419
6:00 PM	0	85	18	1	2	3	0	0	1	0	0	0	0	110
6:15 PM	0	66	17	1	1	2	0	0	2	0	0	0	0	89
6:30 PM	0	77	23	0	2	1	0	0	1	0	0	0	0	104
6:45 PM	0	89	28	0	0	1	1	0	0	0	0	0	0	119
Hour Total	0	317	86	2	5	7	1	0	4	0	0	0	0	422
7:00 PM	0	71	20	0	1	0	0	1	0	0	1	0	0	94
7:15 PM	0	93	20	0	3	0	0	0	0	0	0	0	0	116
7:30 PM	0	73	17	0	1	0	0	0	1	0	0	0	0	92
7:45 PM	1	72	25	0	0	0	0	1	0	0	0	0	0	99
Hour Total	1	309	82	0	5	0	0	2	1	0	1	0	0	401
8:00 PM	0	79	13	0	2	1	0	0	0	0	0	0	0	95
8:15 PM	0	78	22	0	0	0	0	0	0	0	0	0	0	100
8:30 PM	0	57	10	0	2	0	0	0	0	0	0	0	0	69
8:45 PM	0	68	10	0	0	0	0	0	0	0	0	0	0	78
Hour Total	0	282	55	0	4	1	0	0	0	0	0	0	0	342
9:00 PM	0	72	13	0	0	0	0	0	1	0	0	0	0	86
9:15 PM	0	75	20	0	0	0	0	1	0	0	0	0	0	96
9:30 PM	0	71	19	0	0	0	0	0	0	0	0	0	0	90
9:45 PM	0	71	5	0	2	0	0	0	0	0	0	0	0	78
Hour Total	0	289	57	0	2	0	0	1	1	0	0	0	0	350
10:00 PM	0	69	11	1	0	0	0	0	0	0	0	0	0	81
10:15 PM	0	58	3	0	0	0	0	1	0	0	0	0	0	62
10:30 PM	0	42	5	0	0	0	0	0	0	0	0	0	0	47
10:45 PM	0	44	3	0	0	0	0	1	0	0	0	0	0	48
Hour Total	0	213	22	1	0	0	0	2	0	0	0	0	0	238
11:00 PM	0	25	3	0	1	0	0	0	0	0	0	0	0	29
11:15 PM	0	33	4	0	1	0	0	0	0	0	0	0	0	38
11:30 PM	0	14	2	0	0	0	0	0	0	0	0	0	0	16
11:45 PM	0	21	1	0	0	0	0	0	0	0	0	0	0	22
Hour Total	0	93	10	0	2	0	0	0	0	0	0	0	0	105
Totals	5	4868	1113	16	77	18	4	40	16	0	3	0	1	6161
Percent	0.1%	79.0%	18.1%	0.3%	1.2%	0.3%	0.1%	0.6%	0.3%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Foothill Boulevard between Fruitvale Avenue and 23rd Avenue

Oakland

Project #:09-7224-023e

Date: 6/23/2009

TUESDAY

East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	18	1	0	1	0	0	0	0	0	0	0	0	20
12:15 AM	0	15	4	0	0	0	0	0	0	0	0	0	0	19
12:30 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
12:45 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	52	7	0	1	0	0	0	0	0	0	0	0	60
1:00 AM	0	10	2	1	0	0	0	0	0	0	0	0	0	13
1:15 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
1:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
1:45 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	36	4	1	0	0	0	0	0	0	0	0	0	41
2:00 AM	0	11	1	0	1	0	0	0	0	0	0	0	0	13
2:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:45 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	9
Hour Total	0	26	2	0	2	0	0	0	0	0	0	0	0	30
3:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
3:15 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	19	3	0	0	0	0	0	0	0	0	0	0	22
4:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
4:15 AM	0	3	6	0	0	0	0	0	0	0	0	0	0	9
4:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	11	7	0	1	0	0	0	0	0	0	0	0	19
5:00 AM	0	8	0	1	0	0	0	0	0	0	0	0	0	9
5:15 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
5:30 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
5:45 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	39	4	1	0	0	0	0	0	0	0	0	0	44
6:00 AM	0	15	2	0	1	0	0	1	0	0	0	0	0	19
6:15 AM	0	14	3	0	0	0	0	1	0	0	0	0	0	18
6:30 AM	0	22	9	0	2	0	0	0	0	0	0	0	0	33
6:45 AM	0	22	9	0	1	0	0	0	0	0	0	0	0	32
Hour Total	0	73	23	0	4	0	0	2	0	0	0	0	0	102
7:00 AM	0	27	6	0	0	0	0	2	0	0	0	0	0	35
7:15 AM	0	27	6	0	0	0	0	1	0	0	0	0	0	34
7:30 AM	0	42	8	0	0	1	0	1	0	0	0	0	0	52
7:45 AM	1	36	15	0	2	0	0	1	0	0	0	0	0	55
Hour Total	1	132	35	0	2	1	0	5	0	0	0	0	0	176

8:00 AM	0	63	17	1	1	0	0	0	0	0	0	0	0	82
8:15 AM	0	59	12	1	2	1	0	2	0	0	0	0	0	77
8:30 AM	0	65	24	0	1	0	0	0	0	0	0	0	0	90
8:45 AM	0	63	11	0	2	1	0	1	0	0	0	0	0	78
Hour Total	0	250	64	2	6	2	0	3	0	0	0	0	0	327
9:00 AM	0	54	13	0	1	0	0	1	1	0	0	0	0	70
9:15 AM	0	40	12	0	1	0	0	1	0	0	0	0	0	54
9:30 AM	0	48	14	0	2	0	0	1	0	0	0	0	0	65
9:45 AM	0	52	16	0	0	0	0	1	0	0	0	0	0	69
Hour Total	0	194	55	0	4	0	0	4	1	0	0	0	0	258
10:00 AM	0	64	10	0	0	0	0	2	0	0	0	0	0	76
10:15 AM	0	68	7	0	2	0	0	0	0	0	0	0	0	77
10:30 AM	0	56	9	0	1	0	0	1	0	0	0	0	0	67
10:45 AM	0	54	9	0	2	0	0	0	0	0	0	0	0	65
Hour Total	0	242	35	0	5	0	0	3	0	0	0	0	0	285
11:00 AM	0	41	14	0	0	0	0	1	0	0	0	0	0	56
11:15 AM	1	60	18	0	2	0	0	1	0	0	1	0	0	83
11:30 AM	0	75	7	0	0	0	0	1	0	0	0	0	0	83
11:45 AM	0	54	15	0	1	0	0	2	0	0	0	0	0	72
Hour Total	1	230	54	0	3	0	0	5	0	0	1	0	0	294
12:00 PM	0	84	17	0	1	0	0	1	0	0	0	0	0	103
12:15 PM	0	66	15	0	4	0	0	0	0	0	0	0	0	85
12:30 PM	0	56	6	0	0	1	0	1	0	0	0	0	0	64
12:45 PM	0	90	13	2	0	0	0	1	0	0	0	0	0	106
Hour Total	0	296	51	2	5	1	0	3	0	0	0	0	0	358
1:00 PM	0	87	20	0	2	0	0	2	0	0	0	0	0	111
1:15 PM	0	75	17	0	3	0	0	0	0	0	0	0	0	95
1:30 PM	0	61	16	1	1	0	0	1	0	0	0	0	0	80
1:45 PM	0	61	14	0	2	0	0	0	0	0	0	0	0	77
Hour Total	0	284	67	1	8	0	0	3	0	0	0	0	0	363
2:00 PM	1	64	9	0	1	0	1	1	0	0	0	0	0	77
2:15 PM	0	74	14	0	3	0	0	1	0	0	0	0	0	92
2:30 PM	0	72	13	0	0	0	0	2	0	0	0	0	0	87
2:45 PM	0	68	10	1	1	0	0	0	0	0	0	0	0	80
Hour Total	1	278	46	1	5	0	1	4	0	0	0	0	0	336
3:00 PM	0	58	14	0	1	0	0	1	0	0	0	0	0	74
3:15 PM	0	80	16	0	1	0	0	1	0	0	0	0	0	98
3:30 PM	1	70	17	0	0	2	0	0	0	0	0	0	0	90
3:45 PM	0	66	4	0	1	0	0	0	0	0	0	0	0	71
Hour Total	1	274	51	0	3	2	0	2	0	0	0	0	0	333

4:00 PM	0	75	13	0	1	0	0	1	0	0	0	0	0	90
4:15 PM	0	78	16	0	1	0	1	0	0	0	0	0	0	96
4:30 PM	0	85	9	0	1	0	1	0	1	0	0	0	0	97
4:45 PM	0	77	16	1	0	0	0	2	0	0	0	0	0	96
Hour Total	0	315	54	1	3	0	2	3	1	0	0	0	0	379
5:00 PM	0	92	16	0	0	0	0	0	0	0	0	0	0	108
5:15 PM	0	80	20	1	2	0	0	1	0	0	0	0	0	104
5:30 PM	0	97	16	0	1	0	0	0	0	0	0	0	0	114
5:45 PM	1	99	17	0	0	0	0	1	0	0	0	0	0	118
Hour Total	1	368	69	1	3	0	0	2	0	0	0	0	0	444
6:00 PM	0	88	14	0	4	0	0	0	0	0	0	0	0	106
6:15 PM	0	95	18	0	0	0	0	1	0	0	0	0	0	114
6:30 PM	0	83	18	1	1	0	0	1	0	0	0	0	0	104
6:45 PM	0	77	16	0	0	0	0	1	0	0	0	1	0	95
Hour Total	0	343	66	1	5	0	0	3	0	0	0	1	0	419
7:00 PM	0	75	10	0	2	0	0	0	0	0	0	0	0	87
7:15 PM	0	76	16	0	0	0	0	1	0	0	0	0	0	93
7:30 PM	0	71	15	1	0	0	0	0	0	0	0	0	0	87
7:45 PM	0	81	12	1	1	0	0	1	0	0	0	0	0	96
Hour Total	0	303	53	2	3	0	0	2	0	0	0	0	0	363
8:00 PM	0	75	10	0	0	0	0	0	0	0	0	0	0	85
8:15 PM	0	54	13	1	0	0	1	1	0	0	0	0	0	70
8:30 PM	0	69	8	1	0	0	0	0	0	0	0	0	0	78
8:45 PM	0	82	4	0	0	0	0	0	0	0	0	0	0	86
Hour Total	0	280	35	2	0	0	1	1	0	0	0	0	0	319
9:00 PM	0	47	3	0	0	0	0	1	0	0	0	0	0	51
9:15 PM	0	73	8	0	2	1	0	0	0	0	0	0	0	84
9:30 PM	0	74	7	0	2	0	0	0	0	0	0	0	0	83
9:45 PM	0	60	12	0	0	0	0	0	0	0	0	0	0	72
Hour Total	0	254	30	0	4	1	0	1	0	0	0	0	0	290
10:00 PM	0	52	9	0	0	0	0	0	0	0	0	0	0	61
10:15 PM	0	36	5	0	2	0	0	0	0	0	0	0	0	43
10:30 PM	0	32	2	0	1	0	0	0	0	0	0	0	0	35
10:45 PM	0	44	6	0	1	0	0	0	0	0	0	0	0	51
Hour Total	0	164	22	0	4	0	0	0	0	0	0	0	0	190
11:00 PM	0	34	5	0	0	0	0	0	0	0	0	0	0	39
11:15 PM	0	32	3	0	0	0	0	0	0	0	0	0	0	35
11:30 PM	0	23	5	0	0	0	0	0	0	0	0	0	0	28
11:45 PM	0	21	6	0	1	0	0	0	0	0	0	0	0	28
Hour Total	0	110	19	0	1	0	0	0	0	0	0	0	0	130
Totals	5	4573	856	15	72	7	4	46	2	0	1	1	0	5582
Percent	0.1%	81.9%	15.3%	0.3%	1.3%	0.1%	0.1%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Foothill Boulevard between Fruitvale Avenue and 23rd Avenue

Oakland

Project #:09-7224-023e

Date: 6/23/2009

TUESDAY

West Bound, East Bound

Begin	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
Time	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
12:00 AM	0	33	1	0	1	0	0	1	0	0	0	0	0	36
12:15 AM	0	30	7	0	0	0	0	1	0	0	0	0	0	38
12:30 AM	0	27	1	0	1	0	0	0	0	0	0	0	0	29
12:45 AM	0	19	3	0	0	0	0	0	0	0	0	0	0	22
Hour Total	0	109	12	0	2	0	0	2	0	0	0	0	0	125
1:00 AM	0	17	3	1	0	0	0	0	0	0	0	0	0	21
1:15 AM	0	17	2	0	0	0	0	0	0	0	0	0	0	19
1:30 AM	0	21	0	0	1	0	0	0	0	0	0	0	0	22
1:45 AM	0	22	1	0	0	0	0	0	0	0	0	0	0	23
Hour Total	0	77	6	1	1	0	0	0	0	0	0	0	0	85
2:00 AM	0	25	2	0	1	0	0	0	0	0	0	0	0	28
2:15 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
2:30 AM	0	10	0	0	1	0	0	0	0	0	0	0	0	11
2:45 AM	0	13	1	0	1	0	0	0	0	0	0	0	0	15
Hour Total	0	58	3	0	3	0	0	0	0	0	0	0	0	64
3:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
3:15 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
3:30 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
3:45 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	29	3	0	1	0	0	0	0	0	0	0	0	33
4:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
4:15 AM	0	8	7	0	0	0	0	0	0	0	0	0	0	15
4:30 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
4:45 AM	0	10	2	0	0	1	0	0	0	0	0	0	0	13
Hour Total	0	24	9	0	2	1	0	0	0	0	0	0	0	36
5:00 AM	0	13	2	1	0	0	0	0	0	0	0	0	0	16
5:15 AM	0	17	1	0	0	0	0	0	0	0	0	0	0	18
5:30 AM	0	19	4	0	1	0	0	0	0	0	0	0	0	24
5:45 AM	0	17	4	0	0	0	0	1	0	0	0	0	0	22
Hour Total	0	66	11	1	1	0	0	1	0	0	0	0	0	80
6:00 AM	0	30	3	0	3	0	0	1	0	0	0	0	0	37
6:15 AM	0	31	5	0	1	0	0	1	0	0	0	0	0	38
6:30 AM	0	41	14	0	3	0	0	2	0	0	0	0	0	60
6:45 AM	0	45	14	0	1	0	0	1	0	0	0	0	0	61
Hour Total	0	147	36	0	8	0	0	5	0	0	0	0	0	196
7:00 AM	0	57	12	0	0	0	0	2	0	0	0	0	0	71
7:15 AM	0	69	13	0	2	0	0	1	0	0	0	0	0	85
7:30 AM	0	79	17	0	2	1	0	2	1	0	0	0	0	102
7:45 AM	1	115	26	0	2	0	0	2	0	0	0	0	0	146
Hour Total	1	320	68	0	6	1	0	7	1	0	0	0	0	404

8:00 AM	1	138	32	1	2	0	0	1	0	0	0	0	0	175
8:15 AM	0	131	37	1	3	1	0	3	0	0	0	0	0	176
8:30 AM	0	162	43	0	2	0	0	1	0	0	0	0	0	208
8:45 AM	0	142	23	0	3	1	0	2	2	0	0	0	0	173
Hour Total	1	573	135	2	10	2	0	7	2	0	0	0	0	732
9:00 AM	0	127	24	0	1	0	0	2	1	0	0	0	0	155
9:15 AM	0	110	29	0	3	0	0	2	1	0	0	0	0	145
9:30 AM	0	85	25	0	2	0	0	1	0	0	0	0	1	114
9:45 AM	0	126	23	0	3	0	0	3	0	0	0	0	0	155
Hour Total	0	448	101	0	9	0	0	8	2	0	0	0	1	569
10:00 AM	0	129	19	0	1	0	0	2	0	0	0	0	0	151
10:15 AM	0	133	14	0	4	0	0	1	0	0	0	0	0	152
10:30 AM	0	114	21	0	2	0	0	2	0	0	0	0	0	139
10:45 AM	1	108	18	1	2	0	0	1	1	0	0	0	0	132
Hour Total	1	484	72	1	9	0	0	6	1	0	0	0	0	574
11:00 AM	0	101	25	0	1	0	0	2	0	0	0	0	0	129
11:15 AM	1	119	26	0	3	0	0	2	0	0	1	0	0	152
11:30 AM	0	132	17	0	1	0	0	1	0	0	0	0	0	151
11:45 AM	0	124	33	0	4	0	1	4	0	0	0	0	0	166
Hour Total	1	476	101	0	9	0	1	9	0	0	1	0	0	598
12:00 PM	0	152	38	1	2	0	0	1	0	0	0	0	0	194
12:15 PM	1	143	35	2	6	0	0	0	0	0	1	0	0	188
12:30 PM	0	125	30	0	2	1	0	1	1	0	0	0	0	160
12:45 PM	0	159	37	3	0	2	0	1	0	0	0	0	0	202
Hour Total	1	579	140	6	10	3	0	3	1	0	1	0	0	744
1:00 PM	0	160	46	1	3	0	0	3	0	0	0	0	0	213
1:15 PM	0	143	36	1	5	1	0	2	2	0	0	0	0	190
1:30 PM	0	128	41	4	3	1	0	1	0	0	1	0	0	179
1:45 PM	0	132	38	0	3	0	0	2	0	0	0	0	0	175
Hour Total	0	563	161	6	14	2	0	8	2	0	1	0	0	757
2:00 PM	2	143	26	0	2	0	1	1	0	0	0	0	0	175
2:15 PM	0	151	32	1	3	0	0	2	0	0	0	0	0	189
2:30 PM	0	141	35	0	0	0	0	2	0	0	0	0	0	178
2:45 PM	0	134	25	1	2	0	0	0	0	0	0	0	0	162
Hour Total	2	569	118	2	7	0	1	5	0	0	0	0	0	704
3:00 PM	0	143	32	0	2	1	0	2	0	0	0	0	0	180
3:15 PM	0	180	35	0	3	1	0	1	0	0	0	0	0	220
3:30 PM	1	148	42	0	1	3	0	0	1	0	0	0	0	196
3:45 PM	0	132	27	0	1	1	0	1	1	0	0	0	0	163
Hour Total	1	603	136	0	7	6	0	4	2	0	0	0	0	759

4:00 PM	0	161	34	0	1	0	1	1	0	0	0	0	198
4:15 PM	0	174	51	0	1	0	1	1	0	0	0	0	228
4:30 PM	0	170	26	1	2	0	2	0	1	0	0	0	202
4:45 PM	0	168	47	1	5	0	0	2	0	0	0	0	223
Hour Total	0	673	158	2	9	0	4	4	1	0	0	0	851
5:00 PM	0	153	45	0	1	1	0	0	0	0	0	0	200
5:15 PM	0	159	42	2	2	0	0	2	0	0	0	0	207
5:30 PM	0	190	37	0	3	0	0	2	0	0	0	0	232
5:45 PM	1	184	38	0	0	0	0	1	0	0	0	0	224
Hour Total	1	686	162	2	6	1	0	5	0	0	0	0	863
6:00 PM	0	173	32	1	6	3	0	0	1	0	0	0	216
6:15 PM	0	161	35	1	1	2	0	1	2	0	0	0	203
6:30 PM	0	160	41	1	3	1	0	1	1	0	0	0	208
6:45 PM	0	166	44	0	0	1	1	1	0	0	0	1	214
Hour Total	0	660	152	3	10	7	1	3	4	0	0	1	841
7:00 PM	0	146	30	0	3	0	0	1	0	0	1	0	181
7:15 PM	0	169	36	0	3	0	0	1	0	0	0	0	209
7:30 PM	0	144	32	1	1	0	0	0	1	0	0	0	179
7:45 PM	1	153	37	1	1	0	0	2	0	0	0	0	195
Hour Total	1	612	135	2	8	0	0	4	1	0	1	0	764
8:00 PM	0	154	23	0	2	1	0	0	0	0	0	0	180
8:15 PM	0	132	35	1	0	0	1	1	0	0	0	0	170
8:30 PM	0	126	18	1	2	0	0	0	0	0	0	0	147
8:45 PM	0	150	14	0	0	0	0	0	0	0	0	0	164
Hour Total	0	562	90	2	4	1	1	1	0	0	0	0	661
9:00 PM	0	119	16	0	0	0	0	1	1	0	0	0	137
9:15 PM	0	148	28	0	2	1	0	1	0	0	0	0	180
9:30 PM	0	145	26	0	2	0	0	0	0	0	0	0	173
9:45 PM	0	131	17	0	2	0	0	0	0	0	0	0	150
Hour Total	0	543	87	0	6	1	0	2	1	0	0	0	640
10:00 PM	0	121	20	1	0	0	0	0	0	0	0	0	142
10:15 PM	0	94	8	0	2	0	0	1	0	0	0	0	105
10:30 PM	0	74	7	0	1	0	0	0	0	0	0	0	82
10:45 PM	0	88	9	0	1	0	0	1	0	0	0	0	99
Hour Total	0	377	44	1	4	0	0	2	0	0	0	0	428
11:00 PM	0	59	8	0	1	0	0	0	0	0	0	0	68
11:15 PM	0	65	7	0	1	0	0	0	0	0	0	0	73
11:30 PM	0	37	7	0	0	0	0	0	0	0	0	0	44
11:45 PM	0	42	7	0	1	0	0	0	0	0	0	0	50
Hour Total	0	203	29	0	3	0	0	0	0	0	0	0	235
Totals	10	9441	1969	31	149	25	8	86	18	0	4	1	11743
Percent	0.1%	80.4%	16.8%	0.3%	1.3%	0.2%	0.1%	0.7%	0.2%	0.0%	0.0%	0.0%	0.0%

Prepared by NDS/ATD

6/23/2009

City: Oakland

Project #: 09-7224-023e

Location: Foothill Boulevard between Fruitvale Avenue and 23rd Avenue

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	20	103			16	91				
12:15	19	85			19	103				
12:30	11	64			18	96				
12:45	10	106	60	358	12	96	65	386	125	744
1:00	13	111			8	102				
1:15	10	95			9	95				
1:30	7	80			15	99				
1:45	11	77	41	363	12	98	44	394	85	757
2:00	13	77			15	98				
2:15	4	92			6	97				
2:30	4	87			7	91				
2:45	9	80	30	336	6	82	34	368	64	704
3:00	5	74			3	106				
3:15	9	98			4	122				
3:30	1	90			3	106				
3:45	7	71	22	333	1	92	11	426	33	759
4:00	2	90			1	108				
4:15	9	96			6	132				
4:30	3	97			2	105				
4:45	5	96	19	379	8	127	17	472	36	851
5:00	9	108			7	92				
5:15	12	104			6	103				
5:30	13	114			11	118				
5:45	10	118	44	444	12	106	36	419	80	863
6:00	19	106			18	110				
6:15	18	114			20	89				
6:30	33	104			27	104				
6:45	32	95	102	419	29	119	94	422	196	841
7:00	35	87			36	94				
7:15	34	93			51	116				
7:30	52	87			50	92				
7:45	55	96	176	363	91	99	228	401	404	764
8:00	82	85			93	95				
8:15	77	70			99	100				
8:30	90	78			118	69				
8:45	78	86	327	319	95	78	405	342	732	661
9:00	70	51			85	86				
9:15	54	84			91	96				
9:30	65	83			49	90				
9:45	69	72	258	290	86	78	311	350	569	640
10:00	76	61			75	81				
10:15	77	43			75	62				
10:30	67	35			72	47				
10:45	65	51	285	190	67	48	289	238	574	428
11:00	56	39			73	29				
11:15	83	35			69	38				
11:30	83	28			68	16				
11:45	72	28	294	130	94	22	304	105	598	235
Total	1658	3924	1658	3924	1838	4323	1838	4323	3496	8247
Combined Total	5582		5582		6161		6161		11743	
AM Peak	11:30 AM				8:00 AM					
Vol.	343				405					
P.H.F.	0.833				0.858					
PM Peak	5:30 PM				4:00 PM					
Vol.	452				472					
P.H.F.	0.958				0.894					
Percentage	29.7%	70.3%			29.8%	70.2%				

Class Report - Prepared by: NDS/ATD

Foothill Boulevard between Fruitvale Avenue and 23rd Avenue

Oakland

Project #:09-7224-023w

Date: 6/24/2009

WEDNESDAY

West Bound

Begin Time	Cars & 2 Axle			2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi
12:00 AM	0	19	3	0	0	0	0	1	0	0	0	0	23
12:15 AM	0	17	2	0	1	0	0	0	0	0	0	0	20
12:30 AM	0	20	0	0	1	0	0	0	0	0	0	0	21
12:45 AM	0	13	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	69	5	0	2	0	0	1	0	0	0	0	77
1:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	11
1:15 AM	0	10	2	0	0	0	0	0	0	0	0	0	12
1:30 AM	0	8	0	0	1	0	0	0	0	0	0	0	9
1:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	9
Hour Total	0	36	4	0	1	0	0	0	0	0	0	0	41
2:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	11
2:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	3
2:30 AM	0	5	1	0	1	0	0	0	0	0	0	0	7
2:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	26	2	0	1	0	0	0	0	0	0	0	29
3:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	7
3:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	3
3:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	2
3:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	4
Hour Total	0	14	1	0	1	0	0	0	0	0	0	0	16
4:00 AM	0	3	3	0	0	0	0	0	0	0	0	0	6
4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	2
4:30 AM	0	2	0	0	1	0	0	0	0	0	0	0	3
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	8	3	0	1	0	0	0	0	0	0	0	12
5:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	8
5:15 AM	0	7	3	0	0	0	0	0	0	0	0	0	10
5:30 AM	0	5	2	0	1	0	0	0	0	0	0	0	8
5:45 AM	0	14	1	0	1	0	0	1	0	0	0	0	17
Hour Total	0	33	7	0	2	0	0	1	0	0	0	0	43
6:00 AM	0	7	1	0	1	0	0	0	0	0	0	0	9
6:15 AM	0	15	3	0	1	0	0	0	0	0	0	0	19
6:30 AM	0	20	5	0	1	0	0	1	0	0	0	0	27
6:45 AM	0	22	2	0	0	0	0	1	0	0	0	0	25
Hour Total	0	64	11	0	3	0	0	2	0	0	0	0	80
7:00 AM	0	31	2	0	1	0	0	0	0	0	0	0	34
7:15 AM	0	44	9	0	3	0	0	0	0	0	0	0	56
7:30 AM	0	59	9	0	1	0	0	0	0	0	0	0	69
7:45 AM	0	72	16	0	1	0	0	1	0	0	0	0	90
Hour Total	0	206	36	0	6	0	0	1	0	0	0	0	249

8:00 AM	0	89	14	0	0	0	0	0	0	0	0	0	0	103
8:15 AM	0	87	21	0	4	0	0	0	0	0	0	0	0	112
8:30 AM	0	98	19	0	0	0	0	1	0	0	0	0	0	118
8:45 AM	0	85	21	0	2	0	0	0	0	0	0	0	0	108
Hour Total	0	359	75	0	6	0	0	1	0	0	0	0	0	441
9:00 AM	0	74	18	0	0	0	0	1	0	0	0	0	0	93
9:15 AM	0	82	9	1	1	0	0	1	0	0	0	0	0	94
9:30 AM	0	75	12	0	1	0	0	1	0	0	0	0	0	89
9:45 AM	0	75	13	0	2	0	0	0	0	0	0	0	0	90
Hour Total	0	306	52	1	4	0	0	3	0	0	0	0	0	366
10:00 AM	0	67	12	0	2	0	0	1	0	0	0	0	0	82
10:15 AM	0	65	8	0	2	0	0	1	0	0	0	0	0	76
10:30 AM	0	62	7	0	0	0	0	0	0	0	0	0	0	69
10:45 AM	0	74	15	0	0	1	0	0	0	0	0	0	0	90
Hour Total	0	268	42	0	4	1	0	2	0	0	0	0	0	317
11:00 AM	0	63	10	0	2	0	0	1	1	0	0	0	0	77
11:15 AM	0	46	9	0	2	1	0	0	0	0	0	0	0	58
11:30 AM	0	63	14	0	2	0	0	0	0	0	0	0	0	79
11:45 AM	0	61	14	0	1	0	0	1	0	0	0	0	0	77
Hour Total	0	233	47	0	7	1	0	2	1	0	0	0	0	291
12:00 PM	0	76	12	0	1	1	0	0	0	0	0	0	0	90
12:15 PM	0	68	15	0	1	0	0	1	0	0	0	0	0	85
12:30 PM	0	88	11	0	1	0	0	0	0	0	1	0	0	101
12:45 PM	0	81	8	0	2	0	0	0	0	0	0	0	0	91
Hour Total	0	313	46	0	5	1	0	1	0	0	1	0	0	367
1:00 PM	0	97	13	0	1	0	0	1	0	0	0	0	0	112
1:15 PM	1	76	18	0	1	0	0	0	0	0	0	0	0	96
1:30 PM	0	89	8	0	0	0	0	1	0	0	0	0	0	98
1:45 PM	0	74	14	0	2	0	0	0	0	0	0	0	0	90
Hour Total	1	336	53	0	4	0	0	2	0	0	0	0	0	396
2:00 PM	1	76	5	0	2	0	0	0	0	0	0	0	0	84
2:15 PM	0	76	8	0	2	2	0	0	0	0	0	0	0	88
2:30 PM	0	80	15	0	1	0	0	0	0	0	0	0	0	96
2:45 PM	0	69	7	0	1	1	0	0	0	0	0	0	0	78
Hour Total	1	301	35	0	6	3	0	0	0	0	0	0	0	346
3:00 PM	0	70	6	0	1	0	0	1	0	0	0	0	0	78
3:15 PM	0	75	9	0	1	0	0	1	0	0	0	0	0	86
3:30 PM	0	70	14	0	1	0	0	0	0	0	0	0	0	85
3:45 PM	0	80	16	0	2	0	0	0	1	0	0	0	0	99
Hour Total	0	295	45	0	5	0	0	2	1	0	0	0	0	348

4:00 PM	0	91	10	0	1	0	0	1	0	0	0	0	0	103
4:15 PM	0	70	9	0	2	0	0	1	1	0	0	0	0	83
4:30 PM	0	90	6	0	0	0	0	0	0	0	0	0	0	96
4:45 PM	1	85	14	0	1	0	0	1	0	0	0	0	1	103
Hour Total	1	336	39	0	4	0	0	3	1	0	0	0	1	385
5:00 PM	0	79	14	0	0	0	0	2	0	0	0	0	0	95
5:15 PM	0	88	14	0	2	0	0	0	0	0	0	0	0	104
5:30 PM	0	80	11	0	0	0	0	2	0	0	0	0	0	93
5:45 PM	0	75	9	0	1	0	0	0	0	0	0	0	0	85
Hour Total	0	322	48	0	3	0	0	4	0	0	0	0	0	377
6:00 PM	0	87	8	0	1	0	0	1	0	0	0	1	0	98
6:15 PM	0	75	10	0	2	0	0	0	0	0	0	0	0	87
6:30 PM	0	64	11	0	0	0	0	0	0	0	0	0	0	75
6:45 PM	0	79	12	0	1	0	0	1	0	0	0	0	0	93
Hour Total	0	305	41	0	4	0	0	2	0	0	0	1	0	353
7:00 PM	0	85	12	0	1	0	0	2	0	0	0	0	0	100
7:15 PM	1	72	16	0	1	0	0	1	0	0	0	0	0	91
7:30 PM	0	67	14	0	1	0	0	1	0	0	0	0	0	83
7:45 PM	0	69	10	0	0	0	0	2	0	0	0	0	0	81
Hour Total	1	293	52	0	3	0	0	6	0	0	0	0	0	355
8:00 PM	0	54	4	0	0	0	0	1	0	0	0	0	0	59
8:15 PM	0	68	9	0	1	0	0	0	0	0	0	0	0	78
8:30 PM	0	83	4	0	0	0	0	0	0	0	0	0	0	87
8:45 PM	0	57	10	0	1	0	0	0	0	0	0	0	0	68
Hour Total	0	262	27	0	2	0	0	1	0	0	0	0	0	292
9:00 PM	0	60	8	0	0	0	0	1	0	0	0	0	0	69
9:15 PM	0	76	7	0	0	0	0	0	0	0	0	0	0	83
9:30 PM	0	54	5	0	0	0	0	0	0	0	0	0	0	59
9:45 PM	0	61	4	0	0	0	0	1	0	0	0	0	0	66
Hour Total	0	251	24	0	0	0	0	2	0	0	0	0	0	277
10:00 PM	0	55	5	0	1	0	0	0	0	0	0	0	0	61
10:15 PM	0	48	5	0	0	0	0	1	0	0	0	0	0	54
10:30 PM	0	57	7	0	0	0	0	0	0	0	0	0	0	64
10:45 PM	0	41	4	0	0	0	0	0	0	0	0	0	0	45
Hour Total	0	201	21	0	1	0	0	1	0	0	0	0	0	224
11:00 PM	0	40	5	0	0	0	0	0	0	0	0	0	0	45
11:15 PM	0	27	2	0	1	0	0	0	0	0	0	0	0	30
11:30 PM	0	31	2	0	0	0	0	0	0	0	0	0	0	33
11:45 PM	0	22	1	0	0	0	0	0	0	0	0	0	0	23
Hour Total	0	120	10	0	1	0	0	0	0	0	0	0	0	131
Totals	4	4957	726	1	76	6	0	37	3	0	1	1	1	5813
Percent	0.1%	85.3%	12.5%	0.0%	1.3%	0.1%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Foothill Boulevard between Fruitvale Avenue and 23rd Avenue

Oakland

Project #:09-7224-023e

Date: 6/24/2009

WEDNESDAY

East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	21	1	0	1	0	0	0	0	0	0	0	0	23
12:15 AM	0	19	1	0	0	0	0	0	0	0	0	0	0	20
12:30 AM	0	20	0	0	0	0	0	0	0	0	0	0	0	20
12:45 AM	0	17	0	0	0	0	0	0	0	0	0	0	0	17
Hour Total	0	77	2	0	1	0	0	0	0	0	0	0	0	80
1:00 AM	0	11	1	1	0	0	0	0	0	0	0	0	0	13
1:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
1:30 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
1:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	31	4	1	0	0	0	0	0	0	0	0	0	36
2:00 AM	0	11	1	0	1	0	0	0	0	0	0	0	0	13
2:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
2:45 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	31	1	0	1	0	0	0	0	0	0	0	0	33
3:00 AM	0	9	0	0	1	0	0	0	0	0	0	0	0	10
3:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	20	1	0	1	0	0	0	0	0	0	0	0	22
4:00 AM	0	3	2	0	1	0	0	0	0	0	0	0	0	6
4:15 AM	0	4	1	0	0	1	0	0	0	0	0	0	0	6
4:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
4:45 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	17	6	0	1	1	0	0	0	0	0	0	0	25
5:00 AM	0	5	3	0	1	0	0	0	0	0	0	0	0	9
5:15 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
5:30 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
5:45 AM	0	15	1	0	1	0	0	0	0	0	0	0	0	17
Hour Total	0	42	5	0	2	0	0	0	0	0	0	0	0	49
6:00 AM	0	14	1	0	0	0	0	1	0	0	0	0	0	16
6:15 AM	0	19	3	0	0	0	0	1	0	0	0	0	0	23
6:30 AM	0	23	3	0	2	0	0	0	0	0	0	0	0	28
6:45 AM	0	22	4	0	1	0	0	0	0	0	0	0	0	27
Hour Total	0	78	11	0	3	0	0	2	0	0	0	0	0	94
7:00 AM	0	26	8	0	1	0	0	1	0	0	0	0	0	36
7:15 AM	0	40	8	0	0	0	0	1	0	0	0	0	0	49
7:30 AM	0	31	6	1	0	1	0	1	0	0	0	0	0	40
7:45 AM	0	31	21	0	0	0	0	1	0	0	0	0	0	53
Hour Total	0	128	43	1	1	1	0	4	0	0	0	0	0	178

8:00 AM	0	56	16	0	2	1	0	0	0	0	0	0	0	75
8:15 AM	0	59	4	0	2	0	0	0	0	0	0	0	0	65
8:30 AM	0	79	12	1	0	0	0	2	0	0	0	0	0	94
8:45 AM	0	58	16	0	0	0	0	1	0	0	0	0	0	75
Hour Total	0	252	48	1	4	1	0	3	0	0	0	0	0	309
9:00 AM	0	64	12	0	5	0	0	1	0	0	0	0	0	82
9:15 AM	0	60	3	0	0	0	0	1	0	0	0	0	0	64
9:30 AM	0	61	10	0	1	1	0	1	0	0	0	0	0	74
9:45 AM	0	42	4	0	0	0	0	2	0	0	0	0	0	48
Hour Total	0	227	29	0	6	1	0	5	0	0	0	0	0	268
10:00 AM	1	61	9	0	0	0	0	1	1	0	0	0	0	73
10:15 AM	0	63	7	0	2	0	0	1	0	0	0	0	0	73
10:30 AM	0	60	11	1	0	0	0	0	2	0	0	0	0	74
10:45 AM	0	70	16	0	2	0	0	0	0	0	0	0	0	88
Hour Total	1	254	43	1	4	0	0	2	3	0	0	0	0	308
11:00 AM	0	73	10	0	3	0	0	1	0	0	0	0	0	87
11:15 AM	0	61	19	0	1	2	0	1	0	0	0	0	0	84
11:30 AM	0	63	12	0	0	1	0	1	0	0	0	0	0	77
11:45 AM	0	73	9	0	1	1	0	2	0	0	0	0	0	86
Hour Total	0	270	50	0	5	4	0	5	0	0	0	0	0	334
12:00 PM	0	60	13	0	4	0	0	0	0	0	0	0	0	77
12:15 PM	0	66	13	0	1	0	0	0	0	0	1	0	0	81
12:30 PM	0	63	12	1	0	0	0	1	0	0	0	0	1	78
12:45 PM	0	92	11	0	0	0	0	1	0	0	0	0	0	104
Hour Total	0	281	49	1	5	0	0	2	0	0	1	0	1	340
1:00 PM	0	91	17	0	1	1	0	1	0	0	0	0	0	111
1:15 PM	0	75	14	0	1	1	0	1	0	0	0	0	0	92
1:30 PM	0	82	12	2	0	0	0	0	0	0	0	0	0	96
1:45 PM	0	76	17	0	1	0	0	0	1	0	0	0	0	95
Hour Total	0	324	60	2	3	2	0	2	1	0	0	0	0	394
2:00 PM	0	74	17	1	2	0	0	2	0	0	0	0	0	96
2:15 PM	0	64	12	1	0	0	0	1	0	0	0	0	0	78
2:30 PM	0	74	15	0	1	3	0	0	0	0	0	0	0	93
2:45 PM	0	64	12	0	4	1	0	0	0	0	0	0	0	81
Hour Total	0	276	56	2	7	4	0	3	0	0	0	0	0	348
3:00 PM	0	65	7	0	4	1	0	1	0	0	0	0	0	78
3:15 PM	0	80	15	0	0	0	0	0	0	0	0	0	0	95
3:30 PM	0	91	12	1	0	1	0	1	0	0	0	0	0	106
3:45 PM	0	91	11	1	0	0	0	1	0	0	0	0	0	104
Hour Total	0	327	45	2	4	2	0	3	0	0	0	0	0	383

4:00 PM	0	77	15	0	3	0	0	1	0	0	0	0	0	96
4:15 PM	0	108	17	0	1	0	0	0	0	0	0	0	1	127
4:30 PM	0	88	11	0	4	0	0	1	0	0	0	0	0	104
4:45 PM	0	83	9	0	4	0	0	0	0	0	0	0	0	96
Hour Total	0	356	52	0	12	0	0	2	0	0	0	0	1	423
5:00 PM	0	86	19	1	0	0	0	2	0	0	0	0	0	108
5:15 PM	0	95	20	0	0	0	0	0	0	0	0	0	0	115
5:30 PM	0	113	15	0	5	0	0	1	0	0	0	0	0	134
5:45 PM	0	84	19	0	2	0	0	0	1	0	0	0	0	106
Hour Total	0	378	73	1	7	0	0	3	1	0	0	0	0	463
6:00 PM	1	77	13	0	2	0	0	1	0	0	0	0	0	94
6:15 PM	0	65	14	0	1	0	0	2	0	0	0	0	0	82
6:30 PM	0	67	15	0	0	0	1	1	0	0	0	0	0	84
6:45 PM	0	81	6	1	1	0	0	0	0	0	0	0	0	89
Hour Total	1	290	48	1	4	0	1	4	0	0	0	0	0	349
7:00 PM	0	81	16	1	0	0	0	0	0	0	0	0	0	98
7:15 PM	0	80	7	1	0	0	0	1	0	0	0	0	0	89
7:30 PM	0	65	13	0	0	0	0	0	0	0	1	0	0	79
7:45 PM	0	72	10	0	1	0	0	1	0	0	0	0	0	84
Hour Total	0	298	46	2	1	0	0	2	0	0	1	0	0	350
8:00 PM	0	66	12	0	0	0	0	0	0	0	0	0	0	78
8:15 PM	1	66	9	1	0	0	0	0	0	0	0	0	0	77
8:30 PM	0	63	10	0	0	0	0	1	0	0	0	0	0	74
8:45 PM	0	70	11	0	1	0	0	0	0	0	0	0	0	82
Hour Total	1	265	42	1	1	0	0	1	0	0	0	0	0	311
9:00 PM	0	74	10	0	0	0	0	1	0	0	0	0	0	85
9:15 PM	0	58	9	0	0	0	0	0	0	0	0	0	0	67
9:30 PM	0	61	10	0	1	0	0	0	0	0	0	0	0	72
9:45 PM	0	46	10	0	0	0	0	0	0	0	0	0	0	56
Hour Total	0	239	39	0	1	0	0	1	0	0	0	0	0	280
10:00 PM	0	51	7	0	0	1	0	0	0	0	0	0	0	59
10:15 PM	0	47	6	0	0	0	0	0	0	0	0	0	0	53
10:30 PM	0	41	6	0	0	0	0	0	0	0	0	0	0	47
10:45 PM	0	38	2	0	1	0	0	0	0	0	0	0	0	41
Hour Total	0	177	21	0	1	1	0	0	0	0	0	0	0	200
11:00 PM	0	38	6	0	0	0	0	0	0	0	0	0	0	44
11:15 PM	0	24	2	0	0	0	0	0	0	0	0	0	0	26
11:30 PM	0	26	2	0	0	0	0	0	0	0	0	0	0	28
11:45 PM	0	23	3	0	0	0	0	0	0	0	0	0	0	26
Hour Total	0	111	13	0	0	0	0	0	0	0	0	0	0	124
Totals	3	4749	787	16	75	17	1	44	5	0	2	0	2	5701
Percent	0.1%	83.3%	13.8%	0.3%	1.3%	0.3%	0.0%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Foothill Boulevard between Fruitvale Avenue and 23rd Avenue

Oakland

Project #:09-7224-023e

Date: 6/24/2009

WEDNESDAY

West Bound, East Bound

Begin Time	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	40	4	0	1	0	0	1	0	0	0	0	0	46
12:15 AM	0	36	3	0	1	0	0	0	0	0	0	0	0	40
12:30 AM	0	40	0	0	1	0	0	0	0	0	0	0	0	41
12:45 AM	0	30	0	0	0	0	0	0	0	0	0	0	0	30
Hour Total	0	146	7	0	3	0	0	1	0	0	0	0	0	157
1:00 AM	0	21	2	1	0	0	0	0	0	0	0	0	0	24
1:15 AM	0	17	3	0	0	0	0	0	0	0	0	0	0	20
1:30 AM	0	17	1	0	1	0	0	0	0	0	0	0	0	19
1:45 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	14
Hour Total	0	67	8	1	1	0	0	0	0	0	0	0	0	77
2:00 AM	0	21	2	0	1	0	0	0	0	0	0	0	0	24
2:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:30 AM	0	11	1	0	1	0	0	0	0	0	0	0	0	13
2:45 AM	0	20	0	0	0	0	0	0	0	0	0	0	0	20
Hour Total	0	57	3	0	2	0	0	0	0	0	0	0	0	62
3:00 AM	0	16	0	0	1	0	0	0	0	0	0	0	0	17
3:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
3:30 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
3:45 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	34	2	0	2	0	0	0	0	0	0	0	0	38
4:00 AM	0	6	5	0	1	0	0	0	0	0	0	0	0	12
4:15 AM	0	6	1	0	0	1	0	0	0	0	0	0	0	8
4:30 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	9
4:45 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	25	9	0	2	1	0	0	0	0	0	0	0	37
5:00 AM	0	12	4	0	1	0	0	0	0	0	0	0	0	17
5:15 AM	0	17	4	0	0	0	0	0	0	0	0	0	0	21
5:30 AM	0	17	2	0	1	0	0	0	0	0	0	0	0	20
5:45 AM	0	29	2	0	2	0	0	1	0	0	0	0	0	34
Hour Total	0	75	12	0	4	0	0	1	0	0	0	0	0	92
6:00 AM	0	21	2	0	1	0	0	1	0	0	0	0	0	25
6:15 AM	0	34	6	0	1	0	0	1	0	0	0	0	0	42
6:30 AM	0	43	8	0	3	0	0	1	0	0	0	0	0	55
6:45 AM	0	44	6	0	1	0	0	1	0	0	0	0	0	52
Hour Total	0	142	22	0	6	0	0	4	0	0	0	0	0	174
7:00 AM	0	57	10	0	2	0	0	1	0	0	0	0	0	70
7:15 AM	0	84	17	0	3	0	0	1	0	0	0	0	0	105
7:30 AM	0	90	15	1	1	1	0	1	0	0	0	0	0	109
7:45 AM	0	103	37	0	1	0	0	2	0	0	0	0	0	143
Hour Total	0	334	79	1	7	1	0	5	0	0	0	0	0	427

8:00 AM	0	145	30	0	2	1	0	0	0	0	0	0	0	178
8:15 AM	0	146	25	0	6	0	0	0	0	0	0	0	0	177
8:30 AM	0	177	31	1	0	0	0	3	0	0	0	0	0	212
8:45 AM	0	143	37	0	2	0	0	1	0	0	0	0	0	183
Hour Total	0	611	123	1	10	1	0	4	0	0	0	0	0	750
9:00 AM	0	138	30	0	5	0	0	2	0	0	0	0	0	175
9:15 AM	0	142	12	1	1	0	0	2	0	0	0	0	0	158
9:30 AM	0	136	22	0	2	1	0	2	0	0	0	0	0	163
9:45 AM	0	117	17	0	2	0	0	2	0	0	0	0	0	138
Hour Total	0	533	81	1	10	1	0	8	0	0	0	0	0	634
10:00 AM	1	128	21	0	2	0	0	2	1	0	0	0	0	155
10:15 AM	0	128	15	0	4	0	0	2	0	0	0	0	0	149
10:30 AM	0	122	18	1	0	0	0	0	2	0	0	0	0	143
10:45 AM	0	144	31	0	2	1	0	0	0	0	0	0	0	178
Hour Total	1	522	85	1	8	1	0	4	3	0	0	0	0	625
11:00 AM	0	136	20	0	5	0	0	2	1	0	0	0	0	164
11:15 AM	0	107	28	0	3	3	0	1	0	0	0	0	0	142
11:30 AM	0	126	26	0	2	1	0	1	0	0	0	0	0	156
11:45 AM	0	134	23	0	2	1	0	3	0	0	0	0	0	163
Hour Total	0	503	97	0	12	5	0	7	1	0	0	0	0	625
12:00 PM	0	136	25	0	5	1	0	0	0	0	0	0	0	167
12:15 PM	0	134	28	0	2	0	0	1	0	0	1	0	0	166
12:30 PM	0	151	23	1	1	0	0	1	0	0	1	0	1	179
12:45 PM	0	173	19	0	2	0	0	1	0	0	0	0	0	195
Hour Total	0	594	95	1	10	1	0	3	0	0	2	0	1	707
1:00 PM	0	188	30	0	2	1	0	2	0	0	0	0	0	223
1:15 PM	1	151	32	0	2	1	0	1	0	0	0	0	0	188
1:30 PM	0	171	20	2	0	0	0	1	0	0	0	0	0	194
1:45 PM	0	150	31	0	3	0	0	0	1	0	0	0	0	185
Hour Total	1	660	113	2	7	2	0	4	1	0	0	0	0	790
2:00 PM	1	150	22	1	4	0	0	2	0	0	0	0	0	180
2:15 PM	0	140	20	1	2	2	0	1	0	0	0	0	0	166
2:30 PM	0	154	30	0	2	3	0	0	0	0	0	0	0	189
2:45 PM	0	133	19	0	5	2	0	0	0	0	0	0	0	159
Hour Total	1	577	91	2	13	7	0	3	0	0	0	0	0	694
3:00 PM	0	135	13	0	5	1	0	2	0	0	0	0	0	156
3:15 PM	0	155	24	0	1	0	0	1	0	0	0	0	0	181
3:30 PM	0	161	26	1	1	1	0	1	0	0	0	0	0	191
3:45 PM	0	171	27	1	2	0	0	1	1	0	0	0	0	203
Hour Total	0	622	90	2	9	2	0	5	1	0	0	0	0	731

4:00 PM	0	168	25	0	4	0	0	2	0	0	0	0	0	199
4:15 PM	0	178	26	0	3	0	0	1	1	0	0	0	1	210
4:30 PM	0	178	17	0	4	0	0	1	0	0	0	0	0	200
4:45 PM	1	168	23	0	5	0	0	1	0	0	0	0	1	199
Hour Total	1	692	91	0	16	0	0	5	1	0	0	0	2	808
5:00 PM	0	165	33	1	0	0	0	4	0	0	0	0	0	203
5:15 PM	0	183	34	0	2	0	0	0	0	0	0	0	0	219
5:30 PM	0	193	26	0	5	0	0	3	0	0	0	0	0	227
5:45 PM	0	159	28	0	3	0	0	0	1	0	0	0	0	191
Hour Total	0	700	121	1	10	0	0	7	1	0	0	0	0	840
6:00 PM	1	164	21	0	3	0	0	2	0	0	0	1	0	192
6:15 PM	0	140	24	0	3	0	0	2	0	0	0	0	0	169
6:30 PM	0	131	26	0	0	0	1	1	0	0	0	0	0	159
6:45 PM	0	160	18	1	2	0	0	1	0	0	0	0	0	182
Hour Total	1	595	89	1	8	0	1	6	0	0	0	1	0	702
7:00 PM	0	166	28	1	1	0	0	2	0	0	0	0	0	198
7:15 PM	1	152	23	1	1	0	0	2	0	0	0	0	0	180
7:30 PM	0	132	27	0	1	0	0	1	0	0	1	0	0	162
7:45 PM	0	141	20	0	1	0	0	3	0	0	0	0	0	165
Hour Total	1	591	98	2	4	0	0	8	0	0	1	0	0	705
8:00 PM	0	120	16	0	0	0	0	1	0	0	0	0	0	137
8:15 PM	1	134	18	1	1	0	0	0	0	0	0	0	0	155
8:30 PM	0	146	14	0	0	0	0	1	0	0	0	0	0	161
8:45 PM	0	127	21	0	2	0	0	0	0	0	0	0	0	150
Hour Total	1	527	69	1	3	0	0	2	0	0	0	0	0	603
9:00 PM	0	134	18	0	0	0	0	2	0	0	0	0	0	154
9:15 PM	0	134	16	0	0	0	0	0	0	0	0	0	0	150
9:30 PM	0	115	15	0	1	0	0	0	0	0	0	0	0	131
9:45 PM	0	107	14	0	0	0	0	1	0	0	0	0	0	122
Hour Total	0	490	63	0	1	0	0	3	0	0	0	0	0	557
10:00 PM	0	106	12	0	1	1	0	0	0	0	0	0	0	120
10:15 PM	0	95	11	0	0	0	0	1	0	0	0	0	0	107
10:30 PM	0	98	13	0	0	0	0	0	0	0	0	0	0	111
10:45 PM	0	79	6	0	1	0	0	0	0	0	0	0	0	86
Hour Total	0	378	42	0	2	1	0	1	0	0	0	0	0	424
11:00 PM	0	78	11	0	0	0	0	0	0	0	0	0	0	89
11:15 PM	0	51	4	0	1	0	0	0	0	0	0	0	0	56
11:30 PM	0	57	4	0	0	0	0	0	0	0	0	0	0	61
11:45 PM	0	45	4	0	0	0	0	0	0	0	0	0	0	49
Hour Total	0	231	23	0	1	0	0	0	0	0	0	0	0	255
Totals	7	9706	1513	17	151	23	1	81	8	0	3	1	3	11514
Percent	0.1%	84.3%	13.1%	0.1%	1.3%	0.2%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/24/2009

City: Oakland

Project #: 09-7224-023e

Location: Foothill Boulevard between Fruitvale Avenue and 23rd Avenue

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	23	77			23	90				
12:15	20	81			20	85				
12:30	20	78			21	101				
12:45	17	104	80	340	13	91	77	367	157	707
1:00	13	111			11	112				
1:15	8	92			12	96				
1:30	10	96			9	98				
1:45	5	95	36	394	9	90	41	396	77	790
2:00	13	96			11	84				
2:15	2	78			3	88				
2:30	6	93			7	96				
2:45	12	81	33	348	8	78	29	346	62	694
3:00	10	78			7	78				
3:15	4	95			3	86				
3:30	1	106			2	85				
3:45	7	104	22	383	4	99	16	348	38	731
4:00	6	96			6	103				
4:15	6	127			2	83				
4:30	6	104			3	96				
4:45	7	96	25	423	1	103	12	385	37	808
5:00	9	108			8	95				
5:15	11	115			10	104				
5:30	12	134			8	93				
5:45	17	106	49	463	17	85	43	377	92	840
6:00	16	94			9	98				
6:15	23	82			19	87				
6:30	28	84			27	75				
6:45	27	89	94	349	25	93	80	353	174	702
7:00	36	98			34	100				
7:15	49	89			56	91				
7:30	40	79			69	83				
7:45	53	84	178	350	90	81	249	355	427	705
8:00	75	78			103	59				
8:15	65	77			112	78				
8:30	94	74			118	87				
8:45	75	82	309	311	108	68	441	292	750	603
9:00	82	85			93	69				
9:15	64	67			94	83				
9:30	74	72			89	59				
9:45	48	56	268	280	90	66	366	277	634	557
10:00	73	59			82	61				
10:15	73	53			76	54				
10:30	74	47			69	64				
10:45	88	41	308	200	90	45	317	224	625	424
11:00	87	44			77	45				
11:15	84	26			58	30				
11:30	77	28			79	33				
11:45	86	26	334	124	77	23	291	131	625	255
Total	1736	3965	1736	3965	1962	3851	1962	3851	3698	7816
Combined Total	5701		5701		5813		5813		11514	
AM Peak	10:45 AM				8:00 AM					
Vol.	336				441					
P.H.F.	0.955				0.934					
PM Peak	5:00 PM				12:30 PM					
Vol.	463				400					
P.H.F.	0.864				0.893					
Percentage	30.5%	69.5%			33.8%	66.2%				

Class Report - Prepared by: NDS/ATD

Foothill Boulevard north of Seminary Avenue
Oakland

Project #:09-7224-024n

Date: 6/9/2009

TUESDAY

North Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	14	1	1	0	0	0	1	0	0	0	0	0	17
12:15 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
12:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
12:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	26	2	1	1	0	0	1	0	0	0	0	0	31
1:00 AM	0	9	1	1	0	0	0	0	0	0	0	0	0	11
1:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
1:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
1:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	23	3	1	0	0	0	0	0	0	0	0	0	27
2:00 AM	0	3	0	1	0	0	0	0	0	0	0	0	0	4
2:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	11	1	1	0	0	0	0	0	0	0	0	0	13
3:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	2
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	3	2	1	1	0	0	0	0	0	0	0	0	7
4:00 AM	0	3	0	1	0	0	0	0	0	0	0	0	0	4
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	7	1	1	0	0	0	0	0	0	0	0	0	9
5:00 AM	0	4	0	1	0	0	0	0	0	0	0	0	0	5
5:15 AM	0	8	0	0	0	0	0	1	0	0	0	0	0	9
5:30 AM	0	6	0	1	0	0	0	0	0	0	0	0	0	7
5:45 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	4
Hour Total	0	20	0	4	0	0	0	1	0	0	0	0	0	25
6:00 AM	0	3	3	0	0	0	0	2	0	0	0	0	0	8
6:15 AM	0	9	1	0	0	1	0	1	0	0	0	0	0	12
6:30 AM	0	7	3	0	1	0	0	0	0	0	0	0	0	11
6:45 AM	0	7	1	2	0	0	0	0	0	0	0	0	0	10
Hour Total	0	26	8	2	1	1	0	3	0	0	0	0	0	41
7:00 AM	0	6	1	1	0	0	0	0	0	0	0	0	0	8
7:15 AM	0	12	4	1	1	0	0	1	0	0	0	0	0	19
7:30 AM	0	27	2	0	1	0	0	2	0	0	0	0	0	32
7:45 AM	0	31	6	2	2	0	0	1	0	0	0	0	0	42
Hour Total	0	76	13	4	4	0	0	4	0	0	0	0	0	101

8:00 AM	0	54	8	1	0	0	0	0	0	0	0	0	0	63
8:15 AM	0	57	9	1	2	0	0	0	0	0	0	0	0	69
8:30 AM	0	45	6	1	0	0	0	1	0	0	0	0	0	53
8:45 AM	1	46	3	1	3	0	0	0	0	0	0	0	0	54
Hour Total	1	202	26	4	5	0	0	1	0	0	0	0	0	239
9:00 AM	0	29	5	0	3	0	0	1	0	0	0	0	0	38
9:15 AM	0	41	6	1	1	0	0	0	0	0	0	0	0	49
9:30 AM	0	41	2	2	0	0	0	0	0	0	0	0	0	45
9:45 AM	0	34	7	1	2	0	0	1	0	0	0	0	0	45
Hour Total	0	145	20	4	6	0	0	2	0	0	0	0	0	177
10:00 AM	0	39	3	0	1	0	0	1	0	0	0	0	0	44
10:15 AM	0	33	4	0	1	0	0	1	0	0	0	0	0	39
10:30 AM	0	32	3	2	1	0	0	0	0	0	0	0	0	38
10:45 AM	0	37	3	1	0	0	0	0	0	0	0	0	0	41
Hour Total	0	141	13	3	3	0	0	2	0	0	0	0	0	162
11:00 AM	0	36	6	2	0	0	0	0	0	0	0	0	0	44
11:15 AM	0	39	6	1	1	0	0	1	0	0	0	0	0	48
11:30 AM	0	34	1	0	1	0	0	1	0	0	0	0	0	37
11:45 AM	0	50	5	1	3	0	0	2	0	0	0	0	0	61
Hour Total	0	159	18	4	5	0	0	4	0	0	0	0	0	190
12:00 PM	0	57	2	1	1	0	0	0	0	0	0	0	0	61
12:15 PM	0	37	4	1	1	0	0	0	0	0	0	0	0	43
12:30 PM	0	56	2	1	2	0	0	2	0	0	0	0	0	63
12:45 PM	1	51	7	0	1	1	0	0	0	0	0	0	0	61
Hour Total	1	201	15	3	5	1	0	2	0	0	0	0	0	228
1:00 PM	0	48	5	1	1	0	0	1	0	0	0	0	0	56
1:15 PM	0	53	8	0	3	0	0	1	0	0	0	0	0	65
1:30 PM	0	48	7	3	0	0	0	1	0	0	0	0	0	59
1:45 PM	0	61	8	0	0	0	0	1	0	0	0	0	0	70
Hour Total	0	210	28	4	4	0	0	4	0	0	0	0	0	250
2:00 PM	0	40	9	0	1	0	0	3	0	0	0	0	0	53
2:15 PM	0	50	4	1	1	0	0	0	0	0	0	0	0	56
2:30 PM	0	48	8	1	2	0	0	0	0	0	0	0	0	59
2:45 PM	0	31	3	2	2	0	0	0	0	0	0	0	0	38
Hour Total	0	169	24	4	6	0	0	3	0	0	0	0	0	206
3:00 PM	0	56	9	2	3	0	0	0	0	0	0	0	0	70
3:15 PM	0	48	4	1	1	0	0	1	0	0	0	0	0	55
3:30 PM	0	55	6	0	0	0	0	0	0	0	0	0	0	61
3:45 PM	0	55	8	1	0	1	0	1	0	0	0	0	0	66
Hour Total	0	214	27	4	4	1	0	2	0	0	0	0	0	252

4:00 PM	0	42	3	1	3	0	0	1	0	0	0	0	0	50
4:15 PM	0	70	7	1	1	0	0	0	0	0	0	0	0	79
4:30 PM	0	46	4	1	0	0	0	2	0	0	0	0	0	53
4:45 PM	0	57	5	1	0	0	0	0	0	0	0	0	0	63
Hour Total	0	215	19	4	4	0	0	3	0	0	0	0	0	245
5:00 PM	0	64	5	0	0	0	0	1	0	0	0	0	0	70
5:15 PM	0	58	3	2	0	0	0	0	0	0	0	0	0	63
5:30 PM	0	60	2	1	0	0	0	1	0	0	0	0	0	64
5:45 PM	0	66	4	1	1	0	0	0	0	0	0	0	0	72
Hour Total	0	248	14	4	1	0	0	2	0	0	0	0	0	269
6:00 PM	0	50	4	1	1	0	0	1	0	0	0	0	0	57
6:15 PM	0	31	3	1	1	0	0	0	0	0	0	0	0	36
6:30 PM	0	33	2	0	0	0	0	2	0	0	0	0	0	37
6:45 PM	0	42	2	0	1	0	0	1	0	0	0	0	0	46
Hour Total	0	156	11	2	3	0	0	4	0	0	0	0	0	176
7:00 PM	0	57	2	2	1	0	0	0	0	0	0	0	0	62
7:15 PM	0	39	2	1	0	0	0	0	0	0	0	0	0	42
7:30 PM	0	37	3	1	0	0	0	1	0	0	0	0	0	42
7:45 PM	0	32	1	0	0	0	0	1	0	0	0	0	0	34
Hour Total	0	165	8	4	1	0	0	2	0	0	0	0	0	180
8:00 PM	0	28	3	1	1	0	0	1	0	0	0	0	0	34
8:15 PM	0	16	6	1	0	0	0	0	0	0	0	0	0	23
8:30 PM	0	24	1	0	0	0	0	1	0	0	0	0	0	26
8:45 PM	0	37	1	0	1	0	0	0	0	0	0	0	0	39
Hour Total	0	105	11	2	2	0	0	2	0	0	0	0	0	122
9:00 PM	0	23	3	0	3	0	0	1	0	0	0	0	0	30
9:15 PM	1	37	6	0	1	0	0	1	0	0	0	0	0	46
9:30 PM	0	18	3	1	0	0	0	0	0	0	0	0	0	22
9:45 PM	0	23	3	0	0	0	0	0	0	0	0	0	0	26
Hour Total	1	101	15	1	4	0	0	2	0	0	0	0	0	124
10:00 PM	0	27	4	0	0	0	0	1	0	0	0	0	0	32
10:15 PM	0	12	0	0	0	0	0	1	0	0	0	0	0	13
10:30 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	19
10:45 PM	0	13	0	0	1	0	0	2	0	0	0	0	0	16
Hour Total	0	71	4	0	1	0	0	4	0	0	0	0	0	80
11:00 PM	0	13	0	1	0	0	0	0	0	0	0	0	0	14
11:15 PM	0	9	0	0	0	0	0	1	0	0	0	0	0	10
11:30 PM	0	15	0	0	0	0	0	1	0	0	0	0	0	16
11:45 PM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	44	0	1	0	0	0	2	0	0	0	0	0	47
Totals	3	2738	283	63	61	3	0	50	0	0	0	0	0	3201
Percent	0.1%	85.5%	8.8%	2.0%	1.9%	0.1%	0.0%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Foothill Boulevard north of Seminary Avenue

Oakland

Project #:09-7224-024s

Date: 6/9/2009

TUESDAY

South Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
12:00 AM	0	10	3	1	0	0	0	0	0	0	0	0	0	14
12:15 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
12:30 AM	0	4	2	0	0	0	0	0	1	0	0	0	0	7
12:45 AM	0	4	1	1	0	0	0	0	0	0	0	0	0	6
Hour Total	0	24	8	2	0	0	0	0	1	0	0	0	0	35
1:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
1:15 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
1:30 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	16	3	0	2	0	0	0	0	0	0	0	0	21
2:00 AM	0	3	3	1	0	0	0	0	0	0	0	0	0	7
2:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
2:45 AM	0	5	2	1	0	0	0	0	0	0	0	0	0	8
Hour Total	0	14	6	2	0	0	0	0	0	0	0	0	0	22
3:00 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	4
3:15 AM	0	2	1	0	2	0	0	0	0	0	0	0	0	5
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	3	1	1	0	0	0	0	0	0	0	0	0	5
Hour Total	0	7	5	1	2	0	0	0	0	0	0	0	0	15
4:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:45 AM	0	4	0	1	0	0	0	0	0	0	0	0	0	5
Hour Total	0	9	0	1	0	0	0	0	0	0	0	0	0	10
5:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
5:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:30 AM	0	3	3	0	2	0	0	0	0	0	0	0	0	8
5:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	10	5	0	2	0	0	0	0	0	0	0	0	17
6:00 AM	0	7	1	1	3	0	0	1	0	0	0	0	0	13
6:15 AM	0	9	1	1	2	0	0	1	0	0	0	0	0	14
6:30 AM	0	7	5	1	1	0	0	0	0	0	0	0	0	14
6:45 AM	0	15	4	2	0	0	0	0	0	0	0	0	0	21
Hour Total	0	38	11	5	6	0	0	2	0	0	0	0	0	62
7:00 AM	0	12	2	0	2	1	0	1	0	0	0	0	0	18
7:15 AM	0	14	4	0	3	0	0	2	0	0	0	0	0	23
7:30 AM	0	20	9	1	3	0	0	0	0	0	0	0	0	33
7:45 AM	0	28	17	2	3	0	0	0	0	0	0	0	0	50
Hour Total	0	74	32	3	11	1	0	3	0	0	0	0	0	124

8:00 AM	0	35	19	1	7	0	0	2	0	0	0	0	0	64
8:15 AM	0	46	18	1	3	0	0	0	0	0	0	0	0	68
8:30 AM	0	35	20	1	3	0	0	1	0	0	0	0	0	60
8:45 AM	0	33	15	0	4	0	0	1	0	0	0	0	0	53
Hour Total	0	149	72	3	17	0	0	4	0	0	0	0	0	245
9:00 AM	0	32	16	0	6	0	0	1	0	0	0	0	0	55
9:15 AM	0	29	19	2	3	0	0	0	0	0	0	0	0	53
9:30 AM	0	31	15	2	5	1	0	1	0	0	0	0	0	55
9:45 AM	0	42	16	0	5	0	0	1	0	0	0	0	0	64
Hour Total	0	134	66	4	19	1	0	3	0	0	0	0	0	227
10:00 AM	0	37	10	2	8	1	0	0	0	0	0	0	0	58
10:15 AM	0	31	15	1	2	0	0	1	0	0	0	0	0	50
10:30 AM	0	39	13	2	2	0	0	0	0	0	0	0	0	56
10:45 AM	0	31	28	2	4	0	0	0	0	0	0	0	0	65
Hour Total	0	138	66	7	16	1	0	1	0	0	0	0	0	229
11:00 AM	0	28	15	1	6	0	0	1	0	0	0	0	0	51
11:15 AM	0	36	13	0	3	0	0	1	0	0	0	0	0	53
11:30 AM	0	36	12	1	6	0	0	2	0	0	0	0	0	57
11:45 AM	0	33	12	1	9	0	0	0	0	0	0	0	0	55
Hour Total	0	133	52	3	24	0	0	4	0	0	0	0	0	216
12:00 PM	0	32	12	2	6	0	0	0	0	0	0	0	0	52
12:15 PM	0	52	16	1	2	0	0	0	0	0	0	0	0	71
12:30 PM	0	43	14	3	8	0	0	1	1	0	0	0	0	70
12:45 PM	1	56	22	1	11	0	0	1	0	0	0	0	0	92
Hour Total	1	183	64	7	27	0	0	2	1	0	0	0	0	285
1:00 PM	0	52	14	0	4	0	0	2	0	0	0	0	0	72
1:15 PM	0	40	22	2	4	0	0	0	0	0	0	0	0	68
1:30 PM	0	62	19	2	5	0	0	1	1	0	0	0	0	90
1:45 PM	0	39	17	2	10	0	0	1	0	0	0	0	0	69
Hour Total	0	193	72	6	23	0	0	4	1	0	0	0	0	299
2:00 PM	0	46	20	2	3	1	0	1	0	0	0	0	0	73
2:15 PM	0	44	12	0	0	0	0	1	0	0	0	0	0	57
2:30 PM	1	44	27	1	7	0	0	1	0	0	0	0	0	81
2:45 PM	0	52	21	2	11	0	0	0	1	0	0	0	0	87
Hour Total	1	186	80	5	21	1	0	3	1	0	0	0	0	298
3:00 PM	0	60	20	0	4	0	0	1	0	0	0	0	0	85
3:15 PM	0	44	14	0	1	1	0	0	0	0	0	0	0	60
3:30 PM	0	52	28	0	3	0	0	0	0	0	0	0	0	83
3:45 PM	0	50	31	2	5	0	0	0	0	0	0	0	0	88
Hour Total	0	206	93	2	13	1	0	1	0	0	0	0	0	316

4:00 PM	1	42	23	1	4	0	0	0	0	0	0	0	0	71
4:15 PM	0	51	23	1	4	0	0	2	0	0	0	0	0	81
4:30 PM	0	50	21	1	4	0	0	0	0	0	0	0	0	76
4:45 PM	0	48	19	1	5	0	0	0	0	0	0	0	0	73
Hour Total	1	191	86	4	17	0	0	2	0	0	0	0	0	301
5:00 PM	0	45	22	1	3	0	0	1	0	0	0	0	0	72
5:15 PM	0	57	19	1	3	0	0	1	0	0	0	0	0	81
5:30 PM	0	59	20	1	5	0	0	0	0	0	0	0	0	85
5:45 PM	0	55	21	1	3	0	0	1	0	0	0	0	0	81
Hour Total	0	216	82	4	14	0	0	3	0	0	0	0	0	319
6:00 PM	0	45	22	1	6	0	0	0	0	0	0	0	0	74
6:15 PM	0	40	21	1	5	0	0	1	0	0	0	0	0	68
6:30 PM	0	39	18	1	5	0	0	1	0	0	0	0	0	64
6:45 PM	0	35	16	1	5	0	0	0	0	0	0	0	0	57
Hour Total	0	159	77	4	21	0	0	2	0	0	0	0	0	263
7:00 PM	0	39	9	1	2	0	0	1	0	0	0	0	0	52
7:15 PM	0	31	17	1	1	0	0	1	0	0	0	0	0	51
7:30 PM	0	37	11	0	4	0	0	2	0	0	0	0	0	54
7:45 PM	0	34	13	0	1	0	0	2	0	0	0	0	0	50
Hour Total	0	141	50	2	8	0	0	6	0	0	0	0	0	207
8:00 PM	1	24	5	1	1	0	0	0	0	0	0	0	0	32
8:15 PM	0	36	14	0	1	0	0	0	0	0	0	0	0	51
8:30 PM	0	33	12	0	1	0	0	2	0	0	0	0	0	48
8:45 PM	0	29	8	0	0	0	0	1	0	0	0	0	0	38
Hour Total	1	122	39	1	3	0	0	3	0	0	0	0	0	169
9:00 PM	0	35	9	0	3	0	0	0	0	0	0	0	0	47
9:15 PM	0	21	11	1	0	0	0	1	0	0	0	0	0	34
9:30 PM	0	20	9	0	0	0	0	0	0	0	0	0	0	29
9:45 PM	0	21	5	0	0	0	0	1	0	0	0	0	0	27
Hour Total	0	97	34	1	3	0	0	2	0	0	0	0	0	137
10:00 PM	0	14	8	0	0	0	0	1	0	0	0	0	0	23
10:15 PM	0	16	3	0	1	0	0	0	0	0	0	0	0	20
10:30 PM	0	10	8	0	1	0	0	1	0	0	0	0	0	20
10:45 PM	0	8	8	1	0	0	0	1	0	0	0	0	0	18
Hour Total	0	48	27	1	2	0	0	3	0	0	0	0	0	81
11:00 PM	0	13	4	0	0	0	0	1	0	0	0	0	0	18
11:15 PM	0	17	5	0	1	0	0	0	0	0	0	0	0	23
11:30 PM	0	7	5	0	1	0	0	1	0	0	0	0	0	14
11:45 PM	0	10	3	0	0	0	0	1	0	0	0	0	0	14
Hour Total	0	47	17	0	2	0	0	3	0	0	0	0	0	69
Totals	4	2535	1047	68	253	5	0	51	4	0	0	0	0	3967
Percent	0.1%	63.9%	26.4%	1.7%	6.4%	0.1%	0.0%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Foothill Boulevard north of Seminary Avenue

Oakland

Project #:09-7224-024s

Date: 6/9/2009

TUESDAY

North Bound, South Bound

Begin	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
Time	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	24	4	2	0	0	0	1	0	0	0	0	0	31
12:15 AM	0	8	3	0	1	0	0	0	0	0	0	0	0	12
12:30 AM	0	11	2	0	0	0	0	0	1	0	0	0	0	14
12:45 AM	0	7	1	1	0	0	0	0	0	0	0	0	0	9
Hour Total	0	50	10	3	1	0	0	1	1	0	0	0	0	66
1:00 AM	0	13	1	1	1	0	0	0	0	0	0	0	0	16
1:15 AM	0	10	3	0	0	0	0	0	0	0	0	0	0	13
1:30 AM	0	9	2	0	1	0	0	0	0	0	0	0	0	12
1:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	39	6	1	2	0	0	0	0	0	0	0	0	48
2:00 AM	0	6	3	2	0	0	0	0	0	0	0	0	0	11
2:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
2:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
2:45 AM	0	7	3	1	0	0	0	0	0	0	0	0	0	11
Hour Total	0	25	7	3	0	0	0	0	0	0	0	0	0	35
3:00 AM	0	1	3	1	1	0	0	0	0	0	0	0	0	6
3:15 AM	0	3	1	0	2	0	0	0	0	0	0	0	0	6
3:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:45 AM	0	3	3	1	0	0	0	0	0	0	0	0	0	7
Hour Total	0	10	7	2	3	0	0	0	0	0	0	0	0	22
4:00 AM	0	6	0	1	0	0	0	0	0	0	0	0	0	7
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:45 AM	0	5	1	1	0	0	0	0	0	0	0	0	0	7
Hour Total	0	16	1	2	0	0	0	0	0	0	0	0	0	19
5:00 AM	0	6	1	1	0	0	0	0	0	0	0	0	0	8
5:15 AM	0	11	0	0	0	0	0	1	0	0	0	0	0	12
5:30 AM	0	9	3	1	2	0	0	0	0	0	0	0	0	15
5:45 AM	0	4	1	2	0	0	0	0	0	0	0	0	0	7
Hour Total	0	30	5	4	2	0	0	1	0	0	0	0	0	42
6:00 AM	0	10	4	1	3	0	0	3	0	0	0	0	0	21
6:15 AM	0	18	2	1	2	1	0	2	0	0	0	0	0	26
6:30 AM	0	14	8	1	2	0	0	0	0	0	0	0	0	25
6:45 AM	0	22	5	4	0	0	0	0	0	0	0	0	0	31
Hour Total	0	64	19	7	7	1	0	5	0	0	0	0	0	103
7:00 AM	0	18	3	1	2	1	0	1	0	0	0	0	0	26
7:15 AM	0	26	8	1	4	0	0	3	0	0	0	0	0	42
7:30 AM	0	47	11	1	4	0	0	2	0	0	0	0	0	65
7:45 AM	0	59	23	4	5	0	0	1	0	0	0	0	0	92
Hour Total	0	150	45	7	15	1	0	7	0	0	0	0	0	225

8:00 AM	0	89	27	2	7	0	0	2	0	0	0	0	0	127
8:15 AM	0	103	27	2	5	0	0	0	0	0	0	0	0	137
8:30 AM	0	80	26	2	3	0	0	2	0	0	0	0	0	113
8:45 AM	1	79	18	1	7	0	0	1	0	0	0	0	0	107
Hour Total	1	351	98	7	22	0	0	5	0	0	0	0	0	484
9:00 AM	0	61	21	0	9	0	0	2	0	0	0	0	0	93
9:15 AM	0	70	25	3	4	0	0	0	0	0	0	0	0	102
9:30 AM	0	72	17	4	5	1	0	1	0	0	0	0	0	100
9:45 AM	0	76	23	1	7	0	0	2	0	0	0	0	0	109
Hour Total	0	279	86	8	25	1	0	5	0	0	0	0	0	404
10:00 AM	0	76	13	2	9	1	0	1	0	0	0	0	0	102
10:15 AM	0	64	19	1	3	0	0	2	0	0	0	0	0	89
10:30 AM	0	71	16	4	3	0	0	0	0	0	0	0	0	94
10:45 AM	0	68	31	3	4	0	0	0	0	0	0	0	0	106
Hour Total	0	279	79	10	19	1	0	3	0	0	0	0	0	391
11:00 AM	0	64	21	3	6	0	0	1	0	0	0	0	0	95
11:15 AM	0	75	19	1	4	0	0	2	0	0	0	0	0	101
11:30 AM	0	70	13	1	7	0	0	3	0	0	0	0	0	94
11:45 AM	0	83	17	2	12	0	0	2	0	0	0	0	0	116
Hour Total	0	292	70	7	29	0	0	8	0	0	0	0	0	406
12:00 PM	0	89	14	3	7	0	0	0	0	0	0	0	0	113
12:15 PM	0	89	20	2	3	0	0	0	0	0	0	0	0	114
12:30 PM	0	99	16	4	10	0	0	3	1	0	0	0	0	133
12:45 PM	2	107	29	1	12	1	0	1	0	0	0	0	0	153
Hour Total	2	384	79	10	32	1	0	4	1	0	0	0	0	513
1:00 PM	0	100	19	1	5	0	0	3	0	0	0	0	0	128
1:15 PM	0	93	30	2	7	0	0	1	0	0	0	0	0	133
1:30 PM	0	110	26	5	5	0	0	2	1	0	0	0	0	149
1:45 PM	0	100	25	2	10	0	0	2	0	0	0	0	0	139
Hour Total	0	403	100	10	27	0	0	8	1	0	0	0	0	549
2:00 PM	0	86	29	2	4	1	0	4	0	0	0	0	0	126
2:15 PM	0	94	16	1	1	0	0	1	0	0	0	0	0	113
2:30 PM	1	92	35	2	9	0	0	1	0	0	0	0	0	140
2:45 PM	0	83	24	4	13	0	0	0	1	0	0	0	0	125
Hour Total	1	355	104	9	27	1	0	6	1	0	0	0	0	504
3:00 PM	0	116	29	2	7	0	0	1	0	0	0	0	0	155
3:15 PM	0	92	18	1	2	1	0	1	0	0	0	0	0	115
3:30 PM	0	107	34	0	3	0	0	0	0	0	0	0	0	144
3:45 PM	0	105	39	3	5	1	0	1	0	0	0	0	0	154
Hour Total	0	420	120	6	17	2	0	3	0	0	0	0	0	568

4:00 PM	1	84	26	2	7	0	0	1	0	0	0	0	0	121
4:15 PM	0	121	30	2	5	0	0	2	0	0	0	0	0	160
4:30 PM	0	96	25	2	4	0	0	2	0	0	0	0	0	129
4:45 PM	0	105	24	2	5	0	0	0	0	0	0	0	0	136
Hour Total	1	406	105	8	21	0	0	5	0	0	0	0	0	546
5:00 PM	0	109	27	1	3	0	0	2	0	0	0	0	0	142
5:15 PM	0	115	22	3	3	0	0	1	0	0	0	0	0	144
5:30 PM	0	119	22	2	5	0	0	1	0	0	0	0	0	149
5:45 PM	0	121	25	2	4	0	0	1	0	0	0	0	0	153
Hour Total	0	464	96	8	15	0	0	5	0	0	0	0	0	588
6:00 PM	0	95	26	2	7	0	0	1	0	0	0	0	0	131
6:15 PM	0	71	24	2	6	0	0	1	0	0	0	0	0	104
6:30 PM	0	72	20	1	5	0	0	3	0	0	0	0	0	101
6:45 PM	0	77	18	1	6	0	0	1	0	0	0	0	0	103
Hour Total	0	315	88	6	24	0	0	6	0	0	0	0	0	439
7:00 PM	0	96	11	3	3	0	0	1	0	0	0	0	0	114
7:15 PM	0	70	19	2	1	0	0	1	0	0	0	0	0	93
7:30 PM	0	74	14	1	4	0	0	3	0	0	0	0	0	96
7:45 PM	0	66	14	0	1	0	0	3	0	0	0	0	0	84
Hour Total	0	306	58	6	9	0	0	8	0	0	0	0	0	387
8:00 PM	1	52	8	2	2	0	0	1	0	0	0	0	0	66
8:15 PM	0	52	20	1	1	0	0	0	0	0	0	0	0	74
8:30 PM	0	57	13	0	1	0	0	3	0	0	0	0	0	74
8:45 PM	0	66	9	0	1	0	0	1	0	0	0	0	0	77
Hour Total	1	227	50	3	5	0	0	5	0	0	0	0	0	291
9:00 PM	0	58	12	0	6	0	0	1	0	0	0	0	0	77
9:15 PM	1	58	17	1	1	0	0	2	0	0	0	0	0	80
9:30 PM	0	38	12	1	0	0	0	0	0	0	0	0	0	51
9:45 PM	0	44	8	0	0	0	0	1	0	0	0	0	0	53
Hour Total	1	198	49	2	7	0	0	4	0	0	0	0	0	261
10:00 PM	0	41	12	0	0	0	0	2	0	0	0	0	0	55
10:15 PM	0	28	3	0	1	0	0	1	0	0	0	0	0	33
10:30 PM	0	29	8	0	1	0	0	1	0	0	0	0	0	39
10:45 PM	0	21	8	1	1	0	0	3	0	0	0	0	0	34
Hour Total	0	119	31	1	3	0	0	7	0	0	0	0	0	161
11:00 PM	0	26	4	1	0	0	0	1	0	0	0	0	0	32
11:15 PM	0	26	5	0	1	0	0	1	0	0	0	0	0	33
11:30 PM	0	22	5	0	1	0	0	2	0	0	0	0	0	30
11:45 PM	0	17	3	0	0	0	0	1	0	0	0	0	0	21
Hour Total	0	91	17	1	2	0	0	5	0	0	0	0	0	116
Totals	7	5273	1330	131	314	8	0	101	4	0	0	0	0	7168
Percent	0.1%	73.6%	18.6%	1.8%	4.4%	0.1%	0.0%	1.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/9/2009

City: Oakland

Project #: 09-7224-024s

Location: Foothill Boulevard north of Seminary Avenue

Start Time	Southbound		Hour Totals		Northbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	14	52			17	61				
12:15	8	71			4	43				
12:30	7	70			7	63				
12:45	6	92	35	285	3	61	31	228	66	513
1:00	5	72			11	56				
1:15	7	68			6	65				
1:30	7	90			5	59				
1:45	2	69	21	299	5	70	27	250	48	549
2:00	7	73			4	53				
2:15	4	57			3	56				
2:30	3	81			3	59				
2:45	8	87	22	298	3	38	13	206	35	504
3:00	4	85			2	70				
3:15	5	60			1	55				
3:30	1	83			2	61				
3:45	5	88	15	316	2	66	7	252	22	568
4:00	3	71			4	50				
4:15	1	81			0	79				
4:30	1	76			3	53				
4:45	5	73	10	301	2	63	9	245	19	546
5:00	3	72			5	70				
5:15	3	81			9	63				
5:30	8	85			7	64				
5:45	3	81	17	319	4	72	25	269	42	588
6:00	13	74			8	57				
6:15	14	68			12	36				
6:30	14	64			11	37				
6:45	21	57	62	263	10	46	41	176	103	439
7:00	18	52			8	62				
7:15	23	51			19	42				
7:30	33	54			32	42				
7:45	50	50	124	207	42	34	101	180	225	387
8:00	64	32			63	34				
8:15	68	51			69	23				
8:30	60	48			53	26				
8:45	53	38	245	169	54	39	239	122	484	291
9:00	55	47			38	30				
9:15	53	34			49	46				
9:30	55	29			45	22				
9:45	64	27	227	137	45	26	177	124	404	261
10:00	58	23			44	32				
10:15	50	20			39	13				
10:30	56	20			38	19				
10:45	65	18	229	81	41	16	162	80	391	161
11:00	51	18			44	14				
11:15	53	23			48	10				
11:30	57	14			37	16				
11:45	55	14	216	69	61	7	190	47	406	116
Total	1223	2744	1223	2744	1022	2179	1022	2179	2245	4923
Combined Total	3967		3967		3201		3201		7168	
AM Peak	11:45 AM				8:00 AM					
Vol.	248				239					
P.H.F.	0.873				0.866					
PM Peak	3:30 PM				5:00 PM					
Vol.	323				269					
P.H.F.	0.918				0.934					
Percentage	30.8%	69.2%			31.9%	68.1%				

Class Report - Prepared by: NDS/ATD

Foothill Boulevard north of Seminary Avenue

Oakland

Project #:09-7224-024n

Date: 6/10/2009

WEDNESDAY

North Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	17	0	1	0	0	0	1	0	0	0	0	0	19
12:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
12:30 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
12:45 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	37	1	1	1	0	0	1	0	0	0	0	0	41
1:00 AM	0	8	0	1	0	0	0	0	0	0	0	0	0	9
1:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:45 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	22	2	1	0	0	0	0	0	0	0	0	0	25
2:00 AM	0	2	1	1	0	0	0	0	0	0	0	0	0	4
2:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:30 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
2:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	12	1	1	1	0	0	0	0	0	0	0	0	15
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	2
3:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	5	2	1	0	0	0	0	0	0	0	0	0	8
4:00 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	3
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	6	1	1	0	0	0	0	0	0	0	0	0	8
5:00 AM	0	6	0	1	0	0	0	0	0	0	0	0	0	7
5:15 AM	0	8	0	0	0	1	0	1	0	0	0	0	0	10
5:30 AM	0	7	1	1	0	0	0	0	0	0	0	0	0	9
5:45 AM	0	4	0	1	0	0	0	0	0	0	0	0	0	5
Hour Total	0	25	1	3	0	1	0	1	0	0	0	0	0	31
6:00 AM	0	1	1	1	0	0	0	2	0	0	0	0	0	5
6:15 AM	0	8	1	1	0	0	0	0	0	0	0	0	0	10
6:30 AM	0	8	2	1	1	0	0	0	0	0	0	0	0	12
6:45 AM	0	14	2	1	0	1	0	0	0	0	0	0	0	18
Hour Total	0	31	6	4	1	1	0	2	0	0	0	0	0	45
7:00 AM	0	11	1	2	1	0	0	0	0	0	0	0	0	15
7:15 AM	0	13	4	1	1	0	0	1	0	0	0	0	0	20
7:30 AM	0	30	6	0	2	0	0	1	0	0	0	0	0	39
7:45 AM	0	40	7	2	0	0	0	0	0	0	0	0	0	49
Hour Total	0	94	18	5	4	0	0	2	0	0	0	0	0	123

8:00 AM	0	53	8	2	1	0	0	0	0	0	0	0	0	64
8:15 AM	0	53	6	2	2	0	0	1	0	0	0	0	0	64
8:30 AM	0	54	6	0	0	0	0	2	0	0	0	0	0	62
8:45 AM	0	39	4	2	4	0	0	1	0	0	0	0	0	50
Hour Total	0	199	24	6	7	0	0	4	0	0	0	0	0	240
9:00 AM	0	37	8	0	1	0	0	1	0	0	0	0	0	47
9:15 AM	0	30	6	1	2	0	0	0	0	0	0	0	0	39
9:30 AM	0	49	7	0	1	1	0	0	0	0	0	0	0	58
9:45 AM	0	34	5	2	0	0	0	1	0	0	0	0	0	42
Hour Total	0	150	26	3	4	1	0	2	0	0	0	0	0	186
10:00 AM	0	40	6	0	3	0	0	1	0	0	0	0	0	50
10:15 AM	0	36	2	1	0	0	0	1	0	0	0	0	0	40
10:30 AM	0	35	7	2	2	0	0	0	0	0	0	0	0	46
10:45 AM	0	37	8	1	0	0	0	1	0	0	0	0	0	47
Hour Total	0	148	23	4	5	0	0	3	0	0	0	0	0	183
11:00 AM	0	51	2	2	2	0	0	0	0	0	0	0	0	57
11:15 AM	0	31	7	1	1	0	0	2	0	0	0	0	0	42
11:30 AM	0	40	6	0	2	0	0	1	0	0	0	0	0	49
11:45 AM	1	54	6	3	1	0	0	0	0	0	0	0	0	65
Hour Total	1	176	21	6	6	0	0	3	0	0	0	0	0	213
12:00 PM	0	61	4	1	3	1	0	0	0	0	0	0	0	70
12:15 PM	0	45	6	1	3	0	0	0	0	0	0	0	0	55
12:30 PM	0	47	11	1	1	0	0	2	0	0	0	0	0	62
12:45 PM	0	41	5	2	0	0	0	1	0	0	0	0	0	49
Hour Total	0	194	26	5	7	1	0	3	0	0	0	0	0	236
1:00 PM	0	39	7	0	1	0	0	1	0	0	0	0	0	48
1:15 PM	0	48	7	1	3	0	0	0	0	0	0	0	0	59
1:30 PM	0	60	10	2	0	0	0	0	1	0	0	0	0	73
1:45 PM	1	54	7	0	2	0	0	1	0	0	0	0	0	65
Hour Total	1	201	31	3	6	0	0	2	1	0	0	0	0	245
2:00 PM	0	56	7	0	1	0	0	3	0	0	0	0	0	67
2:15 PM	0	42	10	1	1	0	0	0	0	0	0	0	0	54
2:30 PM	1	46	6	3	0	0	0	0	0	0	0	0	0	56
2:45 PM	0	52	7	1	3	0	0	0	0	0	0	0	0	63
Hour Total	1	196	30	5	5	0	0	3	0	0	0	0	0	240
3:00 PM	0	51	4	2	1	0	0	1	0	0	0	0	0	59
3:15 PM	0	51	6	1	1	0	0	0	0	0	0	0	0	59
3:30 PM	0	44	8	1	1	0	0	1	0	0	0	0	0	55
3:45 PM	1	50	5	0	1	0	0	1	0	0	0	0	0	58
Hour Total	1	196	23	4	4	0	0	3	0	0	0	0	0	231

4:00 PM	0	63	6	1	1	0	0	1	0	0	0	0	0	72
4:15 PM	0	60	6	1	0	0	0	0	0	0	0	0	0	67
4:30 PM	0	44	4	1	1	0	0	0	0	0	0	0	0	50
4:45 PM	0	49	5	1	0	0	0	0	0	0	0	0	0	55
Hour Total	0	216	21	4	2	0	0	1	0	0	0	0	0	244
5:00 PM	0	72	7	1	1	0	0	1	1	0	0	0	0	83
5:15 PM	0	56	7	1	1	0	0	0	0	0	0	0	0	65
5:30 PM	0	48	8	1	1	0	0	2	0	0	0	0	0	60
5:45 PM	0	60	5	1	0	0	0	0	0	0	0	0	0	66
Hour Total	0	236	27	4	3	0	0	3	1	0	0	0	0	274
6:00 PM	0	60	5	1	2	0	0	1	0	0	0	0	0	69
6:15 PM	0	42	5	0	0	0	0	1	0	0	0	0	0	48
6:30 PM	0	49	6	0	0	0	0	2	0	0	0	0	0	57
6:45 PM	0	45	5	0	0	0	0	2	0	0	0	0	0	52
Hour Total	0	196	21	1	2	0	0	6	0	0	0	0	0	226
7:00 PM	0	39	5	2	1	0	0	0	0	0	0	0	0	47
7:15 PM	0	40	2	1	1	0	0	0	0	0	0	0	0	44
7:30 PM	0	44	4	1	2	0	0	0	0	0	0	0	0	51
7:45 PM	0	36	4	0	0	0	0	1	0	0	0	0	0	41
Hour Total	0	159	15	4	4	0	0	1	0	0	0	0	0	183
8:00 PM	0	30	3	1	2	0	0	0	0	0	0	0	0	36
8:15 PM	0	41	1	1	1	0	0	1	0	0	0	0	0	45
8:30 PM	0	29	3	0	1	0	0	1	0	0	0	0	0	34
8:45 PM	0	26	3	0	1	0	0	0	0	0	0	0	0	30
Hour Total	0	126	10	2	5	0	0	2	0	0	0	0	0	145
9:00 PM	0	26	2	0	1	0	0	1	0	0	0	0	0	30
9:15 PM	0	31	8	0	2	0	0	1	0	0	0	0	0	42
9:30 PM	0	40	0	1	0	0	0	0	0	0	0	0	0	41
9:45 PM	0	26	2	0	1	0	0	0	0	0	0	0	0	29
Hour Total	0	123	12	1	4	0	0	2	0	0	0	0	0	142
10:00 PM	0	15	0	0	0	0	0	0	0	0	0	0	0	15
10:15 PM	0	23	2	0	0	0	0	1	0	0	0	0	0	26
10:30 PM	0	25	1	0	0	0	0	1	0	0	0	0	0	27
10:45 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	19
Hour Total	0	82	3	0	0	0	0	2	0	0	0	0	0	87
11:00 PM	0	9	0	1	1	0	0	0	0	0	0	0	0	11
11:15 PM	0	8	1	0	2	0	0	0	0	0	0	0	0	11
11:30 PM	0	18	3	0	1	0	0	1	0	0	0	0	0	23
11:45 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	14
Hour Total	0	47	6	1	4	0	0	1	0	0	0	0	0	59
Totals	4	2877	351	70	75	4	0	47	2	0	0	0	0	3430
Percent	0.1%	83.9%	10.2%	2.0%	2.2%	0.1%	0.0%	1.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Foothill Boulevard north of Seminary Avenue
Oakland

Project #:09-7224-024s

Date: 6/10/2009

WEDNESDAY

South Bound

Begin Time	Cars & 2 Axle			2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle		
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
12:00 AM	0	17	6	1	0	0	0	1	0	0	0	0	0	25
12:15 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
12:30 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
12:45 AM	0	4	2	1	1	0	0	0	0	0	0	0	0	8
Hour Total	0	27	12	2	1	0	0	1	0	0	0	0	0	43
1:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	3
1:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
1:30 AM	0	3	7	0	0	0	0	1	0	0	0	0	0	11
1:45 AM	0	1	5	1	0	0	0	0	0	0	0	0	0	7
Hour Total	0	4	16	1	0	0	0	1	0	0	0	0	0	22
2:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	2
2:15 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
2:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:45 AM	0	0	2	1	0	0	0	0	0	0	0	0	0	3
Hour Total	0	4	5	1	0	0	0	0	0	0	0	0	0	10
3:00 AM	0	2	3	0	0	0	0	0	0	0	0	0	0	5
3:15 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
3:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:45 AM	0	1	1	1	0	0	0	0	0	0	0	0	0	3
Hour Total	0	6	5	1	1	0	0	0	0	0	0	0	0	13
4:00 AM	0	0	1	0	2	0	0	0	0	0	0	0	0	3
4:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:30 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:45 AM	0	4	2	1	1	0	0	0	0	0	0	0	0	8
Hour Total	0	6	5	1	3	0	0	0	0	0	0	0	0	15
5:00 AM	0	3	0	0	2	0	0	0	0	0	0	0	0	5
5:15 AM	0	2	3	0	1	0	0	0	0	0	0	0	0	6
5:30 AM	0	0	1	0	3	0	0	0	0	0	0	0	0	4
5:45 AM	0	4	3	2	0	0	0	0	0	0	0	0	0	9
Hour Total	0	9	7	2	6	0	0	0	0	0	0	0	0	24
6:00 AM	0	6	5	1	0	0	0	0	0	0	0	0	0	12
6:15 AM	1	3	2	1	0	0	0	1	0	0	0	0	0	8
6:30 AM	0	13	3	1	1	0	0	0	0	0	0	0	0	18
6:45 AM	0	10	4	2	1	0	0	0	0	0	0	0	0	17
Hour Total	1	32	14	5	2	0	0	1	0	0	0	0	0	55
7:00 AM	0	11	2	0	3	0	0	1	0	0	0	0	0	17
7:15 AM	0	14	6	1	2	1	0	1	0	0	0	0	0	25
7:30 AM	0	15	6	1	5	0	0	0	0	0	0	0	0	27
7:45 AM	0	26	15	2	2	0	0	0	0	0	0	0	0	45
Hour Total	0	66	29	4	12	1	0	2	0	0	0	0	0	114

8:00 AM	0	33	23	1	5	0	0	0	0	0	0	0	0	62
8:15 AM	0	51	15	1	3	0	0	0	0	0	0	0	0	70
8:30 AM	1	40	14	1	3	1	0	1	0	0	0	0	0	61
8:45 AM	0	30	14	1	7	0	0	2	0	0	0	0	0	54
Hour Total	1	154	66	4	18	1	0	3	0	0	0	0	0	247
9:00 AM	1	18	13	1	3	0	0	0	0	0	0	0	0	36
9:15 AM	0	27	20	1	8	1	0	0	0	0	0	0	0	57
9:30 AM	0	30	10	2	4	0	0	0	0	0	0	0	0	46
9:45 AM	0	36	10	1	3	0	0	2	0	0	0	0	0	52
Hour Total	1	111	53	5	18	1	0	2	0	0	0	0	0	191
10:00 AM	0	33	14	3	3	1	0	0	0	0	0	0	0	54
10:15 AM	0	33	14	1	4	0	0	1	0	0	0	0	0	53
10:30 AM	0	30	22	1	6	0	0	0	0	0	0	0	0	59
10:45 AM	0	43	13	1	5	0	0	0	0	0	0	0	0	62
Hour Total	0	139	63	6	18	1	0	1	0	0	0	0	0	228
11:00 AM	0	44	13	1	3	0	0	1	0	0	0	0	0	62
11:15 AM	0	39	18	1	8	0	0	1	0	0	0	0	0	67
11:30 AM	0	38	15	1	3	0	0	0	1	0	0	0	0	58
11:45 AM	0	55	16	3	3	0	0	0	0	0	0	0	0	77
Hour Total	0	176	62	6	17	0	0	2	1	0	0	0	0	264
12:00 PM	0	46	20	2	4	0	0	0	0	0	0	0	0	72
12:15 PM	0	43	13	2	4	0	0	1	0	0	0	0	0	63
12:30 PM	0	48	16	2	6	0	0	0	0	0	0	0	0	72
12:45 PM	0	43	32	1	10	0	0	2	0	0	0	0	0	88
Hour Total	0	180	81	7	24	0	0	3	0	0	0	0	0	295
1:00 PM	1	49	24	3	4	0	0	1	0	0	0	0	0	82
1:15 PM	0	51	21	2	7	0	0	0	0	0	0	0	0	81
1:30 PM	0	44	22	1	5	0	0	2	0	0	0	0	0	74
1:45 PM	0	37	24	1	8	0	0	1	0	0	0	0	0	71
Hour Total	1	181	91	7	24	0	0	4	0	0	0	0	0	308
2:00 PM	0	47	28	2	6	0	0	1	0	0	0	0	0	84
2:15 PM	0	36	21	0	4	0	0	1	0	0	0	0	0	62
2:30 PM	0	57	20	2	4	0	0	0	0	0	0	0	0	83
2:45 PM	0	40	23	2	5	3	0	0	0	0	0	0	0	73
Hour Total	0	180	92	6	19	3	0	2	0	0	0	0	0	302
3:00 PM	1	44	17	0	4	0	0	3	0	0	0	0	0	69
3:15 PM	0	57	26	0	5	0	0	1	0	0	0	0	0	89
3:30 PM	0	47	24	3	5	0	0	1	0	0	0	0	0	80
3:45 PM	0	49	19	2	4	0	0	0	0	0	0	0	0	74
Hour Total	1	197	86	5	18	0	0	5	0	0	0	0	0	312

4:00 PM	0	47	25	1	4	0	0	0	0	0	0	0	0	77
4:15 PM	0	50	21	2	2	0	0	0	0	0	0	0	0	75
4:30 PM	0	53	17	1	1	0	0	0	0	0	0	0	0	72
4:45 PM	1	50	16	1	8	0	0	1	0	0	0	0	0	77
Hour Total	1	200	79	5	15	0	0	1	0	0	0	0	0	301
5:00 PM	0	48	25	0	4	0	0	1	0	0	0	0	0	78
5:15 PM	0	51	22	0	5	0	0	1	0	0	0	0	0	79
5:30 PM	0	58	20	1	8	1	0	0	0	0	0	0	0	88
5:45 PM	0	44	19	1	1	0	0	0	0	0	0	0	0	65
Hour Total	0	201	86	2	18	1	0	2	0	0	0	0	0	310
6:00 PM	0	48	21	1	3	0	0	1	0	0	0	0	0	74
6:15 PM	0	40	13	1	2	0	0	0	0	0	0	0	0	56
6:30 PM	0	51	11	1	3	0	0	1	0	0	0	0	0	67
6:45 PM	0	43	25	1	0	0	0	0	0	0	0	0	0	69
Hour Total	0	182	70	4	8	0	0	2	0	0	0	0	0	266
7:00 PM	0	47	19	1	3	0	0	0	0	0	0	0	0	70
7:15 PM	0	36	11	1	3	0	0	1	0	0	0	0	0	52
7:30 PM	0	35	12	0	4	0	0	2	0	0	0	0	0	53
7:45 PM	0	23	16	0	1	0	0	1	0	0	0	0	0	41
Hour Total	0	141	58	2	11	0	0	4	0	0	0	0	0	216
8:00 PM	0	40	8	1	4	0	0	0	0	0	0	0	0	53
8:15 PM	0	38	21	1	1	0	0	0	0	0	0	0	0	61
8:30 PM	0	39	21	0	6	0	0	0	0	0	0	0	0	66
8:45 PM	0	35	12	0	1	0	0	1	0	0	0	0	0	49
Hour Total	0	152	62	2	12	0	0	1	0	0	0	0	0	229
9:00 PM	0	29	8	0	1	0	0	1	0	0	0	0	0	39
9:15 PM	0	32	15	1	1	0	0	0	0	0	0	0	0	49
9:30 PM	0	27	7	0	3	0	0	0	0	0	0	0	0	37
9:45 PM	0	24	11	1	1	0	0	0	0	0	0	0	0	37
Hour Total	0	112	41	2	6	0	0	1	0	0	0	0	0	162
10:00 PM	0	19	11	0	3	0	0	1	0	0	0	0	0	34
10:15 PM	0	21	2	0	1	0	0	1	0	0	0	0	0	25
10:30 PM	0	24	7	0	3	0	0	0	0	0	0	0	0	34
10:45 PM	0	15	3	1	0	0	0	0	0	0	0	0	0	19
Hour Total	0	79	23	1	7	0	0	2	0	0	0	0	0	112
11:00 PM	0	17	9	1	0	0	0	0	0	0	0	0	0	27
11:15 PM	0	12	4	0	1	0	0	1	0	0	0	0	0	18
11:30 PM	0	12	0	0	1	0	0	0	0	0	0	0	0	13
11:45 PM	0	8	2	0	0	0	0	1	0	0	0	0	0	11
Hour Total	0	49	15	1	2	0	0	2	0	0	0	0	0	69
Totals	6	2588	1121	82	260	8	0	42	1	0	0	0	0	4108
Percent	0.1%	63.0%	27.3%	2.0%	6.3%	0.2%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Foothill Boulevard north of Seminary Avenue
Oakland

Project #:09-7224-024s

Date: 6/10/2009

WEDNESDAY

North Bound, South Bound

Begin Time	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	34	6	2	0	0	0	2	0	0	0	0	0	44
12:15 AM	0	10	3	0	0	0	0	0	0	0	0	0	0	13
12:30 AM	0	7	2	0	1	0	0	0	0	0	0	0	0	10
12:45 AM	0	13	2	1	1	0	0	0	0	0	0	0	0	17
Hour Total	0	64	13	3	2	0	0	2	0	0	0	0	0	84
1:00 AM	0	8	3	1	0	0	0	0	0	0	0	0	0	12
1:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
1:30 AM	0	8	7	0	0	0	0	1	0	0	0	0	0	16
1:45 AM	0	5	7	1	0	0	0	0	0	0	0	0	0	13
Hour Total	0	26	18	2	0	0	0	1	0	0	0	0	0	47
2:00 AM	0	2	3	1	0	0	0	0	0	0	0	0	0	6
2:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
2:30 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	7
2:45 AM	0	4	2	1	0	0	0	0	0	0	0	0	0	7
Hour Total	0	16	6	2	1	0	0	0	0	0	0	0	0	25
3:00 AM	0	3	3	0	0	0	0	0	0	0	0	0	0	6
3:15 AM	0	3	0	1	1	0	0	0	0	0	0	0	0	5
3:30 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
3:45 AM	0	2	2	1	0	0	0	0	0	0	0	0	0	5
Hour Total	0	11	7	2	1	0	0	0	0	0	0	0	0	21
4:00 AM	0	2	1	1	2	0	0	0	0	0	0	0	0	6
4:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:45 AM	0	6	3	1	1	0	0	0	0	0	0	0	0	11
Hour Total	0	12	6	2	3	0	0	0	0	0	0	0	0	23
5:00 AM	0	9	0	1	2	0	0	0	0	0	0	0	0	12
5:15 AM	0	10	3	0	1	1	0	1	0	0	0	0	0	16
5:30 AM	0	7	2	1	3	0	0	0	0	0	0	0	0	13
5:45 AM	0	8	3	3	0	0	0	0	0	0	0	0	0	14
Hour Total	0	34	8	5	6	1	0	1	0	0	0	0	0	55
6:00 AM	0	7	6	2	0	0	0	2	0	0	0	0	0	17
6:15 AM	1	11	3	2	0	0	0	1	0	0	0	0	0	18
6:30 AM	0	21	5	2	2	0	0	0	0	0	0	0	0	30
6:45 AM	0	24	6	3	1	1	0	0	0	0	0	0	0	35
Hour Total	1	63	20	9	3	1	0	3	0	0	0	0	0	100
7:00 AM	0	22	3	2	4	0	0	1	0	0	0	0	0	32
7:15 AM	0	27	10	2	3	1	0	2	0	0	0	0	0	45
7:30 AM	0	45	12	1	7	0	0	1	0	0	0	0	0	66
7:45 AM	0	66	22	4	2	0	0	0	0	0	0	0	0	94
Hour Total	0	160	47	9	16	1	0	4	0	0	0	0	0	237

8:00 AM	0	86	31	3	6	0	0	0	0	0	0	0	0	126
8:15 AM	0	104	21	3	5	0	0	1	0	0	0	0	0	134
8:30 AM	1	94	20	1	3	1	0	3	0	0	0	0	0	123
8:45 AM	0	69	18	3	11	0	0	3	0	0	0	0	0	104
Hour Total	1	353	90	10	25	1	0	7	0	0	0	0	0	487
9:00 AM	1	55	21	1	4	0	0	1	0	0	0	0	0	83
9:15 AM	0	57	26	2	10	1	0	0	0	0	0	0	0	96
9:30 AM	0	79	17	2	5	1	0	0	0	0	0	0	0	104
9:45 AM	0	70	15	3	3	0	0	3	0	0	0	0	0	94
Hour Total	1	261	79	8	22	2	0	4	0	0	0	0	0	377
10:00 AM	0	73	20	3	6	1	0	1	0	0	0	0	0	104
10:15 AM	0	69	16	2	4	0	0	2	0	0	0	0	0	93
10:30 AM	0	65	29	3	8	0	0	0	0	0	0	0	0	105
10:45 AM	0	80	21	2	5	0	0	1	0	0	0	0	0	109
Hour Total	0	287	86	10	23	1	0	4	0	0	0	0	0	411
11:00 AM	0	95	15	3	5	0	0	1	0	0	0	0	0	119
11:15 AM	0	70	25	2	9	0	0	3	0	0	0	0	0	109
11:30 AM	0	78	21	1	5	0	0	1	1	0	0	0	0	107
11:45 AM	1	109	22	6	4	0	0	0	0	0	0	0	0	142
Hour Total	1	352	83	12	23	0	0	5	1	0	0	0	0	477
12:00 PM	0	107	24	3	7	1	0	0	0	0	0	0	0	142
12:15 PM	0	88	19	3	7	0	0	1	0	0	0	0	0	118
12:30 PM	0	95	27	3	7	0	0	2	0	0	0	0	0	134
12:45 PM	0	84	37	3	10	0	0	3	0	0	0	0	0	137
Hour Total	0	374	107	12	31	1	0	6	0	0	0	0	0	531
1:00 PM	1	88	31	3	5	0	0	2	0	0	0	0	0	130
1:15 PM	0	99	28	3	10	0	0	0	0	0	0	0	0	140
1:30 PM	0	104	32	3	5	0	0	2	1	0	0	0	0	147
1:45 PM	1	91	31	1	10	0	0	2	0	0	0	0	0	136
Hour Total	2	382	122	10	30	0	0	6	1	0	0	0	0	553
2:00 PM	0	103	35	2	7	0	0	4	0	0	0	0	0	151
2:15 PM	0	78	31	1	5	0	0	1	0	0	0	0	0	116
2:30 PM	1	103	26	5	4	0	0	0	0	0	0	0	0	139
2:45 PM	0	92	30	3	8	3	0	0	0	0	0	0	0	136
Hour Total	1	376	122	11	24	3	0	5	0	0	0	0	0	542
3:00 PM	1	95	21	2	5	0	0	4	0	0	0	0	0	128
3:15 PM	0	108	32	1	6	0	0	1	0	0	0	0	0	148
3:30 PM	0	91	32	4	6	0	0	2	0	0	0	0	0	135
3:45 PM	1	99	24	2	5	0	0	1	0	0	0	0	0	132
Hour Total	2	393	109	9	22	0	0	8	0	0	0	0	0	543

4:00 PM	0	110	31	2	5	0	0	1	0	0	0	0	0	149
4:15 PM	0	110	27	3	2	0	0	0	0	0	0	0	0	142
4:30 PM	0	97	21	2	2	0	0	0	0	0	0	0	0	122
4:45 PM	1	99	21	2	8	0	0	1	0	0	0	0	0	132
Hour Total	1	416	100	9	17	0	0	2	0	0	0	0	0	545
5:00 PM	0	120	32	1	5	0	0	2	1	0	0	0	0	161
5:15 PM	0	107	29	1	6	0	0	1	0	0	0	0	0	144
5:30 PM	0	106	28	2	9	1	0	2	0	0	0	0	0	148
5:45 PM	0	104	24	2	1	0	0	0	0	0	0	0	0	131
Hour Total	0	437	113	6	21	1	0	5	1	0	0	0	0	584
6:00 PM	0	108	26	2	5	0	0	2	0	0	0	0	0	143
6:15 PM	0	82	18	1	2	0	0	1	0	0	0	0	0	104
6:30 PM	0	100	17	1	3	0	0	3	0	0	0	0	0	124
6:45 PM	0	88	30	1	0	0	0	2	0	0	0	0	0	121
Hour Total	0	378	91	5	10	0	0	8	0	0	0	0	0	492
7:00 PM	0	86	24	3	4	0	0	0	0	0	0	0	0	117
7:15 PM	0	76	13	2	4	0	0	1	0	0	0	0	0	96
7:30 PM	0	79	16	1	6	0	0	2	0	0	0	0	0	104
7:45 PM	0	59	20	0	1	0	0	2	0	0	0	0	0	82
Hour Total	0	300	73	6	15	0	0	5	0	0	0	0	0	399
8:00 PM	0	70	11	2	6	0	0	0	0	0	0	0	0	89
8:15 PM	0	79	22	2	2	0	0	1	0	0	0	0	0	106
8:30 PM	0	68	24	0	7	0	0	1	0	0	0	0	0	100
8:45 PM	0	61	15	0	2	0	0	1	0	0	0	0	0	79
Hour Total	0	278	72	4	17	0	0	3	0	0	0	0	0	374
9:00 PM	0	55	10	0	2	0	0	2	0	0	0	0	0	69
9:15 PM	0	63	23	1	3	0	0	1	0	0	0	0	0	91
9:30 PM	0	67	7	1	3	0	0	0	0	0	0	0	0	78
9:45 PM	0	50	13	1	2	0	0	0	0	0	0	0	0	66
Hour Total	0	235	53	3	10	0	0	3	0	0	0	0	0	304
10:00 PM	0	34	11	0	3	0	0	1	0	0	0	0	0	49
10:15 PM	0	44	4	0	1	0	0	2	0	0	0	0	0	51
10:30 PM	0	49	8	0	3	0	0	1	0	0	0	0	0	61
10:45 PM	0	34	3	1	0	0	0	0	0	0	0	0	0	38
Hour Total	0	161	26	1	7	0	0	4	0	0	0	0	0	199
11:00 PM	0	26	9	2	1	0	0	0	0	0	0	0	0	38
11:15 PM	0	20	5	0	3	0	0	1	0	0	0	0	0	29
11:30 PM	0	30	3	0	2	0	0	1	0	0	0	0	0	36
11:45 PM	0	20	4	0	0	0	0	1	0	0	0	0	0	25
Hour Total	0	96	21	2	6	0	0	3	0	0	0	0	0	128
Totals	10	5465	1472	152	335	12	0	89	3	0	0	0	0	7538
Percent	0.1%	72.5%	19.5%	2.0%	4.4%	0.2%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/10/2009

City: Oakland

Project #: 09-7224-024s

Location: Foothill Boulevard north of Seminary Avenue

Start Time	Southbound		Hour Totals		Northbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	25	72			19	70				
12:15	5	63			8	55				
12:30	5	72			5	62				
12:45	8	88	43	295	9	49	41	236	84	531
1:00	3	82			9	48				
1:15	1	81			5	59				
1:30	11	74			5	73				
1:45	7	71	22	308	6	65	25	245	47	553
2:00	2	84			4	67				
2:15	3	62			2	54				
2:30	2	83			5	56				
2:45	3	73	10	302	4	63	15	240	25	542
3:00	5	69			1	59				
3:15	3	89			2	59				
3:30	2	80			3	55				
3:45	3	74	13	312	2	58	8	231	21	543
4:00	3	77			3	72				
4:15	2	75			0	67				
4:30	2	72			2	50				
4:45	8	77	15	301	3	55	8	244	23	545
5:00	5	78			7	83				
5:15	6	79			10	65				
5:30	4	88			9	60				
5:45	9	65	24	310	5	66	31	274	55	584
6:00	12	74			5	69				
6:15	8	56			10	48				
6:30	18	67			12	57				
6:45	17	69	55	266	18	52	45	226	100	492
7:00	17	70			15	47				
7:15	25	52			20	44				
7:30	27	53			39	51				
7:45	45	41	114	216	49	41	123	183	237	399
8:00	62	53			64	36				
8:15	70	61			64	45				
8:30	61	66			62	34				
8:45	54	49	247	229	50	30	240	145	487	374
9:00	36	39			47	30				
9:15	57	49			39	42				
9:30	46	37			58	41				
9:45	52	37	191	162	42	29	186	142	377	304
10:00	54	34			50	15				
10:15	53	25			40	26				
10:30	59	34			46	27				
10:45	62	19	228	112	47	19	183	87	411	199
11:00	62	27			57	11				
11:15	67	18			42	11				
11:30	58	13			49	23				
11:45	77	11	264	69	65	14	213	59	477	128
Total	1226	2882	1226	2882	1118	2312	1118	2312	2344	5194
Combined Total	4108		4108		3430		3430		7538	
AM Peak	11:45 AM				11:45 AM					
Vol.	284				252					
P.H.F.	0.922				0.900					
PM Peak	12:45 PM				5:00 PM					
Vol.	325				274					
P.H.F.	0.923				0.825					
Percentage	29.8%	70.2%			32.6%	67.4%				

Prepared by NDS/ATD

Volumes for: Tuesday, June 9, 2009

City: Oakland

Project #: 09-7224-025

Location: Foothill Boulevard west of 98th Avenue (Westbound Only)

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	0	0			20	78				
12:15	0	0			12	70				
12:30	0	0			12	65				
12:45	0	0			14	72	58	285		
1:00	0	0			8	88				
1:15	0	0			7	78				
1:30	0	0			17	79				
1:45	0	0			15	72	47	317		
2:00	0	0			6	68				
2:15	0	0			6	87				
2:30	0	0			3	68				
2:45	0	0			9	77	24	300		
3:00	0	0			6	79				
3:15	0	0			1	83				
3:30	0	0			1	105				
3:45	0	0			2	85	10	352		
4:00	0	0			3	83				
4:15	0	0			4	79				
4:30	0	0			5	96				
4:45	0	0			6	84	18	342		
5:00	0	0			8	102				
5:15	0	0			10	85				
5:30	0	0			8	88				
5:45	0	0			10	101	36	376		
6:00	0	0			10	79				
6:15	0	0			19	84				
6:30	0	0			20	89				
6:45	0	0			18	82	67	334		
7:00	0	0			33	81				
7:15	0	0			38	82				
7:30	0	0			52	68				
7:45	0	0			98	44	221	275		
8:00	0	0			101	48				
8:15	0	0			77	53				
8:30	0	0			78	46				
8:45	0	0			75	27	331	174		
9:00	0	0			58	55				
9:15	0	0			66	53				
9:30	0	0			62	40				
9:45	0	0			45	40	231	188		
10:00	0	0			52	43				
10:15	0	0			56	29				
10:30	0	0			56	22				
10:45	0	0			61	39	225	133		
11:00	0	0			43	30				
11:15	0	0			52	26				
11:30	0	0			60	23				
11:45	0	0			64	19	219	98		
Total	0	0	0	0	1487	3174	1487	3174	0	0
Combined Total	0		0		4661		4661		0	
AM Peak					7:45 AM					
Vol.					354					
P.H.F.					0.876					
PM Peak						5:00 PM				
Vol.						376				
P.H.F.						0.922				
Percentage					31.9%	68.1%				

Prepared by NDS/ATD

Volumes for: Wednesday, June 10, 2009

City: Oakland

Project #: 09-7224-025

Location: Foothill Boulevard west of 98th Avenue (Westbound Only)

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	0	0			17	64				
12:15	0	0			27	80				
12:30	0	0			13	68				
12:45	0	0			14	71	71	283		
1:00	0	0			14	85				
1:15	0	0			10	77				
1:30	0	0			10	81				
1:45	0	0			6	82	40	325		
2:00	0	0			6	80				
2:15	0	0			7	89				
2:30	0	0			5	66				
2:45	0	0			8	80	26	315		
3:00	0	0			8	73				
3:15	0	0			1	82				
3:30	0	0			3	78				
3:45	0	0			2	93	14	326		
4:00	0	0			4	84				
4:15	0	0			6	77				
4:30	0	0			7	68				
4:45	0	0			3	91	20	320		
5:00	0	0			5	76				
5:15	0	0			6	78				
5:30	0	0			12	90				
5:45	0	0			6	89	29	333		
6:00	0	0			14	79				
6:15	0	0			14	87				
6:30	0	0			18	75				
6:45	0	0			28	84	74	325		
7:00	0	0			21	82				
7:15	0	0			47	75				
7:30	0	0			57	77				
7:45	0	0			73	55	198	289		
8:00	0	0			101	67				
8:15	0	0			72	58				
8:30	0	0			74	44				
8:45	0	0			58	60	305	229		
9:00	0	0			61	49				
9:15	0	0			46	50				
9:30	0	0			57	48				
9:45	0	0			48	38	212	185		
10:00	0	0			49	34				
10:15	0	0			59	32				
10:30	0	0			66	30				
10:45	0	0			47	42	221	138		
11:00	0	0			51	31				
11:15	0	0			53	22				
11:30	0	0			54	28				
11:45	0	0			68	17	226	98		
Total	0	0	0	0	1436	3166	1436	3166	0	0
Combined Total	0		0		4602		4602		0	
AM Peak					7:45 AM					
Vol.					320					
P.H.F.					0.792					
PM Peak						5:30 PM				
Vol.						345				
P.H.F.						0.958				
Percentage					31.2%	68.8%				

Class Report - Prepared by: NDS/ATD

Foothill Boulevard west of 98th Avenue (Westbound - Outside Lane)
Oakland

Project #:09-7224-025w

Date: 6/9/2009

TUESDAY

West Bound

Begin Time	Cars & 2 Axle			Buses	2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long		6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
12:15 AM	0	3	1	1	0	0	0	0	0	0	0	0	0	5
12:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
12:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	21	3	1	0	0	0	0	0	0	0	0	0	25
1:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
1:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:30 AM	0	6	4	0	0	0	0	0	0	0	0	0	0	10
1:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	21	5	0	0	0	0	0	0	0	0	0	0	26
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	7	1	0	0	0	0	0	0	0	0	0	0	8
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1
4:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:30 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
4:45 AM	0	1	0	0	2	0	0	0	0	0	0	0	0	3
Hour Total	0	5	2	0	3	1	0	0	0	0	0	0	0	11
5:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	2
5:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
5:30 AM	0	1	0	3	0	0	0	0	0	0	0	0	0	4
5:45 AM	0	1	2	0	0	0	0	0	1	0	0	0	0	4
Hour Total	0	3	2	4	2	0	0	0	1	0	0	0	0	12
6:00 AM	0	3	0	3	0	0	0	0	0	0	0	0	0	6
6:15 AM	0	11	0	3	0	1	0	0	0	0	0	0	0	15
6:30 AM	0	2	1	3	2	0	0	0	0	1	0	0	0	9
6:45 AM	0	6	3	4	0	0	0	0	0	0	0	0	0	13
Hour Total	0	22	4	13	2	1	0	0	0	1	0	0	0	43
7:00 AM	0	8	2	3	4	0	0	0	0	0	0	0	0	17
7:15 AM	0	11	4	4	2	0	0	0	0	0	0	0	0	21
7:30 AM	0	15	3	2	2	0	0	0	0	0	0	0	0	22
7:45 AM	0	28	16	5	5	0	0	0	0	0	0	0	0	54
Hour Total	0	62	25	14	13	0	0	0	0	0	0	0	0	114

8:00 AM	0	25	9	2	5	0	0	1	0	0	0	0	0	42
8:15 AM	0	15	10	4	1	0	0	0	0	0	0	0	0	30
8:30 AM	0	32	10	2	2	0	0	1	0	0	0	0	0	47
8:45 AM	0	24	10	3	4	0	0	0	0	0	0	0	0	41
Hour Total	0	96	39	11	12	0	0	2	0	0	0	0	0	160
9:00 AM	0	16	8	2	1	0	0	0	1	0	0	0	0	28
9:15 AM	0	21	7	2	1	0	0	1	1	0	0	0	0	33
9:30 AM	1	16	9	1	2	0	0	0	0	0	0	0	0	29
9:45 AM	0	12	7	2	3	0	0	0	1	0	0	0	0	25
Hour Total	1	65	31	7	7	0	0	1	3	0	0	0	0	115
10:00 AM	0	18	4	2	4	0	0	0	0	0	0	0	0	28
10:15 AM	0	12	4	2	2	0	0	1	0	0	0	0	0	21
10:30 AM	0	19	9	2	2	0	0	0	1	0	0	0	0	33
10:45 AM	0	18	11	2	0	0	0	0	0	0	0	0	0	31
Hour Total	0	67	28	8	8	0	0	1	1	0	0	0	0	113
11:00 AM	0	13	3	2	2	0	0	0	0	0	0	0	0	20
11:15 AM	0	18	6	2	3	0	0	0	1	0	0	0	0	30
11:30 AM	0	19	12	1	3	0	0	0	0	0	0	0	0	35
11:45 AM	0	22	9	3	1	0	0	0	0	0	0	0	0	35
Hour Total	0	72	30	8	9	0	0	0	1	0	0	0	0	120
12:00 PM	1	25	10	1	2	0	0	0	1	0	0	0	0	40
12:15 PM	0	17	8	4	3	0	0	0	0	0	0	0	0	32
12:30 PM	0	16	5	0	1	0	0	0	0	0	0	0	0	22
12:45 PM	0	16	7	3	3	0	0	0	0	0	0	0	0	29
Hour Total	1	74	30	8	9	0	0	0	1	0	0	0	0	123
1:00 PM	0	18	10	2	4	0	0	0	0	0	0	0	0	34
1:15 PM	0	18	8	2	2	0	0	0	0	0	0	0	0	30
1:30 PM	1	19	5	1	6	0	0	0	0	0	0	0	0	32
1:45 PM	0	19	11	2	7	0	0	0	0	0	0	0	0	39
Hour Total	1	74	34	7	19	0	0	0	0	0	0	0	0	135
2:00 PM	0	23	5	2	2	0	0	0	0	0	0	0	0	32
2:15 PM	0	29	14	2	0	0	0	0	0	0	0	0	0	45
2:30 PM	0	18	9	1	2	0	0	0	0	0	0	0	0	30
2:45 PM	0	28	9	2	0	0	0	0	0	0	0	0	0	39
Hour Total	0	98	37	7	4	0	0	0	0	0	0	0	0	146
3:00 PM	0	24	9	1	1	0	0	0	0	0	0	0	0	35
3:15 PM	1	28	13	2	0	0	0	0	0	0	0	0	0	44
3:30 PM	0	28	9	3	5	2	0	0	0	0	0	0	0	47
3:45 PM	0	20	11	1	1	0	0	1	0	0	0	0	0	34
Hour Total	1	100	42	7	7	2	0	1	0	0	0	0	0	160

4:00 PM	0	21	12	1	2	0	0	0	0	0	0	0	0	36
4:15 PM	1	23	12	3	1	0	0	0	0	0	0	0	0	40
4:30 PM	0	26	6	1	1	0	0	0	0	0	0	0	0	34
4:45 PM	0	24	6	3	1	0	0	0	0	0	0	0	0	34
Hour Total	1	94	36	8	5	0	0	0	0	0	0	0	0	144
5:00 PM	0	30	10	1	1	0	0	0	0	0	0	0	0	42
5:15 PM	0	31	11	3	1	0	0	0	0	0	0	0	0	46
5:30 PM	0	27	13	2	4	0	0	0	0	0	0	0	0	46
5:45 PM	0	34	7	3	1	0	0	1	0	0	0	0	0	46
Hour Total	0	122	41	9	7	0	0	1	0	0	0	0	0	180
6:00 PM	0	22	9	1	2	0	0	0	0	0	0	0	0	34
6:15 PM	0	18	5	3	0	0	0	0	0	0	0	0	0	26
6:30 PM	0	32	10	3	1	0	0	0	0	0	0	0	0	46
6:45 PM	0	23	12	2	3	0	0	1	0	0	0	0	0	41
Hour Total	0	95	36	9	6	0	0	1	0	0	0	0	0	147
7:00 PM	0	20	11	3	3	0	0	0	0	0	0	0	0	37
7:15 PM	0	31	7	3	1	0	0	0	0	0	0	0	0	42
7:30 PM	0	23	13	1	0	0	0	0	0	0	0	0	0	37
7:45 PM	1	11	3	2	0	0	0	0	0	0	0	0	0	17
Hour Total	1	85	34	9	4	0	0	0	0	0	0	0	0	133
8:00 PM	0	12	6	2	1	0	0	0	0	0	0	0	0	21
8:15 PM	0	14	4	1	1	0	0	0	0	0	0	0	0	20
8:30 PM	0	14	8	3	1	0	0	0	0	0	0	0	0	26
8:45 PM	0	7	2	1	0	0	0	0	0	0	0	0	0	10
Hour Total	0	47	20	7	3	0	0	0	0	0	0	0	0	77
9:00 PM	0	19	4	0	1	0	0	0	0	0	0	0	0	24
9:15 PM	0	19	9	1	0	0	0	0	0	0	0	0	0	29
9:30 PM	0	11	5	0	1	0	0	0	0	0	0	0	0	17
9:45 PM	0	9	5	1	0	0	0	0	0	0	0	0	0	15
Hour Total	0	58	23	2	2	0	0	0	0	0	0	0	0	85
10:00 PM	0	15	7	0	1	0	0	0	0	0	0	0	0	23
10:15 PM	0	9	4	1	1	0	0	0	0	0	0	0	0	15
10:30 PM	0	4	2	0	2	0	0	0	0	0	0	0	0	8
10:45 PM	0	13	9	1	0	0	0	0	0	0	0	0	0	23
Hour Total	0	41	22	2	4	0	0	0	0	0	0	0	0	69
11:00 PM	0	12	4	1	2	0	0	0	0	0	0	0	0	19
11:15 PM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
11:30 PM	0	10	1	1	0	0	0	0	0	0	0	0	0	12
11:45 PM	0	8	4	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	38	10	2	2	0	0	0	0	0	0	0	0	52
Totals	6	1368	535	143	128	4	0	7	7	1	0	0	0	2199
Percent	0.3%	62.2%	24.3%	6.5%	5.8%	0.2%	0.0%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Foothill Boulevard west of 98th Avenue (Westbound - Outside Lane)

Oakland

Project #:09-7224-025e

Date: 6/9/2009

TUESDAY

East Bound

Begin	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
Time	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
12:00 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
12:15 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
12:30 AM	0	17	1	0	0	0	0	0	0	0	0	0	0	18
12:45 AM	0	6	1	0	1	0	0	0	0	0	0	0	0	8
Hour Total	0	44	4	0	1	0	0	0	0	0	0	0	0	49
1:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
1:15 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
1:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
1:45 AM	0	9	1	0	1	0	0	0	0	0	0	0	0	11
Hour Total	0	37	3	0	1	0	0	0	0	0	0	0	0	41
2:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
2:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	18	0	0	0	0	0	0	0	0	0	0	0	18
3:00 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	2
3:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	10	2	1	1	0	0	0	0	0	0	0	0	14
4:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
4:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
4:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
4:45 AM	0	4	1	0	2	0	0	0	0	0	0	0	0	7
Hour Total	0	20	2	0	2	0	0	0	0	0	0	0	0	24
5:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
5:15 AM	0	9	4	0	0	0	0	0	0	0	0	0	0	13
5:30 AM	0	19	0	0	1	0	0	0	0	0	0	0	0	20
5:45 AM	0	15	2	2	0	0	0	0	0	0	0	0	0	19
Hour Total	0	50	8	2	1	0	0	0	0	0	0	0	0	61
6:00 AM	0	13	4	1	1	0	0	0	0	0	0	0	0	19
6:15 AM	0	15	2	2	1	0	0	0	0	0	0	0	0	20
6:30 AM	0	15	5	1	1	0	0	0	0	0	0	0	0	22
6:45 AM	0	22	3	2	1	0	0	0	0	0	0	0	0	28
Hour Total	0	65	14	6	4	0	0	0	0	0	0	0	0	89
7:00 AM	0	17	3	1	1	0	0	0	0	0	0	0	0	22
7:15 AM	0	26	2	2	4	1	0	0	0	0	0	0	0	35
7:30 AM	0	38	6	2	2	0	0	0	0	0	0	0	0	48
7:45 AM	0	50	8	1	2	0	0	0	0	0	0	0	0	61
Hour Total	0	131	19	6	9	1	0	0	0	0	0	0	0	166

8:00 AM	0	79	9	2	2	0	0	0	0	0	0	0	0	92
8:15 AM	0	62	8	2	0	0	0	0	0	0	0	0	0	72
8:30 AM	0	56	7	1	5	0	0	0	0	0	0	0	0	69
8:45 AM	0	49	4	0	4	0	0	1	0	0	0	0	0	58
Hour Total	0	246	28	5	11	0	0	1	0	0	0	0	0	291
9:00 AM	0	33	7	1	0	0	0	0	0	0	0	0	0	41
9:15 AM	0	51	4	2	0	1	0	1	0	0	0	0	0	59
9:30 AM	1	41	7	0	5	0	0	0	0	0	0	0	0	54
9:45 AM	0	59	9	0	4	0	0	0	0	0	0	0	0	72
Hour Total	1	184	27	3	9	1	0	1	0	0	0	0	0	226
10:00 AM	0	40	4	2	1	0	0	0	0	0	0	0	0	47
10:15 AM	0	49	12	2	4	2	1	0	0	0	0	0	0	70
10:30 AM	0	27	10	1	5	0	0	0	0	0	0	0	0	43
10:45 AM	0	43	13	2	3	0	0	0	0	0	0	0	0	61
Hour Total	0	159	39	7	13	2	1	0	0	0	0	0	0	221
11:00 AM	0	50	8	0	1	0	0	0	0	0	0	0	0	59
11:15 AM	0	53	6	2	4	0	0	0	0	0	0	0	0	65
11:30 AM	0	54	5	0	4	0	0	0	0	0	0	0	0	63
11:45 AM	0	56	5	1	2	0	0	0	0	1	0	0	0	65
Hour Total	0	213	24	3	11	0	0	0	0	1	0	0	0	252
12:00 PM	0	51	6	3	1	0	0	0	0	0	0	0	0	61
12:15 PM	0	59	2	3	3	0	0	0	0	0	0	0	0	67
12:30 PM	0	49	13	2	3	0	0	0	0	0	0	0	0	67
12:45 PM	0	42	5	2	1	1	0	0	0	0	0	0	0	51
Hour Total	0	201	26	10	8	1	0	0	0	0	0	0	0	246
1:00 PM	1	60	7	0	4	0	0	0	0	0	0	0	0	72
1:15 PM	0	70	8	1	4	0	0	0	0	0	0	0	0	83
1:30 PM	0	79	5	2	1	0	0	0	0	0	0	0	0	87
1:45 PM	0	50	6	1	0	0	0	1	0	0	0	0	0	58
Hour Total	1	259	26	4	9	0	0	1	0	0	0	0	0	300
2:00 PM	0	64	11	2	1	0	0	0	0	0	0	0	0	78
2:15 PM	0	58	13	0	2	0	0	0	0	0	0	0	0	73
2:30 PM	0	55	16	0	3	0	0	0	0	0	0	0	0	74
2:45 PM	0	52	5	3	1	0	0	1	0	0	0	0	0	62
Hour Total	0	229	45	5	7	0	0	1	0	0	0	0	0	287
3:00 PM	0	67	3	0	3	0	0	2	0	0	0	0	0	75
3:15 PM	0	64	4	1	2	0	0	0	0	0	0	0	0	71
3:30 PM	0	62	11	5	0	1	0	0	0	0	0	0	0	79
3:45 PM	0	61	15	0	5	0	0	2	0	0	0	0	0	83
Hour Total	0	254	33	6	10	1	0	4	0	0	0	0	0	308

4:00 PM	0	70	9	1	2	0	0	0	0	0	0	0	0	82
4:15 PM	0	65	7	1	5	0	0	0	0	0	0	0	0	78
4:30 PM	0	58	4	1	1	0	0	0	0	0	0	0	0	64
4:45 PM	0	76	7	2	4	0	0	2	0	0	0	0	0	91
Hour Total	0	269	27	5	12	0	0	2	0	0	0	0	0	315
5:00 PM	1	88	8	2	2	0	0	0	0	0	0	0	0	101
5:15 PM	0	57	8	4	1	0	0	0	0	0	0	0	0	70
5:30 PM	0	79	2	2	0	0	0	0	0	0	0	0	0	83
5:45 PM	0	72	4	2	0	0	0	0	0	0	0	0	0	78
Hour Total	1	296	22	10	3	0	0	0	0	0	0	0	0	332
6:00 PM	0	74	6	1	0	0	0	0	0	0	0	0	0	81
6:15 PM	1	72	5	4	1	0	0	0	0	0	0	0	0	83
6:30 PM	0	75	3	2	0	0	0	0	0	0	0	0	0	80
6:45 PM	0	51	8	3	1	0	0	0	0	0	0	0	0	63
Hour Total	1	272	22	10	2	0	0	0	0	0	0	0	0	307
7:00 PM	0	59	5	1	0	0	0	0	0	0	0	0	0	65
7:15 PM	0	51	4	4	0	0	0	0	0	0	0	0	0	59
7:30 PM	0	55	6	1	2	0	0	0	0	0	0	0	0	64
7:45 PM	0	39	1	1	0	0	0	0	0	0	0	0	0	41
Hour Total	0	204	16	7	2	0	0	0	0	0	0	0	0	229
8:00 PM	0	45	4	2	2	0	0	0	0	0	0	0	0	53
8:15 PM	0	58	3	2	0	0	0	0	0	0	0	0	0	63
8:30 PM	0	45	5	2	1	0	0	0	0	0	0	0	0	53
8:45 PM	0	35	2	0	1	0	0	0	0	0	0	0	0	38
Hour Total	0	183	14	6	4	0	0	0	0	0	0	0	0	207
9:00 PM	0	36	2	1	1	0	0	0	0	0	0	0	0	40
9:15 PM	0	53	6	1	0	0	0	0	0	0	0	0	0	60
9:30 PM	0	42	2	1	0	0	0	0	0	0	0	0	0	45
9:45 PM	0	30	2	0	0	0	0	0	0	0	0	0	0	32
Hour Total	0	161	12	3	1	0	0	0	0	0	0	0	0	177
10:00 PM	0	32	4	0	1	0	0	0	0	0	0	0	0	37
10:15 PM	0	22	1	0	0	0	0	0	0	0	0	0	0	23
10:30 PM	0	17	2	1	1	0	0	0	0	0	0	0	0	21
10:45 PM	0	24	2	0	0	0	0	0	0	0	0	0	0	26
Hour Total	0	95	9	1	2	0	0	0	0	0	0	0	0	107
11:00 PM	0	25	2	1	0	0	0	0	0	0	0	0	0	28
11:15 PM	0	17	0	0	1	0	0	0	0	0	0	0	0	18
11:30 PM	0	15	1	0	1	0	0	0	0	0	0	0	0	17
11:45 PM	0	19	2	0	0	0	0	0	0	0	0	0	0	21
Hour Total	0	76	5	1	2	0	0	0	0	0	0	0	0	84
Totals	4	3676	427	101	125	6	1	10	0	1	0	0	0	4351
Percent	0.1%	84.5%	9.8%	2.3%	2.9%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Foothill Boulevard west of 98th Avenue (Westbound - Outside Lane)

Oakland

Project #:09-7224-025e

Date: 6/9/2009

TUESDAY

West Bound, East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	19	4	0	0	0	0	0	0	0	0	0	0	23
12:15 AM	0	13	1	1	0	0	0	0	0	0	0	0	0	15
12:30 AM	0	20	1	0	0	0	0	0	0	0	0	0	0	21
12:45 AM	0	13	1	0	1	0	0	0	0	0	0	0	0	15
Hour Total	0	65	7	1	1	0	0	0	0	0	0	0	0	74
1:00 AM	0	14	2	0	0	0	0	0	0	0	0	0	0	16
1:15 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
1:30 AM	0	15	4	0	0	0	0	0	0	0	0	0	0	19
1:45 AM	0	17	1	0	1	0	0	0	0	0	0	0	0	19
Hour Total	0	58	8	0	1	0	0	0	0	0	0	0	0	67
2:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
2:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
2:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	25	1	0	0	0	0	0	0	0	0	0	0	26
3:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:15 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	2
3:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	11	2	1	1	0	0	0	0	0	0	0	0	15
4:00 AM	0	5	0	0	0	1	0	0	0	0	0	0	0	6
4:15 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
4:30 AM	0	8	1	0	1	0	0	0	0	0	0	0	0	10
4:45 AM	0	5	1	0	4	0	0	0	0	0	0	0	0	10
Hour Total	0	25	4	0	5	1	0	0	0	0	0	0	0	35
5:00 AM	0	7	2	1	1	0	0	0	0	0	0	0	0	11
5:15 AM	0	10	4	0	1	0	0	0	0	0	0	0	0	15
5:30 AM	0	20	0	3	1	0	0	0	0	0	0	0	0	24
5:45 AM	0	16	4	2	0	0	0	0	1	0	0	0	0	23
Hour Total	0	53	10	6	3	0	0	0	1	0	0	0	0	73
6:00 AM	0	16	4	4	1	0	0	0	0	0	0	0	0	25
6:15 AM	0	26	2	5	1	1	0	0	0	0	0	0	0	35
6:30 AM	0	17	6	4	3	0	0	0	0	1	0	0	0	31
6:45 AM	0	28	6	6	1	0	0	0	0	0	0	0	0	41
Hour Total	0	87	18	19	6	1	0	0	0	1	0	0	0	132
7:00 AM	0	25	5	4	5	0	0	0	0	0	0	0	0	39
7:15 AM	0	37	6	6	6	1	0	0	0	0	0	0	0	56
7:30 AM	0	53	9	4	4	0	0	0	0	0	0	0	0	70
7:45 AM	0	78	24	6	7	0	0	0	0	0	0	0	0	115
Hour Total	0	193	44	20	22	1	0	0	0	0	0	0	0	280

8:00 AM	0	104	18	4	7	0	0	1	0	0	0	0	0	134
8:15 AM	0	77	18	6	1	0	0	0	0	0	0	0	0	102
8:30 AM	0	88	17	3	7	0	0	1	0	0	0	0	0	116
8:45 AM	0	73	14	3	8	0	0	1	0	0	0	0	0	99
Hour Total	0	342	67	16	23	0	0	3	0	0	0	0	0	451
9:00 AM	0	49	15	3	1	0	0	0	1	0	0	0	0	69
9:15 AM	0	72	11	4	1	1	0	2	1	0	0	0	0	92
9:30 AM	2	57	16	1	7	0	0	0	0	0	0	0	0	83
9:45 AM	0	71	16	2	7	0	0	0	1	0	0	0	0	97
Hour Total	2	249	58	10	16	1	0	2	3	0	0	0	0	341
10:00 AM	0	58	8	4	5	0	0	0	0	0	0	0	0	75
10:15 AM	0	61	16	4	6	2	1	1	0	0	0	0	0	91
10:30 AM	0	46	19	3	7	0	0	0	1	0	0	0	0	76
10:45 AM	0	61	24	4	3	0	0	0	0	0	0	0	0	92
Hour Total	0	226	67	15	21	2	1	1	1	0	0	0	0	334
11:00 AM	0	63	11	2	3	0	0	0	0	0	0	0	0	79
11:15 AM	0	71	12	4	7	0	0	0	1	0	0	0	0	95
11:30 AM	0	73	17	1	7	0	0	0	0	0	0	0	0	98
11:45 AM	0	78	14	4	3	0	0	0	0	1	0	0	0	100
Hour Total	0	285	54	11	20	0	0	0	1	1	0	0	0	372
12:00 PM	1	76	16	4	3	0	0	0	1	0	0	0	0	101
12:15 PM	0	76	10	7	6	0	0	0	0	0	0	0	0	99
12:30 PM	0	65	18	2	4	0	0	0	0	0	0	0	0	89
12:45 PM	0	58	12	5	4	1	0	0	0	0	0	0	0	80
Hour Total	1	275	56	18	17	1	0	0	1	0	0	0	0	369
1:00 PM	1	78	17	2	8	0	0	0	0	0	0	0	0	106
1:15 PM	0	88	16	3	6	0	0	0	0	0	0	0	0	113
1:30 PM	1	98	10	3	7	0	0	0	0	0	0	0	0	119
1:45 PM	0	69	17	3	7	0	0	1	0	0	0	0	0	97
Hour Total	2	333	60	11	28	0	0	1	0	0	0	0	0	435
2:00 PM	0	87	16	4	3	0	0	0	0	0	0	0	0	110
2:15 PM	0	87	27	2	2	0	0	0	0	0	0	0	0	118
2:30 PM	0	73	25	1	5	0	0	0	0	0	0	0	0	104
2:45 PM	0	80	14	5	1	0	0	1	0	0	0	0	0	101
Hour Total	0	327	82	12	11	0	0	1	0	0	0	0	0	433
3:00 PM	0	91	12	1	4	0	0	2	0	0	0	0	0	110
3:15 PM	1	92	17	3	2	0	0	0	0	0	0	0	0	115
3:30 PM	0	90	20	8	5	3	0	0	0	0	0	0	0	126
3:45 PM	0	81	26	1	6	0	0	3	0	0	0	0	0	117
Hour Total	1	354	75	13	17	3	0	5	0	0	0	0	0	468

4:00 PM	0	91	21	2	4	0	0	0	0	0	0	0	0	118
4:15 PM	1	88	19	4	6	0	0	0	0	0	0	0	0	118
4:30 PM	0	84	10	2	2	0	0	0	0	0	0	0	0	98
4:45 PM	0	100	13	5	5	0	0	2	0	0	0	0	0	125
Hour Total	1	363	63	13	17	0	0	2	0	0	0	0	0	459
5:00 PM	1	118	18	3	3	0	0	0	0	0	0	0	0	143
5:15 PM	0	88	19	7	2	0	0	0	0	0	0	0	0	116
5:30 PM	0	106	15	4	4	0	0	0	0	0	0	0	0	129
5:45 PM	0	106	11	5	1	0	0	1	0	0	0	0	0	124
Hour Total	1	418	63	19	10	0	0	1	0	0	0	0	0	512
6:00 PM	0	96	15	2	2	0	0	0	0	0	0	0	0	115
6:15 PM	1	90	10	7	1	0	0	0	0	0	0	0	0	109
6:30 PM	0	107	13	5	1	0	0	0	0	0	0	0	0	126
6:45 PM	0	74	20	5	4	0	0	1	0	0	0	0	0	104
Hour Total	1	367	58	19	8	0	0	1	0	0	0	0	0	454
7:00 PM	0	79	16	4	3	0	0	0	0	0	0	0	0	102
7:15 PM	0	82	11	7	1	0	0	0	0	0	0	0	0	101
7:30 PM	0	78	19	2	2	0	0	0	0	0	0	0	0	101
7:45 PM	1	50	4	3	0	0	0	0	0	0	0	0	0	58
Hour Total	1	289	50	16	6	0	0	0	0	0	0	0	0	362
8:00 PM	0	57	10	4	3	0	0	0	0	0	0	0	0	74
8:15 PM	0	72	7	3	1	0	0	0	0	0	0	0	0	83
8:30 PM	0	59	13	5	2	0	0	0	0	0	0	0	0	79
8:45 PM	0	42	4	1	1	0	0	0	0	0	0	0	0	48
Hour Total	0	230	34	13	7	0	0	0	0	0	0	0	0	284
9:00 PM	0	55	6	1	2	0	0	0	0	0	0	0	0	64
9:15 PM	0	72	15	2	0	0	0	0	0	0	0	0	0	89
9:30 PM	0	53	7	1	1	0	0	0	0	0	0	0	0	62
9:45 PM	0	39	7	1	0	0	0	0	0	0	0	0	0	47
Hour Total	0	219	35	5	3	0	0	0	0	0	0	0	0	262
10:00 PM	0	47	11	0	2	0	0	0	0	0	0	0	0	60
10:15 PM	0	31	5	1	1	0	0	0	0	0	0	0	0	38
10:30 PM	0	21	4	1	3	0	0	0	0	0	0	0	0	29
10:45 PM	0	37	11	1	0	0	0	0	0	0	0	0	0	49
Hour Total	0	136	31	3	6	0	0	0	0	0	0	0	0	176
11:00 PM	0	37	6	2	2	0	0	0	0	0	0	0	0	47
11:15 PM	0	25	1	0	1	0	0	0	0	0	0	0	0	27
11:30 PM	0	25	2	1	1	0	0	0	0	0	0	0	0	29
11:45 PM	0	27	6	0	0	0	0	0	0	0	0	0	0	33
Hour Total	0	114	15	3	4	0	0	0	0	0	0	0	0	136
Totals	10	5044	962	244	253	10	1	17	7	2	0	0	0	6550
Percent	0.2%	77.0%	14.7%	3.7%	3.9%	0.2%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/9/2009

City: Oakland

Project #: 09-7224-025e

Location: Foothill Boulevard west of 98th Avenue (Westbound - Outside Lane)

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	13	61			10	40				
12:15	10	67			5	32				
12:30	18	67			3	22				
12:45	8	51	49	246	7	29	25	123	74	369
1:00	11	72			5	34				
1:15	10	83			3	30				
1:30	9	87			10	32				
1:45	11	58	41	300	8	39	26	135	67	435
2:00	8	78			2	32				
2:15	3	73			2	45				
2:30	4	74			2	30				
2:45	3	62	18	287	2	39	8	146	26	433
3:00	3	75			1	35				
3:15	2	71			0	44				
3:30	4	79			0	47				
3:45	5	83	14	308	0	34	1	160	15	468
4:00	5	82			1	36				
4:15	5	78			4	40				
4:30	7	64			3	34				
4:45	7	91	24	315	3	34	11	144	35	459
5:00	9	101			2	42				
5:15	13	70			2	46				
5:30	20	83			4	46				
5:45	19	78	61	332	4	46	12	180	73	512
6:00	19	81			6	34				
6:15	20	83			15	26				
6:30	22	80			9	46				
6:45	28	63	89	307	13	41	43	147	132	454
7:00	22	65			17	37				
7:15	35	59			21	42				
7:30	48	64			22	37				
7:45	61	41	166	229	54	17	114	133	280	362
8:00	92	53			42	21				
8:15	72	63			30	20				
8:30	69	53			47	26				
8:45	58	38	291	207	41	10	160	77	451	284
9:00	41	40			28	24				
9:15	59	60			33	29				
9:30	54	45			29	17				
9:45	72	32	226	177	25	15	115	85	341	262
10:00	47	37			28	23				
10:15	70	23			21	15				
10:30	43	21			33	8				
10:45	61	26	221	107	31	23	113	69	334	176
11:00	59	28			20	19				
11:15	65	18			30	9				
11:30	63	17			35	12				
11:45	65	21	252	84	35	12	120	52	372	136
Total	1452	2899	1452	2899	748	1451	748	1451	2200	4350
Combined Total	4351		4351		2199		2199		6550	
AM Peak	7:45 AM				7:45 AM					
Vol.	294				173					
P.H.F.	0.799				0.801					
PM Peak	4:45 PM				5:00 PM					
Vol.	345				180					
P.H.F.	0.854				0.978					
Percentage	33.4%	66.6%			34.0%	66.0%				

Class Report - Prepared by: NDS/ATD

Foothill Boulevard west of 98th Avenue (Westbound - Outside Lane)
Oakland

Project #:09-7224-025w

Date: 6/10/2009

WEDNESDAY

West Bound

Begin Time	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	3	5	1	0	0	0	0	0	0	0	0	0	9
12:15 AM	0	11	4	0	0	0	0	0	0	0	0	0	0	15
12:30 AM	0	4	3	0	0	0	0	0	0	0	0	0	0	7
12:45 AM	0	4	4	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	22	16	1	0	0	0	0	0	0	0	0	0	39
1:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
1:15 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
1:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
1:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	15	4	0	0	0	0	0	0	0	0	0	0	19
2:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:30 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
2:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	11	3	0	1	0	0	0	0	0	0	0	0	15
3:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	4	2	0	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
4:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	2	2	0	1	0	0	0	0	0	0	0	0	5
4:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	5	3	0	1	0	0	0	0	0	0	0	0	9
5:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	2
5:15 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	3
5:30 AM	0	2	1	2	1	0	0	0	0	0	0	0	0	6
5:45 AM	0	1	1	2	0	0	0	0	0	0	0	0	0	4
Hour Total	0	4	5	5	1	0	0	0	0	0	0	0	0	15
6:00 AM	0	3	3	2	1	0	0	0	0	0	0	0	0	9
6:15 AM	0	6	0	3	0	0	0	0	0	0	0	0	0	9
6:30 AM	0	6	2	4	0	0	0	0	0	0	0	0	0	12
6:45 AM	0	10	3	4	1	1	0	0	0	0	0	0	0	19
Hour Total	0	25	8	13	2	1	0	0	0	0	0	0	0	49
7:00 AM	1	7	5	3	4	0	0	0	0	0	0	0	0	20
7:15 AM	0	14	3	4	2	0	0	0	1	0	0	0	0	24
7:30 AM	0	19	8	2	3	0	0	0	0	0	0	0	0	32
7:45 AM	0	18	9	4	4	0	0	0	0	0	0	0	0	35
Hour Total	1	58	25	13	13	0	0	0	1	0	0	0	0	111

8:00 AM	0	31	16	3	4	0	0	0	0	0	0	0	0	54
8:15 AM	0	27	10	4	1	0	0	0	0	0	0	0	0	42
8:30 AM	0	25	8	3	2	0	0	0	0	0	0	0	0	38
8:45 AM	0	17	8	2	4	0	0	0	0	0	0	0	0	31
Hour Total	0	100	42	12	11	0	0	0	0	0	0	0	0	165
9:00 AM	0	19	6	2	2	0	0	0	0	0	0	0	0	29
9:15 AM	0	13	7	2	4	0	0	1	0	0	0	0	0	27
9:30 AM	0	15	6	1	6	1	0	0	0	0	0	0	0	29
9:45 AM	0	12	13	3	1	0	0	0	0	0	0	0	0	29
Hour Total	0	59	32	8	13	1	0	1	0	0	0	0	0	114
10:00 AM	0	10	7	2	3	0	0	0	0	0	0	0	0	22
10:15 AM	0	22	3	2	3	0	0	0	1	0	0	0	0	31
10:30 AM	1	20	6	2	2	1	0	0	0	0	0	0	0	32
10:45 AM	0	12	8	2	1	0	0	0	0	0	0	0	0	23
Hour Total	1	64	24	8	9	1	0	0	1	0	0	0	0	108
11:00 AM	0	17	10	2	3	0	0	0	0	0	0	0	0	32
11:15 AM	0	14	6	1	5	0	0	0	0	0	0	0	0	26
11:30 AM	0	18	11	2	4	0	0	0	0	0	0	0	0	35
11:45 AM	0	19	12	3	2	0	0	0	1	0	0	0	0	37
Hour Total	0	68	39	8	14	0	0	0	1	0	0	0	0	130
12:00 PM	1	21	6	1	1	0	0	0	0	0	0	0	0	30
12:15 PM	0	25	11	3	3	0	0	0	0	0	0	0	0	42
12:30 PM	0	17	5	1	0	0	0	0	0	0	0	0	0	23
12:45 PM	0	18	8	3	5	0	0	1	0	0	0	0	0	35
Hour Total	1	81	30	8	9	0	0	1	0	0	0	0	0	130
1:00 PM	0	22	11	1	4	0	0	0	0	0	0	0	0	38
1:15 PM	0	26	6	2	2	0	0	1	0	0	0	0	0	37
1:30 PM	0	25	12	2	5	0	0	1	0	0	0	0	0	45
1:45 PM	0	21	10	1	6	0	0	0	0	0	0	0	0	38
Hour Total	0	94	39	6	17	0	0	2	0	0	0	0	0	158
2:00 PM	0	24	5	2	2	1	0	0	1	0	0	0	0	35
2:15 PM	0	25	7	1	5	0	0	0	0	0	0	0	0	38
2:30 PM	1	18	7	1	3	0	0	0	0	0	0	0	0	30
2:45 PM	0	28	6	2	4	0	0	0	0	0	0	0	0	40
Hour Total	1	95	25	6	14	1	0	0	1	0	0	0	0	143
3:00 PM	0	28	10	1	4	0	0	0	0	0	0	0	0	43
3:15 PM	0	25	9	2	5	0	0	0	0	0	0	0	0	41
3:30 PM	0	21	13	2	0	0	0	1	0	0	0	0	0	37
3:45 PM	0	22	13	1	4	0	0	0	0	0	0	0	0	40
Hour Total	0	96	45	6	13	0	0	1	0	0	0	0	0	161

4:00 PM	0	22	12	1	2	0	0	0	0	0	0	0	0	37
4:15 PM	0	23	8	4	1	0	0	0	0	0	0	0	0	36
4:30 PM	0	28	5	2	2	0	0	0	0	0	0	0	0	37
4:45 PM	0	27	8	2	1	0	0	0	0	0	0	0	0	38
Hour Total	0	100	33	9	6	0	0	0	0	0	0	0	0	148
5:00 PM	0	25	8	2	0	0	0	0	0	0	0	0	0	35
5:15 PM	0	28	7	3	2	0	0	1	0	0	0	0	0	41
5:30 PM	1	33	15	3	2	0	0	0	0	0	0	0	0	54
5:45 PM	0	28	12	2	1	0	0	0	0	0	0	0	0	43
Hour Total	1	114	42	10	5	0	0	1	0	0	0	0	0	173
6:00 PM	0	19	15	2	0	0	0	0	0	0	0	0	0	36
6:15 PM	0	21	13	3	5	0	0	0	0	0	0	0	0	42
6:30 PM	0	24	11	1	3	0	0	0	0	0	0	0	0	39
6:45 PM	0	26	6	3	3	0	0	0	0	0	0	0	0	38
Hour Total	0	90	45	9	11	0	0	0	0	0	0	0	0	155
7:00 PM	0	31	13	3	1	0	0	0	0	0	0	0	0	48
7:15 PM	0	21	11	3	2	0	0	0	0	0	0	0	0	37
7:30 PM	0	17	9	1	0	0	0	0	0	0	0	0	0	27
7:45 PM	0	14	8	2	2	0	0	0	0	0	0	0	0	26
Hour Total	0	83	41	9	5	0	0	0	0	0	0	0	0	138
8:00 PM	0	19	7	3	2	0	0	0	0	0	0	0	0	31
8:15 PM	0	19	7	3	0	0	0	0	0	0	0	0	0	29
8:30 PM	0	9	8	1	0	0	0	1	0	0	0	0	0	19
8:45 PM	1	15	3	1	1	0	0	0	0	0	0	0	0	21
Hour Total	1	62	25	8	3	0	0	1	0	0	0	0	0	100
9:00 PM	0	18	3	0	0	0	0	0	0	0	0	0	0	21
9:15 PM	0	14	1	1	0	0	0	0	0	0	0	0	0	16
9:30 PM	0	20	5	0	0	0	0	0	0	0	0	0	0	25
9:45 PM	0	10	1	1	0	0	0	0	0	0	0	0	0	12
Hour Total	0	62	10	2	0	0	0	0	0	0	0	0	0	74
10:00 PM	0	10	1	0	1	0	0	0	0	0	0	0	0	12
10:15 PM	0	8	3	1	0	0	0	0	0	0	0	0	0	12
10:30 PM	0	7	4	0	0	0	0	0	0	0	0	0	0	11
10:45 PM	0	18	5	1	0	0	0	0	0	0	0	0	0	24
Hour Total	0	43	13	2	1	0	0	0	0	0	0	0	0	59
11:00 PM	0	11	2	0	2	0	0	0	0	0	0	0	0	15
11:15 PM	0	6	1	1	0	0	0	0	0	0	0	0	0	8
11:30 PM	0	6	3	0	1	0	0	0	0	0	0	0	0	10
11:45 PM	0	4	2	1	0	0	0	0	0	0	0	0	0	7
Hour Total	0	27	8	2	3	0	0	0	0	0	0	0	0	40
Totals	6	1382	559	145	152	4	0	7	4	0	0	0	0	2259
Percent	0.3%	61.2%	24.7%	6.4%	6.7%	0.2%	0.0%	0.3%	0.2%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Foothill Boulevard west of 98th Avenue (Westbound - Outside Lane)
Oakland

Project #:09-7224-025e

Date: 6/10/2009

WEDNESDAY

East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	25	0	0	0	0	0	0	0	0	0	0	0	25
12:15 AM	0	16	0	0	0	0	0	0	0	0	0	0	0	16
12:30 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14
12:45 AM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	68	2	0	0	0	0	0	0	0	0	0	0	70
1:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
1:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
1:30 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
1:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	24	4	0	0	0	0	0	0	0	0	0	0	28
2:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
2:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	20	1	0	0	0	0	0	0	0	0	0	0	21
3:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
3:15 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
3:30 AM	0	2	3	0	0	0	0	0	0	0	0	0	0	5
3:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	12	4	0	1	0	0	0	0	0	0	0	0	17
4:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
4:15 AM	0	6	0	1	0	0	0	0	0	0	0	0	0	7
4:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
4:45 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
Hour Total	0	22	2	1	1	0	0	0	0	0	0	0	0	26
5:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
5:15 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	8
5:30 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	11
5:45 AM	0	9	1	3	1	0	0	0	0	0	0	0	0	14
Hour Total	0	28	7	3	1	0	0	0	0	0	0	0	0	39
6:00 AM	0	12	1	2	0	0	0	0	0	0	0	0	0	15
6:15 AM	0	17	3	1	2	0	0	0	0	0	0	0	0	23
6:30 AM	0	17	5	1	0	0	0	0	0	0	0	0	0	23
6:45 AM	0	26	3	3	1	0	0	0	0	0	0	0	0	33
Hour Total	0	72	12	7	3	0	0	0	0	0	0	0	0	94
7:00 AM	0	17	1	1	0	0	0	0	0	0	0	0	0	19
7:15 AM	0	28	6	4	4	0	0	0	0	0	0	0	0	42
7:30 AM	0	37	3	1	2	0	0	0	1	0	0	0	0	44
7:45 AM	0	37	8	1	4	1	0	0	1	0	0	0	0	52
Hour Total	0	119	18	7	10	1	0	0	2	0	0	0	0	157

8:00 AM	0	79	7	2	1	0	0	1	0	0	0	0	0	90
8:15 AM	0	55	8	4	0	0	0	0	0	0	0	0	0	67
8:30 AM	0	48	4	1	3	0	0	0	0	0	0	0	0	56
8:45 AM	1	60	10	4	0	0	0	1	0	0	0	0	0	76
Hour Total	1	242	29	11	4	0	0	2	0	0	0	0	0	289
9:00 AM	0	38	6	1	2	1	0	1	0	0	0	0	0	49
9:15 AM	0	34	4	2	3	0	0	0	0	0	0	0	0	43
9:30 AM	0	41	4	1	3	0	0	0	0	0	0	0	0	49
9:45 AM	0	36	9	2	1	0	0	0	0	0	0	0	0	48
Hour Total	0	149	23	6	9	1	0	1	0	0	0	0	0	189
10:00 AM	0	39	3	1	1	0	0	0	0	0	0	0	0	44
10:15 AM	0	33	11	1	2	0	0	0	0	0	0	0	0	47
10:30 AM	0	35	5	1	1	0	0	0	0	0	0	0	0	42
10:45 AM	0	56	4	1	4	0	0	0	0	0	0	0	0	65
Hour Total	0	163	23	4	8	0	0	0	0	0	0	0	0	198
11:00 AM	0	52	8	2	1	0	0	0	0	0	0	0	0	63
11:15 AM	0	56	7	1	1	0	0	0	0	0	0	0	0	65
11:30 AM	0	63	10	1	2	0	0	2	0	0	0	0	0	78
11:45 AM	0	63	11	3	2	0	0	0	1	0	0	0	0	80
Hour Total	0	234	36	7	6	0	0	2	1	0	0	0	0	286
12:00 PM	1	68	5	1	1	0	0	0	1	0	0	0	0	77
12:15 PM	0	50	9	3	3	0	0	1	0	0	0	0	0	66
12:30 PM	0	56	5	1	1	0	0	2	0	0	0	0	0	65
12:45 PM	0	56	9	3	0	0	0	0	0	0	0	0	0	68
Hour Total	1	230	28	8	5	0	0	3	1	0	0	0	0	276
1:00 PM	0	58	9	1	2	0	0	1	0	0	0	0	0	71
1:15 PM	0	67	3	2	0	0	0	1	0	0	0	0	0	73
1:30 PM	0	39	8	2	4	0	0	0	0	0	0	0	0	53
1:45 PM	0	59	8	0	3	0	0	1	1	0	0	0	0	72
Hour Total	0	223	28	5	9	0	0	3	1	0	0	0	0	269
2:00 PM	0	73	12	1	4	0	0	0	0	0	0	0	0	90
2:15 PM	1	68	5	1	1	0	0	0	0	0	0	0	0	76
2:30 PM	0	65	5	1	5	0	1	0	0	0	0	0	0	77
2:45 PM	0	62	7	1	5	0	0	0	0	0	0	0	0	75
Hour Total	1	268	29	4	15	0	1	0	0	0	0	0	0	318
3:00 PM	0	65	14	1	0	0	0	0	0	0	0	0	0	80
3:15 PM	0	66	8	1	1	0	0	0	0	0	0	0	0	76
3:30 PM	0	59	11	2	3	0	0	0	0	0	0	0	0	75
3:45 PM	0	69	8	2	5	1	0	3	0	0	0	0	0	88
Hour Total	0	259	41	6	9	1	0	3	0	0	0	0	0	319

4:00 PM	0	77	4	2	3	0	0	0	0	0	0	0	0	86
4:15 PM	0	56	3	3	1	1	0	0	0	0	0	0	0	64
4:30 PM	0	68	9	1	1	0	0	1	0	0	0	0	0	80
4:45 PM	0	60	4	5	1	0	0	0	0	0	0	0	0	70
Hour Total	0	261	20	11	6	1	0	1	0	0	0	0	0	300
5:00 PM	0	85	11	1	1	0	0	0	0	0	0	0	0	98
5:15 PM	0	91	5	4	1	0	0	1	0	0	0	0	0	102
5:30 PM	0	69	8	1	1	0	0	0	0	0	0	0	0	79
5:45 PM	0	71	2	3	2	0	0	1	0	0	0	0	0	79
Hour Total	0	316	26	9	5	0	0	2	0	0	0	0	0	358
6:00 PM	1	70	8	1	0	0	0	0	0	0	0	0	0	80
6:15 PM	0	51	5	3	3	0	0	0	0	0	0	0	0	62
6:30 PM	0	61	8	2	0	0	0	0	0	0	0	0	0	71
6:45 PM	0	72	6	2	0	0	0	0	0	0	0	0	0	80
Hour Total	1	254	27	8	3	0	0	0	0	0	0	0	0	293
7:00 PM	1	57	4	3	0	0	0	0	0	0	0	0	0	65
7:15 PM	0	50	7	2	1	0	0	0	0	0	0	0	0	60
7:30 PM	0	56	9	1	1	0	0	0	0	0	0	0	0	67
7:45 PM	0	53	3	2	1	0	0	0	0	0	0	0	0	59
Hour Total	1	216	23	8	3	0	0	0	0	0	0	0	0	251
8:00 PM	0	52	3	3	1	0	0	0	0	0	0	0	0	59
8:15 PM	0	43	5	2	0	0	0	0	0	0	0	0	0	50
8:30 PM	0	48	2	0	3	0	0	1	0	0	0	0	0	54
8:45 PM	1	50	1	0	0	0	0	1	0	0	0	0	0	53
Hour Total	1	193	11	5	4	0	0	2	0	0	0	0	0	216
9:00 PM	0	64	6	1	1	0	0	0	0	0	0	0	0	72
9:15 PM	0	50	1	1	1	0	0	0	0	0	0	0	0	53
9:30 PM	0	44	3	1	2	0	0	0	0	0	0	0	0	50
9:45 PM	0	31	3	0	0	0	0	0	0	0	0	0	0	34
Hour Total	0	189	13	3	4	0	0	0	0	0	0	0	0	209
10:00 PM	0	44	5	1	0	0	0	0	0	0	0	0	0	50
10:15 PM	0	29	5	0	0	0	0	0	0	0	0	0	0	34
10:30 PM	0	29	1	0	1	0	0	0	0	0	0	0	0	31
10:45 PM	0	10	3	0	2	0	0	0	0	0	0	0	0	15
Hour Total	0	112	14	1	3	0	0	0	0	0	0	0	0	130
11:00 PM	0	21	0	1	0	0	0	0	0	0	0	0	0	22
11:15 PM	0	25	1	1	0	0	0	0	0	0	0	0	0	27
11:30 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
11:45 PM	0	17	0	0	0	0	0	1	0	0	0	0	0	18
Hour Total	0	76	2	2	0	0	0	1	0	0	0	0	0	81
Totals	6	3750	423	116	109	4	1	20	5	0	0	0	0	4434
Percent	0.1%	84.6%	9.5%	2.6%	2.5%	0.1%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Foothill Boulevard west of 98th Avenue (Westbound - Outside Lane)

Oakland

Project #:09-7224-025e

Date: 6/10/2009

WEDNESDAY

West Bound, East Bound

Begin Time	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	28	5	1	0	0	0	0	0	0	0	0	0	34
12:15 AM	0	27	4	0	0	0	0	0	0	0	0	0	0	31
12:30 AM	0	18	3	0	0	0	0	0	0	0	0	0	0	21
12:45 AM	0	17	6	0	0	0	0	0	0	0	0	0	0	23
Hour Total	0	90	18	1	0	0	0	0	0	0	0	0	0	109
1:00 AM	0	13	3	0	0	0	0	0	0	0	0	0	0	16
1:15 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	14
1:30 AM	0	9	3	0	0	0	0	0	0	0	0	0	0	12
1:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	39	8	0	0	0	0	0	0	0	0	0	0	47
2:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
2:15 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
2:30 AM	0	8	1	0	1	0	0	0	0	0	0	0	0	10
2:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	31	4	0	1	0	0	0	0	0	0	0	0	36
3:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
3:15 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
3:30 AM	0	2	4	0	0	0	0	0	0	0	0	0	0	6
3:45 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	16	6	0	1	0	0	0	0	0	0	0	0	23
4:00 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
4:15 AM	0	7	0	1	0	0	0	0	0	0	0	0	0	8
4:30 AM	0	8	3	0	1	0	0	0	0	0	0	0	0	12
4:45 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
Hour Total	0	27	5	1	2	0	0	0	0	0	0	0	0	35
5:00 AM	0	6	1	1	0	0	0	0	0	0	0	0	0	8
5:15 AM	0	5	6	0	0	0	0	0	0	0	0	0	0	11
5:30 AM	0	11	3	2	1	0	0	0	0	0	0	0	0	17
5:45 AM	0	10	2	5	1	0	0	0	0	0	0	0	0	18
Hour Total	0	32	12	8	2	0	0	0	0	0	0	0	0	54
6:00 AM	0	15	4	4	1	0	0	0	0	0	0	0	0	24
6:15 AM	0	23	3	4	2	0	0	0	0	0	0	0	0	32
6:30 AM	0	23	7	5	0	0	0	0	0	0	0	0	0	35
6:45 AM	0	36	6	7	2	1	0	0	0	0	0	0	0	52
Hour Total	0	97	20	20	5	1	0	0	0	0	0	0	0	143
7:00 AM	1	24	6	4	4	0	0	0	0	0	0	0	0	39
7:15 AM	0	42	9	8	6	0	0	0	1	0	0	0	0	66
7:30 AM	0	56	11	3	5	0	0	0	1	0	0	0	0	76
7:45 AM	0	55	17	5	8	1	0	0	1	0	0	0	0	87
Hour Total	1	177	43	20	23	1	0	0	3	0	0	0	0	268

8:00 AM	0	110	23	5	5	0	0	1	0	0	0	0	0	144
8:15 AM	0	82	18	8	1	0	0	0	0	0	0	0	0	109
8:30 AM	0	73	12	4	5	0	0	0	0	0	0	0	0	94
8:45 AM	1	77	18	6	4	0	0	1	0	0	0	0	0	107
Hour Total	1	342	71	23	15	0	0	2	0	0	0	0	0	454
9:00 AM	0	57	12	3	4	1	0	1	0	0	0	0	0	78
9:15 AM	0	47	11	4	7	0	0	1	0	0	0	0	0	70
9:30 AM	0	56	10	2	9	1	0	0	0	0	0	0	0	78
9:45 AM	0	48	22	5	2	0	0	0	0	0	0	0	0	77
Hour Total	0	208	55	14	22	2	0	2	0	0	0	0	0	303
10:00 AM	0	49	10	3	4	0	0	0	0	0	0	0	0	66
10:15 AM	0	55	14	3	5	0	0	0	1	0	0	0	0	78
10:30 AM	1	55	11	3	3	1	0	0	0	0	0	0	0	74
10:45 AM	0	68	12	3	5	0	0	0	0	0	0	0	0	88
Hour Total	1	227	47	12	17	1	0	0	1	0	0	0	0	306
11:00 AM	0	69	18	4	4	0	0	0	0	0	0	0	0	95
11:15 AM	0	70	13	2	6	0	0	0	0	0	0	0	0	91
11:30 AM	0	81	21	3	6	0	0	2	0	0	0	0	0	113
11:45 AM	0	82	23	6	4	0	0	0	2	0	0	0	0	117
Hour Total	0	302	75	15	20	0	0	2	2	0	0	0	0	416
12:00 PM	2	89	11	2	2	0	0	0	1	0	0	0	0	107
12:15 PM	0	75	20	6	6	0	0	1	0	0	0	0	0	108
12:30 PM	0	73	10	2	1	0	0	2	0	0	0	0	0	88
12:45 PM	0	74	17	6	5	0	0	1	0	0	0	0	0	103
Hour Total	2	311	58	16	14	0	0	4	1	0	0	0	0	406
1:00 PM	0	80	20	2	6	0	0	1	0	0	0	0	0	109
1:15 PM	0	93	9	4	2	0	0	2	0	0	0	0	0	110
1:30 PM	0	64	20	4	9	0	0	1	0	0	0	0	0	98
1:45 PM	0	80	18	1	9	0	0	1	1	0	0	0	0	110
Hour Total	0	317	67	11	26	0	0	5	1	0	0	0	0	427
2:00 PM	0	97	17	3	6	1	0	0	1	0	0	0	0	125
2:15 PM	1	93	12	2	6	0	0	0	0	0	0	0	0	114
2:30 PM	1	83	12	2	8	0	1	0	0	0	0	0	0	107
2:45 PM	0	90	13	3	9	0	0	0	0	0	0	0	0	115
Hour Total	2	363	54	10	29	1	1	0	1	0	0	0	0	461
3:00 PM	0	93	24	2	4	0	0	0	0	0	0	0	0	123
3:15 PM	0	91	17	3	6	0	0	0	0	0	0	0	0	117
3:30 PM	0	80	24	4	3	0	0	1	0	0	0	0	0	112
3:45 PM	0	91	21	3	9	1	0	3	0	0	0	0	0	128
Hour Total	0	355	86	12	22	1	0	4	0	0	0	0	0	480

4:00 PM	0	99	16	3	5	0	0	0	0	0	0	0	0	123
4:15 PM	0	79	11	7	2	1	0	0	0	0	0	0	0	100
4:30 PM	0	96	14	3	3	0	0	1	0	0	0	0	0	117
4:45 PM	0	87	12	7	2	0	0	0	0	0	0	0	0	108
Hour Total	0	361	53	20	12	1	0	1	0	0	0	0	0	448
5:00 PM	0	110	19	3	1	0	0	0	0	0	0	0	0	133
5:15 PM	0	119	12	7	3	0	0	2	0	0	0	0	0	143
5:30 PM	1	102	23	4	3	0	0	0	0	0	0	0	0	133
5:45 PM	0	99	14	5	3	0	0	1	0	0	0	0	0	122
Hour Total	1	430	68	19	10	0	0	3	0	0	0	0	0	531
6:00 PM	1	89	23	3	0	0	0	0	0	0	0	0	0	116
6:15 PM	0	72	18	6	8	0	0	0	0	0	0	0	0	104
6:30 PM	0	85	19	3	3	0	0	0	0	0	0	0	0	110
6:45 PM	0	98	12	5	3	0	0	0	0	0	0	0	0	118
Hour Total	1	344	72	17	14	0	0	0	0	0	0	0	0	448
7:00 PM	1	88	17	6	1	0	0	0	0	0	0	0	0	113
7:15 PM	0	71	18	5	3	0	0	0	0	0	0	0	0	97
7:30 PM	0	73	18	2	1	0	0	0	0	0	0	0	0	94
7:45 PM	0	67	11	4	3	0	0	0	0	0	0	0	0	85
Hour Total	1	299	64	17	8	0	0	0	0	0	0	0	0	389
8:00 PM	0	71	10	6	3	0	0	0	0	0	0	0	0	90
8:15 PM	0	62	12	5	0	0	0	0	0	0	0	0	0	79
8:30 PM	0	57	10	1	3	0	0	2	0	0	0	0	0	73
8:45 PM	2	65	4	1	1	0	0	1	0	0	0	0	0	74
Hour Total	2	255	36	13	7	0	0	3	0	0	0	0	0	316
9:00 PM	0	82	9	1	1	0	0	0	0	0	0	0	0	93
9:15 PM	0	64	2	2	1	0	0	0	0	0	0	0	0	69
9:30 PM	0	64	8	1	2	0	0	0	0	0	0	0	0	75
9:45 PM	0	41	4	1	0	0	0	0	0	0	0	0	0	46
Hour Total	0	251	23	5	4	0	0	0	0	0	0	0	0	283
10:00 PM	0	54	6	1	1	0	0	0	0	0	0	0	0	62
10:15 PM	0	37	8	1	0	0	0	0	0	0	0	0	0	46
10:30 PM	0	36	5	0	1	0	0	0	0	0	0	0	0	42
10:45 PM	0	28	8	1	2	0	0	0	0	0	0	0	0	39
Hour Total	0	155	27	3	4	0	0	0	0	0	0	0	0	189
11:00 PM	0	32	2	1	2	0	0	0	0	0	0	0	0	37
11:15 PM	0	31	2	2	0	0	0	0	0	0	0	0	0	35
11:30 PM	0	19	4	0	1	0	0	0	0	0	0	0	0	24
11:45 PM	0	21	2	1	0	0	0	1	0	0	0	0	0	25
Hour Total	0	103	10	4	3	0	0	1	0	0	0	0	0	121
Totals	12	5132	982	261	261	8	1	27	9	0	0	0	0	6693
Percent	0.2%	76.7%	14.7%	3.9%	3.9%	0.1%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/10/2009

City: Oakland

Project #: 09-7224-025e

Location: Foothill Boulevard west of 98th Avenue (Westbound - Outside Lane)

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	25	77			9	30				
12:15	16	66			15	42				
12:30	14	65			7	23				
12:45	15	68	70	276	8	35	39	130	109	406
1:00	8	71			8	38				
1:15	9	73			5	37				
1:30	9	53			3	45				
1:45	2	72	28	269	3	38	19	158	47	427
2:00	4	90			4	35				
2:15	8	76			4	38				
2:30	5	77			5	30				
2:45	4	75	21	318	2	40	15	143	36	461
3:00	5	80			3	43				
3:15	4	76			0	41				
3:30	5	75			1	37				
3:45	3	88	17	319	2	40	6	161	23	480
4:00	7	86			2	37				
4:15	7	64			1	36				
4:30	7	80			5	37				
4:45	5	70	26	300	1	38	9	148	35	448
5:00	6	98			2	35				
5:15	8	102			3	41				
5:30	11	79			6	54				
5:45	14	79	39	358	4	43	15	173	54	531
6:00	15	80			9	36				
6:15	23	62			9	42				
6:30	23	71			12	39				
6:45	33	80	94	293	19	38	49	155	143	448
7:00	19	65			20	48				
7:15	42	60			24	37				
7:30	44	67			32	27				
7:45	52	59	157	251	35	26	111	138	268	389
8:00	90	59			54	31				
8:15	67	50			42	29				
8:30	56	54			38	19				
8:45	76	53	289	216	31	21	165	100	454	316
9:00	49	72			29	21				
9:15	43	53			27	16				
9:30	49	50			29	25				
9:45	48	34	189	209	29	12	114	74	303	283
10:00	44	50			22	12				
10:15	47	34			31	12				
10:30	42	31			32	11				
10:45	65	15	198	130	23	24	108	59	306	189
11:00	63	22			32	15				
11:15	65	27			26	8				
11:30	78	14			35	10				
11:45	80	18	286	81	37	7	130	40	416	121
Total	1414	3020	1414	3020	780	1479	780	1479	2194	4499
Combined Total	4434		4434		2259		2259		6693	
AM Peak	11:30 AM				7:45 AM					
Vol.	301				169					
P.H.F.	0.941				0.782					
PM Peak	5:00 PM				5:30 PM					
Vol.	358				175					
P.H.F.	0.877				0.810					
Percentage	31.9%	68.1%			34.5%	65.5%				

Class Report - Prepared by: NDS/ATD

MacArthur Boulevard east of Lincoln Avenue
Oakland

Project #:09-7224-026w

Date: 6/17/2009

WEDNESDAY

West Bound

Begin Time	Cars & 2 Axle			2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total	
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	12	2	0	1	0	0	0	0	0	0	0	0	15
12:15 AM	0	17	0	0	1	0	0	0	0	0	0	0	0	18
12:30 AM	0	9	0	0	0	0	0	0	1	0	0	0	0	10
12:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	45	2	0	2	0	0	0	1	0	0	0	0	50
1:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
1:15 AM	0	6	1	0	1	0	0	0	0	0	0	0	0	8
1:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	24	1	0	1	0	0	0	0	0	0	0	0	26
2:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
2:15 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
2:30 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
2:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	15	4	0	1	0	0	0	0	0	0	0	0	20
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:15 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	9	0	0	1	0	0	0	0	0	0	0	0	10
4:00 AM	0	8	0	0	1	0	0	0	0	0	0	0	0	9
4:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
4:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	15	2	0	2	0	0	0	0	0	0	0	0	19
5:00 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
5:15 AM	0	5	1	1	3	1	0	0	0	0	0	0	0	11
5:30 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
5:45 AM	0	10	1	0	3	0	0	0	0	0	0	0	0	14
Hour Total	0	36	4	1	6	1	0	0	0	0	0	0	0	48
6:00 AM	0	10	1	1	0	0	0	0	0	0	0	0	0	12
6:15 AM	0	15	3	1	2	0	0	1	0	0	0	0	0	22
6:30 AM	0	20	1	1	2	0	0	0	0	0	0	0	0	24
6:45 AM	0	18	6	0	3	1	0	0	0	0	0	0	0	28
Hour Total	0	63	11	3	7	1	0	1	0	0	0	0	0	86
7:00 AM	0	32	8	0	1	0	0	1	0	0	0	0	0	42
7:15 AM	0	38	3	1	3	0	0	0	0	0	0	0	0	45
7:30 AM	0	44	7	1	3	0	0	1	1	0	0	0	0	57
7:45 AM	0	47	4	0	4	0	0	1	0	0	0	0	0	56
Hour Total	0	161	22	2	11	0	0	3	1	0	0	0	0	200

8:00 AM	0	65	4	2	1	0	0	0	0	0	0	0	0	72
8:15 AM	0	47	6	1	2	0	0	1	1	0	0	0	0	58
8:30 AM	1	69	9	1	4	0	0	0	1	0	0	0	0	85
8:45 AM	0	63	12	0	3	0	0	0	1	0	0	0	0	79
Hour Total	1	244	31	4	10	0	0	1	3	0	0	0	0	294
9:00 AM	0	63	13	1	4	0	0	0	0	0	0	0	0	81
9:15 AM	0	37	9	0	4	1	0	2	0	0	0	0	0	53
9:30 AM	0	75	11	0	2	0	0	0	0	0	0	0	0	88
9:45 AM	0	51	10	0	2	0	0	0	0	0	0	0	0	63
Hour Total	0	226	43	1	12	1	0	2	0	0	0	0	0	285
10:00 AM	0	63	13	0	2	0	0	1	0	0	0	0	0	79
10:15 AM	0	54	7	0	2	0	0	0	0	0	0	0	0	63
10:30 AM	0	60	10	0	2	0	0	0	0	0	0	0	0	72
10:45 AM	0	50	6	0	5	0	0	0	0	0	0	0	0	61
Hour Total	0	227	36	0	11	0	0	1	0	0	0	0	0	275
11:00 AM	0	61	7	0	2	0	0	0	0	0	0	0	0	70
11:15 AM	0	45	11	0	0	0	0	0	0	0	0	0	0	56
11:30 AM	0	56	12	0	4	0	0	0	0	0	0	0	0	72
11:45 AM	0	70	12	0	3	0	0	0	0	0	0	0	0	85
Hour Total	0	232	42	0	9	0	0	0	0	0	0	0	0	283
12:00 PM	0	65	3	0	2	0	0	1	0	0	0	0	0	71
12:15 PM	1	68	13	0	2	0	0	0	0	0	0	0	0	84
12:30 PM	0	73	11	0	2	0	0	0	0	0	0	0	0	86
12:45 PM	0	64	13	0	6	0	0	0	0	0	0	0	0	83
Hour Total	1	270	40	0	12	0	0	1	0	0	0	0	0	324
1:00 PM	0	64	7	0	3	0	0	0	0	0	0	0	0	74
1:15 PM	0	61	6	0	1	0	0	0	0	0	0	0	0	68
1:30 PM	0	58	12	0	0	0	0	0	0	0	0	0	0	70
1:45 PM	0	54	13	0	0	0	0	0	0	0	0	0	0	67
Hour Total	0	237	38	0	4	0	0	0	0	0	0	0	0	279
2:00 PM	0	59	8	0	2	0	0	0	0	0	0	0	0	69
2:15 PM	0	48	7	0	1	0	0	0	0	0	0	0	0	56
2:30 PM	0	53	9	0	1	0	0	0	0	0	0	0	0	63
2:45 PM	0	61	13	0	1	0	1	1	0	0	0	0	0	77
Hour Total	0	221	37	0	5	0	1	1	0	0	0	0	0	265
3:00 PM	0	48	16	0	0	0	0	0	0	0	0	0	0	64
3:15 PM	0	57	7	0	3	0	0	1	0	0	0	0	0	68
3:30 PM	0	63	14	0	2	0	0	0	0	0	0	0	0	79
3:45 PM	0	57	11	0	1	0	0	0	0	0	0	0	0	69
Hour Total	0	225	48	0	6	0	0	1	0	0	0	0	0	280

4:00 PM	0	49	10	0	2	0	0	1	0	0	0	0	0	62
4:15 PM	0	47	7	0	0	0	1	0	0	0	0	0	0	55
4:30 PM	0	42	8	0	0	0	0	0	0	0	0	0	0	50
4:45 PM	0	49	12	0	2	0	0	0	0	0	0	0	0	63
Hour Total	0	187	37	0	4	0	1	1	0	0	0	0	0	230
5:00 PM	0	53	2	0	1	0	0	0	0	0	0	0	0	56
5:15 PM	0	59	5	1	3	0	0	0	0	0	0	0	0	68
5:30 PM	0	69	7	0	3	0	0	1	0	0	0	0	0	80
5:45 PM	0	67	5	0	3	0	0	0	0	0	0	0	0	75
Hour Total	0	248	19	1	10	0	0	1	0	0	0	0	0	279
6:00 PM	0	73	3	0	3	0	0	0	0	0	0	0	0	79
6:15 PM	0	74	14	0	2	0	0	0	0	0	0	0	0	90
6:30 PM	0	76	9	0	2	0	0	0	0	0	0	0	0	87
6:45 PM	0	62	5	1	1	0	0	0	1	0	0	0	0	70
Hour Total	0	285	31	1	8	0	0	0	1	0	0	0	0	326
7:00 PM	0	71	4	0	1	0	0	1	0	0	0	0	0	77
7:15 PM	0	68	5	0	2	0	0	1	0	0	0	0	0	76
7:30 PM	0	66	7	0	1	0	0	1	0	0	0	0	0	75
7:45 PM	0	42	3	0	1	0	0	1	0	0	0	0	0	47
Hour Total	0	247	19	0	5	0	0	4	0	0	0	0	0	275
8:00 PM	0	35	4	0	2	0	0	1	0	0	0	0	0	42
8:15 PM	0	56	4	0	3	0	0	0	0	0	0	0	0	63
8:30 PM	0	36	3	0	0	0	0	0	0	0	0	0	0	39
8:45 PM	0	53	4	0	2	0	0	0	0	0	0	0	0	59
Hour Total	0	180	15	0	7	0	0	1	0	0	0	0	0	203
9:00 PM	0	23	4	0	1	0	0	0	0	0	0	0	0	28
9:15 PM	0	57	4	1	0	0	0	1	0	0	0	0	0	63
9:30 PM	0	38	2	0	0	0	0	0	0	0	0	0	0	40
9:45 PM	0	36	5	0	1	0	0	0	0	0	0	0	0	42
Hour Total	0	154	15	1	2	0	0	1	0	0	0	0	0	173
10:00 PM	0	32	1	0	1	0	0	0	0	0	0	0	0	34
10:15 PM	0	35	2	0	1	0	0	0	0	0	0	0	0	38
10:30 PM	0	20	6	0	1	0	0	0	0	0	0	0	0	27
10:45 PM	0	20	3	0	0	0	0	0	1	0	0	0	0	24
Hour Total	0	107	12	0	3	0	0	0	1	0	0	0	0	123
11:00 PM	0	18	2	0	1	0	0	0	1	0	0	0	0	22
11:15 PM	0	15	3	0	0	0	0	0	0	0	0	0	0	18
11:30 PM	0	16	2	0	1	0	0	0	0	0	0	0	0	19
11:45 PM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
Hour Total	0	62	8	0	2	0	0	0	1	0	0	0	0	73
Totals	2	3720	517	14	141	3	2	19	8	0	0	0	0	4426
Percent	0.0%	84.0%	11.7%	0.3%	3.2%	0.1%	0.0%	0.4%	0.2%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

MacArthur Boulevard east of Lincoln Avenue
Oakland

Project #:09-7224-026e

Date: 6/17/2009

WEDNESDAY

East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	20	1	0	1	0	0	0	0	0	0	0	0	22
12:15 AM	0	21	0	0	1	0	0	0	0	0	0	0	0	22
12:30 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14
12:45 AM	0	14	0	1	0	0	0	1	0	0	0	0	0	16
Hour Total	0	69	1	1	2	0	0	1	0	0	0	0	0	74
1:00 AM	0	11	1	0	1	0	0	0	0	0	0	0	0	13
1:15 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
1:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:45 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	37	2	0	1	0	0	0	0	0	0	0	0	40
2:00 AM	0	8	0	1	0	0	0	0	0	0	0	0	0	9
2:15 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
2:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
2:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	30	1	1	0	0	0	0	0	0	0	0	0	32
3:00 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	2
3:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
3:45 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
Hour Total	0	10	1	1	1	0	0	0	0	0	0	0	0	13
4:00 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	9
4:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
4:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	17	4	0	1	0	0	0	0	0	0	0	0	22
5:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	17	0	0	1	0	0	0	0	0	0	0	0	18
6:00 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	7
6:15 AM	0	6	2	0	2	0	0	0	0	0	0	0	0	10
6:30 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	12
6:45 AM	0	20	2	0	2	0	0	0	0	0	0	0	0	24
Hour Total	0	42	6	0	5	0	0	0	0	0	0	0	0	53
7:00 AM	0	21	2	1	0	0	0	1	0	0	0	0	0	25
7:15 AM	0	21	4	0	1	0	0	0	1	0	0	0	0	27
7:30 AM	0	30	6	1	3	0	0	2	0	0	0	0	0	42
7:45 AM	0	30	4	0	1	0	0	0	0	0	0	0	0	35
Hour Total	0	102	16	2	5	0	0	3	1	0	0	0	0	129

8:00 AM	0	35	5	0	3	0	0	0	0	0	0	0	0	43
8:15 AM	0	46	6	1	1	0	0	0	0	0	0	0	0	54
8:30 AM	0	58	9	0	3	1	0	0	1	0	0	0	0	72
8:45 AM	0	58	11	0	2	0	1	0	1	0	0	0	0	73
Hour Total	0	197	31	1	9	1	1	0	2	0	0	0	0	242
9:00 AM	0	57	11	1	1	0	0	0	1	0	0	0	0	71
9:15 AM	0	54	11	1	3	0	0	0	1	0	0	0	0	70
9:30 AM	0	59	6	2	0	0	0	0	0	0	0	0	0	67
9:45 AM	0	55	5	1	2	0	0	0	0	0	0	0	0	63
Hour Total	0	225	33	5	6	0	0	0	2	0	0	0	0	271
10:00 AM	1	46	12	0	3	0	0	0	0	0	0	0	0	62
10:15 AM	0	44	4	0	2	0	0	0	0	0	0	0	0	50
10:30 AM	0	41	4	0	2	0	0	0	0	0	0	0	0	47
10:45 AM	0	51	4	0	1	0	0	1	0	0	0	0	0	57
Hour Total	1	182	24	0	8	0	0	1	0	0	0	0	0	216
11:00 AM	0	78	12	0	3	0	0	0	0	0	0	0	0	93
11:15 AM	0	60	3	0	2	0	0	1	0	0	0	0	0	66
11:30 AM	0	62	7	0	1	0	0	1	0	0	0	0	0	71
11:45 AM	0	66	6	1	2	1	0	0	0	0	0	0	0	76
Hour Total	0	266	28	1	8	1	0	2	0	0	0	0	0	306
12:00 PM	0	79	9	0	1	0	0	0	0	0	0	0	0	89
12:15 PM	0	75	14	0	2	0	0	0	0	0	0	0	0	91
12:30 PM	0	68	6	1	2	0	0	0	0	1	0	0	0	78
12:45 PM	0	78	6	0	1	0	0	0	0	0	0	0	0	85
Hour Total	0	300	35	1	6	0	0	0	0	1	0	0	0	343
1:00 PM	1	86	9	0	3	0	0	1	0	0	0	0	0	100
1:15 PM	0	79	10	1	1	0	0	0	0	0	0	0	0	91
1:30 PM	0	95	6	0	2	0	0	1	0	0	0	0	0	104
1:45 PM	0	88	4	1	1	0	1	0	0	0	0	0	0	95
Hour Total	1	348	29	2	7	0	1	2	0	0	0	0	0	390
2:00 PM	1	80	12	0	4	1	0	2	0	0	0	0	0	100
2:15 PM	0	82	12	0	2	0	0	1	0	0	0	0	0	97
2:30 PM	0	79	7	0	1	0	0	0	0	0	0	0	0	87
2:45 PM	0	65	10	0	0	1	0	2	0	0	0	0	0	78
Hour Total	1	306	41	0	7	2	0	5	0	0	0	0	0	362
3:00 PM	0	78	12	1	4	0	1	0	0	0	0	0	0	96
3:15 PM	0	86	15	1	2	1	0	2	0	0	0	0	0	107
3:30 PM	0	104	8	0	2	0	0	1	0	0	0	0	0	115
3:45 PM	0	80	10	0	2	0	0	0	0	0	0	0	0	92
Hour Total	0	348	45	2	10	1	1	3	0	0	0	0	0	410

4:00 PM	0	79	5	0	3	0	0	0	0	0	0	0	0	87
4:15 PM	0	89	16	0	3	0	0	0	0	0	0	0	0	108
4:30 PM	0	100	12	1	2	0	0	0	0	0	0	0	0	115
4:45 PM	0	93	10	0	1	0	0	1	0	0	0	0	0	105
Hour Total	0	361	43	1	9	0	0	1	0	0	0	0	0	415
5:00 PM	0	100	7	0	3	0	0	1	1	0	0	0	0	112
5:15 PM	0	87	3	2	3	0	0	1	0	0	0	0	0	96
5:30 PM	0	128	10	1	3	0	0	0	0	0	0	0	0	142
5:45 PM	0	113	8	0	1	0	0	0	0	0	0	0	0	122
Hour Total	0	428	28	3	10	0	0	2	1	0	0	0	0	472
6:00 PM	1	125	9	1	2	0	0	0	1	0	0	0	0	139
6:15 PM	0	114	9	2	2	0	0	0	0	0	0	0	0	127
6:30 PM	0	108	5	1	1	0	0	1	0	0	0	0	0	116
6:45 PM	0	94	10	0	0	0	0	2	1	0	0	0	0	107
Hour Total	1	441	33	4	5	0	0	3	2	0	0	0	0	489
7:00 PM	0	90	7	1	1	0	0	1	1	0	0	0	0	101
7:15 PM	0	92	5	1	2	0	0	0	0	0	0	0	0	100
7:30 PM	0	77	5	1	2	0	0	1	0	0	0	0	0	86
7:45 PM	0	87	5	0	1	0	0	0	0	0	0	0	0	93
Hour Total	0	346	22	3	6	0	0	2	1	0	0	0	0	380
8:00 PM	0	67	5	0	3	0	0	0	0	0	0	0	0	75
8:15 PM	0	80	4	1	2	0	0	0	0	0	0	0	0	87
8:30 PM	0	70	4	2	1	0	0	1	0	0	0	0	0	78
8:45 PM	0	57	4	0	2	0	0	0	0	0	0	0	0	63
Hour Total	0	274	17	3	8	0	0	1	0	0	0	0	0	303
9:00 PM	0	59	8	0	1	0	0	1	0	0	0	0	0	69
9:15 PM	0	61	3	0	1	0	0	0	0	0	0	0	0	65
9:30 PM	0	48	4	1	1	0	0	0	0	0	0	0	0	54
9:45 PM	0	44	2	0	1	0	0	0	0	0	0	0	0	47
Hour Total	0	212	17	1	4	0	0	1	0	0	0	0	0	235
10:00 PM	0	51	5	0	1	0	0	0	0	0	0	0	0	57
10:15 PM	0	49	3	0	2	0	0	0	0	0	0	0	0	54
10:30 PM	0	44	0	0	0	0	0	0	0	0	0	0	0	44
10:45 PM	0	24	2	1	0	0	0	0	0	0	0	0	0	27
Hour Total	0	168	10	1	3	0	0	0	0	0	0	0	0	182
11:00 PM	0	45	1	0	0	0	0	0	0	0	0	0	0	46
11:15 PM	0	23	3	0	1	0	0	0	0	0	0	0	0	27
11:30 PM	0	14	0	0	0	0	0	0	0	0	0	0	0	14
11:45 PM	0	16	2	0	2	0	0	0	0	0	0	0	0	20
Hour Total	0	98	6	0	3	0	0	0	0	0	0	0	0	107
Totals	4	4824	473	33	125	5	3	27	9	1	0	0	0	5504
Percent	0.1%	87.6%	8.6%	0.6%	2.3%	0.1%	0.1%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

MacArthur Boulevard east of Lincoln Avenue
Oakland

Project #:09-7224-026e

Date: 6/17/2009

WEDNESDAY

West Bound, East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	32	3	0	2	0	0	0	0	0	0	0	0	37
12:15 AM	0	38	0	0	2	0	0	0	0	0	0	0	0	40
12:30 AM	0	23	0	0	0	0	0	0	1	0	0	0	0	24
12:45 AM	0	21	0	1	0	0	0	1	0	0	0	0	0	23
Hour Total	0	114	3	1	4	0	0	1	1	0	0	0	0	124
1:00 AM	0	19	1	0	1	0	0	0	0	0	0	0	0	21
1:15 AM	0	14	2	0	1	0	0	0	0	0	0	0	0	17
1:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
1:45 AM	0	20	0	0	0	0	0	0	0	0	0	0	0	20
Hour Total	0	61	3	0	2	0	0	0	0	0	0	0	0	66
2:00 AM	0	14	0	1	0	0	0	0	0	0	0	0	0	15
2:15 AM	0	13	2	0	1	0	0	0	0	0	0	0	0	16
2:30 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	14
2:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	45	5	1	1	0	0	0	0	0	0	0	0	52
3:00 AM	0	3	0	1	0	0	0	0	0	0	0	0	0	4
3:15 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
3:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
3:45 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
Hour Total	0	19	1	1	2	0	0	0	0	0	0	0	0	23
4:00 AM	0	15	1	0	2	0	0	0	0	0	0	0	0	18
4:15 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
4:30 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
4:45 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	32	6	0	3	0	0	0	0	0	0	0	0	41
5:00 AM	0	14	1	0	1	0	0	0	0	0	0	0	0	16
5:15 AM	0	7	1	1	3	1	0	0	0	0	0	0	0	13
5:30 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	15
5:45 AM	0	18	1	0	3	0	0	0	0	0	0	0	0	22
Hour Total	0	53	4	1	7	1	0	0	0	0	0	0	0	66
6:00 AM	0	16	1	1	1	0	0	0	0	0	0	0	0	19
6:15 AM	0	21	5	1	4	0	0	1	0	0	0	0	0	32
6:30 AM	0	30	3	1	2	0	0	0	0	0	0	0	0	36
6:45 AM	0	38	8	0	5	1	0	0	0	0	0	0	0	52
Hour Total	0	105	17	3	12	1	0	1	0	0	0	0	0	139
7:00 AM	0	53	10	1	1	0	0	2	0	0	0	0	0	67
7:15 AM	0	59	7	1	4	0	0	0	1	0	0	0	0	72
7:30 AM	0	74	13	2	6	0	0	3	1	0	0	0	0	99
7:45 AM	0	77	8	0	5	0	0	1	0	0	0	0	0	91
Hour Total	0	263	38	4	16	0	0	6	2	0	0	0	0	329

8:00 AM	0	100	9	2	4	0	0	0	0	0	0	0	0	115
8:15 AM	0	93	12	2	3	0	0	1	1	0	0	0	0	112
8:30 AM	1	127	18	1	7	1	0	0	2	0	0	0	0	157
8:45 AM	0	121	23	0	5	0	1	0	2	0	0	0	0	152
Hour Total	1	441	62	5	19	1	1	1	5	0	0	0	0	536
9:00 AM	0	120	24	2	5	0	0	0	1	0	0	0	0	152
9:15 AM	0	91	20	1	7	1	0	2	1	0	0	0	0	123
9:30 AM	0	134	17	2	2	0	0	0	0	0	0	0	0	155
9:45 AM	0	106	15	1	4	0	0	0	0	0	0	0	0	126
Hour Total	0	451	76	6	18	1	0	2	2	0	0	0	0	556
10:00 AM	1	109	25	0	5	0	0	1	0	0	0	0	0	141
10:15 AM	0	98	11	0	4	0	0	0	0	0	0	0	0	113
10:30 AM	0	101	14	0	4	0	0	0	0	0	0	0	0	119
10:45 AM	0	101	10	0	6	0	0	1	0	0	0	0	0	118
Hour Total	1	409	60	0	19	0	0	2	0	0	0	0	0	491
11:00 AM	0	139	19	0	5	0	0	0	0	0	0	0	0	163
11:15 AM	0	105	14	0	2	0	0	1	0	0	0	0	0	122
11:30 AM	0	118	19	0	5	0	0	1	0	0	0	0	0	143
11:45 AM	0	136	18	1	5	1	0	0	0	0	0	0	0	161
Hour Total	0	498	70	1	17	1	0	2	0	0	0	0	0	589
12:00 PM	0	144	12	0	3	0	0	1	0	0	0	0	0	160
12:15 PM	1	143	27	0	4	0	0	0	0	0	0	0	0	175
12:30 PM	0	141	17	1	4	0	0	0	0	1	0	0	0	164
12:45 PM	0	142	19	0	7	0	0	0	0	0	0	0	0	168
Hour Total	1	570	75	1	18	0	0	1	0	1	0	0	0	667
1:00 PM	1	150	16	0	6	0	0	1	0	0	0	0	0	174
1:15 PM	0	140	16	1	2	0	0	0	0	0	0	0	0	159
1:30 PM	0	153	18	0	2	0	0	1	0	0	0	0	0	174
1:45 PM	0	142	17	1	1	0	1	0	0	0	0	0	0	162
Hour Total	1	585	67	2	11	0	1	2	0	0	0	0	0	669
2:00 PM	1	139	20	0	6	1	0	2	0	0	0	0	0	169
2:15 PM	0	130	19	0	3	0	0	1	0	0	0	0	0	153
2:30 PM	0	132	16	0	2	0	0	0	0	0	0	0	0	150
2:45 PM	0	126	23	0	1	1	1	3	0	0	0	0	0	155
Hour Total	1	527	78	0	12	2	1	6	0	0	0	0	0	627
3:00 PM	0	126	28	1	4	0	1	0	0	0	0	0	0	160
3:15 PM	0	143	22	1	5	1	0	3	0	0	0	0	0	175
3:30 PM	0	167	22	0	4	0	0	1	0	0	0	0	0	194
3:45 PM	0	137	21	0	3	0	0	0	0	0	0	0	0	161
Hour Total	0	573	93	2	16	1	1	4	0	0	0	0	0	690

4:00 PM	0	128	15	0	5	0	0	1	0	0	0	0	0	149
4:15 PM	0	136	23	0	3	0	1	0	0	0	0	0	0	163
4:30 PM	0	142	20	1	2	0	0	0	0	0	0	0	0	165
4:45 PM	0	142	22	0	3	0	0	1	0	0	0	0	0	168
Hour Total	0	548	80	1	13	0	1	2	0	0	0	0	0	645
5:00 PM	0	153	9	0	4	0	0	1	1	0	0	0	0	168
5:15 PM	0	146	8	3	6	0	0	1	0	0	0	0	0	164
5:30 PM	0	197	17	1	6	0	0	1	0	0	0	0	0	222
5:45 PM	0	180	13	0	4	0	0	0	0	0	0	0	0	197
Hour Total	0	676	47	4	20	0	0	3	1	0	0	0	0	751
6:00 PM	1	198	12	1	5	0	0	0	1	0	0	0	0	218
6:15 PM	0	188	23	2	4	0	0	0	0	0	0	0	0	217
6:30 PM	0	184	14	1	3	0	0	1	0	0	0	0	0	203
6:45 PM	0	156	15	1	1	0	0	2	2	0	0	0	0	177
Hour Total	1	726	64	5	13	0	0	3	3	0	0	0	0	815
7:00 PM	0	161	11	1	2	0	0	2	1	0	0	0	0	178
7:15 PM	0	160	10	1	4	0	0	1	0	0	0	0	0	176
7:30 PM	0	143	12	1	3	0	0	2	0	0	0	0	0	161
7:45 PM	0	129	8	0	2	0	0	1	0	0	0	0	0	140
Hour Total	0	593	41	3	11	0	0	6	1	0	0	0	0	655
8:00 PM	0	102	9	0	5	0	0	1	0	0	0	0	0	117
8:15 PM	0	136	8	1	5	0	0	0	0	0	0	0	0	150
8:30 PM	0	106	7	2	1	0	0	1	0	0	0	0	0	117
8:45 PM	0	110	8	0	4	0	0	0	0	0	0	0	0	122
Hour Total	0	454	32	3	15	0	0	2	0	0	0	0	0	506
9:00 PM	0	82	12	0	2	0	0	1	0	0	0	0	0	97
9:15 PM	0	118	7	1	1	0	0	1	0	0	0	0	0	128
9:30 PM	0	86	6	1	1	0	0	0	0	0	0	0	0	94
9:45 PM	0	80	7	0	2	0	0	0	0	0	0	0	0	89
Hour Total	0	366	32	2	6	0	0	2	0	0	0	0	0	408
10:00 PM	0	83	6	0	2	0	0	0	0	0	0	0	0	91
10:15 PM	0	84	5	0	3	0	0	0	0	0	0	0	0	92
10:30 PM	0	64	6	0	1	0	0	0	0	0	0	0	0	71
10:45 PM	0	44	5	1	0	0	0	0	1	0	0	0	0	51
Hour Total	0	275	22	1	6	0	0	0	1	0	0	0	0	305
11:00 PM	0	63	3	0	1	0	0	0	1	0	0	0	0	68
11:15 PM	0	38	6	0	1	0	0	0	0	0	0	0	0	45
11:30 PM	0	30	2	0	1	0	0	0	0	0	0	0	0	33
11:45 PM	0	29	3	0	2	0	0	0	0	0	0	0	0	34
Hour Total	0	160	14	0	5	0	0	0	1	0	0	0	0	180
Totals	6	8544	990	47	266	8	5	46	17	1	0	0	0	9930
Percent	0.1%	86.0%	10.0%	0.5%	2.7%	0.1%	0.1%	0.5%	0.2%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/17/2009

City: Oakland

Project #: 09-7224-026e

Location: MacArthur Boulevard east of Lincoln Avenue

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	22	89			15	71				
12:15	22	91			18	84				
12:30	14	78			10	86				
12:45	16	85	74	343	7	83	50	324	124	667
1:00	13	100			8	74				
1:15	9	91			8	68				
1:30	5	104			3	70				
1:45	13	95	40	390	7	67	26	279	66	669
2:00	9	100			6	69				
2:15	9	97			7	56				
2:30	10	87			4	63				
2:45	4	78	32	362	3	77	20	265	52	627
3:00	2	96			2	64				
3:15	1	107			4	68				
3:30	6	115			2	79				
3:45	4	92	13	410	2	69	10	280	23	690
4:00	9	87			9	62				
4:15	6	108			1	55				
4:30	1	115			6	50				
4:45	6	105	22	415	3	63	19	230	41	645
5:00	5	112			11	56				
5:15	2	96			11	68				
5:30	3	142			12	80				
5:45	8	122	18	472	14	75	48	279	66	751
6:00	7	139			12	79				
6:15	10	127			22	90				
6:30	12	116			24	87				
6:45	24	107	53	489	28	70	86	326	139	815
7:00	25	101			42	77				
7:15	27	100			45	76				
7:30	42	86			57	75				
7:45	35	93	129	380	56	47	200	275	329	655
8:00	43	75			72	42				
8:15	54	87			58	63				
8:30	72	78			85	39				
8:45	73	63	242	303	79	59	294	203	536	506
9:00	71	69			81	28				
9:15	70	65			53	63				
9:30	67	54			88	40				
9:45	63	47	271	235	63	42	285	173	556	408
10:00	62	57			79	34				
10:15	50	54			63	38				
10:30	47	44			72	27				
10:45	57	27	216	182	61	24	275	123	491	305
11:00	93	46			70	22				
11:15	66	27			56	18				
11:30	71	14			72	19				
11:45	76	20	306	107	85	14	283	73	589	180
Total	1416	4088	1416	4088	1596	2830	1596	2830	3012	6918
Combined Total	5504		5504		4426		4426		9930	
AM Peak	11:45 AM				11:45 AM					
Vol.	334				326					
P.H.F.	0.918				0.948					
PM Peak	5:30 PM				5:45 PM					
Vol.	530				331					
P.H.F.	0.933				0.919					
Percentage	25.7%	74.3%			36.1%	63.9%				

Class Report - Prepared by: NDS/ATD

MacArthur Boulevard east of Lincoln Avenue
Oakland

Project #:09-7224-026w

Date: 6/18/2009

THURSDAY

West Bound

Begin Time	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	10	0	0	1	0	0	0	0	0	0	0	0	11
12:15 AM	0	13	0	0	1	0	0	0	0	0	0	0	0	14
12:30 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	12
12:45 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	40	3	0	2	0	0	0	0	0	0	0	0	45
1:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
1:15 AM	0	8	1	0	1	0	0	0	0	0	0	0	0	10
1:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:45 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	27	4	0	1	0	0	0	0	0	0	0	0	32
2:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2:15 AM	0	3	2	0	1	0	0	0	0	0	0	0	0	6
2:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	14	3	0	1	0	0	0	0	0	0	0	0	18
3:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:30 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	7
3:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	12	1	0	1	0	0	0	0	0	0	0	0	14
4:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:15 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
4:30 AM	0	6	1	0	1	1	0	0	0	0	0	0	0	9
4:45 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	18	5	0	2	1	0	0	0	0	0	0	0	26
5:00 AM	0	8	0	0	1	0	0	0	0	0	0	0	0	9
5:15 AM	0	4	0	0	3	0	0	0	0	0	0	0	0	7
5:30 AM	0	9	1	0	1	0	0	0	0	0	0	0	0	11
5:45 AM	0	12	1	0	1	0	0	0	1	0	0	0	0	15
Hour Total	0	33	2	0	6	0	0	0	1	0	0	0	0	42
6:00 AM	0	9	3	2	0	0	0	0	0	0	0	0	0	14
6:15 AM	0	17	2	1	1	0	0	1	1	0	0	0	0	23
6:30 AM	0	19	1	1	3	2	0	0	0	0	0	0	0	26
6:45 AM	0	29	6	0	4	0	0	0	1	0	0	0	0	40
Hour Total	0	74	12	4	8	2	0	1	2	0	0	0	0	103
7:00 AM	0	30	5	0	1	0	0	0	0	0	0	0	0	36
7:15 AM	0	31	3	2	2	0	0	0	0	0	0	0	0	38
7:30 AM	0	52	7	0	4	1	0	1	0	0	0	0	0	65
7:45 AM	0	51	4	1	1	0	0	2	0	0	0	0	0	59
Hour Total	0	164	19	3	8	1	0	3	0	0	0	0	0	198

8:00 AM	0	65	10	1	4	0	0	1	0	0	0	0	0	81
8:15 AM	0	61	10	1	2	0	0	0	1	0	0	0	0	75
8:30 AM	1	69	13	1	3	0	0	0	0	0	0	0	0	87
8:45 AM	0	72	11	2	3	0	0	1	0	0	0	0	0	89
Hour Total	1	267	44	5	12	0	0	2	1	0	0	0	0	332
9:00 AM	1	58	13	0	2	0	0	0	0	0	0	0	0	74
9:15 AM	0	42	6	0	2	0	0	0	0	0	0	0	0	50
9:30 AM	0	58	13	1	3	0	0	0	0	0	0	0	0	75
9:45 AM	0	76	14	0	3	0	0	0	0	0	0	0	0	93
Hour Total	1	234	46	1	10	0	0	0	0	0	0	0	0	292
10:00 AM	0	62	14	0	0	0	0	0	0	0	0	0	0	76
10:15 AM	0	66	10	0	4	1	0	1	0	0	0	0	0	82
10:30 AM	0	71	11	0	3	0	0	0	0	0	0	0	0	85
10:45 AM	0	66	6	0	2	0	0	0	0	0	0	0	0	74
Hour Total	0	265	41	0	9	1	0	1	0	0	0	0	0	317
11:00 AM	0	55	9	0	3	1	0	0	0	0	0	0	0	68
11:15 AM	0	74	12	0	4	0	0	0	0	0	0	0	0	90
11:30 AM	0	54	9	1	2	1	0	1	0	1	0	0	0	69
11:45 AM	0	57	8	0	4	0	0	0	0	0	0	0	0	69
Hour Total	0	240	38	1	13	2	0	1	0	1	0	0	0	296
12:00 PM	0	59	6	0	2	0	0	1	0	0	0	0	0	68
12:15 PM	0	69	13	0	2	0	0	1	0	0	0	0	0	85
12:30 PM	0	61	8	0	3	0	0	0	0	0	0	0	0	72
12:45 PM	0	66	7	0	2	0	0	0	0	0	0	0	0	75
Hour Total	0	255	34	0	9	0	0	2	0	0	0	0	0	300
1:00 PM	0	67	10	0	3	1	0	1	0	0	0	0	0	82
1:15 PM	0	88	9	0	3	0	0	1	0	0	0	0	0	101
1:30 PM	0	78	10	0	2	0	0	1	0	0	0	0	0	91
1:45 PM	0	68	16	1	1	0	0	0	0	0	0	0	0	86
Hour Total	0	301	45	1	9	1	0	3	0	0	0	0	0	360
2:00 PM	0	81	7	0	0	0	0	1	0	0	0	0	0	89
2:15 PM	0	76	13	0	2	1	0	0	0	0	0	0	0	92
2:30 PM	0	67	14	0	1	0	0	0	0	0	0	0	0	82
2:45 PM	0	72	13	0	0	0	0	0	0	0	0	0	0	85
Hour Total	0	296	47	0	3	1	0	1	0	0	0	0	0	348
3:00 PM	0	68	9	0	0	0	0	0	0	0	0	0	0	77
3:15 PM	0	73	10	0	2	0	0	1	0	0	0	0	0	86
3:30 PM	0	76	9	1	3	0	1	1	0	0	0	0	0	91
3:45 PM	1	53	3	0	2	0	0	1	0	0	0	0	0	60
Hour Total	1	270	31	1	7	0	1	3	0	0	0	0	0	314

4:00 PM	0	77	7	0	2	0	0	1	0	0	0	0	0	87
4:15 PM	1	65	6	0	2	0	0	0	0	0	0	0	0	74
4:30 PM	0	84	10	0	2	0	0	1	0	0	0	0	0	97
4:45 PM	0	87	3	0	2	0	0	1	0	0	0	0	0	93
Hour Total	1	313	26	0	8	0	0	3	0	0	0	0	0	351
5:00 PM	0	81	9	0	1	0	0	0	0	0	0	0	0	91
5:15 PM	0	71	6	0	4	0	0	0	0	0	0	0	0	81
5:30 PM	0	76	9	0	2	0	0	0	0	0	0	0	0	87
5:45 PM	1	91	7	0	2	0	0	0	0	0	0	0	0	101
Hour Total	1	319	31	0	9	0	0	0	0	0	0	0	0	360
6:00 PM	0	63	2	0	2	0	0	0	0	0	0	0	0	67
6:15 PM	0	80	6	0	1	0	0	0	0	0	0	0	0	87
6:30 PM	0	57	6	0	3	0	0	0	0	0	0	0	0	66
6:45 PM	0	72	5	0	3	0	0	0	0	0	0	0	0	80
Hour Total	0	272	19	0	9	0	0	0	0	0	0	0	0	300
7:00 PM	0	58	4	0	1	0	0	0	0	0	0	0	0	63
7:15 PM	0	61	8	0	4	0	0	1	0	0	0	0	0	74
7:30 PM	0	61	2	0	1	0	0	1	0	0	0	0	0	65
7:45 PM	0	61	8	0	1	0	0	1	0	0	0	0	0	71
Hour Total	0	241	22	0	7	0	0	3	0	0	0	0	0	273
8:00 PM	0	42	3	0	1	0	0	1	0	0	0	0	0	47
8:15 PM	0	42	4	0	2	1	0	0	0	0	0	0	0	49
8:30 PM	0	50	4	0	1	0	0	0	0	0	0	0	0	55
8:45 PM	0	46	4	0	2	0	0	0	0	0	0	0	0	52
Hour Total	0	180	15	0	6	1	0	1	0	0	0	0	0	203
9:00 PM	0	43	4	0	1	0	0	0	0	0	0	0	0	48
9:15 PM	0	32	1	0	0	0	0	0	0	0	0	0	0	33
9:30 PM	0	40	4	0	0	0	0	0	0	0	0	0	0	44
9:45 PM	0	38	1	0	1	0	0	0	0	0	0	0	0	40
Hour Total	0	153	10	0	2	0	0	0	0	0	0	0	0	165
10:00 PM	0	31	4	0	1	0	0	0	0	0	0	0	0	36
10:15 PM	0	35	2	0	1	0	0	0	0	0	0	0	0	38
10:30 PM	0	29	1	0	1	0	0	0	0	0	0	0	0	31
10:45 PM	0	18	1	0	0	0	0	0	0	0	0	0	0	19
Hour Total	0	113	8	0	3	0	0	0	0	0	0	0	0	124
11:00 PM	0	20	0	0	2	0	0	0	0	0	0	0	0	22
11:15 PM	0	20	2	0	0	0	0	0	0	0	0	0	0	22
11:30 PM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
11:45 PM	0	19	1	0	1	0	0	0	0	0	0	0	0	21
Hour Total	0	72	5	0	3	0	0	0	0	0	0	0	0	80
Totals	5	4173	511	16	148	10	1	24	4	1	0	0	0	4893
Percent	0.1%	85.3%	10.4%	0.3%	3.0%	0.2%	0.0%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

MacArthur Boulevard east of Lincoln Avenue

Oakland

Project #:09-7224-026e

Date: 6/18/2009

THURSDAY

East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	15
12:15 AM	0	17	1	0	2	0	0	0	0	0	0	0	0	20
12:30 AM	0	17	1	0	0	0	0	0	0	0	0	0	0	18
12:45 AM	0	6	1	1	0	0	0	0	0	0	0	0	0	8
Hour Total	0	54	4	1	2	0	0	0	0	0	0	0	0	61
1:00 AM	0	6	2	0	1	0	0	0	0	0	0	0	0	9
1:15 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
1:30 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
1:45 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	42	3	0	1	0	0	0	0	0	0	0	0	46
2:00 AM	0	10	0	0	1	0	0	0	0	0	0	0	0	11
2:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
2:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
2:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	28	1	0	1	0	0	0	0	0	0	0	0	30
3:00 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	6
3:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
3:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
3:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	15	1	0	1	0	0	0	0	0	0	0	0	17
4:00 AM	0	1	0	0	2	0	0	0	0	0	0	0	0	3
4:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
4:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	12	1	0	2	0	0	0	0	0	0	0	0	15
5:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
5:15 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
5:30 AM	0	1	1	0	0	1	0	0	0	0	0	0	0	3
5:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	20	2	0	1	1	0	0	0	0	0	0	0	24
6:00 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	9
6:15 AM	0	5	1	0	1	0	0	0	1	0	0	0	0	8
6:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
6:45 AM	0	15	4	0	2	1	0	0	0	0	0	0	0	22
Hour Total	0	37	6	0	4	1	0	0	1	0	0	0	0	49
7:00 AM	0	21	2	1	0	0	0	0	0	0	0	0	0	24
7:15 AM	0	28	2	0	1	0	0	0	0	0	0	0	0	31
7:30 AM	0	35	7	1	0	0	0	1	1	0	0	0	0	45
7:45 AM	0	35	7	1	0	0	0	1	0	0	0	0	0	44
Hour Total	0	119	18	3	1	0	0	2	1	0	0	0	0	144

8:00 AM	0	44	5	0	2	0	0	0	0	0	0	0	0	51
8:15 AM	0	47	6	0	2	0	0	0	0	0	0	0	0	55
8:30 AM	0	53	5	0	3	0	0	0	0	0	0	0	0	61
8:45 AM	0	58	8	0	2	0	0	0	1	0	0	0	0	69
Hour Total	0	202	24	0	9	0	0	0	1	0	0	0	0	236
9:00 AM	0	53	15	1	1	0	0	0	0	0	0	0	0	70
9:15 AM	0	70	9	0	2	0	0	0	1	0	0	0	0	82
9:30 AM	0	44	4	1	2	1	0	0	0	0	0	0	0	52
9:45 AM	0	53	11	0	2	1	0	1	0	0	0	0	0	68
Hour Total	0	220	39	2	7	2	0	1	1	0	0	0	0	272
10:00 AM	0	57	7	0	4	0	0	0	0	0	0	0	0	68
10:15 AM	0	49	8	0	3	1	0	0	0	0	0	0	0	61
10:30 AM	0	47	5	0	4	1	0	1	0	0	0	0	0	58
10:45 AM	0	71	3	0	1	0	0	1	0	0	0	0	0	76
Hour Total	0	224	23	0	12	2	0	2	0	0	0	0	0	263
11:00 AM	0	70	9	0	2	0	0	0	0	0	0	0	0	81
11:15 AM	1	56	16	1	2	1	0	0	0	0	0	0	0	77
11:30 AM	0	66	7	0	2	0	0	0	0	0	0	0	0	75
11:45 AM	0	66	11	0	3	0	0	0	0	0	0	0	0	80
Hour Total	1	258	43	1	9	1	0	0	0	0	0	0	0	313
12:00 PM	0	59	13	0	3	0	0	0	0	0	0	0	0	75
12:15 PM	0	72	10	0	1	0	0	0	0	0	0	0	0	83
12:30 PM	0	68	6	1	2	0	0	1	0	0	0	0	0	78
12:45 PM	0	94	6	0	4	0	0	1	0	0	0	0	0	105
Hour Total	0	293	35	1	10	0	0	2	0	0	0	0	0	341
1:00 PM	0	79	10	0	1	1	0	2	0	0	0	0	0	93
1:15 PM	1	89	6	1	4	1	0	0	0	0	0	0	0	102
1:30 PM	0	82	10	0	0	1	0	1	1	0	0	0	0	95
1:45 PM	0	78	13	0	2	0	0	1	0	0	0	0	0	94
Hour Total	1	328	39	1	7	3	0	4	1	0	0	0	0	384
2:00 PM	0	78	8	1	2	0	0	0	0	0	0	0	0	89
2:15 PM	0	89	4	0	2	0	0	0	0	0	0	0	0	95
2:30 PM	0	68	8	0	2	0	0	0	0	0	0	0	0	78
2:45 PM	0	80	8	0	3	0	0	0	0	0	0	0	0	91
Hour Total	0	315	28	1	9	0	0	0	0	0	0	0	0	353
3:00 PM	0	86	6	0	2	0	0	0	0	0	0	0	0	94
3:15 PM	0	87	5	1	2	0	0	0	0	0	0	0	0	95
3:30 PM	0	87	9	0	0	0	0	1	0	0	0	0	0	97
3:45 PM	1	98	5	0	4	0	0	0	0	0	0	0	0	108
Hour Total	1	358	25	1	8	0	0	1	0	0	0	0	0	394

4:00 PM	0	100	11	1	2	0	0	0	0	0	0	0	0	114
4:15 PM	0	90	14	1	0	0	0	0	0	0	0	0	0	105
4:30 PM	0	99	9	1	1	0	0	1	0	0	0	0	0	111
4:45 PM	0	93	8	2	1	1	0	0	0	0	0	0	0	105
Hour Total	0	382	42	5	4	1	0	1	0	0	0	0	0	435
5:00 PM	0	127	11	0	3	0	0	2	0	0	0	0	0	143
5:15 PM	0	125	4	0	2	0	0	0	1	0	0	0	0	132
5:30 PM	0	115	10	0	2	0	0	0	0	0	0	0	0	127
5:45 PM	0	129	12	2	0	0	0	0	0	0	0	0	0	143
Hour Total	0	496	37	2	7	0	0	2	1	0	0	0	0	545
6:00 PM	0	96	10	2	3	0	0	1	0	0	0	0	0	112
6:15 PM	0	103	6	0	1	1	0	0	0	0	0	0	0	111
6:30 PM	0	94	10	1	3	0	0	1	0	0	0	0	0	109
6:45 PM	0	89	8	2	1	0	0	2	0	0	0	0	0	102
Hour Total	0	382	34	5	8	1	0	4	0	0	0	0	0	434
7:00 PM	0	90	6	0	2	0	0	1	0	0	0	0	0	99
7:15 PM	0	89	6	0	2	0	0	0	0	0	0	0	0	97
7:30 PM	0	74	6	0	1	0	0	1	0	0	0	0	0	82
7:45 PM	1	86	6	0	1	0	0	1	0	0	0	0	0	95
Hour Total	1	339	24	0	6	0	0	3	0	0	0	0	0	373
8:00 PM	0	71	3	0	2	0	0	0	0	0	0	0	0	76
8:15 PM	0	52	12	0	2	0	0	0	0	0	0	0	0	66
8:30 PM	0	63	5	1	2	0	0	0	0	0	0	0	0	71
8:45 PM	0	76	3	1	1	0	0	0	0	0	0	0	0	81
Hour Total	0	262	23	2	7	0	0	0	0	0	0	0	0	294
9:00 PM	0	53	7	0	1	0	0	0	0	0	0	0	0	61
9:15 PM	0	69	0	0	1	0	0	0	0	0	0	0	0	70
9:30 PM	0	55	6	0	2	0	0	0	0	0	0	0	0	63
9:45 PM	0	56	1	0	1	0	0	0	0	0	0	0	0	58
Hour Total	0	233	14	0	5	0	0	0	0	0	0	0	0	252
10:00 PM	0	56	1	0	0	0	0	0	0	0	0	0	0	57
10:15 PM	0	60	3	0	2	0	0	0	0	0	0	0	0	65
10:30 PM	0	32	3	0	0	0	0	0	0	0	0	0	0	35
10:45 PM	0	38	0	1	0	0	0	0	0	0	0	0	0	39
Hour Total	0	186	7	1	2	0	0	0	0	0	0	0	0	196
11:00 PM	0	33	1	0	0	0	0	0	0	0	0	0	0	34
11:15 PM	0	28	0	0	1	0	0	0	0	0	0	0	0	29
11:30 PM	0	24	1	0	0	0	0	0	0	0	0	0	0	25
11:45 PM	0	18	1	0	2	0	0	0	0	0	0	0	0	21
Hour Total	0	103	3	0	3	0	0	0	0	0	0	0	0	109
Totals	4	4908	476	26	126	12	0	22	6	0	0	0	0	5580
Percent	0.1%	88.0%	8.5%	0.5%	2.3%	0.2%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

MacArthur Boulevard east of Lincoln Avenue
Oakland

Project #:09-7224-026e

Date: 6/18/2009

THURSDAY

West Bound, East Bound

Begin Time	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	24	1	0	1	0	0	0	0	0	0	0	0	26
12:15 AM	0	30	1	0	3	0	0	0	0	0	0	0	0	34
12:30 AM	0	27	3	0	0	0	0	0	0	0	0	0	0	30
12:45 AM	0	13	2	1	0	0	0	0	0	0	0	0	0	16
Hour Total	0	94	7	1	4	0	0	0	0	0	0	0	0	106
1:00 AM	0	9	3	0	1	0	0	0	0	0	0	0	0	13
1:15 AM	0	21	2	0	1	0	0	0	0	0	0	0	0	24
1:30 AM	0	17	0	0	0	0	0	0	0	0	0	0	0	17
1:45 AM	0	22	2	0	0	0	0	0	0	0	0	0	0	24
Hour Total	0	69	7	0	2	0	0	0	0	0	0	0	0	78
2:00 AM	0	13	1	0	1	0	0	0	0	0	0	0	0	15
2:15 AM	0	8	3	0	1	0	0	0	0	0	0	0	0	12
2:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
2:45 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	42	4	0	2	0	0	0	0	0	0	0	0	48
3:00 AM	0	6	1	0	1	0	0	0	0	0	0	0	0	8
3:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
3:30 AM	0	10	1	0	1	0	0	0	0	0	0	0	0	12
3:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	27	2	0	2	0	0	0	0	0	0	0	0	31
4:00 AM	0	5	0	0	2	0	0	0	0	0	0	0	0	7
4:15 AM	0	5	2	0	1	0	0	0	0	0	0	0	0	8
4:30 AM	0	9	1	0	1	1	0	0	0	0	0	0	0	12
4:45 AM	0	11	3	0	0	0	0	0	0	0	0	0	0	14
Hour Total	0	30	6	0	4	1	0	0	0	0	0	0	0	41
5:00 AM	0	12	0	0	2	0	0	0	0	0	0	0	0	14
5:15 AM	0	15	1	0	3	0	0	0	0	0	0	0	0	19
5:30 AM	0	10	2	0	1	1	0	0	0	0	0	0	0	14
5:45 AM	0	16	1	0	1	0	0	0	1	0	0	0	0	19
Hour Total	0	53	4	0	7	1	0	0	1	0	0	0	0	66
6:00 AM	0	16	4	2	1	0	0	0	0	0	0	0	0	23
6:15 AM	0	22	3	1	2	0	0	1	2	0	0	0	0	31
6:30 AM	0	29	1	1	3	2	0	0	0	0	0	0	0	36
6:45 AM	0	44	10	0	6	1	0	0	1	0	0	0	0	62
Hour Total	0	111	18	4	12	3	0	1	3	0	0	0	0	152
7:00 AM	0	51	7	1	1	0	0	0	0	0	0	0	0	60
7:15 AM	0	59	5	2	3	0	0	0	0	0	0	0	0	69
7:30 AM	0	87	14	1	4	1	0	2	1	0	0	0	0	110
7:45 AM	0	86	11	2	1	0	0	3	0	0	0	0	0	103
Hour Total	0	283	37	6	9	1	0	5	1	0	0	0	0	342

8:00 AM	0	109	15	1	6	0	0	1	0	0	0	0	0	132
8:15 AM	0	108	16	1	4	0	0	0	1	0	0	0	0	130
8:30 AM	1	122	18	1	6	0	0	0	0	0	0	0	0	148
8:45 AM	0	130	19	2	5	0	0	1	1	0	0	0	0	158
Hour Total	1	469	68	5	21	0	0	2	2	0	0	0	0	568
9:00 AM	1	111	28	1	3	0	0	0	0	0	0	0	0	144
9:15 AM	0	112	15	0	4	0	0	0	1	0	0	0	0	132
9:30 AM	0	102	17	2	5	1	0	0	0	0	0	0	0	127
9:45 AM	0	129	25	0	5	1	0	1	0	0	0	0	0	161
Hour Total	1	454	85	3	17	2	0	1	1	0	0	0	0	564
10:00 AM	0	119	21	0	4	0	0	0	0	0	0	0	0	144
10:15 AM	0	115	18	0	7	2	0	1	0	0	0	0	0	143
10:30 AM	0	118	16	0	7	1	0	1	0	0	0	0	0	143
10:45 AM	0	137	9	0	3	0	0	1	0	0	0	0	0	150
Hour Total	0	489	64	0	21	3	0	3	0	0	0	0	0	580
11:00 AM	0	125	18	0	5	1	0	0	0	0	0	0	0	149
11:15 AM	1	130	28	1	6	1	0	0	0	0	0	0	0	167
11:30 AM	0	120	16	1	4	1	0	1	0	1	0	0	0	144
11:45 AM	0	123	19	0	7	0	0	0	0	0	0	0	0	149
Hour Total	1	498	81	2	22	3	0	1	0	1	0	0	0	609
12:00 PM	0	118	19	0	5	0	0	1	0	0	0	0	0	143
12:15 PM	0	141	23	0	3	0	0	1	0	0	0	0	0	168
12:30 PM	0	129	14	1	5	0	0	1	0	0	0	0	0	150
12:45 PM	0	160	13	0	6	0	0	1	0	0	0	0	0	180
Hour Total	0	548	69	1	19	0	0	4	0	0	0	0	0	641
1:00 PM	0	146	20	0	4	2	0	3	0	0	0	0	0	175
1:15 PM	1	177	15	1	7	1	0	1	0	0	0	0	0	203
1:30 PM	0	160	20	0	2	1	0	2	1	0	0	0	0	186
1:45 PM	0	146	29	1	3	0	0	1	0	0	0	0	0	180
Hour Total	1	629	84	2	16	4	0	7	1	0	0	0	0	744
2:00 PM	0	159	15	1	2	0	0	1	0	0	0	0	0	178
2:15 PM	0	165	17	0	4	1	0	0	0	0	0	0	0	187
2:30 PM	0	135	22	0	3	0	0	0	0	0	0	0	0	160
2:45 PM	0	152	21	0	3	0	0	0	0	0	0	0	0	176
Hour Total	0	611	75	1	12	1	0	1	0	0	0	0	0	701
3:00 PM	0	154	15	0	2	0	0	0	0	0	0	0	0	171
3:15 PM	0	160	15	1	4	0	0	1	0	0	0	0	0	181
3:30 PM	0	163	18	1	3	0	1	2	0	0	0	0	0	188
3:45 PM	2	151	8	0	6	0	0	1	0	0	0	0	0	168
Hour Total	2	628	56	2	15	0	1	4	0	0	0	0	0	708

4:00 PM	0	177	18	1	4	0	0	1	0	0	0	0	0	201
4:15 PM	1	155	20	1	2	0	0	0	0	0	0	0	0	179
4:30 PM	0	183	19	1	3	0	0	2	0	0	0	0	0	208
4:45 PM	0	180	11	2	3	1	0	1	0	0	0	0	0	198
Hour Total	1	695	68	5	12	1	0	4	0	0	0	0	0	786
5:00 PM	0	208	20	0	4	0	0	2	0	0	0	0	0	234
5:15 PM	0	196	10	0	6	0	0	0	1	0	0	0	0	213
5:30 PM	0	191	19	0	4	0	0	0	0	0	0	0	0	214
5:45 PM	1	220	19	2	2	0	0	0	0	0	0	0	0	244
Hour Total	1	815	68	2	16	0	0	2	1	0	0	0	0	905
6:00 PM	0	159	12	2	5	0	0	1	0	0	0	0	0	179
6:15 PM	0	183	12	0	2	1	0	0	0	0	0	0	0	198
6:30 PM	0	151	16	1	6	0	0	1	0	0	0	0	0	175
6:45 PM	0	161	13	2	4	0	0	2	0	0	0	0	0	182
Hour Total	0	654	53	5	17	1	0	4	0	0	0	0	0	734
7:00 PM	0	148	10	0	3	0	0	1	0	0	0	0	0	162
7:15 PM	0	150	14	0	6	0	0	1	0	0	0	0	0	171
7:30 PM	0	135	8	0	2	0	0	2	0	0	0	0	0	147
7:45 PM	1	147	14	0	2	0	0	2	0	0	0	0	0	166
Hour Total	1	580	46	0	13	0	0	6	0	0	0	0	0	646
8:00 PM	0	113	6	0	3	0	0	1	0	0	0	0	0	123
8:15 PM	0	94	16	0	4	1	0	0	0	0	0	0	0	115
8:30 PM	0	113	9	1	3	0	0	0	0	0	0	0	0	126
8:45 PM	0	122	7	1	3	0	0	0	0	0	0	0	0	133
Hour Total	0	442	38	2	13	1	0	1	0	0	0	0	0	497
9:00 PM	0	96	11	0	2	0	0	0	0	0	0	0	0	109
9:15 PM	0	101	1	0	1	0	0	0	0	0	0	0	0	103
9:30 PM	0	95	10	0	2	0	0	0	0	0	0	0	0	107
9:45 PM	0	94	2	0	2	0	0	0	0	0	0	0	0	98
Hour Total	0	386	24	0	7	0	0	0	0	0	0	0	0	417
10:00 PM	0	87	5	0	1	0	0	0	0	0	0	0	0	93
10:15 PM	0	95	5	0	3	0	0	0	0	0	0	0	0	103
10:30 PM	0	61	4	0	1	0	0	0	0	0	0	0	0	66
10:45 PM	0	56	1	1	0	0	0	0	0	0	0	0	0	58
Hour Total	0	299	15	1	5	0	0	0	0	0	0	0	0	320
11:00 PM	0	53	1	0	2	0	0	0	0	0	0	0	0	56
11:15 PM	0	48	2	0	1	0	0	0	0	0	0	0	0	51
11:30 PM	0	37	3	0	0	0	0	0	0	0	0	0	0	40
11:45 PM	0	37	2	0	3	0	0	0	0	0	0	0	0	42
Hour Total	0	175	8	0	6	0	0	0	0	0	0	0	0	189
Totals	9	9081	987	42	274	22	1	46	10	1	0	0	0	10473
Percent	0.1%	86.7%	9.4%	0.4%	2.6%	0.2%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/18/2009

City: Oakland

Project #: 09-7224-026e

Location: MacArthur Boulevard east of Lincoln Avenue

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	15	75			11	68				
12:15	20	83			14	85				
12:30	18	78			12	72				
12:45	8	105	61	341	8	75	45	300	106	641
1:00	9	93			4	82				
1:15	14	102			10	101				
1:30	12	95			5	91				
1:45	11	94	46	384	13	86	32	360	78	744
2:00	11	89			4	89				
2:15	6	95			6	92				
2:30	7	78			3	82				
2:45	6	91	30	353	5	85	18	348	48	701
3:00	6	94			2	77				
3:15	5	95			3	86				
3:30	5	97			7	91				
3:45	1	108	17	394	2	60	14	314	31	708
4:00	3	114			4	87				
4:15	5	105			3	74				
4:30	3	111			9	97				
4:45	4	105	15	435	10	93	26	351	41	786
5:00	5	143			9	91				
5:15	12	132			7	81				
5:30	3	127			11	87				
5:45	4	143	24	545	15	101	42	360	66	905
6:00	9	112			14	67				
6:15	8	111			23	87				
6:30	10	109			26	66				
6:45	22	102	49	434	40	80	103	300	152	734
7:00	24	99			36	63				
7:15	31	97			38	74				
7:30	45	82			65	65				
7:45	44	95	144	373	59	71	198	273	342	646
8:00	51	76			81	47				
8:15	55	66			75	49				
8:30	61	71			87	55				
8:45	69	81	236	294	89	52	332	203	568	497
9:00	70	61			74	48				
9:15	82	70			50	33				
9:30	52	63			75	44				
9:45	68	58	272	252	93	40	292	165	564	417
10:00	68	57			76	36				
10:15	61	65			82	38				
10:30	58	35			85	31				
10:45	76	39	263	196	74	19	317	124	580	320
11:00	81	34			68	22				
11:15	77	29			90	22				
11:30	75	25			69	15				
11:45	80	21	313	109	69	21	296	80	609	189
Total	1470	4110	1470	4110	1715	3178	1715	3178	3185	7288
Combined Total	5580		5580		4893		4893		10473	
AM Peak	11:45 AM				9:45 AM					
Vol.	316				336					
P.H.F.	0.952				0.903					
PM Peak	5:00 PM				1:15 PM					
Vol.	545				367					
P.H.F.	0.953				0.908					
Percentage	26.3%	73.7%			35.1%	64.9%				

Prepared by NDS/ATD

Volumes for: Wednesday, June 17, 2009

City: Oakland

Project #: 09-7224-027

Location: MacArthur Boulevard east of High Street

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	53	156			54	126				
12:15	60	155			43	125				
12:30	60	163			30	133				
12:45	43	156	216	630	33	138	160	522	376	1152
1:00	40	162			33	116				
1:15	44	144			32	118				
1:30	29	132			25	127				
1:45	27	167	140	605	20	123	110	484	250	1089
2:00	15	183			36	126				
2:15	25	152			18	120				
2:30	19	186			12	131				
2:45	13	196	72	717	10	146	76	523	148	1240
3:00	15	198			12	137				
3:15	25	194			14	138				
3:30	17	185			17	145				
3:45	13	208	70	785	10	147	53	567	123	1352
4:00	16	213			9	132				
4:15	17	186			4	142				
4:30	15	207			12	162				
4:45	27	215	75	821	9	148	34	584	109	1405
5:00	25	206			16	165				
5:15	23	228			16	146				
5:30	42	234			27	169				
5:45	36	229	126	897	32	183	91	663	217	1560
6:00	41	232			40	145				
6:15	45	210			32	153				
6:30	48	256			53	159				
6:45	75	227	209	925	58	144	183	601	392	1526
7:00	102	221			68	151				
7:15	104	179			78	141				
7:30	112	190			85	121				
7:45	126	177	444	767	123	136	354	549	798	1316
8:00	174	165			123	116				
8:15	140	171			110	112				
8:30	163	145			129	102				
8:45	163	165	640	646	127	121	489	451	1129	1097
9:00	148	134			128	115				
9:15	120	146			136	121				
9:30	142	130			126	127				
9:45	146	133	556	543	113	102	503	465	1059	1008
10:00	127	108			129	85				
10:15	126	105			105	86				
10:30	119	105			113	83				
10:45	132	100	504	418	102	64	449	318	953	736
11:00	122	83			113	53				
11:15	144	70			133	41				
11:30	137	61			117	45				
11:45	145	61	548	275	128	40	491	179	1039	454
Total	3600	8029	3600	8029	2993	5906	2993	5906	6593	13935
Combined Total	11629		11629		8899		8899		20528	
AM Peak	8:00 AM				8:30 AM					
Vol.	640				520					
P.H.F.	0.920				0.956					
PM Peak		5:45 PM				5:00 PM				
Vol.		927				663				
P.H.F.		0.905				0.906				
Percentage	31.0%	69.0%			33.6%	66.4%				

Prepared by NDS/ATD

Volumes for: Thursday, June 18, 2009

City: Oakland

Project #: 09-7224-027

Location: MacArthur Boulevard east of High Street

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	47	152			35	133				
12:15	45	165			38	126				
12:30	41	176			29	134				
12:45	44	162	177	655	18	120	120	513	297	1168
1:00	33	171			21	142				
1:15	22	197			19	122				
1:30	42	189			23	129				
1:45	15	199	112	756	18	132	81	525	193	1281
2:00	20	156			12	126				
2:15	27	210			19	141				
2:30	12	166			15	123				
2:45	9	204	68	736	12	152	58	542	126	1278
3:00	12	196			15	141				
3:15	13	181			8	131				
3:30	21	173			13	122				
3:45	12	216	58	766	12	154	48	548	106	1314
4:00	15	201			8	138				
4:15	8	215			17	154				
4:30	13	208			12	156				
4:45	28	201	64	825	13	159	50	607	114	1432
5:00	24	230			23	144				
5:15	31	223			21	171				
5:30	31	226			20	165				
5:45	35	249	121	928	24	167	88	647	209	1575
6:00	42	205			37	166				
6:15	50	253			39	154				
6:30	56	196			53	160				
6:45	78	220	226	874	71	148	200	628	426	1502
7:00	106	203			81	153				
7:15	98	181			77	139				
7:30	129	200			88	126				
7:45	145	196	478	780	147	120	393	538	871	1318
8:00	151	155			134	129				
8:15	143	168			137	125				
8:30	187	156			124	134				
8:45	166	181	647	660	133	136	528	524	1175	1184
9:00	162	150			136	110				
9:15	165	163			146	111				
9:30	125	133			120	98				
9:45	161	146	613	592	106	93	508	412	1121	1004
10:00	120	120			126	94				
10:15	137	125			129	108				
10:30	117	116			97	79				
10:45	128	122	502	483	120	96	472	377	974	860
11:00	145	108			124	61				
11:15	156	91			114	61				
11:30	159	85			119	64				
11:45	154	63	614	347	122	49	479	235	1093	582
Total	3680	8402	3680	8402	3025	6096	3025	6096	6705	14498
Combined Total	12082		12082		9121		9121		21203	
AM Peak	8:30 AM				7:45 AM					
Vol.	680				542					
P.H.F.	0.909				0.922					
PM Peak		5:30 PM				5:15 PM				
Vol.		933				669				
P.H.F.		0.922				0.978				
Percentage	30.5%	69.5%			33.2%	66.8%				

Class Report - Prepared by: NDS/ATD

MacArthur Boulevard east of High Street (Outside Lanes)

Oakland

Project #:09-7224-027w

Date: 6/18/2009

THURSDAY

West Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	19	1	0	1	0	0	0	0	0	0	0	0	21
12:15 AM	0	15	1	0	1	0	0	0	0	0	0	0	0	17
12:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
12:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	46	4	0	2	0	0	0	0	0	0	0	0	52
1:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
1:15 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	9
1:30 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
1:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	27	3	0	1	0	0	0	0	0	0	0	0	31
2:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:15 AM	0	8	1	0	1	0	0	0	0	0	0	0	0	10
2:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	19	1	0	1	0	0	0	0	0	0	0	0	21
3:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:15 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
3:30 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
3:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	14	2	0	1	0	0	0	0	0	0	0	0	17
4:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:15 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
4:30 AM	0	2	2	0	1	0	0	0	0	0	0	0	0	5
4:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	14	4	0	2	0	0	0	0	0	0	0	0	20
5:00 AM	0	5	0	1	0	0	0	0	0	0	0	0	0	6
5:15 AM	0	4	3	0	3	0	0	0	0	0	0	0	0	10
5:30 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	7
5:45 AM	0	5	0	1	2	0	0	0	0	0	0	0	0	8
Hour Total	0	20	3	2	6	0	0	0	0	0	0	0	0	31
6:00 AM	0	6	2	2	1	0	0	0	0	0	0	0	0	11
6:15 AM	0	11	1	0	2	0	0	1	0	0	0	0	0	15
6:30 AM	0	13	1	3	0	0	0	1	0	0	0	0	0	18
6:45 AM	0	15	5	2	3	1	0	0	0	0	0	0	0	26
Hour Total	0	45	9	7	6	1	0	2	0	0	0	0	0	70
7:00 AM	0	16	4	2	2	0	0	0	0	0	0	0	0	24
7:15 AM	0	16	5	1	3	1	0	0	0	0	0	0	0	26
7:30 AM	0	23	10	1	2	0	0	0	0	0	0	0	0	36
7:45 AM	0	34	10	3	2	0	0	1	0	0	0	0	0	50
Hour Total	0	89	29	7	9	1	0	1	0	0	0	0	0	136

8:00 AM	0	36	11	2	4	0	0	1	0	0	0	0	0	54
8:15 AM	0	36	9	2	3	0	0	0	0	0	0	0	0	50
8:30 AM	0	33	9	1	2	1	0	0	0	0	0	0	0	46
8:45 AM	1	30	14	3	2	0	0	0	0	0	0	0	0	50
Hour Total	1	135	43	8	11	1	0	1	0	0	0	0	0	200
9:00 AM	0	40	12	2	1	0	0	0	0	0	0	0	0	55
9:15 AM	0	39	9	1	2	0	0	0	0	0	0	0	0	51
9:30 AM	0	41	8	0	1	0	0	0	0	0	0	0	0	50
9:45 AM	0	34	2	1	2	0	0	0	0	0	0	0	0	39
Hour Total	0	154	31	4	6	0	0	0	0	0	0	0	0	195
10:00 AM	0	30	8	0	2	0	0	1	0	0	0	0	0	41
10:15 AM	0	44	12	1	2	0	0	0	0	0	0	0	0	59
10:30 AM	0	29	7	1	1	0	0	0	0	0	0	0	0	38
10:45 AM	0	31	8	0	5	0	0	0	0	0	0	0	0	44
Hour Total	0	134	35	2	10	0	0	1	0	0	0	0	0	182
11:00 AM	0	42	9	0	2	0	0	0	0	0	0	0	0	53
11:15 AM	1	33	7	1	2	0	0	0	1	0	0	0	0	45
11:30 AM	0	44	13	0	2	0	0	0	0	0	0	0	0	59
11:45 AM	0	35	9	4	1	0	0	0	0	0	0	0	0	49
Hour Total	1	154	38	5	7	0	0	0	1	0	0	0	0	206
12:00 PM	0	39	14	0	0	0	0	2	0	0	0	0	0	55
12:15 PM	0	45	6	1	3	0	0	0	0	0	0	0	0	55
12:30 PM	1	50	6	2	0	0	0	0	0	0	0	0	0	59
12:45 PM	0	41	9	1	2	0	0	0	1	0	0	0	0	54
Hour Total	1	175	35	4	5	0	0	2	1	0	0	0	0	223
1:00 PM	0	35	21	2	1	0	0	0	0	0	0	0	0	59
1:15 PM	1	40	8	1	2	0	0	0	0	0	0	0	0	52
1:30 PM	0	43	10	0	4	0	0	0	0	0	0	0	0	57
1:45 PM	0	41	9	1	4	0	0	1	0	0	0	0	0	56
Hour Total	1	159	48	4	11	0	0	1	0	0	0	0	0	224
2:00 PM	0	45	7	1	0	1	0	1	0	0	0	0	0	55
2:15 PM	0	47	9	3	0	0	0	0	0	0	0	0	0	59
2:30 PM	0	37	15	0	3	1	0	0	0	0	0	0	0	56
2:45 PM	0	51	13	2	1	0	0	0	0	0	0	0	0	67
Hour Total	0	180	44	6	4	2	0	1	0	0	0	0	0	237
3:00 PM	0	37	11	3	2	0	0	0	0	0	0	0	0	53
3:15 PM	1	35	19	1	2	1	0	1	0	0	0	0	0	60
3:30 PM	0	33	12	1	2	1	0	1	0	0	0	0	0	50
3:45 PM	0	51	14	3	2	2	0	0	0	0	0	0	0	72
Hour Total	1	156	56	8	8	4	0	2	0	0	0	0	0	235

4:00 PM	0	47	15	1	1	0	0	2	0	0	0	0	0	66
4:15 PM	0	51	11	0	4	0	0	1	0	0	0	0	0	67
4:30 PM	0	52	18	0	4	1	0	0	0	0	0	0	0	75
4:45 PM	0	59	10	1	3	0	0	0	0	0	0	0	0	73
Hour Total	0	209	54	2	12	1	0	3	0	0	0	0	0	281
5:00 PM	0	53	9	1	2	0	0	0	0	0	0	0	0	65
5:15 PM	0	53	12	0	3	0	0	2	0	0	0	0	0	70
5:30 PM	0	61	9	0	3	0	0	0	0	0	0	0	0	73
5:45 PM	0	53	13	2	2	0	0	1	0	0	0	0	0	71
Hour Total	0	220	43	3	10	0	0	3	0	0	0	0	0	279
6:00 PM	1	60	16	2	1	0	0	0	0	0	0	0	0	80
6:15 PM	0	51	9	1	2	0	0	0	0	0	0	0	0	63
6:30 PM	0	53	5	1	4	0	0	0	0	0	0	0	0	63
6:45 PM	0	44	9	2	1	0	0	0	0	0	0	0	0	56
Hour Total	1	208	39	6	8	0	0	0	0	0	0	0	0	262
7:00 PM	0	52	14	1	2	0	0	1	0	0	0	0	0	70
7:15 PM	0	50	9	1	2	0	0	0	0	0	0	0	0	62
7:30 PM	0	46	4	0	2	0	0	1	0	0	0	0	0	53
7:45 PM	0	38	1	1	2	0	0	1	0	0	0	0	0	43
Hour Total	0	186	28	3	8	0	0	3	0	0	0	0	0	228
8:00 PM	0	45	9	1	0	0	0	1	0	0	0	0	0	56
8:15 PM	0	43	7	2	3	0	0	0	0	0	0	0	0	55
8:30 PM	0	42	10	1	2	0	0	0	0	0	0	0	0	55
8:45 PM	0	51	11	1	1	0	0	0	0	0	0	0	0	64
Hour Total	0	181	37	5	6	0	0	1	0	0	0	0	0	230
9:00 PM	0	33	9	1	0	0	0	0	0	0	0	0	0	43
9:15 PM	0	52	4	0	1	0	1	1	0	0	0	0	0	59
9:30 PM	0	34	5	1	0	0	0	0	0	0	0	0	0	40
9:45 PM	0	40	3	0	0	0	0	1	0	0	0	0	0	44
Hour Total	0	159	21	2	1	0	1	2	0	0	0	0	0	186
10:00 PM	0	36	4	0	1	0	0	0	0	0	0	0	0	41
10:15 PM	0	43	3	1	0	0	0	0	0	0	0	0	0	47
10:30 PM	0	25	3	1	0	0	0	0	0	0	0	0	0	29
10:45 PM	0	32	2	0	1	0	0	0	0	0	0	0	0	35
Hour Total	0	136	12	2	2	0	0	0	0	0	0	0	0	152
11:00 PM	0	20	2	1	0	0	0	1	0	0	0	0	0	24
11:15 PM	0	23	1	0	0	0	0	1	0	0	0	0	0	25
11:30 PM	0	19	2	0	1	0	0	0	0	0	0	0	0	22
11:45 PM	0	16	1	0	0	0	0	1	0	0	0	0	0	18
Hour Total	0	78	6	1	1	0	0	3	0	0	0	0	0	89
Totals	6	2898	625	81	138	10	1	26	2	0	0	0	0	3787
Percent	0.2%	76.5%	16.5%	2.1%	3.6%	0.3%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

MacArthur Boulevard east of High Street (Outside Lanes)

Oakland

Project #:09-7224-027e

Date: 6/18/2009

THURSDAY

East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	15	0	0	1	0	0	0	0	0	0	0	0	16
12:15 AM	0	19	1	0	2	0	0	0	0	0	0	0	0	22
12:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
12:45 AM	0	15	1	0	0	0	0	1	0	0	0	0	0	17
Hour Total	0	59	2	0	3	0	0	1	0	0	0	0	0	65
1:00 AM	0	8	0	0	2	0	0	0	0	0	0	0	0	10
1:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
1:30 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
1:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	28	3	0	2	0	0	0	0	0	0	0	0	33
2:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
2:15 AM	0	11	1	0	1	0	0	0	0	0	0	0	0	13
2:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	22	1	0	1	0	0	0	0	0	0	0	0	24
3:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
3:15 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
3:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
3:45 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	13	2	0	2	0	0	0	0	0	0	0	0	17
4:00 AM	0	4	2	0	1	0	0	0	0	0	0	0	0	7
4:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	14	4	0	1	0	0	0	0	0	0	0	0	19
5:00 AM	0	6	1	0	1	0	0	0	0	0	0	0	0	8
5:15 AM	0	5	1	0	0	1	0	0	0	0	0	0	0	7
5:30 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
5:45 AM	0	8	0	0	1	0	0	0	0	0	0	0	0	9
Hour Total	0	27	3	0	2	1	0	0	0	0	0	0	0	33
6:00 AM	0	10	1	0	1	0	0	0	0	0	0	0	0	12
6:15 AM	1	8	0	0	2	0	0	0	0	0	0	0	0	11
6:30 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
6:45 AM	0	18	3	0	2	1	0	0	0	0	0	0	0	24
Hour Total	1	48	4	0	5	1	0	0	0	0	0	0	0	59
7:00 AM	0	29	1	0	1	0	0	0	0	0	0	0	0	31
7:15 AM	0	21	2	0	1	0	0	0	0	0	0	0	0	24
7:30 AM	0	25	4	1	2	0	0	0	0	0	0	0	0	32
7:45 AM	0	39	8	0	1	0	0	0	0	0	0	0	0	48
Hour Total	0	114	15	1	5	0	0	0	0	0	0	0	0	135

8:00 AM	0	37	6	0	2	0	0	0	0	0	0	0	0	45
8:15 AM	0	41	4	0	2	0	0	0	0	0	0	0	0	47
8:30 AM	0	47	5	0	1	0	0	0	0	0	0	0	0	53
8:45 AM	1	50	6	0	2	0	0	0	0	0	0	0	0	59
Hour Total	1	175	21	0	7	0	0	0	0	0	0	0	0	204
9:00 AM	0	48	9	1	2	0	0	0	0	0	0	0	0	60
9:15 AM	0	50	8	0	3	1	0	0	0	0	0	0	0	62
9:30 AM	0	31	6	1	1	0	0	0	0	0	0	0	0	39
9:45 AM	0	37	11	0	3	1	0	1	0	0	0	0	0	53
Hour Total	0	166	34	2	9	2	0	1	0	0	0	0	0	214
10:00 AM	0	31	11	0	4	0	0	0	0	0	0	0	0	46
10:15 AM	0	43	9	0	3	0	0	0	0	0	0	0	0	55
10:30 AM	0	40	2	0	3	0	0	0	0	0	0	0	0	45
10:45 AM	0	43	7	0	2	0	0	0	0	0	0	0	0	52
Hour Total	0	157	29	0	12	0	0	0	0	0	0	0	0	198
11:00 AM	0	47	10	0	3	0	0	0	0	0	0	0	0	60
11:15 AM	0	52	8	0	2	0	0	1	0	0	0	0	0	63
11:30 AM	0	54	9	0	1	0	0	1	0	0	0	0	0	65
11:45 AM	1	50	6	0	3	0	0	0	0	0	0	0	0	60
Hour Total	1	203	33	0	9	0	0	2	0	0	0	0	0	248
12:00 PM	0	56	9	0	3	0	0	0	0	0	0	0	0	68
12:15 PM	0	50	5	0	2	0	0	0	0	0	0	0	0	57
12:30 PM	0	63	4	0	3	0	0	0	0	0	0	0	0	70
12:45 PM	0	57	7	0	2	1	0	0	0	0	0	0	0	67
Hour Total	0	226	25	0	10	1	0	0	0	0	0	0	0	262
1:00 PM	1	54	12	1	2	0	0	0	0	0	0	0	0	70
1:15 PM	0	64	7	0	3	0	0	0	0	0	0	0	0	74
1:30 PM	0	74	12	0	2	0	0	1	0	0	0	0	0	89
1:45 PM	0	64	10	0	4	0	0	0	0	0	0	0	0	78
Hour Total	1	256	41	1	11	0	0	1	0	0	0	0	0	311
2:00 PM	0	62	8	0	1	0	0	0	0	0	0	0	0	71
2:15 PM	1	76	8	0	6	0	0	0	0	0	0	0	0	91
2:30 PM	0	52	9	0	2	0	0	0	0	0	0	0	0	63
2:45 PM	0	64	16	0	3	0	0	0	0	0	0	0	0	83
Hour Total	1	254	41	0	12	0	0	0	0	0	0	0	0	308
3:00 PM	0	69	12	0	2	0	0	0	0	0	0	0	0	83
3:15 PM	1	59	9	0	3	0	0	0	0	0	0	0	0	72
3:30 PM	0	56	10	0	2	0	0	0	0	0	0	0	0	68
3:45 PM	0	66	17	0	5	0	0	1	0	0	0	0	0	89
Hour Total	1	250	48	0	12	0	0	1	0	0	0	0	0	312

4:00 PM	0	63	13	0	0	0	0	0	0	0	0	0	0	76
4:15 PM	0	73	13	0	1	0	0	0	0	0	0	0	0	87
4:30 PM	0	77	8	1	3	0	0	0	0	0	0	0	0	89
4:45 PM	0	57	7	1	3	0	0	0	0	0	0	0	0	68
Hour Total	0	270	41	2	7	0	0	0	0	0	0	0	0	320
5:00 PM	0	78	9	2	3	0	0	0	0	0	0	0	0	92
5:15 PM	0	71	14	0	1	0	0	0	0	0	0	0	0	86
5:30 PM	0	88	4	0	3	0	0	0	0	0	0	0	0	95
5:45 PM	0	94	8	1	2	0	0	0	0	0	0	0	0	105
Hour Total	0	331	35	3	9	0	0	0	0	0	0	0	0	378
6:00 PM	0	66	13	1	2	0	0	0	0	0	0	0	0	82
6:15 PM	0	91	13	1	2	0	0	0	0	0	0	0	0	107
6:30 PM	0	68	4	2	2	0	0	0	0	0	0	0	0	76
6:45 PM	0	91	9	1	3	0	0	0	0	0	0	0	0	104
Hour Total	0	316	39	5	9	0	0	0	0	0	0	0	0	369
7:00 PM	0	67	9	1	3	0	0	1	0	0	0	0	0	81
7:15 PM	0	63	14	0	3	0	0	0	0	0	0	0	0	80
7:30 PM	0	62	6	1	1	0	0	1	0	0	0	0	0	71
7:45 PM	0	61	7	0	3	0	0	0	0	0	0	0	0	71
Hour Total	0	253	36	2	10	0	0	2	0	0	0	0	0	303
8:00 PM	0	50	2	0	2	0	0	1	0	0	0	0	0	55
8:15 PM	0	60	6	0	0	0	0	0	0	0	0	0	0	66
8:30 PM	0	44	9	1	5	0	0	0	0	0	0	0	0	59
8:45 PM	0	64	4	1	2	0	0	1	0	0	0	0	0	72
Hour Total	0	218	21	2	9	0	0	2	0	0	0	0	0	252
9:00 PM	0	38	9	0	0	0	0	1	0	0	0	0	0	48
9:15 PM	0	44	12	0	2	0	0	1	0	0	0	0	0	59
9:30 PM	0	48	3	0	1	0	0	2	0	0	0	0	0	54
9:45 PM	0	45	6	0	1	0	0	0	0	0	0	0	0	52
Hour Total	0	175	30	0	4	0	0	4	0	0	0	0	0	213
10:00 PM	0	44	5	0	1	0	0	0	0	0	0	0	0	50
10:15 PM	0	51	4	0	1	0	0	0	0	0	0	0	0	56
10:30 PM	0	41	5	0	1	0	0	0	0	0	0	0	0	47
10:45 PM	0	46	5	0	0	0	0	1	0	0	0	0	0	52
Hour Total	0	182	19	0	3	0	0	1	0	0	0	0	0	205
11:00 PM	0	33	3	0	1	0	0	0	0	0	0	0	0	37
11:15 PM	0	31	2	0	0	0	0	0	0	0	0	0	0	33
11:30 PM	0	29	3	0	1	0	0	0	0	0	0	0	0	33
11:45 PM	0	23	4	0	1	0	0	0	0	0	0	0	0	28
Hour Total	0	116	12	0	3	0	0	0	0	0	0	0	0	131
Totals	6	3873	539	18	157	5	0	15	0	0	0	0	0	4613
Percent	0.1%	84.0%	11.7%	0.4%	3.4%	0.1%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

MacArthur Boulevard east of High Street (Outside Lanes)

Oakland

Project #:09-7224-027e

Date: 6/18/2009

THURSDAY

West Bound, East Bound

Begin	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
Time	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
12:00 AM	0	34	1	0	2	0	0	0	0	0	0	0	0	37
12:15 AM	0	34	2	0	3	0	0	0	0	0	0	0	0	39
12:30 AM	0	16	1	0	0	0	0	0	0	0	0	0	0	17
12:45 AM	0	21	2	0	0	0	0	1	0	0	0	0	0	24
Hour Total	0	105	6	0	5	0	0	1	0	0	0	0	0	117
1:00 AM	0	15	1	0	2	0	0	0	0	0	0	0	0	18
1:15 AM	0	11	2	0	1	0	0	0	0	0	0	0	0	14
1:30 AM	0	18	2	0	0	0	0	0	0	0	0	0	0	20
1:45 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	55	6	0	3	0	0	0	0	0	0	0	0	64
2:00 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
2:15 AM	0	19	2	0	2	0	0	0	0	0	0	0	0	23
2:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
2:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	41	2	0	2	0	0	0	0	0	0	0	0	45
3:00 AM	0	8	0	0	1	0	0	0	0	0	0	0	0	9
3:15 AM	0	4	1	0	2	0	0	0	0	0	0	0	0	7
3:30 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	11
3:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	27	4	0	3	0	0	0	0	0	0	0	0	34
4:00 AM	0	7	2	0	1	0	0	0	0	0	0	0	0	10
4:15 AM	0	4	2	0	1	0	0	0	0	0	0	0	0	7
4:30 AM	0	4	2	0	1	0	0	0	0	0	0	0	0	7
4:45 AM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	28	8	0	3	0	0	0	0	0	0	0	0	39
5:00 AM	0	11	1	1	1	0	0	0	0	0	0	0	0	14
5:15 AM	0	9	4	0	3	1	0	0	0	0	0	0	0	17
5:30 AM	0	14	1	0	1	0	0	0	0	0	0	0	0	16
5:45 AM	0	13	0	1	3	0	0	0	0	0	0	0	0	17
Hour Total	0	47	6	2	8	1	0	0	0	0	0	0	0	64
6:00 AM	0	16	3	2	2	0	0	0	0	0	0	0	0	23
6:15 AM	1	19	1	0	4	0	0	1	0	0	0	0	0	26
6:30 AM	0	25	1	3	0	0	0	1	0	0	0	0	0	30
6:45 AM	0	33	8	2	5	2	0	0	0	0	0	0	0	50
Hour Total	1	93	13	7	11	2	0	2	0	0	0	0	0	129
7:00 AM	0	45	5	2	3	0	0	0	0	0	0	0	0	55
7:15 AM	0	37	7	1	4	1	0	0	0	0	0	0	0	50
7:30 AM	0	48	14	2	4	0	0	0	0	0	0	0	0	68
7:45 AM	0	73	18	3	3	0	0	1	0	0	0	0	0	98
Hour Total	0	203	44	8	14	1	0	1	0	0	0	0	0	271

8:00 AM	0	73	17	2	6	0	0	1	0	0	0	0	0	99
8:15 AM	0	77	13	2	5	0	0	0	0	0	0	0	0	97
8:30 AM	0	80	14	1	3	1	0	0	0	0	0	0	0	99
8:45 AM	2	80	20	3	4	0	0	0	0	0	0	0	0	109
Hour Total	2	310	64	8	18	1	0	1	0	0	0	0	0	404
9:00 AM	0	88	21	3	3	0	0	0	0	0	0	0	0	115
9:15 AM	0	89	17	1	5	1	0	0	0	0	0	0	0	113
9:30 AM	0	72	14	1	2	0	0	0	0	0	0	0	0	89
9:45 AM	0	71	13	1	5	1	0	1	0	0	0	0	0	92
Hour Total	0	320	65	6	15	2	0	1	0	0	0	0	0	409
10:00 AM	0	61	19	0	6	0	0	1	0	0	0	0	0	87
10:15 AM	0	87	21	1	5	0	0	0	0	0	0	0	0	114
10:30 AM	0	69	9	1	4	0	0	0	0	0	0	0	0	83
10:45 AM	0	74	15	0	7	0	0	0	0	0	0	0	0	96
Hour Total	0	291	64	2	22	0	0	1	0	0	0	0	0	380
11:00 AM	0	89	19	0	5	0	0	0	0	0	0	0	0	113
11:15 AM	1	85	15	1	4	0	0	1	1	0	0	0	0	108
11:30 AM	0	98	22	0	3	0	0	1	0	0	0	0	0	124
11:45 AM	1	85	15	4	4	0	0	0	0	0	0	0	0	109
Hour Total	2	357	71	5	16	0	0	2	1	0	0	0	0	454
12:00 PM	0	95	23	0	3	0	0	2	0	0	0	0	0	123
12:15 PM	0	95	11	1	5	0	0	0	0	0	0	0	0	112
12:30 PM	1	113	10	2	3	0	0	0	0	0	0	0	0	129
12:45 PM	0	98	16	1	4	1	0	0	1	0	0	0	0	121
Hour Total	1	401	60	4	15	1	0	2	1	0	0	0	0	485
1:00 PM	1	89	33	3	3	0	0	0	0	0	0	0	0	129
1:15 PM	1	104	15	1	5	0	0	0	0	0	0	0	0	126
1:30 PM	0	117	22	0	6	0	0	1	0	0	0	0	0	146
1:45 PM	0	105	19	1	8	0	0	1	0	0	0	0	0	134
Hour Total	2	415	89	5	22	0	0	2	0	0	0	0	0	535
2:00 PM	0	107	15	1	1	1	0	1	0	0	0	0	0	126
2:15 PM	1	123	17	3	6	0	0	0	0	0	0	0	0	150
2:30 PM	0	89	24	0	5	1	0	0	0	0	0	0	0	119
2:45 PM	0	115	29	2	4	0	0	0	0	0	0	0	0	150
Hour Total	1	434	85	6	16	2	0	1	0	0	0	0	0	545
3:00 PM	0	106	23	3	4	0	0	0	0	0	0	0	0	136
3:15 PM	2	94	28	1	5	1	0	1	0	0	0	0	0	132
3:30 PM	0	89	22	1	4	1	0	1	0	0	0	0	0	118
3:45 PM	0	117	31	3	7	2	0	1	0	0	0	0	0	161
Hour Total	2	406	104	8	20	4	0	3	0	0	0	0	0	547

4:00 PM	0	110	28	1	1	0	0	2	0	0	0	0	0	142
4:15 PM	0	124	24	0	5	0	0	1	0	0	0	0	0	154
4:30 PM	0	129	26	1	7	1	0	0	0	0	0	0	0	164
4:45 PM	0	116	17	2	6	0	0	0	0	0	0	0	0	141
Hour Total	0	479	95	4	19	1	0	3	0	0	0	0	0	601
5:00 PM	0	131	18	3	5	0	0	0	0	0	0	0	0	157
5:15 PM	0	124	26	0	4	0	0	2	0	0	0	0	0	156
5:30 PM	0	149	13	0	6	0	0	0	0	0	0	0	0	168
5:45 PM	0	147	21	3	4	0	0	1	0	0	0	0	0	176
Hour Total	0	551	78	6	19	0	0	3	0	0	0	0	0	657
6:00 PM	1	126	29	3	3	0	0	0	0	0	0	0	0	162
6:15 PM	0	142	22	2	4	0	0	0	0	0	0	0	0	170
6:30 PM	0	121	9	3	6	0	0	0	0	0	0	0	0	139
6:45 PM	0	135	18	3	4	0	0	0	0	0	0	0	0	160
Hour Total	1	524	78	11	17	0	0	0	0	0	0	0	0	631
7:00 PM	0	119	23	2	5	0	0	2	0	0	0	0	0	151
7:15 PM	0	113	23	1	5	0	0	0	0	0	0	0	0	142
7:30 PM	0	108	10	1	3	0	0	2	0	0	0	0	0	124
7:45 PM	0	99	8	1	5	0	0	1	0	0	0	0	0	114
Hour Total	0	439	64	5	18	0	0	5	0	0	0	0	0	531
8:00 PM	0	95	11	1	2	0	0	2	0	0	0	0	0	111
8:15 PM	0	103	13	2	3	0	0	0	0	0	0	0	0	121
8:30 PM	0	86	19	2	7	0	0	0	0	0	0	0	0	114
8:45 PM	0	115	15	2	3	0	0	1	0	0	0	0	0	136
Hour Total	0	399	58	7	15	0	0	3	0	0	0	0	0	482
9:00 PM	0	71	18	1	0	0	0	1	0	0	0	0	0	91
9:15 PM	0	96	16	0	3	0	1	2	0	0	0	0	0	118
9:30 PM	0	82	8	1	1	0	0	2	0	0	0	0	0	94
9:45 PM	0	85	9	0	1	0	0	1	0	0	0	0	0	96
Hour Total	0	334	51	2	5	0	1	6	0	0	0	0	0	399
10:00 PM	0	80	9	0	2	0	0	0	0	0	0	0	0	91
10:15 PM	0	94	7	1	1	0	0	0	0	0	0	0	0	103
10:30 PM	0	66	8	1	1	0	0	0	0	0	0	0	0	76
10:45 PM	0	78	7	0	1	0	0	1	0	0	0	0	0	87
Hour Total	0	318	31	2	5	0	0	1	0	0	0	0	0	357
11:00 PM	0	53	5	1	1	0	0	1	0	0	0	0	0	61
11:15 PM	0	54	3	0	0	0	0	1	0	0	0	0	0	58
11:30 PM	0	48	5	0	2	0	0	0	0	0	0	0	0	55
11:45 PM	0	39	5	0	1	0	0	1	0	0	0	0	0	46
Hour Total	0	194	18	1	4	0	0	3	0	0	0	0	0	220
Totals	12	6771	1164	99	295	15	1	41	2	0	0	0	0	8400
Percent	0.1%	80.6%	13.9%	1.2%	3.5%	0.2%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/18/2009

City: Oakland

Project #: 09-7224-027e

Location: MacArthur Boulevard east of High Street (Outside Lanes)

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	16	68			21	55				
12:15	22	57			17	55				
12:30	10	70			7	59				
12:45	17	67	65	262	7	54	52	223	117	485
1:00	10	70			8	59				
1:15	5	74			9	52				
1:30	14	89			6	57				
1:45	4	78	33	311	8	56	31	224	64	535
2:00	5	71			5	55				
2:15	13	91			10	59				
2:30	3	63			5	56				
2:45	3	83	24	308	1	67	21	237	45	545
3:00	5	83			4	53				
3:15	3	72			4	60				
3:30	7	68			4	50				
3:45	2	89	17	312	5	72	17	235	34	547
4:00	7	76			3	66				
4:15	1	87			6	67				
4:30	2	89			5	75				
4:45	9	68	19	320	6	73	20	281	39	601
5:00	8	92			6	65				
5:15	7	86			10	70				
5:30	9	95			7	73				
5:45	9	105	33	378	8	71	31	279	64	657
6:00	12	82			11	80				
6:15	11	107			15	63				
6:30	12	76			18	63				
6:45	24	104	59	369	26	56	70	262	129	631
7:00	31	81			24	70				
7:15	24	80			26	62				
7:30	32	71			36	53				
7:45	48	71	135	303	50	43	136	228	271	531
8:00	45	55			54	56				
8:15	47	66			50	55				
8:30	53	59			46	55				
8:45	59	72	204	252	50	64	200	230	404	482
9:00	60	48			55	43				
9:15	62	59			51	59				
9:30	39	54			50	40				
9:45	53	52	214	213	39	44	195	186	409	399
10:00	46	50			41	41				
10:15	55	56			59	47				
10:30	45	47			38	29				
10:45	52	52	198	205	44	35	182	152	380	357
11:00	60	37			53	24				
11:15	63	33			45	25				
11:30	65	33			59	22				
11:45	60	28	248	131	49	18	206	89	454	220
Total	1249	3364	1249	3364	1161	2626	1161	2626	2410	5990
Combined Total	4613		4613		3787		3787		8400	
AM Peak	11:15 AM				11:30 AM					
Vol.	256				218					
P.H.F.	0.941				0.924					
PM Peak	5:30 PM				5:15 PM					
Vol.	389				294					
P.H.F.	0.909				0.919					
Percentage	27.1%	72.9%			30.7%	69.3%				

Class Report - Prepared by: NDS/ATD

MacArthur Boulevard east of High Street (Outside Lanes)

Oakland

Project #:09-7224-027w

Date: 6/17/2009

WEDNESDAY

West Bound

Begin Time	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	18	2	1	0	0	0	0	0	0	0	0	0	21
12:15 AM	0	19	0	0	1	0	0	0	0	0	0	0	0	20
12:30 AM	0	5	3	0	0	0	0	0	1	0	0	0	0	9
12:45 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	53	5	1	1	0	0	0	1	0	0	0	0	61
1:00 AM	0	18	0	0	0	0	0	0	0	0	0	0	0	18
1:15 AM	0	12	1	0	1	0	0	0	0	0	0	0	0	14
1:30 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
1:45 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	52	1	0	1	0	0	0	0	0	0	0	0	54
2:00 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	16
2:15 AM	0	6	3	0	2	0	0	0	0	0	0	0	0	11
2:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	27	5	0	2	0	0	0	0	0	0	0	0	34
3:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
3:15 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	6
3:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
3:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	20	1	0	1	0	0	0	0	0	0	0	0	22
4:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
4:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
4:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
4:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	12	3	0	1	0	0	0	0	0	0	0	0	16
5:00 AM	0	6	0	1	0	0	0	0	0	0	0	0	0	7
5:15 AM	0	6	0	0	3	0	0	0	0	0	0	0	0	9
5:30 AM	0	7	2	0	1	0	0	0	0	0	0	0	0	10
5:45 AM	0	6	2	1	2	0	0	0	0	0	0	0	0	11
Hour Total	0	25	4	2	6	0	0	0	0	0	0	0	0	37
6:00 AM	0	6	2	2	1	0	0	0	0	0	0	0	0	11
6:15 AM	0	5	0	0	2	0	0	1	0	0	0	0	0	8
6:30 AM	0	13	1	1	1	1	0	0	0	0	0	0	0	17
6:45 AM	1	7	6	1	3	0	0	0	0	0	0	0	0	18
Hour Total	1	31	9	4	7	1	0	1	0	0	0	0	0	54
7:00 AM	0	13	3	3	3	1	0	0	0	0	0	0	0	23
7:15 AM	0	17	5	2	3	0	0	0	0	0	0	0	0	27
7:30 AM	0	30	3	2	0	0	0	1	0	0	0	0	0	36
7:45 AM	0	31	5	3	2	1	0	1	0	0	0	0	0	43
Hour Total	0	91	16	10	8	2	0	2	0	0	0	0	0	129

8:00 AM	0	28	11	1	1	0	0	1	0	0	0	0	0	42
8:15 AM	0	30	5	2	1	0	0	0	1	0	0	0	0	39
8:30 AM	0	32	8	1	2	0	0	0	0	0	0	0	0	43
8:45 AM	0	28	13	2	3	1	0	0	0	0	0	0	0	47
Hour Total	0	118	37	6	7	1	0	1	1	0	0	0	0	171
9:00 AM	0	44	11	1	1	0	0	0	0	0	0	0	0	57
9:15 AM	0	46	11	1	2	0	0	1	0	0	0	0	0	61
9:30 AM	0	38	14	0	2	0	0	0	0	0	0	0	0	54
9:45 AM	0	32	8	1	4	0	0	0	0	0	0	0	0	45
Hour Total	0	160	44	3	9	0	0	1	0	0	0	0	0	217
10:00 AM	0	34	11	3	1	0	0	0	1	0	0	0	0	50
10:15 AM	0	32	4	2	1	0	0	0	0	0	0	0	0	39
10:30 AM	1	30	7	2	1	0	0	0	0	0	0	0	0	41
10:45 AM	0	30	5	0	4	0	0	0	0	0	0	0	0	39
Hour Total	1	126	27	7	7	0	0	0	1	0	0	0	0	169
11:00 AM	0	44	4	0	1	0	0	0	0	0	0	0	0	49
11:15 AM	0	41	7	1	1	0	0	1	0	0	0	0	0	51
11:30 AM	0	45	9	0	2	0	0	0	0	0	0	0	0	56
11:45 AM	0	48	6	3	0	0	0	0	0	0	0	0	0	57
Hour Total	0	178	26	4	4	0	0	1	0	0	0	0	0	213
12:00 PM	1	46	4	1	2	0	0	1	0	0	0	0	0	55
12:15 PM	0	47	11	2	0	0	0	0	0	0	0	0	0	60
12:30 PM	0	52	15	2	1	0	0	0	0	0	0	0	0	70
12:45 PM	0	50	12	3	1	0	0	0	0	0	0	0	0	66
Hour Total	1	195	42	8	4	0	0	1	0	0	0	0	0	251
1:00 PM	1	40	10	0	2	0	0	0	0	0	0	0	0	53
1:15 PM	0	41	4	0	2	0	0	1	0	0	0	0	0	48
1:30 PM	0	49	6	0	3	0	0	1	0	0	0	0	0	59
1:45 PM	0	44	11	3	1	1	0	1	0	0	0	0	0	61
Hour Total	1	174	31	3	8	1	0	3	0	0	0	0	0	221
2:00 PM	0	43	11	0	1	0	0	1	0	0	0	0	0	56
2:15 PM	0	44	6	3	0	0	0	0	0	0	0	0	0	53
2:30 PM	0	40	8	2	1	0	0	0	0	0	0	0	0	51
2:45 PM	0	52	15	1	4	0	0	0	0	0	0	0	0	72
Hour Total	0	179	40	6	6	0	0	1	0	0	0	0	0	232
3:00 PM	0	44	9	2	3	0	0	0	0	0	0	0	0	58
3:15 PM	0	50	15	2	2	1	0	1	0	0	0	0	0	71
3:30 PM	0	49	10	3	1	0	0	0	1	0	0	0	0	64
3:45 PM	0	47	17	1	3	1	0	1	0	0	0	0	0	70
Hour Total	0	190	51	8	9	2	0	2	1	0	0	0	0	263

4:00 PM	0	45	7	1	1	0	0	1	0	0	0	0	0	55
4:15 PM	0	50	10	1	2	0	0	1	0	0	0	0	0	64
4:30 PM	0	49	13	3	1	1	0	0	0	0	0	0	0	67
4:45 PM	0	47	9	0	3	0	0	0	0	0	0	0	0	59
Hour Total	0	191	39	5	7	1	0	2	0	0	0	0	0	245
5:00 PM	0	48	13	1	3	0	0	0	0	0	0	0	0	65
5:15 PM	0	50	10	0	3	0	0	1	0	0	0	0	0	64
5:30 PM	0	55	8	2	3	0	0	0	0	0	0	0	0	68
5:45 PM	0	69	10	2	3	0	0	0	0	0	0	0	0	84
Hour Total	0	222	41	5	12	0	0	1	0	0	0	0	0	281
6:00 PM	1	49	13	0	3	0	0	1	0	0	0	0	0	67
6:15 PM	0	44	10	2	0	1	0	0	0	0	0	0	0	57
6:30 PM	0	62	7	0	4	0	0	0	0	0	0	0	0	73
6:45 PM	1	57	5	1	2	0	0	0	0	0	0	0	0	66
Hour Total	2	212	35	3	9	1	0	1	0	0	0	0	0	263
7:00 PM	0	62	5	2	1	0	0	1	0	0	0	0	0	71
7:15 PM	0	45	9	2	0	1	0	1	0	0	0	0	0	58
7:30 PM	0	47	8	1	1	0	0	1	0	0	0	0	0	58
7:45 PM	0	50	8	0	2	0	0	1	0	0	0	0	0	61
Hour Total	0	204	30	5	4	1	0	4	0	0	0	0	0	248
8:00 PM	0	39	5	0	2	0	0	1	0	0	0	0	0	47
8:15 PM	0	36	8	1	2	0	0	0	0	0	0	0	0	47
8:30 PM	0	41	2	0	2	0	0	0	0	0	0	0	0	45
8:45 PM	0	46	7	1	1	0	0	0	0	0	0	0	0	55
Hour Total	0	162	22	2	7	0	0	1	0	0	0	0	0	194
9:00 PM	0	45	5	1	0	0	0	0	0	0	0	0	0	51
9:15 PM	0	47	8	0	0	0	0	1	0	0	0	0	0	56
9:30 PM	0	46	5	0	1	0	0	0	0	0	0	0	0	52
9:45 PM	0	35	4	0	0	0	0	1	0	0	0	0	0	40
Hour Total	0	173	22	1	1	0	0	2	0	0	0	0	0	199
10:00 PM	0	36	4	0	1	0	0	0	0	0	0	0	0	41
10:15 PM	0	35	3	0	1	0	0	0	0	0	0	0	0	39
10:30 PM	0	25	5	0	1	0	0	0	0	0	0	0	0	31
10:45 PM	0	21	1	0	1	0	0	0	0	0	0	0	0	23
Hour Total	0	117	13	0	4	0	0	0	0	0	0	0	0	134
11:00 PM	0	18	4	1	0	0	0	0	0	0	0	0	0	23
11:15 PM	0	14	2	0	0	0	0	1	0	0	0	0	0	17
11:30 PM	0	21	1	1	0	0	0	0	0	0	0	0	0	23
11:45 PM	0	14	1	0	0	0	0	1	0	0	0	0	0	16
Hour Total	0	67	8	2	0	0	0	2	0	0	0	0	0	79
Totals	6	2979	552	85	125	10	0	26	4	0	0	0	0	3787
Percent	0.2%	78.7%	14.6%	2.2%	3.3%	0.3%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

MacArthur Boulevard east of High Street (Outside Lanes)

Oakland

Project #:09-7224-027e

Date: 6/17/2009

WEDNESDAY

East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	15	1	0	1	0	0	0	0	0	0	0	0	17
12:15 AM	0	18	1	0	1	0	0	0	0	0	0	0	0	20
12:30 AM	0	21	2	0	1	0	0	0	0	0	0	0	0	24
12:45 AM	0	13	2	0	1	0	0	1	0	0	0	0	0	17
Hour Total	0	67	6	0	4	0	0	1	0	0	0	0	0	78
1:00 AM	0	14	1	0	1	0	0	0	0	0	0	0	0	16
1:15 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	16
1:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
1:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	47	2	0	1	0	0	0	0	0	0	0	0	50
2:00 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
2:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
2:30 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
2:45 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	20	4	0	1	0	0	0	0	0	0	0	0	25
3:00 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	6
3:15 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
3:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
3:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	25	1	0	1	0	0	0	0	0	0	0	0	27
4:00 AM	0	2	3	0	1	0	0	0	0	0	0	0	0	6
4:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
4:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	17	4	0	1	0	0	0	0	0	0	0	0	22
5:00 AM	0	8	0	0	1	0	0	0	0	0	0	0	0	9
5:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:30 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
5:45 AM	0	7	3	0	0	0	0	1	0	0	0	0	0	11
Hour Total	0	28	4	0	1	0	0	1	0	0	0	0	0	34
6:00 AM	0	13	1	0	1	0	0	0	0	0	0	0	0	15
6:15 AM	0	8	0	0	1	0	0	0	0	0	0	0	0	9
6:30 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
6:45 AM	0	17	3	0	2	0	0	1	0	0	0	0	0	23
Hour Total	0	48	5	0	4	0	0	1	0	0	0	0	0	58
7:00 AM	0	21	3	0	0	0	0	0	0	0	0	0	0	24
7:15 AM	0	21	7	0	1	0	0	0	0	0	0	0	0	29
7:30 AM	0	26	3	1	2	0	0	0	0	0	0	0	0	32
7:45 AM	0	26	7	0	1	0	0	0	0	0	0	0	0	34
Hour Total	0	94	20	1	4	0	0	0	0	0	0	0	0	119

8:00 AM	0	46	9	0	2	0	0	0	0	0	0	0	0	57
8:15 AM	0	44	4	0	0	0	0	0	0	0	0	0	0	48
8:30 AM	1	35	7	0	2	0	0	0	0	0	0	0	0	45
8:45 AM	0	53	9	0	3	0	0	0	0	0	0	0	0	65
Hour Total	1	178	29	0	7	0	0	0	0	0	0	0	0	215
9:00 AM	0	40	6	1	1	0	0	0	0	0	0	0	0	48
9:15 AM	0	35	5	0	2	0	0	0	0	0	0	0	0	42
9:30 AM	1	43	6	1	2	0	0	0	0	0	0	0	0	53
9:45 AM	0	41	9	0	3	0	0	0	0	0	0	0	0	53
Hour Total	1	159	26	2	8	0	0	0	0	0	0	0	0	196
10:00 AM	0	32	7	0	2	1	0	0	0	0	0	0	0	42
10:15 AM	0	30	6	0	3	0	0	0	0	0	0	0	0	39
10:30 AM	0	35	5	0	2	0	0	0	0	0	0	0	0	42
10:45 AM	0	40	6	0	1	0	0	2	0	0	0	0	0	49
Hour Total	0	137	24	0	8	1	0	2	0	0	0	0	0	172
11:00 AM	0	46	5	0	4	0	0	0	0	0	0	0	0	55
11:15 AM	1	45	7	0	2	0	0	1	0	0	0	0	0	56
11:30 AM	0	47	4	0	1	0	0	1	0	0	0	0	0	53
11:45 AM	0	48	9	0	2	0	0	0	0	0	0	0	0	59
Hour Total	1	186	25	0	9	0	0	2	0	0	0	0	0	223
12:00 PM	0	52	9	0	3	0	0	0	0	0	0	0	0	64
12:15 PM	0	49	12	0	3	0	0	0	0	0	0	0	0	64
12:30 PM	0	54	4	0	4	0	0	0	0	0	0	0	0	62
12:45 PM	0	55	7	0	2	0	0	0	0	0	0	0	0	64
Hour Total	0	210	32	0	12	0	0	0	0	0	0	0	0	254
1:00 PM	0	55	13	0	2	0	0	1	0	0	0	0	0	71
1:15 PM	0	42	8	0	3	0	0	0	0	0	0	0	0	53
1:30 PM	0	48	6	0	0	0	0	1	1	0	0	0	0	56
1:45 PM	0	61	6	0	2	0	0	0	0	0	0	0	0	69
Hour Total	0	206	33	0	7	0	0	2	1	0	0	0	0	249
2:00 PM	0	66	3	0	1	0	0	0	0	0	0	0	0	70
2:15 PM	0	54	10	0	3	0	0	0	0	0	0	0	0	67
2:30 PM	0	68	8	0	4	0	0	0	0	0	0	0	0	80
2:45 PM	1	60	8	0	1	0	0	0	0	0	0	0	0	70
Hour Total	1	248	29	0	9	0	0	0	0	0	0	0	0	287
3:00 PM	0	74	11	0	3	0	0	1	0	0	0	0	0	89
3:15 PM	1	63	14	0	4	0	0	0	0	0	0	0	0	82
3:30 PM	0	65	9	0	3	0	0	1	0	0	0	0	0	78
3:45 PM	0	68	12	0	3	0	0	1	0	0	0	0	0	84
Hour Total	1	270	46	0	13	0	0	3	0	0	0	0	0	333

4:00 PM	0	78	10	0	3	0	0	0	0	0	0	0	0	91
4:15 PM	0	64	9	0	3	0	0	0	0	0	0	0	0	76
4:30 PM	0	77	6	1	3	0	0	0	0	0	0	0	0	87
4:45 PM	0	75	11	1	2	0	0	1	0	0	0	0	0	90
Hour Total	0	294	36	2	11	0	0	1	0	0	0	0	0	344
5:00 PM	0	68	6	2	4	0	0	0	0	0	0	0	0	80
5:15 PM	0	82	5	0	1	0	0	0	0	0	0	0	0	88
5:30 PM	0	87	11	1	4	0	0	0	0	0	0	0	0	103
5:45 PM	0	83	15	1	2	0	0	0	0	0	0	0	0	101
Hour Total	0	320	37	4	11	0	0	0	0	0	0	0	0	372
6:00 PM	1	84	8	0	3	0	0	0	0	0	0	0	0	96
6:15 PM	0	72	6	1	0	0	0	0	0	0	0	0	0	79
6:30 PM	0	79	17	1	4	0	0	1	0	0	0	0	0	102
6:45 PM	0	83	8	1	5	0	0	1	0	0	0	0	0	98
Hour Total	1	318	39	3	12	0	0	2	0	0	0	0	0	375
7:00 PM	0	71	8	0	2	0	0	1	0	0	0	0	0	82
7:15 PM	0	56	3	1	3	0	0	0	0	0	0	0	0	63
7:30 PM	0	71	5	1	1	0	0	1	0	0	0	0	0	79
7:45 PM	0	62	2	0	3	0	0	0	0	0	0	0	0	67
Hour Total	0	260	18	2	9	0	0	2	0	0	0	0	0	291
8:00 PM	0	68	4	0	3	0	0	0	0	0	0	0	0	75
8:15 PM	0	63	12	0	4	0	0	0	0	0	0	0	0	79
8:30 PM	1	46	6	0	1	0	0	1	0	0	0	0	0	55
8:45 PM	0	60	4	1	2	1	0	0	0	0	0	0	0	68
Hour Total	1	237	26	1	10	1	0	1	0	0	0	0	0	277
9:00 PM	0	45	3	0	1	0	0	1	0	0	0	0	0	50
9:15 PM	0	41	4	0	1	0	0	1	0	0	0	0	0	47
9:30 PM	0	36	7	0	3	0	0	1	0	0	0	0	0	47
9:45 PM	0	51	4	0	1	0	0	0	0	0	0	0	0	56
Hour Total	0	173	18	0	6	0	0	3	0	0	0	0	0	200
10:00 PM	0	35	6	0	1	0	0	0	0	0	0	0	0	42
10:15 PM	0	37	2	0	1	0	0	0	0	0	0	0	0	40
10:30 PM	0	41	0	0	1	0	0	0	0	0	0	0	0	42
10:45 PM	0	35	3	0	0	0	0	1	0	0	0	0	0	39
Hour Total	0	148	11	0	3	0	0	1	0	0	0	0	0	163
11:00 PM	0	26	6	0	1	0	0	0	0	0	0	0	0	33
11:15 PM	0	19	0	0	0	0	0	1	0	0	0	0	0	20
11:30 PM	0	20	4	0	1	0	0	0	0	0	0	0	0	25
11:45 PM	0	24	1	0	1	0	0	0	0	0	0	0	0	26
Hour Total	0	89	11	0	3	0	0	1	0	0	0	0	0	104
Totals	7	3779	486	15	155	2	0	23	1	0	0	0	0	4468
Percent	0.2%	84.6%	10.9%	0.3%	3.5%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

MacArthur Boulevard east of High Street (Outside Lanes)

Oakland

Project #:09-7224-027e

Date: 6/17/2009

WEDNESDAY

West Bound, East Bound

Begin Time	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	33	3	1	1	0	0	0	0	0	0	0	0	38
12:15 AM	0	37	1	0	2	0	0	0	0	0	0	0	0	40
12:30 AM	0	26	5	0	1	0	0	0	1	0	0	0	0	33
12:45 AM	0	24	2	0	1	0	0	1	0	0	0	0	0	28
Hour Total	0	120	11	1	5	0	0	1	1	0	0	0	0	139
1:00 AM	0	32	1	0	1	0	0	0	0	0	0	0	0	34
1:15 AM	0	27	2	0	1	0	0	0	0	0	0	0	0	30
1:30 AM	0	21	0	0	0	0	0	0	0	0	0	0	0	21
1:45 AM	0	19	0	0	0	0	0	0	0	0	0	0	0	19
Hour Total	0	99	3	0	2	0	0	0	0	0	0	0	0	104
2:00 AM	0	19	1	0	1	0	0	0	0	0	0	0	0	21
2:15 AM	0	12	4	0	2	0	0	0	0	0	0	0	0	18
2:30 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
2:45 AM	0	6	3	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	47	9	0	3	0	0	0	0	0	0	0	0	59
3:00 AM	0	10	1	0	1	0	0	0	0	0	0	0	0	12
3:15 AM	0	14	1	0	1	0	0	0	0	0	0	0	0	16
3:30 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13
3:45 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	45	2	0	2	0	0	0	0	0	0	0	0	49
4:00 AM	0	6	4	0	1	0	0	0	0	0	0	0	0	11
4:15 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	6
4:30 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
4:45 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	29	7	0	2	0	0	0	0	0	0	0	0	38
5:00 AM	0	14	0	1	1	0	0	0	0	0	0	0	0	16
5:15 AM	0	8	0	0	3	0	0	0	0	0	0	0	0	11
5:30 AM	0	18	3	0	1	0	0	0	0	0	0	0	0	22
5:45 AM	0	13	5	1	2	0	0	1	0	0	0	0	0	22
Hour Total	0	53	8	2	7	0	0	1	0	0	0	0	0	71
6:00 AM	0	19	3	2	2	0	0	0	0	0	0	0	0	26
6:15 AM	0	13	0	0	3	0	0	1	0	0	0	0	0	17
6:30 AM	0	23	2	1	1	1	0	0	0	0	0	0	0	28
6:45 AM	1	24	9	1	5	0	0	1	0	0	0	0	0	41
Hour Total	1	79	14	4	11	1	0	2	0	0	0	0	0	112
7:00 AM	0	34	6	3	3	1	0	0	0	0	0	0	0	47
7:15 AM	0	38	12	2	4	0	0	0	0	0	0	0	0	56
7:30 AM	0	56	6	3	2	0	0	1	0	0	0	0	0	68
7:45 AM	0	57	12	3	3	1	0	1	0	0	0	0	0	77
Hour Total	0	185	36	11	12	2	0	2	0	0	0	0	0	248

8:00 AM	0	74	20	1	3	0	0	1	0	0	0	0	0	99
8:15 AM	0	74	9	2	1	0	0	0	1	0	0	0	0	87
8:30 AM	1	67	15	1	4	0	0	0	0	0	0	0	0	88
8:45 AM	0	81	22	2	6	1	0	0	0	0	0	0	0	112
Hour Total	1	296	66	6	14	1	0	1	1	0	0	0	0	386
9:00 AM	0	84	17	2	2	0	0	0	0	0	0	0	0	105
9:15 AM	0	81	16	1	4	0	0	1	0	0	0	0	0	103
9:30 AM	1	81	20	1	4	0	0	0	0	0	0	0	0	107
9:45 AM	0	73	17	1	7	0	0	0	0	0	0	0	0	98
Hour Total	1	319	70	5	17	0	0	1	0	0	0	0	0	413
10:00 AM	0	66	18	3	3	1	0	0	1	0	0	0	0	92
10:15 AM	0	62	10	2	4	0	0	0	0	0	0	0	0	78
10:30 AM	1	65	12	2	3	0	0	0	0	0	0	0	0	83
10:45 AM	0	70	11	0	5	0	0	2	0	0	0	0	0	88
Hour Total	1	263	51	7	15	1	0	2	1	0	0	0	0	341
11:00 AM	0	90	9	0	5	0	0	0	0	0	0	0	0	104
11:15 AM	1	86	14	1	3	0	0	2	0	0	0	0	0	107
11:30 AM	0	92	13	0	3	0	0	1	0	0	0	0	0	109
11:45 AM	0	96	15	3	2	0	0	0	0	0	0	0	0	116
Hour Total	1	364	51	4	13	0	0	3	0	0	0	0	0	436
12:00 PM	1	98	13	1	5	0	0	1	0	0	0	0	0	119
12:15 PM	0	96	23	2	3	0	0	0	0	0	0	0	0	124
12:30 PM	0	106	19	2	5	0	0	0	0	0	0	0	0	132
12:45 PM	0	105	19	3	3	0	0	0	0	0	0	0	0	130
Hour Total	1	405	74	8	16	0	0	1	0	0	0	0	0	505
1:00 PM	1	95	23	0	4	0	0	1	0	0	0	0	0	124
1:15 PM	0	83	12	0	5	0	0	1	0	0	0	0	0	101
1:30 PM	0	97	12	0	3	0	0	2	1	0	0	0	0	115
1:45 PM	0	105	17	3	3	1	0	1	0	0	0	0	0	130
Hour Total	1	380	64	3	15	1	0	5	1	0	0	0	0	470
2:00 PM	0	109	14	0	2	0	0	1	0	0	0	0	0	126
2:15 PM	0	98	16	3	3	0	0	0	0	0	0	0	0	120
2:30 PM	0	108	16	2	5	0	0	0	0	0	0	0	0	131
2:45 PM	1	112	23	1	5	0	0	0	0	0	0	0	0	142
Hour Total	1	427	69	6	15	0	0	1	0	0	0	0	0	519
3:00 PM	0	118	20	2	6	0	0	1	0	0	0	0	0	147
3:15 PM	1	113	29	2	6	1	0	1	0	0	0	0	0	153
3:30 PM	0	114	19	3	4	0	0	1	1	0	0	0	0	142
3:45 PM	0	115	29	1	6	1	0	2	0	0	0	0	0	154
Hour Total	1	460	97	8	22	2	0	5	1	0	0	0	0	596

4:00 PM	0	123	17	1	4	0	0	1	0	0	0	0	0	146
4:15 PM	0	114	19	1	5	0	0	1	0	0	0	0	0	140
4:30 PM	0	126	19	4	4	1	0	0	0	0	0	0	0	154
4:45 PM	0	122	20	1	5	0	0	1	0	0	0	0	0	149
Hour Total	0	485	75	7	18	1	0	3	0	0	0	0	0	589
5:00 PM	0	116	19	3	7	0	0	0	0	0	0	0	0	145
5:15 PM	0	132	15	0	4	0	0	1	0	0	0	0	0	152
5:30 PM	0	142	19	3	7	0	0	0	0	0	0	0	0	171
5:45 PM	0	152	25	3	5	0	0	0	0	0	0	0	0	185
Hour Total	0	542	78	9	23	0	0	1	0	0	0	0	0	653
6:00 PM	2	133	21	0	6	0	0	1	0	0	0	0	0	163
6:15 PM	0	116	16	3	0	1	0	0	0	0	0	0	0	136
6:30 PM	0	141	24	1	8	0	0	1	0	0	0	0	0	175
6:45 PM	1	140	13	2	7	0	0	1	0	0	0	0	0	164
Hour Total	3	530	74	6	21	1	0	3	0	0	0	0	0	638
7:00 PM	0	133	13	2	3	0	0	2	0	0	0	0	0	153
7:15 PM	0	101	12	3	3	1	0	1	0	0	0	0	0	121
7:30 PM	0	118	13	2	2	0	0	2	0	0	0	0	0	137
7:45 PM	0	112	10	0	5	0	0	1	0	0	0	0	0	128
Hour Total	0	464	48	7	13	1	0	6	0	0	0	0	0	539
8:00 PM	0	107	9	0	5	0	0	1	0	0	0	0	0	122
8:15 PM	0	99	20	1	6	0	0	0	0	0	0	0	0	126
8:30 PM	1	87	8	0	3	0	0	1	0	0	0	0	0	100
8:45 PM	0	106	11	2	3	1	0	0	0	0	0	0	0	123
Hour Total	1	399	48	3	17	1	0	2	0	0	0	0	0	471
9:00 PM	0	90	8	1	1	0	0	1	0	0	0	0	0	101
9:15 PM	0	88	12	0	1	0	0	2	0	0	0	0	0	103
9:30 PM	0	82	12	0	4	0	0	1	0	0	0	0	0	99
9:45 PM	0	86	8	0	1	0	0	1	0	0	0	0	0	96
Hour Total	0	346	40	1	7	0	0	5	0	0	0	0	0	399
10:00 PM	0	71	10	0	2	0	0	0	0	0	0	0	0	83
10:15 PM	0	72	5	0	2	0	0	0	0	0	0	0	0	79
10:30 PM	0	66	5	0	2	0	0	0	0	0	0	0	0	73
10:45 PM	0	56	4	0	1	0	0	1	0	0	0	0	0	62
Hour Total	0	265	24	0	7	0	0	1	0	0	0	0	0	297
11:00 PM	0	44	10	1	1	0	0	0	0	0	0	0	0	56
11:15 PM	0	33	2	0	0	0	0	2	0	0	0	0	0	37
11:30 PM	0	41	5	1	1	0	0	0	0	0	0	0	0	48
11:45 PM	0	38	2	0	1	0	0	1	0	0	0	0	0	42
Hour Total	0	156	19	2	3	0	0	3	0	0	0	0	0	183
Totals	13	6758	1038	100	280	12	0	49	5	0	0	0	0	8255
Percent	0.2%	81.9%	12.6%	1.2%	3.4%	0.1%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/17/2009

City: Oakland

Project #: 09-7224-027e

Location: MacArthur Boulevard east of High Street (Outside Lanes)

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	17	64			21	55				
12:15	20	64			20	60				
12:30	24	62			9	70				
12:45	17	64	78	254	11	66	61	251	139	505
1:00	16	71			18	53				
1:15	16	53			14	48				
1:30	10	56			11	59				
1:45	8	69	50	249	11	61	54	221	104	470
2:00	5	70			16	56				
2:15	7	67			11	53				
2:30	9	80			2	51				
2:45	4	70	25	287	5	72	34	232	59	519
3:00	6	89			6	58				
3:15	10	82			6	71				
3:30	6	78			7	64				
3:45	5	84	27	333	3	70	22	263	49	596
4:00	6	91			5	55				
4:15	5	76			1	64				
4:30	4	87			7	67				
4:45	7	90	22	344	3	59	16	245	38	589
5:00	9	80			7	65				
5:15	2	88			9	64				
5:30	12	103			10	68				
5:45	11	101	34	372	11	84	37	281	71	653
6:00	15	96			11	67				
6:15	9	79			8	57				
6:30	11	102			17	73				
6:45	23	98	58	375	18	66	54	263	112	638
7:00	24	82			23	71				
7:15	29	63			27	58				
7:30	32	79			36	58				
7:45	34	67	119	291	43	61	129	248	248	539
8:00	57	75			42	47				
8:15	48	79			39	47				
8:30	45	55			43	45				
8:45	65	68	215	277	47	55	171	194	386	471
9:00	48	50			57	51				
9:15	42	47			61	56				
9:30	53	47			54	52				
9:45	53	56	196	200	45	40	217	199	413	399
10:00	42	42			50	41				
10:15	39	40			39	39				
10:30	42	42			41	31				
10:45	49	39	172	163	39	23	169	134	341	297
11:00	55	33			49	23				
11:15	56	20			51	17				
11:30	53	25			56	23				
11:45	59	26	223	104	57	16	213	79	436	183
Total	1219	3249	1219	3249	1177	2610	1177	2610	2396	5859
Combined Total	4468		4468		3787		3787		8255	
AM Peak	11:45 AM				11:45 AM					
Vol.	249				242					
P.H.F.	0.973				0.864					
PM Peak	5:15 PM				5:15 PM					
Vol.	388				283					
P.H.F.	0.942				0.842					
Percentage	27.3%	72.7%			31.1%	68.9%				

Prepared by NDS/ATD

Volumes for: Tuesday, June 9, 2009

City: Oakland

Project #: 09-7224-028

Location: MacArthur Boulevard east of 98th Avenue (Eastbound Only)

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	15	53	50	224	0	0				
12:15	5	65			0	0				
12:30	20	62			0	0				
12:45	10	44			0	0				
1:00	6	68			0	0				
1:15	10	61			0	0				
1:30	9	68			0	0				
1:45	10	44	35	241	0	0				
2:00	4	64			0	0				
2:15	2	69			0	0				
2:30	2	56			0	0				
2:45	4	65	12	254	0	0				
3:00	3	73			0	0				
3:15	1	87			0	0				
3:30	1	64			0	0				
3:45	4	78	9	302	0	0				
4:00	3	67			0	0				
4:15	5	67			0	0				
4:30	6	63			0	0				
4:45	4	68	18	265	0	0				
5:00	4	74			0	0				
5:15	2	68			0	0				
5:30	9	71			0	0				
5:45	8	82	23	295	0	0				
6:00	14	72			0	0				
6:15	16	71			0	0				
6:30	11	72			0	0				
6:45	10	60	51	275	0	0				
7:00	17	47			0	0				
7:15	13	48			0	0				
7:30	31	46			0	0				
7:45	34	28	95	169	0	0				
8:00	49	44			0	0				
8:15	42	45			0	0				
8:30	44	42			0	0				
8:45	47	36	182	167	0	0				
9:00	38	36			0	0				
9:15	51	43			0	0				
9:30	52	30			0	0				
9:45	47	32	188	141	0	0				
10:00	39	33			0	0				
10:15	51	27			0	0				
10:30	45	26			0	0				
10:45	58	21	193	107	0	0				
11:00	43	23			0	0				
11:15	55	11			0	0				
11:30	46	14			0	0				
11:45	57	13	201	61	0	0				
Total	1057	2501	1057	2501	0	0	0	0	0	0
Combined Total	3558		3558		0		0		0	
AM Peak	11:45 AM									
Vol.	237									
P.H.F.	0.912									
PM Peak	3:00 PM									
Vol.	302									
P.H.F.	0.868									
Percentage	29.7%	70.3%								

Prepared by NDS/ATD

Volumes for: Wednesday, June 10, 2009

City: Oakland

Project #: 09-7224-028

Location: MacArthur Boulevard east of 98th Avenue (Eastbound Only)

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	23	64			0	0				
12:15	13	58			0	0				
12:30	11	56			0	0				
12:45	11	62	58	240	0	0				
1:00	4	60			0	0				
1:15	7	65			0	0				
1:30	7	60			0	0				
1:45	0	61	18	246	0	0				
2:00	4	60			0	0				
2:15	2	51			0	0				
2:30	5	64			0	0				
2:45	2	56	13	231	0	0				
3:00	6	71			0	0				
3:15	3	66			0	0				
3:30	3	51			0	0				
3:45	0	67	12	255	0	0				
4:00	3	66			0	0				
4:15	2	53			0	0				
4:30	2	63			0	0				
4:45	3	55	10	237	0	0				
5:00	2	80			0	0				
5:15	6	66			0	0				
5:30	10	74			0	0				
5:45	12	61	30	281	0	0				
6:00	14	81			0	0				
6:15	13	60			0	0				
6:30	13	65			0	0				
6:45	10	83	50	289	0	0				
7:00	17	71			0	0				
7:15	16	66			0	0				
7:30	24	49			0	0				
7:45	25	56	82	242	0	0				
8:00	38	41			0	0				
8:15	49	38			0	0				
8:30	48	37			0	0				
8:45	58	41	193	157	0	0				
9:00	40	53			0	0				
9:15	39	34			0	0				
9:30	46	46			0	0				
9:45	34	37	159	170	0	0				
10:00	46	49			0	0				
10:15	39	30			0	0				
10:30	29	31			0	0				
10:45	54	10	168	120	0	0				
11:00	47	19			0	0				
11:15	60	21			0	0				
11:30	71	8			0	0				
11:45	78	20	256	68	0	0				
Total	1049	2536	1049	2536	0	0	0	0	0	0
Combined Total	3585		3585		0		0		0	
AM Peak	11:15 AM									
Vol.	273									
P.H.F.	0.875									
PM Peak	6:00 PM									
Vol.	289									
P.H.F.	0.870									
Percentage	29.3%	70.7%								

Class Report - Prepared by: NDS/ATD

MacArthur Boulevard east of 98th Avenue (Eastbound - Outside Lane)

Oakland

Project #:09-7224-028w

Date: 6/9/2009

TUESDAY

West Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	16	0	0	0	0	0	0	0	0	0	0	0	16
12:15 AM	0	13	0	1	0	0	0	0	0	0	0	0	0	14
12:30 AM	0	12	0	0	1	0	0	0	0	0	0	0	0	13
12:45 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	51	2	1	1	0	0	0	0	0	0	0	0	55
1:00 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
1:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:30 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
1:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	36	1	0	0	0	0	0	0	0	0	0	0	37
2:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	13	1	0	0	0	0	0	0	0	0	0	0	14
3:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	3
3:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Hour Total	0	6	0	0	1	0	0	0	0	0	0	0	0	7
4:00 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	3
4:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	11	2	0	0	1	0	0	0	0	0	0	0	14
5:00 AM	0	5	0	1	1	0	0	0	0	0	0	0	0	7
5:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
5:30 AM	0	6	0	1	2	0	0	0	0	0	0	0	0	9
5:45 AM	0	5	4	0	0	0	0	0	1	0	0	0	0	10
Hour Total	0	22	5	2	3	0	0	0	1	0	0	0	0	33
6:00 AM	0	7	1	2	0	0	0	0	0	0	0	0	0	10
6:15 AM	0	17	1	1	0	0	0	0	0	0	0	0	0	19
6:30 AM	0	10	5	2	1	0	0	0	0	0	0	0	0	18
6:45 AM	0	15	5	2	2	0	0	0	0	0	0	0	0	24
Hour Total	0	49	12	7	3	0	0	0	0	0	0	0	0	71
7:00 AM	0	17	2	1	4	0	0	0	0	0	0	0	0	24
7:15 AM	0	18	3	2	0	0	0	0	0	0	0	0	0	23
7:30 AM	0	38	4	1	1	0	0	0	0	0	0	0	0	44
7:45 AM	0	49	13	2	3	2	0	0	0	0	0	0	0	69
Hour Total	0	122	22	6	8	2	0	0	0	0	0	0	0	160

8:00 AM	0	45	11	3	1	0	0	1	0	0	0	0	0	61
8:15 AM	0	41	8	2	1	0	0	0	0	0	0	0	0	52
8:30 AM	0	51	8	1	1	0	0	0	0	0	0	0	0	61
8:45 AM	1	42	12	2	1	1	0	0	0	0	0	0	0	59
Hour Total	1	179	39	8	4	1	0	1	0	0	0	0	0	233
9:00 AM	1	33	11	0	2	1	0	0	1	0	0	0	0	49
9:15 AM	0	49	7	1	2	0	0	0	1	0	0	0	0	60
9:30 AM	0	39	7	1	3	1	0	0	2	0	0	0	0	53
9:45 AM	0	32	9	1	2	1	0	1	1	0	0	0	0	47
Hour Total	1	153	34	3	9	3	0	1	5	0	0	0	0	209
10:00 AM	0	25	1	1	3	0	0	0	1	0	0	0	0	31
10:15 AM	0	41	6	1	3	0	0	1	0	0	0	0	0	52
10:30 AM	0	37	7	0	2	0	0	2	1	0	0	0	0	49
10:45 AM	0	31	12	2	1	0	0	2	1	0	0	0	0	49
Hour Total	0	134	26	4	9	0	0	5	3	0	0	0	0	181
11:00 AM	0	33	8	0	2	0	0	1	0	0	0	0	0	44
11:15 AM	0	30	8	1	4	0	0	0	1	0	0	0	0	44
11:30 AM	0	42	9	2	0	0	0	0	0	0	0	0	0	53
11:45 AM	0	36	7	1	2	0	0	0	1	0	0	0	0	47
Hour Total	0	141	32	4	8	0	0	1	2	0	0	0	0	188
12:00 PM	0	42	4	1	3	0	0	1	0	0	0	0	0	51
12:15 PM	0	41	7	1	2	0	0	1	0	0	0	0	0	52
12:30 PM	0	31	4	0	1	0	0	0	0	0	0	0	0	36
12:45 PM	0	42	9	1	3	0	0	0	0	0	0	0	0	55
Hour Total	0	156	24	3	9	0	0	2	0	0	0	0	0	194
1:00 PM	0	51	19	3	3	0	0	0	0	0	0	0	0	76
1:15 PM	0	35	9	2	3	0	0	0	0	0	0	0	0	49
1:30 PM	0	47	10	1	0	0	0	2	0	0	0	0	0	60
1:45 PM	0	39	8	1	1	0	0	0	2	0	0	0	0	51
Hour Total	0	172	46	7	7	0	0	2	2	0	0	0	0	236
2:00 PM	0	46	11	0	2	1	0	0	0	0	0	0	0	60
2:15 PM	0	50	15	1	4	0	0	0	0	0	0	0	0	70
2:30 PM	0	43	10	1	1	0	0	0	0	0	0	0	0	55
2:45 PM	0	39	10	2	5	0	0	0	0	0	0	0	0	56
Hour Total	0	178	46	4	12	1	0	0	0	0	0	0	0	241
3:00 PM	0	45	10	1	5	0	0	0	0	0	0	0	0	61
3:15 PM	0	56	7	0	3	0	0	1	0	0	0	0	0	67
3:30 PM	0	57	8	2	3	3	0	0	0	0	0	0	0	73
3:45 PM	1	49	19	1	1	0	0	0	0	0	0	0	0	71
Hour Total	1	207	44	4	12	3	0	1	0	0	0	0	0	272

4:00 PM	0	52	9	0	2	0	0	0	0	0	0	0	0	63
4:15 PM	1	46	8	1	1	0	0	0	0	0	0	0	0	57
4:30 PM	0	53	7	1	3	0	0	0	0	0	0	0	0	64
4:45 PM	0	43	6	0	0	2	0	1	0	0	0	0	0	52
Hour Total	1	194	30	2	6	2	0	1	0	0	0	0	0	236
5:00 PM	0	68	7	2	2	0	0	0	0	0	0	0	0	79
5:15 PM	0	57	6	1	1	0	0	0	0	0	0	0	0	65
5:30 PM	0	40	12	0	2	0	0	0	0	0	0	0	0	54
5:45 PM	0	55	10	1	0	0	0	0	0	0	0	0	0	66
Hour Total	0	220	35	4	5	0	0	0	0	0	0	0	0	264
6:00 PM	1	53	3	1	2	0	0	0	0	0	0	0	0	60
6:15 PM	0	39	8	1	1	0	0	0	0	0	0	0	0	49
6:30 PM	0	51	4	1	2	0	0	0	0	0	0	0	0	58
6:45 PM	0	46	9	1	4	0	0	1	0	0	0	0	0	61
Hour Total	1	189	24	4	9	0	0	1	0	0	0	0	0	228
7:00 PM	0	42	5	1	0	0	0	0	0	0	0	0	0	48
7:15 PM	0	44	7	1	4	0	0	0	0	0	0	0	0	56
7:30 PM	0	42	5	0	0	0	0	0	0	0	0	0	0	47
7:45 PM	0	17	5	1	0	0	0	0	0	0	0	0	0	23
Hour Total	0	145	22	3	4	0	0	0	0	0	0	0	0	174
8:00 PM	0	22	4	1	1	0	0	0	0	0	0	0	0	28
8:15 PM	0	30	4	1	0	0	0	0	0	0	0	0	0	35
8:30 PM	0	29	5	2	1	0	0	0	0	0	0	0	0	37
8:45 PM	0	19	2	0	0	0	0	0	0	0	0	0	0	21
Hour Total	0	100	15	4	2	0	0	0	0	0	0	0	0	121
9:00 PM	0	24	2	0	1	0	0	0	0	0	0	0	0	27
9:15 PM	0	34	5	0	1	0	0	0	0	0	0	0	0	40
9:30 PM	0	27	7	0	0	0	0	0	0	0	0	0	0	34
9:45 PM	0	20	2	1	0	0	0	0	0	0	0	0	0	23
Hour Total	0	105	16	1	2	0	0	0	0	0	0	0	0	124
10:00 PM	0	29	2	0	0	0	0	0	0	0	0	0	0	31
10:15 PM	0	16	4	1	0	0	0	0	0	0	0	0	0	21
10:30 PM	0	10	0	0	1	0	0	0	0	0	0	0	0	11
10:45 PM	0	33	4	0	1	0	0	0	0	0	0	0	0	38
Hour Total	0	88	10	1	2	0	0	0	0	0	0	0	0	101
11:00 PM	0	17	3	0	0	0	0	0	0	0	0	0	0	20
11:15 PM	0	11	1	1	0	0	0	0	1	0	0	0	0	14
11:30 PM	0	9	4	1	0	0	0	0	0	0	0	0	0	14
11:45 PM	0	12	2	0	0	0	0	0	0	0	0	0	0	14
Hour Total	0	49	10	2	0	0	0	0	1	0	0	0	0	62
Totals	5	2720	498	74	116	13	0	15	14	0	0	0	0	3455
Percent	0.1%	78.7%	14.4%	2.1%	3.4%	0.4%	0.0%	0.4%	0.4%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

MacArthur Boulevard east of 98th Avenue (Eastbound - Outside Lane)

Oakland

Project #:09-7224-028e

Date: 6/9/2009

TUESDAY

East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
12:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
12:30 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
12:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	18	3	0	0	0	0	0	0	0	0	0	0	21
1:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:15 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
1:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
1:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	22	3	0	0	0	0	0	0	0	0	0	0	25
2:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	2	0	0	0	1	0	0	0	0	0	0	0	3
Hour Total	0	4	0	0	1	1	0	0	0	0	0	0	0	6
4:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:15 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
4:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
4:45 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
Hour Total	0	12	1	0	2	0	0	0	0	0	0	0	0	15
5:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
5:45 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	3
Hour Total	0	9	0	1	0	0	0	0	0	0	0	0	0	10
6:00 AM	0	6	1	1	0	0	0	0	0	0	0	0	0	8
6:15 AM	0	6	0	1	0	0	0	0	0	0	0	0	0	7
6:30 AM	0	1	1	1	0	0	0	0	0	0	0	0	0	3
6:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	16	2	3	0	0	0	0	0	0	0	0	0	21
7:00 AM	0	5	2	1	0	0	0	0	0	0	0	0	0	8
7:15 AM	0	5	0	1	0	0	0	0	0	0	0	0	0	6
7:30 AM	0	13	1	1	1	0	0	0	0	0	0	0	0	16
7:45 AM	0	11	1	1	0	0	0	0	0	0	0	0	0	13
Hour Total	0	34	4	4	1	0	0	0	0	0	0	0	0	43

8:00 AM	0	15	6	2	0	1	0	0	1	0	0	0	0	25
8:15 AM	0	13	2	1	0	1	0	0	1	0	0	0	0	18
8:30 AM	0	14	1	1	0	0	0	1	0	0	0	0	0	17
8:45 AM	0	22	2	2	0	0	0	0	0	0	0	0	0	26
Hour Total	0	64	11	6	0	2	0	1	2	0	0	0	0	86
9:00 AM	0	15	4	1	0	0	0	0	0	0	0	0	0	20
9:15 AM	0	22	5	0	1	1	0	0	0	0	0	0	0	29
9:30 AM	0	19	0	1	3	0	0	0	0	0	0	0	0	23
9:45 AM	0	19	4	0	2	0	0	0	0	0	0	0	0	25
Hour Total	0	75	13	2	6	1	0	0	0	0	0	0	0	97
10:00 AM	0	17	1	2	1	0	0	0	0	0	0	0	0	21
10:15 AM	0	12	5	2	1	0	0	0	0	0	0	0	0	20
10:30 AM	0	7	5	1	1	0	0	0	0	0	0	0	0	14
10:45 AM	0	20	3	1	1	0	0	0	0	0	0	0	0	25
Hour Total	0	56	14	6	4	0	0	0	0	0	0	0	0	80
11:00 AM	0	19	2	0	1	0	0	0	0	0	0	0	0	22
11:15 AM	0	20	3	2	0	0	0	0	0	0	0	0	0	25
11:30 AM	0	17	2	0	1	0	0	0	0	0	0	0	0	20
11:45 AM	0	17	0	0	1	0	0	0	0	0	0	0	0	18
Hour Total	0	73	7	2	3	0	0	0	0	0	0	0	0	85
12:00 PM	0	23	5	3	0	0	0	0	0	0	0	0	0	31
12:15 PM	1	22	0	2	1	0	0	0	0	0	0	0	0	26
12:30 PM	0	15	5	1	0	0	0	0	0	0	0	0	0	21
12:45 PM	0	13	3	1	1	0	0	0	0	0	0	0	0	18
Hour Total	1	73	13	7	2	0	0	0	0	0	0	0	0	96
1:00 PM	0	26	6	0	0	0	0	0	0	0	0	0	0	32
1:15 PM	0	20	3	0	1	0	0	0	0	0	0	0	0	24
1:30 PM	0	20	3	2	1	0	0	0	0	0	0	0	0	26
1:45 PM	0	17	3	0	0	0	0	0	0	0	0	0	0	20
Hour Total	0	83	15	2	2	0	0	0	0	0	0	0	0	102
2:00 PM	0	24	2	1	0	1	0	0	0	0	0	0	0	28
2:15 PM	0	20	6	0	0	0	0	0	0	0	0	0	0	26
2:30 PM	0	23	5	0	1	0	0	0	0	0	0	0	0	29
2:45 PM	0	29	4	2	1	1	0	0	0	0	0	0	0	37
Hour Total	0	96	17	3	2	2	0	0	0	0	0	0	0	120
3:00 PM	0	25	1	0	1	0	0	0	0	0	0	0	0	27
3:15 PM	1	26	5	0	1	0	0	0	0	0	0	0	0	33
3:30 PM	0	26	3	1	0	0	0	0	0	0	0	0	0	30
3:45 PM	1	22	4	1	0	0	0	0	0	0	0	0	0	28
Hour Total	2	99	13	2	2	0	0	0	0	0	0	0	0	118

4:00 PM	0	25	1	0	1	0	0	0	0	0	0	0	0	27
4:15 PM	0	28	1	2	0	0	0	0	0	0	0	0	0	31
4:30 PM	0	20	6	1	0	0	0	0	0	0	0	0	0	27
4:45 PM	0	29	1	0	1	1	0	0	0	0	0	0	0	32
Hour Total	0	102	9	3	2	1	0	0	0	0	0	0	0	117
5:00 PM	0	32	5	1	0	0	0	0	0	0	0	0	0	38
5:15 PM	0	26	3	3	1	0	0	0	0	0	0	0	0	33
5:30 PM	0	33	1	0	0	0	0	0	0	0	0	0	0	34
5:45 PM	0	36	1	1	0	0	0	0	0	0	0	0	0	38
Hour Total	0	127	10	5	1	0	0	0	0	0	0	0	0	143
6:00 PM	0	27	1	1	0	0	0	0	0	0	0	0	0	29
6:15 PM	0	29	1	2	0	0	0	0	0	0	0	0	0	32
6:30 PM	0	25	2	1	0	0	0	1	0	0	0	0	0	29
6:45 PM	0	18	1	2	1	0	0	0	0	0	0	0	0	22
Hour Total	0	99	5	6	1	0	0	1	0	0	0	0	0	112
7:00 PM	0	19	3	0	0	0	0	0	0	0	0	0	0	22
7:15 PM	0	16	0	4	0	0	0	0	0	0	0	0	0	20
7:30 PM	0	16	4	1	1	0	0	0	0	0	0	0	0	22
7:45 PM	0	9	2	1	0	0	0	0	0	0	0	0	0	12
Hour Total	0	60	9	6	1	0	0	0	0	0	0	0	0	76
8:00 PM	0	16	1	1	1	0	0	0	0	0	0	0	0	19
8:15 PM	0	19	2	1	0	0	0	0	0	0	0	0	0	22
8:30 PM	0	19	2	2	0	0	0	0	0	0	0	0	0	23
8:45 PM	0	13	0	1	1	0	0	0	0	0	0	0	0	15
Hour Total	0	67	5	5	2	0	0	0	0	0	0	0	0	79
9:00 PM	0	16	2	1	1	0	0	0	0	0	0	0	0	20
9:15 PM	0	21	3	0	0	0	0	0	0	0	0	0	0	24
9:30 PM	0	16	2	1	0	0	0	0	0	0	0	0	0	19
9:45 PM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	65	8	2	1	0	0	0	0	0	0	0	0	76
10:00 PM	0	13	1	0	1	0	0	0	0	0	0	0	0	15
10:15 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
10:30 PM	0	9	0	0	1	0	0	0	0	0	0	0	0	10
10:45 PM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	44	3	0	2	0	0	0	0	0	0	0	0	49
11:00 PM	0	14	1	1	0	0	0	0	0	0	0	0	0	16
11:15 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
11:30 PM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
11:45 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	26	2	1	1	0	0	0	0	0	0	0	0	30
Totals	3	1328	167	66	36	7	0	2	2	0	0	0	0	1611
Percent	0.2%	82.4%	10.4%	4.1%	2.2%	0.4%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

MacArthur Boulevard east of 98th Avenue (Eastbound - Outside Lane)

Oakland

Project #:09-7224-028e

Date: 6/9/2009

TUESDAY

West Bound, East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	21	1	0	0	0	0	0	0	0	0	0	0	22
12:15 AM	0	14	1	1	0	0	0	0	0	0	0	0	0	16
12:30 AM	0	21	1	0	1	0	0	0	0	0	0	0	0	23
12:45 AM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	69	5	1	1	0	0	0	0	0	0	0	0	76
1:00 AM	0	16	0	0	0	0	0	0	0	0	0	0	0	16
1:15 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	11
1:30 AM	0	17	1	0	0	0	0	0	0	0	0	0	0	18
1:45 AM	0	16	1	0	0	0	0	0	0	0	0	0	0	17
Hour Total	0	58	4	0	0	0	0	0	0	0	0	0	0	62
2:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	17	1	0	0	0	0	0	0	0	0	0	0	18
3:00 AM	0	3	0	0	2	0	0	0	0	0	0	0	0	5
3:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:45 AM	0	4	0	0	0	1	0	0	0	0	0	0	0	5
Hour Total	0	10	0	0	2	1	0	0	0	0	0	0	0	13
4:00 AM	0	6	0	0	0	1	0	0	0	0	0	0	0	7
4:15 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
4:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
4:45 AM	0	6	1	0	1	0	0	0	0	0	0	0	0	8
Hour Total	0	23	3	0	2	1	0	0	0	0	0	0	0	29
5:00 AM	0	7	0	1	1	0	0	0	0	0	0	0	0	9
5:15 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
5:30 AM	0	10	0	1	2	0	0	0	0	0	0	0	0	13
5:45 AM	0	7	4	1	0	0	0	0	1	0	0	0	0	13
Hour Total	0	31	5	3	3	0	0	0	1	0	0	0	0	43
6:00 AM	0	13	2	3	0	0	0	0	0	0	0	0	0	18
6:15 AM	0	23	1	2	0	0	0	0	0	0	0	0	0	26
6:30 AM	0	11	6	3	1	0	0	0	0	0	0	0	0	21
6:45 AM	0	18	5	2	2	0	0	0	0	0	0	0	0	27
Hour Total	0	65	14	10	3	0	0	0	0	0	0	0	0	92
7:00 AM	0	22	4	2	4	0	0	0	0	0	0	0	0	32
7:15 AM	0	23	3	3	0	0	0	0	0	0	0	0	0	29
7:30 AM	0	51	5	2	2	0	0	0	0	0	0	0	0	60
7:45 AM	0	60	14	3	3	2	0	0	0	0	0	0	0	82
Hour Total	0	156	26	10	9	2	0	0	0	0	0	0	0	203

8:00 AM	0	60	17	5	1	1	0	1	1	0	0	0	0	86
8:15 AM	0	54	10	3	1	1	0	0	1	0	0	0	0	70
8:30 AM	0	65	9	2	1	0	0	1	0	0	0	0	0	78
8:45 AM	1	64	14	4	1	1	0	0	0	0	0	0	0	85
Hour Total	1	243	50	14	4	3	0	2	2	0	0	0	0	319
9:00 AM	1	48	15	1	2	1	0	0	1	0	0	0	0	69
9:15 AM	0	71	12	1	3	1	0	0	1	0	0	0	0	89
9:30 AM	0	58	7	2	6	1	0	0	2	0	0	0	0	76
9:45 AM	0	51	13	1	4	1	0	1	1	0	0	0	0	72
Hour Total	1	228	47	5	15	4	0	1	5	0	0	0	0	306
10:00 AM	0	42	2	3	4	0	0	0	1	0	0	0	0	52
10:15 AM	0	53	11	3	4	0	0	1	0	0	0	0	0	72
10:30 AM	0	44	12	1	3	0	0	2	1	0	0	0	0	63
10:45 AM	0	51	15	3	2	0	0	2	1	0	0	0	0	74
Hour Total	0	190	40	10	13	0	0	5	3	0	0	0	0	261
11:00 AM	0	52	10	0	3	0	0	1	0	0	0	0	0	66
11:15 AM	0	50	11	3	4	0	0	0	1	0	0	0	0	69
11:30 AM	0	59	11	2	1	0	0	0	0	0	0	0	0	73
11:45 AM	0	53	7	1	3	0	0	0	1	0	0	0	0	65
Hour Total	0	214	39	6	11	0	0	1	2	0	0	0	0	273
12:00 PM	0	65	9	4	3	0	0	1	0	0	0	0	0	82
12:15 PM	1	63	7	3	3	0	0	1	0	0	0	0	0	78
12:30 PM	0	46	9	1	1	0	0	0	0	0	0	0	0	57
12:45 PM	0	55	12	2	4	0	0	0	0	0	0	0	0	73
Hour Total	1	229	37	10	11	0	0	2	0	0	0	0	0	290
1:00 PM	0	77	25	3	3	0	0	0	0	0	0	0	0	108
1:15 PM	0	55	12	2	4	0	0	0	0	0	0	0	0	73
1:30 PM	0	67	13	3	1	0	0	2	0	0	0	0	0	86
1:45 PM	0	56	11	1	1	0	0	0	2	0	0	0	0	71
Hour Total	0	255	61	9	9	0	0	2	2	0	0	0	0	338
2:00 PM	0	70	13	1	2	2	0	0	0	0	0	0	0	88
2:15 PM	0	70	21	1	4	0	0	0	0	0	0	0	0	96
2:30 PM	0	66	15	1	2	0	0	0	0	0	0	0	0	84
2:45 PM	0	68	14	4	6	1	0	0	0	0	0	0	0	93
Hour Total	0	274	63	7	14	3	0	0	0	0	0	0	0	361
3:00 PM	0	70	11	1	6	0	0	0	0	0	0	0	0	88
3:15 PM	1	82	12	0	4	0	0	1	0	0	0	0	0	100
3:30 PM	0	83	11	3	3	3	0	0	0	0	0	0	0	103
3:45 PM	2	71	23	2	1	0	0	0	0	0	0	0	0	99
Hour Total	3	306	57	6	14	3	0	1	0	0	0	0	0	390

4:00 PM	0	77	10	0	3	0	0	0	0	0	0	0	0	90
4:15 PM	1	74	9	3	1	0	0	0	0	0	0	0	0	88
4:30 PM	0	73	13	2	3	0	0	0	0	0	0	0	0	91
4:45 PM	0	72	7	0	1	3	0	1	0	0	0	0	0	84
Hour Total	1	296	39	5	8	3	0	1	0	0	0	0	0	353
5:00 PM	0	100	12	3	2	0	0	0	0	0	0	0	0	117
5:15 PM	0	83	9	4	2	0	0	0	0	0	0	0	0	98
5:30 PM	0	73	13	0	2	0	0	0	0	0	0	0	0	88
5:45 PM	0	91	11	2	0	0	0	0	0	0	0	0	0	104
Hour Total	0	347	45	9	6	0	0	0	0	0	0	0	0	407
6:00 PM	1	80	4	2	2	0	0	0	0	0	0	0	0	89
6:15 PM	0	68	9	3	1	0	0	0	0	0	0	0	0	81
6:30 PM	0	76	6	2	2	0	0	1	0	0	0	0	0	87
6:45 PM	0	64	10	3	5	0	0	1	0	0	0	0	0	83
Hour Total	1	288	29	10	10	0	0	2	0	0	0	0	0	340
7:00 PM	0	61	8	1	0	0	0	0	0	0	0	0	0	70
7:15 PM	0	60	7	5	4	0	0	0	0	0	0	0	0	76
7:30 PM	0	58	9	1	1	0	0	0	0	0	0	0	0	69
7:45 PM	0	26	7	2	0	0	0	0	0	0	0	0	0	35
Hour Total	0	205	31	9	5	0	0	0	0	0	0	0	0	250
8:00 PM	0	38	5	2	2	0	0	0	0	0	0	0	0	47
8:15 PM	0	49	6	2	0	0	0	0	0	0	0	0	0	57
8:30 PM	0	48	7	4	1	0	0	0	0	0	0	0	0	60
8:45 PM	0	32	2	1	1	0	0	0	0	0	0	0	0	36
Hour Total	0	167	20	9	4	0	0	0	0	0	0	0	0	200
9:00 PM	0	40	4	1	2	0	0	0	0	0	0	0	0	47
9:15 PM	0	55	8	0	1	0	0	0	0	0	0	0	0	64
9:30 PM	0	43	9	1	0	0	0	0	0	0	0	0	0	53
9:45 PM	0	32	3	1	0	0	0	0	0	0	0	0	0	36
Hour Total	0	170	24	3	3	0	0	0	0	0	0	0	0	200
10:00 PM	0	42	3	0	1	0	0	0	0	0	0	0	0	46
10:15 PM	0	27	5	1	0	0	0	0	0	0	0	0	0	33
10:30 PM	0	19	0	0	2	0	0	0	0	0	0	0	0	21
10:45 PM	0	44	5	0	1	0	0	0	0	0	0	0	0	50
Hour Total	0	132	13	1	4	0	0	0	0	0	0	0	0	150
11:00 PM	0	31	4	1	0	0	0	0	0	0	0	0	0	36
11:15 PM	0	14	1	1	0	0	0	0	1	0	0	0	0	17
11:30 PM	0	13	5	1	1	0	0	0	0	0	0	0	0	20
11:45 PM	0	17	2	0	0	0	0	0	0	0	0	0	0	19
Hour Total	0	75	12	3	1	0	0	0	1	0	0	0	0	92
Totals	8	4048	665	140	152	20	0	17	16	0	0	0	0	5066
Percent	0.2%	79.9%	13.1%	2.8%	3.0%	0.4%	0.0%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/9/2009

City: Oakland

Project #: 09-7224-028e

Location: MacArthur Boulevard east of 98th Avenue (Eastbound - Outside Lane)

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	6	31			16	51				
12:15	2	26			14	52				
12:30	10	21			13	36				
12:45	3	18	21	96	12	55	55	194	76	290
1:00	5	32			11	76				
1:15	6	24			5	49				
1:30	7	26			11	60				
1:45	7	20	25	102	10	51	37	236	62	338
2:00	2	28			6	60				
2:15	0	26			1	70				
2:30	1	29			3	55				
2:45	1	37	4	120	4	56	14	241	18	361
3:00	2	27			3	61				
3:15	0	33			2	67				
3:30	1	30			0	73				
3:45	3	28	6	118	2	71	7	272	13	390
4:00	4	27			3	63				
4:15	4	31			3	57				
4:30	3	27			4	64				
4:45	4	32	15	117	4	52	14	236	29	353
5:00	2	38			7	79				
5:15	1	33			7	65				
5:30	4	34			9	54				
5:45	3	38	10	143	10	66	33	264	43	407
6:00	8	29			10	60				
6:15	7	32			19	49				
6:30	3	29			18	58				
6:45	3	22	21	112	24	61	71	228	92	340
7:00	8	22			24	48				
7:15	6	20			23	56				
7:30	16	22			44	47				
7:45	13	12	43	76	69	23	160	174	203	250
8:00	25	19			61	28				
8:15	18	22			52	35				
8:30	17	23			61	37				
8:45	26	15	86	79	59	21	233	121	319	200
9:00	20	20			49	27				
9:15	29	24			60	40				
9:30	23	19			53	34				
9:45	25	13	97	76	47	23	209	124	306	200
10:00	21	15			31	31				
10:15	20	12			52	21				
10:30	14	10			49	11				
10:45	25	12	80	49	49	38	181	101	261	150
11:00	22	16			44	20				
11:15	25	3			44	14				
11:30	20	6			53	14				
11:45	18	5	85	30	47	14	188	62	273	92
Total	493	1118	493	1118	1202	2253	1202	2253	1695	3371
Combined Total	1611		1611		3455		3455		5066	
AM Peak	8:45 AM				7:45 AM					
Vol.	98				243					
P.H.F.	0.845				0.880					
PM Peak		5:00 PM				3:15 PM				
Vol.		143				274				
P.H.F.		0.941				0.938				
Percentage	30.6%	69.4%			34.8%	65.2%				

Class Report - Prepared by: NDS/ATD

MacArthur Boulevard east of 98th Avenue (Eastbound - Outside Lane)

Oakland

Project #:09-7224-028w

Date: 6/10/2009

WEDNESDAY

West Bound

Begin Time	Cars & 2 Axle			Buses	2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long		6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	11	3	0	1	0	0	0	0	0	0	0	0	15
12:15 AM	0	18	1	0	1	0	0	0	0	0	0	0	0	20
12:30 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
12:45 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	46	7	0	2	0	0	0	0	0	0	0	0	55
1:00 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
1:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
1:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
1:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	25	2	0	0	0	0	0	0	0	0	0	0	27
2:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
2:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:30 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
2:45 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	16	0	0	1	0	0	0	0	0	0	0	0	17
3:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
3:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
3:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	8	2	0	2	0	0	0	0	0	0	0	0	12
4:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	2
4:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:30 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
4:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	10	5	0	0	0	0	0	0	0	0	0	0	15
5:00 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	3
5:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
5:30 AM	0	6	0	1	1	0	0	0	0	0	0	0	0	8
5:45 AM	0	5	3	2	0	0	0	0	0	0	0	0	0	10
Hour Total	0	14	4	4	1	0	0	0	0	0	0	0	0	23
6:00 AM	0	11	1	1	0	0	0	0	0	0	0	0	0	13
6:15 AM	0	14	2	2	0	0	0	0	0	0	0	0	0	18
6:30 AM	0	6	4	1	1	0	0	0	0	0	0	0	0	12
6:45 AM	0	15	8	3	3	0	0	0	1	0	0	0	0	30
Hour Total	0	46	15	7	4	0	0	0	1	0	0	0	0	73
7:00 AM	0	8	3	1	5	0	0	0	0	0	0	0	0	17
7:15 AM	0	20	4	2	0	0	0	0	1	0	0	0	0	27
7:30 AM	0	30	8	1	2	0	0	0	0	0	0	0	0	41
7:45 AM	0	46	13	2	1	0	0	0	0	0	0	0	0	62
Hour Total	0	104	28	6	8	0	0	0	1	0	0	0	0	147

8:00 AM	0	51	15	3	3	0	0	0	0	0	0	0	0	72
8:15 AM	0	44	12	3	3	0	0	0	0	0	0	0	0	62
8:30 AM	0	45	5	2	2	0	0	0	0	0	0	0	0	54
8:45 AM	0	40	7	0	3	1	0	0	1	0	0	0	0	52
Hour Total	0	180	39	8	11	1	0	0	1	0	0	0	0	240
9:00 AM	1	30	7	1	3	0	0	0	0	0	0	0	0	42
9:15 AM	0	26	4	1	3	0	0	1	0	0	0	0	0	35
9:30 AM	0	29	12	1	2	1	0	0	0	0	0	0	0	45
9:45 AM	0	31	8	1	2	0	0	0	0	0	0	0	0	42
Hour Total	1	116	31	4	10	1	0	1	0	0	0	0	0	164
10:00 AM	0	28	7	1	4	0	0	0	0	0	0	0	0	40
10:15 AM	0	28	10	2	2	0	0	0	1	0	0	0	0	43
10:30 AM	0	43	10	1	1	1	0	0	0	0	0	0	0	56
10:45 AM	0	25	9	1	2	0	0	0	0	0	0	0	0	37
Hour Total	0	124	36	5	9	1	0	0	1	0	0	0	0	176
11:00 AM	0	30	12	1	4	0	0	1	0	0	0	0	0	48
11:15 AM	0	30	5	1	2	0	0	0	0	0	0	0	0	38
11:30 AM	0	39	13	1	2	0	0	0	0	0	0	0	0	55
11:45 AM	0	39	5	2	4	0	0	0	1	0	0	0	0	51
Hour Total	0	138	35	5	12	0	0	1	1	0	0	0	0	192
12:00 PM	0	46	14	1	4	0	0	0	1	0	0	0	0	66
12:15 PM	0	29	10	0	3	0	0	1	0	0	0	0	0	43
12:30 PM	0	47	9	1	0	1	0	0	0	0	0	0	0	58
12:45 PM	0	47	6	1	3	0	0	0	0	0	0	0	0	57
Hour Total	0	169	39	3	10	1	0	1	1	0	0	0	0	224
1:00 PM	0	42	10	1	3	0	0	0	0	0	0	0	0	56
1:15 PM	0	55	7	1	2	0	0	1	0	0	0	0	0	66
1:30 PM	0	40	15	2	0	0	0	1	0	0	0	0	0	58
1:45 PM	0	45	17	0	2	0	0	0	0	0	0	0	0	64
Hour Total	0	182	49	4	7	0	0	2	0	0	0	0	0	244
2:00 PM	0	44	7	1	5	0	0	0	2	0	0	0	0	59
2:15 PM	0	48	8	1	1	1	0	0	0	0	0	0	0	59
2:30 PM	1	32	7	1	3	1	0	1	0	0	0	0	0	46
2:45 PM	0	46	4	1	5	1	0	0	0	0	0	0	0	57
Hour Total	1	170	26	4	14	3	0	1	2	0	0	0	0	221
3:00 PM	0	51	6	1	2	0	0	0	0	0	0	0	0	60
3:15 PM	0	54	6	1	4	0	0	2	0	0	0	0	0	67
3:30 PM	0	42	7	1	0	0	0	1	0	0	0	0	0	51
3:45 PM	0	52	9	0	3	0	0	0	0	0	0	0	0	64
Hour Total	0	199	28	3	9	0	0	3	0	0	0	0	0	242

4:00 PM	0	53	9	1	1	0	0	0	0	0	0	0	0	64
4:15 PM	0	49	5	1	1	0	0	2	0	0	0	0	0	58
4:30 PM	0	56	12	1	1	0	0	0	0	0	0	0	0	70
4:45 PM	0	52	7	1	3	0	0	0	1	0	0	0	0	64
Hour Total	0	210	33	4	6	0	0	2	1	0	0	0	0	256
5:00 PM	1	45	12	2	1	0	0	0	0	0	0	0	0	61
5:15 PM	0	51	11	1	4	0	0	0	0	0	0	0	0	67
5:30 PM	0	36	13	1	0	0	0	0	0	0	0	0	0	50
5:45 PM	0	54	8	1	3	1	0	0	0	0	0	0	0	67
Hour Total	1	186	44	5	8	1	0	0	0	0	0	0	0	245
6:00 PM	0	47	4	1	2	0	0	0	0	0	0	0	0	54
6:15 PM	0	54	12	1	1	0	0	0	0	0	0	0	0	68
6:30 PM	0	58	6	1	1	0	0	1	0	0	0	0	0	67
6:45 PM	0	44	4	1	2	0	0	0	0	0	0	0	0	51
Hour Total	0	203	26	4	6	0	0	1	0	0	0	0	0	240
7:00 PM	0	56	2	1	0	0	0	0	0	0	0	0	0	59
7:15 PM	0	46	6	1	2	0	0	1	0	0	0	0	0	56
7:30 PM	0	43	6	0	0	0	0	0	1	0	0	0	0	50
7:45 PM	0	34	2	1	0	0	0	1	0	0	0	0	0	38
Hour Total	0	179	16	3	2	0	0	2	1	0	0	0	0	203
8:00 PM	0	31	6	1	3	0	0	0	0	0	0	0	0	41
8:15 PM	0	28	7	2	1	0	0	0	1	0	0	0	0	39
8:30 PM	0	26	5	1	0	0	0	0	0	0	0	0	0	32
8:45 PM	0	37	7	0	0	0	0	0	0	0	0	0	0	44
Hour Total	0	122	25	4	4	0	0	0	1	0	0	0	0	156
9:00 PM	0	39	2	1	0	0	0	0	0	0	0	0	0	42
9:15 PM	0	30	1	1	0	0	0	0	0	0	0	0	0	32
9:30 PM	0	30	0	0	0	0	0	0	0	0	0	0	0	30
9:45 PM	0	20	2	1	0	0	0	0	1	0	0	0	0	24
Hour Total	0	119	5	3	0	0	0	0	1	0	0	0	0	128
10:00 PM	0	18	0	0	0	0	0	0	0	0	0	0	0	18
10:15 PM	0	13	2	1	1	0	0	0	0	0	0	0	0	17
10:30 PM	0	15	5	0	0	0	0	0	0	0	0	0	0	20
10:45 PM	0	36	2	1	1	0	0	0	0	0	0	0	0	40
Hour Total	0	82	9	2	2	0	0	0	0	0	0	0	0	95
11:00 PM	0	23	1	0	1	0	0	0	0	0	0	0	0	25
11:15 PM	0	10	2	1	0	0	0	0	0	0	0	0	0	13
11:30 PM	0	18	4	0	0	0	0	0	0	0	0	0	0	22
11:45 PM	0	3	1	1	0	0	0	0	0	0	0	0	0	5
Hour Total	0	54	8	2	1	0	0	0	0	0	0	0	0	65
Totals	3	2702	512	80	129	8	0	14	12	0	0	0	0	3460
Percent	0.1%	78.1%	14.8%	2.3%	3.7%	0.2%	0.0%	0.4%	0.3%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

MacArthur Boulevard east of 98th Avenue (Eastbound - Outside Lane)

Oakland

Project #:09-7224-028e

Date: 6/10/2009

WEDNESDAY

East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14
12:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
12:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
12:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	32	0	0	0	0	0	0	0	0	0	0	0	32
1:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
1:30 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	6	2	0	0	0	0	0	0	0	0	0	0	8
2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	3
2:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Hour Total	0	7	0	0	0	0	0	0	1	0	0	0	0	8
3:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
3:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	7	0	0	0	0	0	0	0	0	0	0	0	7
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
Hour Total	0	3	0	0	1	0	0	0	0	0	0	0	0	4
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	2
5:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:45 AM	0	4	0	1	1	0	0	0	0	0	0	0	0	6
Hour Total	0	8	0	1	2	0	0	0	0	0	0	0	0	11
6:00 AM	0	4	0	1	0	0	0	0	0	0	0	0	0	5
6:15 AM	0	8	0	2	0	0	0	0	0	0	0	0	0	10
6:30 AM	0	4	0	0	0	0	0	0	1	0	0	0	0	5
6:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	22	0	3	0	0	0	0	1	0	0	0	0	26
7:00 AM	0	3	0	1	0	0	0	0	0	0	0	0	0	4
7:15 AM	0	4	1	1	0	0	0	0	0	0	0	0	0	6
7:30 AM	0	5	1	1	1	0	0	0	0	0	0	0	0	8
7:45 AM	0	10	1	0	0	1	0	0	1	0	0	0	0	13
Hour Total	0	22	3	3	1	1	0	0	1	0	0	0	0	31

8:00 AM	0	11	5	1	1	0	0	0	0	0	0	0	0	18
8:15 AM	0	16	7	2	0	0	0	0	0	0	0	0	0	25
8:30 AM	0	20	0	1	2	0	0	0	0	0	0	0	0	23
8:45 AM	0	26	2	1	0	0	0	0	0	0	0	0	0	29
Hour Total	0	73	14	5	3	0	0	0	0	0	0	0	0	95
9:00 AM	0	14	4	1	1	0	0	0	0	0	0	0	0	20
9:15 AM	0	18	2	1	1	0	0	0	0	0	0	0	0	22
9:30 AM	0	12	5	1	1	0	0	0	0	0	0	0	0	19
9:45 AM	0	17	4	1	0	0	0	0	0	0	0	0	0	22
Hour Total	0	61	15	4	3	0	0	0	0	0	0	0	0	83
10:00 AM	0	18	3	2	0	0	0	0	0	0	0	0	0	23
10:15 AM	0	16	1	1	0	0	0	0	0	0	0	0	0	18
10:30 AM	0	9	1	1	0	0	0	0	0	0	0	0	0	11
10:45 AM	0	20	2	0	0	0	0	0	0	0	0	0	0	22
Hour Total	0	63	7	4	0	0	0	0	0	0	0	0	0	74
11:00 AM	0	16	4	2	0	0	0	0	0	0	0	0	0	22
11:15 AM	0	11	4	0	0	0	0	0	0	0	0	0	0	15
11:30 AM	0	25	6	1	1	0	0	0	0	0	0	0	0	33
11:45 AM	1	17	5	1	0	0	0	0	1	0	0	0	0	25
Hour Total	1	69	19	4	1	0	0	0	1	0	0	0	0	95
12:00 PM	1	22	4	1	1	0	0	0	1	0	0	0	0	30
12:15 PM	0	20	3	0	3	0	0	1	0	0	0	0	0	27
12:30 PM	0	22	1	3	0	0	0	1	0	0	0	0	0	27
12:45 PM	0	25	2	1	0	0	0	0	0	0	0	0	0	28
Hour Total	1	89	10	5	4	0	0	2	1	0	0	0	0	112
1:00 PM	0	22	4	0	0	0	0	0	0	0	0	0	0	26
1:15 PM	2	25	2	1	0	0	0	0	0	0	0	0	0	30
1:30 PM	0	26	6	3	1	0	0	0	0	0	0	0	0	36
1:45 PM	0	21	4	0	0	0	0	0	0	0	0	0	0	25
Hour Total	2	94	16	4	1	0	0	0	0	0	0	0	0	117
2:00 PM	0	22	5	2	1	0	0	0	0	0	0	0	0	30
2:15 PM	0	18	2	0	0	0	0	0	0	0	0	0	0	20
2:30 PM	0	26	2	2	1	0	0	0	0	0	0	0	0	31
2:45 PM	0	21	2	0	0	0	0	0	0	0	0	0	0	23
Hour Total	0	87	11	4	2	0	0	0	0	0	0	0	0	104
3:00 PM	0	25	5	1	3	0	0	0	0	0	0	0	0	34
3:15 PM	1	26	1	0	1	0	0	0	0	0	0	0	0	29
3:30 PM	0	15	4	1	0	0	0	0	0	0	0	0	0	20
3:45 PM	1	25	3	2	2	1	0	0	0	0	0	0	0	34
Hour Total	2	91	13	4	6	1	0	0	0	0	0	0	0	117

4:00 PM	0	31	1	1	0	0	0	0	0	0	0	0	0	33
4:15 PM	0	15	2	1	0	0	0	0	0	0	0	0	0	18
4:30 PM	0	31	4	2	0	0	0	0	0	0	0	0	0	37
4:45 PM	0	16	2	3	1	0	0	0	0	0	0	0	0	22
Hour Total	0	93	9	7	1	0	0	0	0	0	0	0	0	110
5:00 PM	0	42	6	0	0	0	0	0	0	0	0	0	0	48
5:15 PM	0	26	2	2	0	0	0	1	0	0	0	0	0	31
5:30 PM	0	35	4	2	0	1	0	0	0	0	0	0	0	42
5:45 PM	1	26	1	0	1	0	0	0	0	0	0	0	0	29
Hour Total	1	129	13	4	1	1	0	1	0	0	0	0	0	150
6:00 PM	0	34	2	0	0	0	0	0	0	0	0	0	0	36
6:15 PM	0	22	2	2	1	0	0	0	0	0	0	0	0	27
6:30 PM	0	27	1	2	1	0	0	0	0	0	0	0	0	31
6:45 PM	0	26	4	1	0	0	0	0	0	0	0	0	0	31
Hour Total	0	109	9	5	2	0	0	0	0	0	0	0	0	125
7:00 PM	0	31	3	1	0	0	0	0	0	0	0	0	0	35
7:15 PM	0	20	5	2	0	0	0	0	0	0	0	0	0	27
7:30 PM	0	19	3	1	0	0	0	0	0	0	0	0	0	23
7:45 PM	0	29	2	2	0	0	0	0	0	0	0	0	0	33
Hour Total	0	99	13	6	0	0	0	0	0	0	0	0	0	118
8:00 PM	0	14	2	2	0	0	0	0	0	0	0	0	0	18
8:15 PM	0	15	0	1	0	0	0	0	0	0	0	0	0	16
8:30 PM	0	19	0	1	1	0	0	0	0	0	0	0	0	21
8:45 PM	0	16	0	1	0	0	0	0	0	0	0	0	0	17
Hour Total	0	64	2	5	1	0	0	0	0	0	0	0	0	72
9:00 PM	0	21	1	1	1	0	0	0	0	0	0	0	0	24
9:15 PM	2	16	0	0	1	0	0	0	0	0	0	0	0	19
9:30 PM	0	27	2	2	0	0	0	0	0	0	0	0	0	31
9:45 PM	0	20	1	0	0	0	0	0	0	0	0	0	0	21
Hour Total	2	84	4	3	2	0	0	0	0	0	0	0	0	95
10:00 PM	0	16	5	1	0	0	0	0	0	0	0	0	0	22
10:15 PM	0	13	3	0	0	0	0	0	0	0	0	0	0	16
10:30 PM	0	11	0	1	0	0	0	0	0	0	0	0	0	12
10:45 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	43	8	2	0	0	0	0	0	0	0	0	0	53
11:00 PM	0	9	0	1	0	0	0	0	0	0	0	0	0	10
11:15 PM	0	9	0	1	0	0	0	0	0	0	0	0	0	10
11:30 PM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
11:45 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	29	0	2	0	0	0	0	0	0	0	0	0	31
Totals	9	1384	168	75	31	3	0	3	5	0	0	0	0	1678
Percent	0.5%	82.5%	10.0%	4.5%	1.8%	0.2%	0.0%	0.2%	0.3%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

MacArthur Boulevard east of 98th Avenue (Eastbound - Outside Lane)

Oakland

Project #:09-7224-028e

Date: 6/10/2009

WEDNESDAY

West Bound, East Bound

Begin	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
Time	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
12:00 AM	0	25	3	0	1	0	0	0	0	0	0	0	0	29
12:15 AM	0	25	1	0	1	0	0	0	0	0	0	0	0	27
12:30 AM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
12:45 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	16
Hour Total	0	78	7	0	2	0	0	0	0	0	0	0	0	87
1:00 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
1:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
1:30 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	10
1:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	31	4	0	0	0	0	0	0	0	0	0	0	35
2:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
2:15 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
2:30 AM	0	6	0	0	1	0	0	0	1	0	0	0	0	8
2:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	23	0	0	1	0	0	0	1	0	0	0	0	25
3:00 AM	0	8	1	0	1	0	0	0	0	0	0	0	0	10
3:15 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:30 AM	0	3	0	0	1	0	0	0	0	0	0	0	0	4
3:45 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Hour Total	0	15	2	0	2	0	0	0	0	0	0	0	0	19
4:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
4:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
4:30 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
4:45 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
Hour Total	0	13	5	0	1	0	0	0	0	0	0	0	0	19
5:00 AM	0	2	0	1	0	0	0	0	0	0	0	0	0	3
5:15 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
5:30 AM	0	9	0	1	1	0	0	0	0	0	0	0	0	11
5:45 AM	0	9	3	3	1	0	0	0	0	0	0	0	0	16
Hour Total	0	22	4	5	3	0	0	0	0	0	0	0	0	34
6:00 AM	0	15	1	2	0	0	0	0	0	0	0	0	0	18
6:15 AM	0	22	2	4	0	0	0	0	0	0	0	0	0	28
6:30 AM	0	10	4	1	1	0	0	0	1	0	0	0	0	17
6:45 AM	0	21	8	3	3	0	0	0	1	0	0	0	0	36
Hour Total	0	68	15	10	4	0	0	0	2	0	0	0	0	99
7:00 AM	0	11	3	2	5	0	0	0	0	0	0	0	0	21
7:15 AM	0	24	5	3	0	0	0	0	1	0	0	0	0	33
7:30 AM	0	35	9	2	3	0	0	0	0	0	0	0	0	49
7:45 AM	0	56	14	2	1	1	0	0	1	0	0	0	0	75
Hour Total	0	126	31	9	9	1	0	0	2	0	0	0	0	178

8:00 AM	0	62	20	4	4	0	0	0	0	0	0	0	0	90
8:15 AM	0	60	19	5	3	0	0	0	0	0	0	0	0	87
8:30 AM	0	65	5	3	4	0	0	0	0	0	0	0	0	77
8:45 AM	0	66	9	1	3	1	0	0	1	0	0	0	0	81
Hour Total	0	253	53	13	14	1	0	0	1	0	0	0	0	335
9:00 AM	1	44	11	2	4	0	0	0	0	0	0	0	0	62
9:15 AM	0	44	6	2	4	0	0	1	0	0	0	0	0	57
9:30 AM	0	41	17	2	3	1	0	0	0	0	0	0	0	64
9:45 AM	0	48	12	2	2	0	0	0	0	0	0	0	0	64
Hour Total	1	177	46	8	13	1	0	1	0	0	0	0	0	247
10:00 AM	0	46	10	3	4	0	0	0	0	0	0	0	0	63
10:15 AM	0	44	11	3	2	0	0	0	1	0	0	0	0	61
10:30 AM	0	52	11	2	1	1	0	0	0	0	0	0	0	67
10:45 AM	0	45	11	1	2	0	0	0	0	0	0	0	0	59
Hour Total	0	187	43	9	9	1	0	0	1	0	0	0	0	250
11:00 AM	0	46	16	3	4	0	0	1	0	0	0	0	0	70
11:15 AM	0	41	9	1	2	0	0	0	0	0	0	0	0	53
11:30 AM	0	64	19	2	3	0	0	0	0	0	0	0	0	88
11:45 AM	1	56	10	3	4	0	0	0	2	0	0	0	0	76
Hour Total	1	207	54	9	13	0	0	1	2	0	0	0	0	287
12:00 PM	1	68	18	2	5	0	0	0	2	0	0	0	0	96
12:15 PM	0	49	13	0	6	0	0	2	0	0	0	0	0	70
12:30 PM	0	69	10	4	0	1	0	1	0	0	0	0	0	85
12:45 PM	0	72	8	2	3	0	0	0	0	0	0	0	0	85
Hour Total	1	258	49	8	14	1	0	3	2	0	0	0	0	336
1:00 PM	0	64	14	1	3	0	0	0	0	0	0	0	0	82
1:15 PM	2	80	9	2	2	0	0	1	0	0	0	0	0	96
1:30 PM	0	66	21	5	1	0	0	1	0	0	0	0	0	94
1:45 PM	0	66	21	0	2	0	0	0	0	0	0	0	0	89
Hour Total	2	276	65	8	8	0	0	2	0	0	0	0	0	361
2:00 PM	0	66	12	3	6	0	0	0	2	0	0	0	0	89
2:15 PM	0	66	10	1	1	1	0	0	0	0	0	0	0	79
2:30 PM	1	58	9	3	4	1	0	1	0	0	0	0	0	77
2:45 PM	0	67	6	1	5	1	0	0	0	0	0	0	0	80
Hour Total	1	257	37	8	16	3	0	1	2	0	0	0	0	325
3:00 PM	0	76	11	2	5	0	0	0	0	0	0	0	0	94
3:15 PM	1	80	7	1	5	0	0	2	0	0	0	0	0	96
3:30 PM	0	57	11	2	0	0	0	1	0	0	0	0	0	71
3:45 PM	1	77	12	2	5	1	0	0	0	0	0	0	0	98
Hour Total	2	290	41	7	15	1	0	3	0	0	0	0	0	359

4:00 PM	0	84	10	2	1	0	0	0	0	0	0	0	0	97
4:15 PM	0	64	7	2	1	0	0	2	0	0	0	0	0	76
4:30 PM	0	87	16	3	1	0	0	0	0	0	0	0	0	107
4:45 PM	0	68	9	4	4	0	0	0	1	0	0	0	0	86
Hour Total	0	303	42	11	7	0	0	2	1	0	0	0	0	366
5:00 PM	1	87	18	2	1	0	0	0	0	0	0	0	0	109
5:15 PM	0	77	13	3	4	0	0	1	0	0	0	0	0	98
5:30 PM	0	71	17	3	0	1	0	0	0	0	0	0	0	92
5:45 PM	1	80	9	1	4	1	0	0	0	0	0	0	0	96
Hour Total	2	315	57	9	9	2	0	1	0	0	0	0	0	395
6:00 PM	0	81	6	1	2	0	0	0	0	0	0	0	0	90
6:15 PM	0	76	14	3	2	0	0	0	0	0	0	0	0	95
6:30 PM	0	85	7	3	2	0	0	1	0	0	0	0	0	98
6:45 PM	0	70	8	2	2	0	0	0	0	0	0	0	0	82
Hour Total	0	312	35	9	8	0	0	1	0	0	0	0	0	365
7:00 PM	0	87	5	2	0	0	0	0	0	0	0	0	0	94
7:15 PM	0	66	11	3	2	0	0	1	0	0	0	0	0	83
7:30 PM	0	62	9	1	0	0	0	0	1	0	0	0	0	73
7:45 PM	0	63	4	3	0	0	0	1	0	0	0	0	0	71
Hour Total	0	278	29	9	2	0	0	2	1	0	0	0	0	321
8:00 PM	0	45	8	3	3	0	0	0	0	0	0	0	0	59
8:15 PM	0	43	7	3	1	0	0	0	1	0	0	0	0	55
8:30 PM	0	45	5	2	1	0	0	0	0	0	0	0	0	53
8:45 PM	0	53	7	1	0	0	0	0	0	0	0	0	0	61
Hour Total	0	186	27	9	5	0	0	0	1	0	0	0	0	228
9:00 PM	0	60	3	2	1	0	0	0	0	0	0	0	0	66
9:15 PM	2	46	1	1	1	0	0	0	0	0	0	0	0	51
9:30 PM	0	57	2	2	0	0	0	0	0	0	0	0	0	61
9:45 PM	0	40	3	1	0	0	0	0	1	0	0	0	0	45
Hour Total	2	203	9	6	2	0	0	0	1	0	0	0	0	223
10:00 PM	0	34	5	1	0	0	0	0	0	0	0	0	0	40
10:15 PM	0	26	5	1	1	0	0	0	0	0	0	0	0	33
10:30 PM	0	26	5	1	0	0	0	0	0	0	0	0	0	32
10:45 PM	0	39	2	1	1	0	0	0	0	0	0	0	0	43
Hour Total	0	125	17	4	2	0	0	0	0	0	0	0	0	148
11:00 PM	0	32	1	1	1	0	0	0	0	0	0	0	0	35
11:15 PM	0	19	2	2	0	0	0	0	0	0	0	0	0	23
11:30 PM	0	23	4	0	0	0	0	0	0	0	0	0	0	27
11:45 PM	0	9	1	1	0	0	0	0	0	0	0	0	0	11
Hour Total	0	83	8	4	1	0	0	0	0	0	0	0	0	96
Totals	12	4086	680	155	160	11	0	17	17	0	0	0	0	5138
Percent	0.2%	79.5%	13.2%	3.0%	3.1%	0.2%	0.0%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/10/2009

City: Oakland

Project #: 09-7224-028e

Location: MacArthur Boulevard east of 98th Avenue (Eastbound - Outside Lane)

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	14	30			15	66				
12:15	7	27			20	43				
12:30	5	27			10	58				
12:45	6	28	32	112	10	57	55	224	87	336
1:00	1	26			12	56				
1:15	2	30			6	66				
1:30	5	36			5	58				
1:45	0	25	8	117	4	64	27	244	35	361
2:00	3	30			6	59				
2:15	1	20			3	59				
2:30	3	31			5	46				
2:45	1	23	8	104	3	57	17	221	25	325
3:00	5	34			5	60				
3:15	2	29			0	67				
3:30	0	20			4	51				
3:45	0	34	7	117	3	64	12	242	19	359
4:00	1	33			2	64				
4:15	2	18			4	58				
4:30	0	37			5	70				
4:45	1	22	4	110	4	64	15	256	19	366
5:00	0	48			3	61				
5:15	2	31			2	67				
5:30	3	42			8	50				
5:45	6	29	11	150	10	67	23	245	34	395
6:00	5	36			13	54				
6:15	10	27			18	68				
6:30	5	31			12	67				
6:45	6	31	26	125	30	51	73	240	99	365
7:00	4	35			17	59				
7:15	6	27			27	56				
7:30	8	23			41	50				
7:45	13	33	31	118	62	38	147	203	178	321
8:00	18	18			72	41				
8:15	25	16			62	39				
8:30	23	21			54	32				
8:45	29	17	95	72	52	44	240	156	335	228
9:00	20	24			42	42				
9:15	22	19			35	32				
9:30	19	31			45	30				
9:45	22	21	83	95	42	24	164	128	247	223
10:00	23	22			40	18				
10:15	18	16			43	17				
10:30	11	12			56	20				
10:45	22	3	74	53	37	40	176	95	250	148
11:00	22	10			48	25				
11:15	15	10			38	13				
11:30	33	5			55	22				
11:45	25	6	95	31	51	5	192	65	287	96
Total	474	1204	474	1204	1141	2319	1141	2319	1615	3523
Combined Total	1678		1678		3460		3460		5138	
AM Peak	11:30 AM				7:45 AM					
Vol.	115				250					
P.H.F.	0.871				0.868					
PM Peak	5:00 PM				4:30 PM					
Vol.	150				262					
P.H.F.	0.781				0.936					
Percentage	28.2%	71.8%			33.0%	67.0%				

Prepared by NDS/ATD

Volumes for: Tuesday, June 9, 2009

City: Oakland

Project #: 09-7224-029

Location: International Boulevard between 23rd Avenue and Fruitvale Avenue

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	40	177			26	121				
12:15	38	184			26	133				
12:30	33	180			29	137				
12:45	33	179	144	720	29	134	110	525	254	1245
1:00	20	164			26	119				
1:15	26	182			22	130				
1:30	18	155			27	146				
1:45	26	188	90	689	19	140	94	535	184	1224
2:00	17	187			13	154				
2:15	12	175			17	135				
2:30	11	186			13	135				
2:45	23	178	63	726	6	123	49	547	112	1273
3:00	12	181			10	167				
3:15	12	217			17	147				
3:30	9	192			9	152				
3:45	14	207	47	797	16	141	52	607	99	1404
4:00	13	177			9	148				
4:15	14	218			3	139				
4:30	14	208			17	149				
4:45	21	222	62	825	13	144	42	580	104	1405
5:00	20	255			9	153				
5:15	25	204			20	134				
5:30	23	224			23	98				
5:45	36	196	104	879	34	130	86	515	190	1394
6:00	38	198			44	124				
6:15	55	166			46	120				
6:30	62	181			52	128				
6:45	75	153	230	698	69	128	211	500	441	1198
7:00	73	157			67	119				
7:15	62	123			88	97				
7:30	94	118			120	107				
7:45	113	122	342	520	148	83	423	406	765	926
8:00	122	100			183	96				
8:15	123	109			206	87				
8:30	147	100			160	81				
8:45	121	113	513	422	166	71	715	335	1228	757
9:00	148	117			131	74				
9:15	153	89			130	74				
9:30	111	83			127	83				
9:45	121	86	533	375	117	70	505	301	1038	676
10:00	140	82			113	77				
10:15	157	76			111	68				
10:30	142	68			130	60				
10:45	154	52	593	278	131	42	485	247	1078	525
11:00	160	57			127	60				
11:15	169	55			138	44				
11:30	153	44			134	46				
11:45	149	48	631	204	138	34	537	184	1168	388
Total	3352	7133	3352	7133	3309	5282	3309	5282	6661	12415
Combined Total	10485		10485		8591		8591		19076	
AM Peak	11:45 AM				8:00 AM					
Vol.	690				715					
P.H.F.	0.938				0.868					
PM Peak	4:45 PM				3:00 PM					
Vol.	905				607					
P.H.F.	0.887				0.909					
Percentage	32.0%	68.0%			38.5%	61.5%				

Prepared by NDS/ATD

Volumes for: Wednesday, June 10, 2009

City: Oakland

Project #: 09-7224-029

Location: International Boulevard between 23rd Avenue and Fruitvale Avenue

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	49	164			35	151				
12:15	27	194			25	125				
12:30	33	169			34	120				
12:45	40	172	149	699	29	150	123	546	272	1245
1:00	26	180			18	120				
1:15	21	185			23	153				
1:30	20	188			19	127				
1:45	28	193	95	746	21	149	81	549	176	1295
2:00	15	210			18	134				
2:15	12	195			14	142				
2:30	17	211			20	133				
2:45	11	209	55	825	10	152	62	561	117	1386
3:00	13	184			6	151				
3:15	12	201			9	120				
3:30	11	190			15	140				
3:45	13	172	49	747	10	141	40	552	89	1299
4:00	9	219			10	131				
4:15	14	215			11	138				
4:30	12	215			14	145				
4:45	31	242	66	891	28	142	63	556	129	1447
5:00	21	218			11	154				
5:15	24	283			24	128				
5:30	32	215			44	134				
5:45	35	180	112	896	38	126	117	542	229	1438
6:00	39	205			42	147				
6:15	57	190			51	128				
6:30	65	143			68	125				
6:45	69	151	230	689	66	121	227	521	457	1210
7:00	73	135			69	116				
7:15	78	135			94	107				
7:30	95	129			116	91				
7:45	109	105	355	504	173	100	452	414	807	918
8:00	124	86			207	73				
8:15	148	85			202	86				
8:30	138	160			168	98				
8:45	143	103	553	434	188	86	765	343	1318	777
9:00	129	132			163	89				
9:15	123	91			115	77				
9:30	115	89			117	89				
9:45	129	106	496	418	106	78	501	333	997	751
10:00	138	75			103	80				
10:15	155	93			112	70				
10:30	152	58			146	42				
10:45	158	59	603	285	109	52	470	244	1073	529
11:00	173	60			118	55				
11:15	163	52			133	53				
11:30	170	55			126	42				
11:45	152	45	658	212	130	39	507	189	1165	401
Total	3421	7346	3421	7346	3408	5350	3408	5350	6829	12696
Combined Total	10767		10767		8758		8758		19525	
AM Peak	11:30 AM				8:00 AM					
Vol.	680				765					
P.H.F.	0.876				0.924					
PM Peak	4:30 PM				4:15 PM					
Vol.	958				579					
P.H.F.	0.846				0.940					
Percentage	31.8%	68.2%			38.9%	61.1%				

Class Report - Prepared by: NDS/ATD
 International Boulevard between 23rd Avenue and Fruitvale Avenue (Outside Lanes)
 Oakland
 Project #:09-7224-029w

Date: 6/9/2009 TUESDAY

West Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	12	4	0	0	0	0	1	0	0	0	0	0	17
12:15 AM	0	11	1	1	1	0	0	0	0	0	0	0	0	14
12:30 AM	0	11	1	0	0	1	0	0	0	0	0	0	0	13
12:45 AM	0	14	0	1	1	0	0	0	0	0	0	0	0	16
Hour Total	0	48	6	2	2	1	0	1	0	0	0	0	0	60
1:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
1:15 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
1:30 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13
1:45 AM	0	11	0	1	0	1	0	0	0	0	0	0	0	13
Hour Total	0	47	1	1	0	1	0	0	0	0	0	0	0	50
2:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
2:15 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
2:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	2
Hour Total	0	19	1	1	0	0	0	0	0	0	0	0	0	21
3:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:15 AM	0	9	2	0	1	1	0	0	0	0	0	0	0	13
3:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
3:45 AM	0	4	1	1	1	0	0	0	0	0	0	0	0	7
Hour Total	0	21	4	1	2	1	0	0	0	0	0	0	0	29
4:00 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
4:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	6	1	0	0	0	0	0	0	0	0	0	0	7
5:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:30 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
5:45 AM	0	8	3	0	1	0	0	1	0	0	0	0	0	13
Hour Total	0	17	5	0	1	0	0	1	0	0	0	0	0	24
6:00 AM	0	15	4	1	1	0	0	0	0	0	0	0	0	21
6:15 AM	0	15	0	0	2	0	0	0	0	0	0	0	0	17
6:30 AM	0	17	2	1	1	0	0	2	0	0	0	0	0	23
6:45 AM	0	15	4	1	0	0	0	2	0	0	0	0	0	22
Hour Total	0	62	10	3	4	0	0	4	0	0	0	0	0	83
7:00 AM	0	24	5	0	2	0	0	1	0	0	0	0	0	32
7:15 AM	0	32	3	0	0	0	0	1	0	0	0	0	0	36
7:30 AM	1	35	3	2	0	2	0	0	0	0	0	0	0	43
7:45 AM	1	38	10	0	4	2	0	2	0	0	0	0	0	57
Hour Total	2	129	21	2	6	4	0	4	0	0	0	0	0	168

8:00 AM	0	66	9	1	1	1	0	2	0	0	0	0	0	80
8:15 AM	0	66	10	1	2	0	0	2	0	0	0	0	0	81
8:30 AM	0	66	3	0	0	1	0	2	0	0	0	0	0	72
8:45 AM	0	53	11	1	2	0	0	1	0	0	0	0	0	68
Hour Total	0	251	33	3	5	2	0	7	0	0	0	0	0	301
9:00 AM	0	36	1	0	4	2	0	1	0	0	0	0	0	44
9:15 AM	1	47	4	1	2	0	0	2	0	0	0	0	0	57
9:30 AM	0	45	2	0	2	0	0	1	0	0	0	0	0	50
9:45 AM	0	37	8	0	1	0	0	1	0	0	0	0	0	47
Hour Total	1	165	15	1	9	2	0	5	0	0	0	0	0	198
10:00 AM	0	35	5	0	1	0	0	0	0	0	0	0	0	41
10:15 AM	1	36	1	0	1	0	0	2	0	0	0	0	0	41
10:30 AM	0	47	8	0	1	0	0	1	0	0	0	0	0	57
10:45 AM	0	49	1	0	1	0	0	2	0	0	0	0	0	53
Hour Total	1	167	15	0	4	0	0	5	0	0	0	0	0	192
11:00 AM	0	35	9	0	0	2	1	0	0	0	0	0	0	47
11:15 AM	0	46	5	2	2	0	0	0	0	0	0	0	0	55
11:30 AM	0	47	4	1	1	0	0	2	0	0	0	0	0	55
11:45 AM	0	53	6	0	2	0	0	2	0	0	0	0	0	63
Hour Total	0	181	24	3	5	2	1	4	0	0	0	0	0	220
12:00 PM	1	42	1	0	1	0	0	1	0	0	0	0	0	46
12:15 PM	0	41	3	0	0	0	0	2	0	0	0	0	0	46
12:30 PM	0	40	6	1	2	0	0	0	0	0	0	0	0	49
12:45 PM	0	40	6	1	1	2	0	1	0	0	0	0	0	51
Hour Total	1	163	16	2	4	2	0	4	0	0	0	0	0	192
1:00 PM	0	46	2	1	1	0	0	0	0	0	0	0	0	50
1:15 PM	0	35	5	1	1	0	0	2	0	0	0	0	0	44
1:30 PM	0	52	3	1	3	0	0	1	0	0	0	0	0	60
1:45 PM	0	43	2	0	0	1	0	0	0	0	0	0	0	46
Hour Total	0	176	12	3	5	1	0	3	0	0	0	0	0	200
2:00 PM	0	47	6	0	3	1	0	1	0	0	0	0	0	58
2:15 PM	0	53	7	0	1	0	0	1	0	0	0	0	0	62
2:30 PM	0	45	3	0	1	0	0	0	0	0	0	0	0	49
2:45 PM	0	49	6	0	0	0	0	2	0	0	0	0	0	57
Hour Total	0	194	22	0	5	1	0	4	0	0	0	0	0	226
3:00 PM	0	62	8	0	0	0	0	2	0	0	0	0	0	72
3:15 PM	0	41	6	1	0	0	0	3	0	0	0	0	0	51
3:30 PM	0	54	10	0	2	0	0	0	0	0	0	0	0	66
3:45 PM	0	51	4	2	1	0	0	1	0	0	0	0	0	59
Hour Total	0	208	28	3	3	0	0	6	0	0	0	0	0	248

4:00 PM	0	44	6	1	0	1	0	2	0	0	0	0	0	54
4:15 PM	0	50	5	0	1	0	0	1	0	0	0	0	0	57
4:30 PM	2	53	4	2	0	1	0	2	0	0	0	0	0	64
4:45 PM	0	51	10	0	1	0	0	0	0	0	0	0	0	62
Hour Total	2	198	25	3	2	2	0	5	0	0	0	0	0	237
5:00 PM	0	55	6	0	2	0	0	2	0	0	0	0	0	65
5:15 PM	0	50	6	1	2	0	0	0	0	0	0	0	0	59
5:30 PM	1	49	3	0	0	0	0	2	0	0	0	0	0	55
5:45 PM	0	49	5	1	0	0	0	0	0	0	0	0	0	55
Hour Total	1	203	20	2	4	0	0	4	0	0	0	0	0	234
6:00 PM	0	38	5	0	0	0	0	1	0	0	0	0	0	44
6:15 PM	0	48	7	0	1	1	0	0	0	0	0	0	0	57
6:30 PM	0	51	2	0	0	1	0	1	1	0	0	0	0	56
6:45 PM	0	47	6	1	1	0	0	0	0	0	0	0	0	55
Hour Total	0	184	20	1	2	2	0	2	1	0	0	0	0	212
7:00 PM	0	54	6	0	0	0	0	0	0	0	0	0	0	60
7:15 PM	0	49	4	0	0	0	0	0	0	0	0	0	0	53
7:30 PM	0	48	5	0	0	0	0	1	0	0	0	0	0	54
7:45 PM	0	32	2	0	1	1	0	0	0	0	0	0	0	36
Hour Total	0	183	17	0	1	1	0	1	0	0	0	0	0	203
8:00 PM	0	46	1	0	0	0	0	1	0	0	0	0	0	48
8:15 PM	0	36	4	0	0	0	0	1	0	0	0	0	0	41
8:30 PM	0	40	3	0	2	0	0	0	0	0	0	0	0	45
8:45 PM	1	30	6	1	0	0	0	0	0	0	0	0	0	38
Hour Total	1	152	14	1	2	0	0	2	0	0	0	0	0	172
9:00 PM	0	35	1	1	1	0	0	0	0	0	0	0	0	38
9:15 PM	0	39	2	0	0	0	0	0	0	0	0	0	0	41
9:30 PM	0	36	8	0	0	0	0	0	0	0	0	0	0	44
9:45 PM	0	34	1	0	0	0	0	2	0	0	0	0	0	37
Hour Total	0	144	12	1	1	0	0	2	0	0	0	0	0	160
10:00 PM	0	33	2	0	0	0	0	1	0	0	0	0	0	36
10:15 PM	0	34	3	0	0	0	0	1	0	0	0	0	0	38
10:30 PM	0	33	3	0	0	0	0	0	0	0	0	0	0	36
10:45 PM	0	19	4	0	0	0	0	1	0	0	0	0	0	24
Hour Total	0	119	12	0	0	0	0	3	0	0	0	0	0	134
11:00 PM	0	29	2	1	0	0	0	0	0	0	0	0	0	32
11:15 PM	0	21	0	0	0	0	0	1	0	0	0	0	0	22
11:30 PM	0	17	2	0	0	1	0	0	0	0	0	0	0	20
11:45 PM	0	17	2	0	0	1	0	1	0	0	0	0	0	21
Hour Total	0	84	6	1	0	2	0	2	0	0	0	0	0	95
Totals	9	3121	340	34	67	24	1	69	1	0	0	0	0	3666
Percent	0.2%	85.1%	9.3%	0.9%	1.8%	0.7%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD
 International Boulevard between 23rd Avenue and Fruitvale Avenue (Outside Lanes)
 Oakland
 Project #:09-7224-029e

Date: 6/9/2009 TUESDAY

East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	13	2	0	1	0	0	1	0	0	0	0	0	17
12:15 AM	0	5	2	0	1	0	0	2	0	0	0	0	0	10
12:30 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
12:45 AM	0	14	1	1	0	0	0	0	0	0	0	0	0	16
Hour Total	0	41	6	1	2	0	0	3	0	0	0	0	0	53
1:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
1:15 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
1:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
1:45 AM	0	7	1	1	0	0	0	0	0	0	0	0	0	9
Hour Total	0	27	4	1	0	0	0	0	0	0	0	0	0	32
2:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
2:15 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:30 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
2:45 AM	0	5	2	1	1	0	0	0	0	0	0	0	0	9
Hour Total	0	11	4	1	1	0	0	0	0	0	0	0	0	17
3:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
3:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1
3:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	2
Hour Total	0	5	2	1	2	0	0	0	0	0	0	0	0	10
4:00 AM	0	3	2	0	1	0	0	0	0	0	0	0	0	6
4:15 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	5
4:30 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
4:45 AM	0	4	3	1	0	0	0	0	0	0	0	0	0	8
Hour Total	0	14	7	1	2	0	0	0	0	0	0	0	0	24
5:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
5:15 AM	0	7	3	0	0	0	0	0	0	0	0	0	0	10
5:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
5:45 AM	0	5	5	1	3	0	0	1	0	0	0	0	0	15
Hour Total	0	21	9	1	3	0	0	1	0	0	0	0	0	35
6:00 AM	0	6	5	0	0	0	0	0	0	0	0	0	0	11
6:15 AM	0	17	6	0	1	0	0	1	0	0	0	0	0	25
6:30 AM	0	14	6	0	2	0	0	0	0	0	0	0	0	22
6:45 AM	0	15	6	0	4	0	0	1	0	0	0	0	0	26
Hour Total	0	52	23	0	7	0	0	2	0	0	0	0	0	84
7:00 AM	0	20	3	1	4	0	0	0	1	0	0	0	0	29
7:15 AM	0	12	3	1	2	0	0	2	0	0	0	0	0	20
7:30 AM	0	25	12	0	0	1	0	1	0	0	0	0	0	39
7:45 AM	0	35	12	1	1	0	0	0	1	0	0	0	0	50
Hour Total	0	92	30	3	7	1	0	3	2	0	0	0	0	138

8:00 AM	1	36	18	0	3	0	0	1	0	0	0	0	0	59
8:15 AM	0	38	17	0	4	0	0	1	0	0	0	0	0	60
8:30 AM	0	38	13	1	1	0	0	0	0	0	0	0	0	53
8:45 AM	0	45	14	0	0	0	0	1	0	0	0	0	0	60
Hour Total	1	157	62	1	8	0	0	3	0	0	0	0	0	232
9:00 AM	0	52	14	0	1	0	0	2	0	0	0	0	0	69
9:15 AM	1	48	18	0	5	1	0	1	0	0	0	0	0	74
9:30 AM	0	41	10	1	5	0	0	2	0	0	0	0	0	59
9:45 AM	0	46	6	0	2	0	0	1	0	0	0	0	0	55
Hour Total	1	187	48	1	13	1	0	6	0	0	0	0	0	257
10:00 AM	0	43	14	0	1	0	0	2	0	0	0	0	0	60
10:15 AM	0	45	12	0	0	0	0	1	0	0	0	0	0	58
10:30 AM	0	53	13	1	1	0	0	2	1	0	0	0	0	71
10:45 AM	2	46	13	1	6	0	0	1	0	0	0	0	0	69
Hour Total	2	187	52	2	8	0	0	6	1	0	0	0	0	258
11:00 AM	0	55	14	2	0	0	0	1	0	0	0	0	0	72
11:15 AM	0	50	23	1	3	0	0	0	1	0	0	0	0	78
11:30 AM	0	48	13	0	5	1	0	2	0	0	0	0	0	69
11:45 AM	0	50	17	0	4	1	0	1	0	0	0	0	0	73
Hour Total	0	203	67	3	12	2	0	4	1	0	0	0	0	292
12:00 PM	0	58	18	2	6	1	0	0	0	0	0	0	0	85
12:15 PM	0	50	18	1	1	0	0	3	0	0	0	0	0	73
12:30 PM	0	53	21	0	2	0	0	1	0	0	0	0	0	77
12:45 PM	0	53	16	1	3	0	0	1	1	0	0	0	0	75
Hour Total	0	214	73	4	12	1	0	5	1	0	0	0	0	310
1:00 PM	1	46	10	0	0	0	0	1	0	0	0	0	0	58
1:15 PM	0	59	11	1	3	0	0	1	0	0	0	0	0	75
1:30 PM	0	49	17	0	2	0	0	3	0	0	0	0	0	71
1:45 PM	0	61	17	0	1	0	0	2	0	0	0	0	0	81
Hour Total	1	215	55	1	6	0	0	7	0	0	0	0	0	285
2:00 PM	0	49	18	0	4	0	0	0	0	0	0	0	0	71
2:15 PM	0	48	19	1	0	2	0	2	0	0	0	0	0	72
2:30 PM	0	65	10	0	1	1	0	3	0	0	0	0	0	80
2:45 PM	0	57	17	0	1	1	0	2	0	0	0	0	0	78
Hour Total	0	219	64	1	6	4	0	7	0	0	0	0	0	301
3:00 PM	0	55	15	1	0	0	0	0	0	0	0	0	0	71
3:15 PM	0	67	18	2	4	0	0	3	0	0	0	0	0	94
3:30 PM	0	61	18	1	1	0	0	2	0	0	0	0	0	83
3:45 PM	0	64	16	1	4	0	0	2	0	0	0	0	0	87
Hour Total	0	247	67	5	9	0	0	7	0	0	0	0	0	335

4:00 PM	0	47	17	0	4	0	0	1	0	0	0	0	0	69
4:15 PM	0	65	13	0	0	2	0	0	0	0	0	0	0	80
4:30 PM	0	56	20	0	5	0	0	3	0	0	0	0	0	84
4:45 PM	0	64	9	0	1	0	0	1	1	0	0	0	0	76
Hour Total	0	232	59	0	10	2	0	5	1	0	0	0	0	309
5:00 PM	0	85	20	2	5	1	0	1	0	0	0	0	0	114
5:15 PM	1	68	8	1	4	1	0	2	0	0	0	0	0	85
5:30 PM	0	71	20	1	5	0	0	0	0	0	0	0	0	97
5:45 PM	0	66	14	0	4	0	0	1	0	0	0	0	0	85
Hour Total	1	290	62	4	18	2	0	4	0	0	0	0	0	381
6:00 PM	0	64	16	0	3	1	0	1	0	0	0	0	0	85
6:15 PM	1	61	10	0	3	0	0	2	0	0	0	0	0	77
6:30 PM	0	52	12	0	3	0	0	1	0	0	0	0	0	68
6:45 PM	0	51	8	0	0	0	0	2	0	0	0	0	0	61
Hour Total	1	228	46	0	9	1	0	6	0	0	0	0	0	291
7:00 PM	0	37	12	1	3	1	0	1	0	0	0	0	0	55
7:15 PM	1	35	14	1	4	0	0	1	0	0	0	0	0	56
7:30 PM	0	35	12	0	1	0	0	0	0	0	0	0	0	48
7:45 PM	1	31	9	0	1	1	0	1	0	0	0	0	0	44
Hour Total	2	138	47	2	9	2	0	3	0	0	0	0	0	203
8:00 PM	0	21	11	0	2	0	0	1	0	0	0	0	0	35
8:15 PM	0	35	6	0	0	1	0	1	0	0	0	0	0	43
8:30 PM	0	29	14	0	0	0	0	0	0	0	0	0	0	43
8:45 PM	0	29	10	0	1	0	0	0	0	0	0	0	0	40
Hour Total	0	114	41	0	3	1	0	2	0	0	0	0	0	161
9:00 PM	0	30	6	0	3	0	0	0	0	0	0	0	0	39
9:15 PM	0	26	6	0	2	0	0	1	0	0	0	0	0	35
9:30 PM	0	21	8	1	1	0	0	0	0	0	0	0	0	31
9:45 PM	0	21	6	0	2	0	0	1	0	0	0	0	0	30
Hour Total	0	98	26	1	8	0	0	2	0	0	0	0	0	135
10:00 PM	0	25	3	0	1	0	0	1	0	0	0	0	0	30
10:15 PM	0	18	5	1	0	1	0	0	0	0	0	0	0	25
10:30 PM	0	16	7	0	0	0	0	0	0	0	0	0	0	23
10:45 PM	0	14	5	1	0	0	0	0	0	0	0	0	0	20
Hour Total	0	73	20	2	1	1	0	1	0	0	0	0	0	98
11:00 PM	0	16	3	0	0	0	0	1	0	0	0	0	0	20
11:15 PM	0	14	2	0	1	0	0	1	0	0	0	0	0	18
11:30 PM	0	13	3	0	0	0	0	0	0	0	0	0	0	16
11:45 PM	0	12	2	0	0	0	0	1	0	0	0	0	0	15
Hour Total	0	55	10	0	1	0	0	3	0	0	0	0	0	69
Totals	9	3120	884	36	157	18	0	80	6	0	0	0	0	4310
Percent	0.2%	72.4%	20.5%	0.8%	3.6%	0.4%	0.0%	1.9%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD
 International Boulevard between 23rd Avenue and Fruitvale Avenue (Outside Lanes)
 Oakland
 Project #:09-7224-029e

Date: 6/9/2009 TUESDAY

West Bound, East Bound															
Begin	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle		
Time	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total	
12:00 AM	0	25	6	0	1	0	0	2	0	0	0	0	0	34	
12:15 AM	0	16	3	1	2	0	0	2	0	0	0	0	0	24	
12:30 AM	0	20	2	0	0	1	0	0	0	0	0	0	0	23	
12:45 AM	0	28	1	2	1	0	0	0	0	0	0	0	0	32	
Hour Total	0	89	12	3	4	1	0	4	0	0	0	0	0	113	
1:00 AM	0	19	1	0	0	0	0	0	0	0	0	0	0	20	
1:15 AM	0	21	2	0	0	0	0	0	0	0	0	0	0	23	
1:30 AM	0	16	1	0	0	0	0	0	0	0	0	0	0	17	
1:45 AM	0	18	1	2	0	1	0	0	0	0	0	0	0	22	
Hour Total	0	74	5	2	0	1	0	0	0	0	0	0	0	82	
2:00 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9	
2:15 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
2:30 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
2:45 AM	0	6	2	2	1	0	0	0	0	0	0	0	0	11	
Hour Total	0	30	5	2	1	0	0	0	0	0	0	0	0	38	
3:00 AM	0	4	2	0	1	0	0	0	0	0	0	0	0	7	
3:15 AM	0	12	3	0	1	1	0	0	0	0	0	0	0	17	
3:30 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	6	
3:45 AM	0	5	1	2	1	0	0	0	0	0	0	0	0	9	
Hour Total	0	26	6	2	4	1	0	0	0	0	0	0	0	39	
4:00 AM	0	9	2	0	1	0	0	0	0	0	0	0	0	12	
4:15 AM	0	3	3	0	0	0	0	0	0	0	0	0	0	6	
4:30 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5	
4:45 AM	0	4	3	1	0	0	0	0	0	0	0	0	0	8	
Hour Total	0	20	8	1	2	0	0	0	0	0	0	0	0	31	
5:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
5:15 AM	0	8	3	0	0	0	0	0	0	0	0	0	0	11	
5:30 AM	0	13	3	0	0	0	0	0	0	0	0	0	0	16	
5:45 AM	0	13	8	1	4	0	0	2	0	0	0	0	0	28	
Hour Total	0	38	14	1	4	0	0	2	0	0	0	0	0	59	
6:00 AM	0	21	9	1	1	0	0	0	0	0	0	0	0	32	
6:15 AM	0	32	6	0	3	0	0	1	0	0	0	0	0	42	
6:30 AM	0	31	8	1	3	0	0	2	0	0	0	0	0	45	
6:45 AM	0	30	10	1	4	0	0	3	0	0	0	0	0	48	
Hour Total	0	114	33	3	11	0	0	6	0	0	0	0	0	167	
7:00 AM	0	44	8	1	6	0	0	1	1	0	0	0	0	61	
7:15 AM	0	44	6	1	2	0	0	3	0	0	0	0	0	56	
7:30 AM	1	60	15	2	0	3	0	1	0	0	0	0	0	82	
7:45 AM	1	73	22	1	5	2	0	2	1	0	0	0	0	107	
Hour Total	2	221	51	5	13	5	0	7	2	0	0	0	0	306	

8:00 AM	1	102	27	1	4	1	0	3	0	0	0	0	0	139
8:15 AM	0	104	27	1	6	0	0	3	0	0	0	0	0	141
8:30 AM	0	104	16	1	1	1	0	2	0	0	0	0	0	125
8:45 AM	0	98	25	1	2	0	0	2	0	0	0	0	0	128
Hour Total	1	408	95	4	13	2	0	10	0	0	0	0	0	533
9:00 AM	0	88	15	0	5	2	0	3	0	0	0	0	0	113
9:15 AM	2	95	22	1	7	1	0	3	0	0	0	0	0	131
9:30 AM	0	86	12	1	7	0	0	3	0	0	0	0	0	109
9:45 AM	0	83	14	0	3	0	0	2	0	0	0	0	0	102
Hour Total	2	352	63	2	22	3	0	11	0	0	0	0	0	455
10:00 AM	0	78	19	0	2	0	0	2	0	0	0	0	0	101
10:15 AM	1	81	13	0	1	0	0	3	0	0	0	0	0	99
10:30 AM	0	100	21	1	2	0	0	3	1	0	0	0	0	128
10:45 AM	2	95	14	1	7	0	0	3	0	0	0	0	0	122
Hour Total	3	354	67	2	12	0	0	11	1	0	0	0	0	450
11:00 AM	0	90	23	2	0	2	1	1	0	0	0	0	0	119
11:15 AM	0	96	28	3	5	0	0	0	1	0	0	0	0	133
11:30 AM	0	95	17	1	6	1	0	4	0	0	0	0	0	124
11:45 AM	0	103	23	0	6	1	0	3	0	0	0	0	0	136
Hour Total	0	384	91	6	17	4	1	8	1	0	0	0	0	512
12:00 PM	1	100	19	2	7	1	0	1	0	0	0	0	0	131
12:15 PM	0	91	21	1	1	0	0	5	0	0	0	0	0	119
12:30 PM	0	93	27	1	4	0	0	1	0	0	0	0	0	126
12:45 PM	0	93	22	2	4	2	0	2	1	0	0	0	0	126
Hour Total	1	377	89	6	16	3	0	9	1	0	0	0	0	502
1:00 PM	1	92	12	1	1	0	0	1	0	0	0	0	0	108
1:15 PM	0	94	16	2	4	0	0	3	0	0	0	0	0	119
1:30 PM	0	101	20	1	5	0	0	4	0	0	0	0	0	131
1:45 PM	0	104	19	0	1	1	0	2	0	0	0	0	0	127
Hour Total	1	391	67	4	11	1	0	10	0	0	0	0	0	485
2:00 PM	0	96	24	0	7	1	0	1	0	0	0	0	0	129
2:15 PM	0	101	26	1	1	2	0	3	0	0	0	0	0	134
2:30 PM	0	110	13	0	2	1	0	3	0	0	0	0	0	129
2:45 PM	0	106	23	0	1	1	0	4	0	0	0	0	0	135
Hour Total	0	413	86	1	11	5	0	11	0	0	0	0	0	527
3:00 PM	0	117	23	1	0	0	0	2	0	0	0	0	0	143
3:15 PM	0	108	24	3	4	0	0	6	0	0	0	0	0	145
3:30 PM	0	115	28	1	3	0	0	2	0	0	0	0	0	149
3:45 PM	0	115	20	3	5	0	0	3	0	0	0	0	0	146
Hour Total	0	455	95	8	12	0	0	13	0	0	0	0	0	583

4:00 PM	0	91	23	1	4	1	0	3	0	0	0	0	0	123
4:15 PM	0	115	18	0	1	2	0	1	0	0	0	0	0	137
4:30 PM	2	109	24	2	5	1	0	5	0	0	0	0	0	148
4:45 PM	0	115	19	0	2	0	0	1	1	0	0	0	0	138
Hour Total	2	430	84	3	12	4	0	10	1	0	0	0	0	546
5:00 PM	0	140	26	2	7	1	0	3	0	0	0	0	0	179
5:15 PM	1	118	14	2	6	1	0	2	0	0	0	0	0	144
5:30 PM	1	120	23	1	5	0	0	2	0	0	0	0	0	152
5:45 PM	0	115	19	1	4	0	0	1	0	0	0	0	0	140
Hour Total	2	493	82	6	22	2	0	8	0	0	0	0	0	615
6:00 PM	0	102	21	0	3	1	0	2	0	0	0	0	0	129
6:15 PM	1	109	17	0	4	1	0	2	0	0	0	0	0	134
6:30 PM	0	103	14	0	3	1	0	2	1	0	0	0	0	124
6:45 PM	0	98	14	1	1	0	0	2	0	0	0	0	0	116
Hour Total	1	412	66	1	11	3	0	8	1	0	0	0	0	503
7:00 PM	0	91	18	1	3	1	0	1	0	0	0	0	0	115
7:15 PM	1	84	18	1	4	0	0	1	0	0	0	0	0	109
7:30 PM	0	83	17	0	1	0	0	1	0	0	0	0	0	102
7:45 PM	1	63	11	0	2	2	0	1	0	0	0	0	0	80
Hour Total	2	321	64	2	10	3	0	4	0	0	0	0	0	406
8:00 PM	0	67	12	0	2	0	0	2	0	0	0	0	0	83
8:15 PM	0	71	10	0	0	1	0	2	0	0	0	0	0	84
8:30 PM	0	69	17	0	2	0	0	0	0	0	0	0	0	88
8:45 PM	1	59	16	1	1	0	0	0	0	0	0	0	0	78
Hour Total	1	266	55	1	5	1	0	4	0	0	0	0	0	333
9:00 PM	0	65	7	1	4	0	0	0	0	0	0	0	0	77
9:15 PM	0	65	8	0	2	0	0	1	0	0	0	0	0	76
9:30 PM	0	57	16	1	1	0	0	0	0	0	0	0	0	75
9:45 PM	0	55	7	0	2	0	0	3	0	0	0	0	0	67
Hour Total	0	242	38	2	9	0	0	4	0	0	0	0	0	295
10:00 PM	0	58	5	0	1	0	0	2	0	0	0	0	0	66
10:15 PM	0	52	8	1	0	1	0	1	0	0	0	0	0	63
10:30 PM	0	49	10	0	0	0	0	0	0	0	0	0	0	59
10:45 PM	0	33	9	1	0	0	0	1	0	0	0	0	0	44
Hour Total	0	192	32	2	1	1	0	4	0	0	0	0	0	232
11:00 PM	0	45	5	1	0	0	0	1	0	0	0	0	0	52
11:15 PM	0	35	2	0	1	0	0	2	0	0	0	0	0	40
11:30 PM	0	30	5	0	0	1	0	0	0	0	0	0	0	36
11:45 PM	0	29	4	0	0	1	0	2	0	0	0	0	0	36
Hour Total	0	139	16	1	1	2	0	5	0	0	0	0	0	164
Totals	18	6241	1224	70	224	42	1	149	7	0	0	0	0	7976
Percent	0.2%	78.2%	15.3%	0.9%	2.8%	0.5%	0.0%	1.9%	0.1%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/9/2009

City: Oakland

Project #: 09-7224-029e

Location: International Boulevard between 23rd Avenue and Fruitvale Avenue (Outside Lanes)

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	17	85			17	46				
12:15	10	73			14	46				
12:30	10	77			13	49				
12:45	16	75	53	310	16	51	60	192	113	502
1:00	8	58			12	50				
1:15	11	75			12	44				
1:30	4	71			13	60				
1:45	9	81	32	285	13	46	50	200	82	485
2:00	3	71			6	58				
2:15	1	72			9	62				
2:30	4	80			4	49				
2:45	9	78	17	301	2	57	21	226	38	527
3:00	3	71			4	72				
3:15	4	94			13	51				
3:30	1	83			5	66				
3:45	2	87	10	335	7	59	29	248	39	583
4:00	6	69			6	54				
4:15	5	80			1	57				
4:30	5	84			0	64				
4:45	8	76	24	309	0	62	7	237	31	546
5:00	3	114			1	65				
5:15	10	85			1	59				
5:30	7	97			9	55				
5:45	15	85	35	381	13	55	24	234	59	615
6:00	11	85			21	44				
6:15	25	77			17	57				
6:30	22	68			23	56				
6:45	26	61	84	291	22	55	83	212	167	503
7:00	29	55			32	60				
7:15	20	56			36	53				
7:30	39	48			43	54				
7:45	50	44	138	203	57	36	168	203	306	406
8:00	59	35			80	48				
8:15	60	43			81	41				
8:30	53	43			72	45				
8:45	60	40	232	161	68	38	301	172	533	333
9:00	69	39			44	38				
9:15	74	35			57	41				
9:30	59	31			50	44				
9:45	55	30	257	135	47	37	198	160	455	295
10:00	60	30			41	36				
10:15	58	25			41	38				
10:30	71	23			57	36				
10:45	69	20	258	98	53	24	192	134	450	232
11:00	72	20			47	32				
11:15	78	18			55	22				
11:30	69	16			55	20				
11:45	73	15	292	69	63	21	220	95	512	164
Total	1432	2878	1432	2878	1353	2313	1353	2313	2785	5191
Combined Total	4310		4310		3666		3666		7976	
AM Peak	11:45 AM				8:00 AM					
Vol.	308				301					
P.H.F.	0.906				0.929					
PM Peak	5:00 PM				4:30 PM					
Vol.	381				250					
P.H.F.	0.836				0.962					
Percentage	33.2%	66.8%			36.9%	63.1%				

Class Report - Prepared by: NDS/ATD
 International Boulevard between 23rd Avenue and Fruitvale Avenue (Outside Lanes)
 Oakland
 Project #:09-7224-029w

Date: 6/10/2009 WEDNESDAY

West Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	15	0	1	1	1	0	0	0	0	0	0	0	18
12:15 AM	0	9	0	0	1	0	0	0	0	0	0	0	0	10
12:30 AM	0	16	1	1	1	0	0	0	0	0	0	0	0	19
12:45 AM	0	18	0	1	0	1	0	0	0	0	0	0	0	20
Hour Total	0	58	1	3	3	2	0	0	0	0	0	0	0	67
1:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:15 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13
1:30 AM	0	5	0	1	0	0	0	0	0	0	0	0	0	6
1:45 AM	0	10	1	1	0	0	0	0	0	0	0	0	0	12
Hour Total	0	33	1	2	0	0	0	0	0	0	0	0	0	36
2:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
2:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
2:30 AM	0	6	0	0	0	0	0	1	0	0	0	0	0	7
2:45 AM	0	5	1	1	0	0	0	0	0	0	0	0	0	7
Hour Total	0	24	2	1	0	0	0	1	0	0	0	0	0	28
3:00 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:15 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
3:30 AM	0	4	0	0	0	1	0	0	0	0	0	0	0	5
3:45 AM	0	3	1	1	0	0	0	0	0	0	0	0	0	5
Hour Total	0	15	1	1	0	1	0	0	0	0	0	0	0	18
4:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
4:15 AM	0	6	1	0	2	0	0	0	0	0	0	0	0	9
4:30 AM	0	5	0	0	1	0	0	0	0	0	0	0	0	6
4:45 AM	0	12	1	1	0	1	0	0	0	0	0	0	0	15
Hour Total	0	27	3	1	3	1	0	0	0	0	0	0	0	35
5:00 AM	1	3	1	0	0	1	0	0	0	0	0	0	0	6
5:15 AM	0	9	1	0	1	0	0	0	0	0	0	0	0	11
5:30 AM	0	14	2	0	1	0	0	1	0	0	0	0	0	18
5:45 AM	0	12	2	0	1	0	0	0	0	0	0	0	0	15
Hour Total	1	38	6	0	3	1	0	1	0	0	0	0	0	50
6:00 AM	0	13	1	0	1	1	0	1	0	0	0	0	0	17
6:15 AM	0	21	1	0	1	1	0	1	0	0	0	0	0	25
6:30 AM	0	22	3	1	0	0	0	0	0	0	0	0	0	26
6:45 AM	0	26	3	0	1	0	0	2	0	0	0	0	0	32
Hour Total	0	82	8	1	3	2	0	4	0	0	0	0	0	100
7:00 AM	0	23	3	0	0	0	0	1	0	0	0	0	0	27
7:15 AM	0	28	1	1	2	1	0	1	0	0	0	0	0	34
7:30 AM	0	33	6	0	3	0	0	1	0	0	0	0	0	43
7:45 AM	0	54	7	0	1	1	0	2	0	0	0	0	0	65
Hour Total	0	138	17	1	6	2	0	5	0	0	0	0	0	169

8:00 AM	0	73	13	0	2	0	0	2	0	0	0	0	0	90
8:15 AM	0	66	13	0	2	1	0	0	0	0	0	0	0	82
8:30 AM	1	49	7	1	2	0	0	1	0	0	0	0	0	61
8:45 AM	0	57	4	0	0	0	0	2	0	0	0	0	0	63
Hour Total	1	245	37	1	6	1	0	5	0	0	0	0	0	296
9:00 AM	0	54	5	0	2	0	0	1	0	0	0	0	0	62
9:15 AM	0	36	9	1	4	1	0	1	0	0	0	0	0	52
9:30 AM	0	53	6	0	1	0	0	1	0	0	0	0	0	61
9:45 AM	0	29	6	0	1	0	0	0	0	0	0	0	0	36
Hour Total	0	172	26	1	8	1	0	3	0	0	0	0	0	211
10:00 AM	0	34	6	0	0	1	0	2	0	0	0	0	0	43
10:15 AM	1	43	9	0	1	1	0	1	0	0	0	0	0	56
10:30 AM	0	36	6	2	2	0	0	2	0	0	0	0	0	48
10:45 AM	0	27	6	0	0	0	0	2	0	0	0	0	0	35
Hour Total	1	140	27	2	3	2	0	7	0	0	0	0	0	182
11:00 AM	0	37	4	0	1	0	0	1	0	0	0	0	0	43
11:15 AM	0	17	1	0	2	0	0	2	1	0	0	0	0	23
11:30 AM	0	26	1	0	0	0	0	2	0	0	0	0	0	29
11:45 AM	0	34	4	0	0	0	0	0	0	0	0	0	0	38
Hour Total	0	114	10	0	3	0	0	5	1	0	0	0	0	133
12:00 PM	0	30	3	1	0	1	0	2	0	0	0	0	0	37
12:15 PM	0	26	3	0	1	1	0	1	0	0	0	0	0	32
12:30 PM	1	23	0	1	0	0	0	2	0	0	0	0	0	27
12:45 PM	0	21	6	2	0	0	0	1	0	0	0	0	0	30
Hour Total	1	100	12	4	1	2	0	6	0	0	0	0	0	126
1:00 PM	0	29	5	0	0	1	0	2	0	0	0	0	0	37
1:15 PM	0	26	3	0	1	1	0	2	0	0	0	0	0	33
1:30 PM	0	31	2	0	1	0	0	0	0	0	0	0	0	34
1:45 PM	0	31	5	1	1	1	0	1	0	0	0	0	0	40
Hour Total	0	117	15	1	3	3	0	5	0	0	0	0	0	144
2:00 PM	0	42	2	0	0	0	0	1	1	0	0	0	0	46
2:15 PM	0	36	3	1	1	0	0	1	0	0	0	0	0	42
2:30 PM	0	37	6	1	1	0	0	2	0	0	0	0	0	47
2:45 PM	0	59	3	0	1	0	0	0	0	0	0	0	0	63
Hour Total	0	174	14	2	3	0	0	4	1	0	0	0	0	198
3:00 PM	0	55	7	1	1	0	0	1	0	0	0	0	0	65
3:15 PM	0	39	3	2	3	1	0	1	0	0	0	0	0	49
3:30 PM	0	41	3	0	2	0	0	2	0	0	0	0	0	48
3:45 PM	1	49	8	1	2	0	0	1	0	0	0	0	0	62
Hour Total	1	184	21	4	8	1	0	5	0	0	0	0	0	224

4:00 PM	0	52	7	0	0	0	0	2	0	0	0	0	0	61
4:15 PM	0	48	9	0	0	0	0	2	0	0	0	0	0	59
4:30 PM	0	64	8	3	0	0	0	0	0	0	0	0	0	75
4:45 PM	0	52	7	0	2	0	0	1	0	0	0	0	0	62
Hour Total	0	216	31	3	2	0	0	5	0	0	0	0	0	257
5:00 PM	0	64	3	1	0	1	0	2	0	0	0	0	0	71
5:15 PM	0	47	5	0	2	0	0	1	0	0	0	0	0	55
5:30 PM	0	54	11	1	1	0	0	2	0	0	0	0	0	69
5:45 PM	1	48	8	0	0	0	0	2	0	0	0	0	0	59
Hour Total	1	213	27	2	3	1	0	7	0	0	0	0	0	254
6:00 PM	0	64	3	0	0	0	0	2	0	0	0	0	0	69
6:15 PM	0	49	8	1	2	0	0	0	0	0	0	0	0	60
6:30 PM	1	41	4	1	0	0	0	2	0	0	0	0	0	49
6:45 PM	0	35	6	1	0	0	0	0	0	0	0	0	0	42
Hour Total	1	189	21	3	2	0	0	4	0	0	0	0	0	220
7:00 PM	0	47	6	1	1	0	0	1	0	0	0	0	0	56
7:15 PM	0	40	4	0	0	0	0	2	0	0	0	0	0	46
7:30 PM	0	39	0	0	0	0	0	1	0	0	0	0	0	40
7:45 PM	0	35	5	0	0	0	0	1	0	0	0	0	0	41
Hour Total	0	161	15	1	1	0	0	5	0	0	0	0	0	183
8:00 PM	0	30	1	0	1	0	0	1	1	0	0	0	0	34
8:15 PM	0	29	5	0	1	0	0	1	0	0	0	0	0	36
8:30 PM	0	46	5	0	1	0	0	0	0	0	0	0	0	52
8:45 PM	0	41	3	0	0	0	0	1	0	0	0	0	0	45
Hour Total	0	146	14	0	3	0	0	3	1	0	0	0	0	167
9:00 PM	0	36	2	0	0	0	0	1	0	0	0	0	0	39
9:15 PM	0	42	0	0	0	1	0	0	0	0	0	0	0	43
9:30 PM	0	37	8	1	0	0	0	0	0	0	0	0	0	46
9:45 PM	0	43	1	0	0	1	0	1	0	0	0	0	0	46
Hour Total	0	158	11	1	0	2	0	2	0	0	0	0	0	174
10:00 PM	0	37	2	0	0	0	0	1	0	0	0	0	0	40
10:15 PM	0	32	1	1	0	0	0	0	0	0	0	0	0	34
10:30 PM	0	21	4	0	0	0	0	0	0	0	0	0	0	25
10:45 PM	0	24	0	0	0	0	0	1	0	0	0	0	0	25
Hour Total	0	114	7	1	0	0	0	2	0	0	0	0	0	124
11:00 PM	0	26	2	0	0	0	0	1	0	0	0	0	0	29
11:15 PM	0	25	3	0	0	0	0	0	0	0	0	0	0	28
11:30 PM	0	18	0	0	1	0	0	2	0	0	0	0	0	21
11:45 PM	0	16	3	0	0	0	0	0	0	0	0	0	0	19
Hour Total	0	85	8	0	1	0	0	3	0	0	0	0	0	97
Totals	7	2943	335	36	65	22	0	82	3	0	0	0	0	3493
Percent	0.2%	84.3%	9.6%	1.0%	1.9%	0.6%	0.0%	2.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

International Boulevard between 23rd Avenue and Fruitvale Avenue (Outside Lanes)

Oakland

Project #:09-7224-029e

Date: 6/10/2009

WEDNESDAY

East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	16	3	0	0	0	0	1	0	0	0	0	0	20
12:15 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	8
12:30 AM	0	9	0	0	1	0	0	1	0	0	0	0	0	11
12:45 AM	0	9	0	1	1	0	0	0	0	0	0	0	0	11
Hour Total	0	39	6	1	2	0	0	2	0	0	0	0	0	50
1:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
1:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
1:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
1:45 AM	0	6	1	1	0	0	0	0	0	0	0	0	0	8
Hour Total	0	17	4	1	0	0	0	0	0	0	0	0	0	22
2:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
2:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
2:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2:45 AM	0	2	1	1	0	0	0	0	0	0	0	0	0	4
Hour Total	0	11	4	1	0	0	0	0	0	0	0	0	0	16
3:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:15 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:45 AM	0	3	0	1	0	0	0	0	0	0	0	0	0	4
Hour Total	0	12	1	1	0	0	0	0	0	0	0	0	0	14
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
4:15 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	4
4:30 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
4:45 AM	0	6	3	1	1	2	0	0	0	0	0	0	0	13
Hour Total	0	9	7	1	2	2	0	0	0	0	0	0	0	21
5:00 AM	0	5	2	0	1	0	0	0	0	0	0	0	0	8
5:15 AM	0	6	2	0	1	0	0	0	0	0	0	0	0	9
5:30 AM	0	9	3	0	1	0	0	0	0	0	0	0	0	13
5:45 AM	0	8	3	0	0	0	0	2	0	0	0	0	0	13
Hour Total	0	28	10	0	3	0	0	2	0	0	0	0	0	43
6:00 AM	0	10	1	0	1	0	0	0	0	0	0	0	0	12
6:15 AM	0	13	5	0	2	0	0	0	0	0	0	0	0	20
6:30 AM	1	17	3	0	2	1	0	1	0	0	0	0	0	25
6:45 AM	0	19	11	0	2	0	0	2	0	0	0	0	0	34
Hour Total	1	59	20	0	7	1	0	3	0	0	0	0	0	91
7:00 AM	0	18	4	0	0	0	0	1	0	0	0	0	0	23
7:15 AM	0	15	7	0	0	0	0	3	0	0	0	0	0	25
7:30 AM	0	28	6	0	1	0	0	2	0	0	0	0	0	37
7:45 AM	0	38	9	1	3	0	0	1	0	0	0	0	0	52
Hour Total	0	99	26	1	4	0	0	7	0	0	0	0	0	137

8:00 AM	0	37	14	1	1	0	0	1	0	0	0	0	0	54
8:15 AM	0	33	15	0	3	1	0	2	0	0	0	0	0	54
8:30 AM	0	49	17	1	0	0	0	2	0	0	0	0	0	69
8:45 AM	0	33	15	1	1	1	0	3	0	0	0	0	0	54
Hour Total	0	152	61	3	5	2	0	8	0	0	0	0	0	231
9:00 AM	0	38	13	0	3	0	0	2	0	0	0	0	0	56
9:15 AM	0	43	14	0	1	1	0	1	0	0	0	0	0	60
9:30 AM	0	36	15	0	2	0	0	1	0	0	0	0	0	54
9:45 AM	0	35	12	0	2	2	0	2	0	0	0	0	0	53
Hour Total	0	152	54	0	8	3	0	6	0	0	0	0	0	223
10:00 AM	0	39	17	0	0	0	0	1	0	0	0	0	0	57
10:15 AM	0	38	11	0	3	2	0	1	0	0	0	0	0	55
10:30 AM	0	32	21	0	1	1	0	0	1	0	0	0	0	56
10:45 AM	0	49	21	1	0	0	0	1	0	0	0	0	0	72
Hour Total	0	158	70	1	4	3	0	3	1	0	0	0	0	240
11:00 AM	0	54	17	1	0	1	0	2	0	0	0	0	0	75
11:15 AM	0	53	19	1	1	0	0	0	0	0	0	0	0	74
11:30 AM	0	47	10	1	2	0	0	0	0	0	0	0	0	60
11:45 AM	1	45	13	0	0	0	0	1	0	0	0	0	0	60
Hour Total	1	199	59	3	3	1	0	3	0	0	0	0	0	269
12:00 PM	0	53	10	0	2	0	0	2	1	0	0	0	0	68
12:15 PM	0	59	23	0	1	0	0	2	0	0	0	0	0	85
12:30 PM	0	58	16	0	2	1	0	1	0	0	0	0	0	78
12:45 PM	0	55	15	1	0	1	0	1	0	0	0	0	0	73
Hour Total	0	225	64	1	5	2	0	6	1	0	0	0	0	304
1:00 PM	0	62	13	1	5	0	0	1	0	0	0	0	0	82
1:15 PM	0	52	12	2	1	0	0	2	0	0	0	0	0	69
1:30 PM	0	52	17	1	1	0	0	2	0	0	0	0	0	73
1:45 PM	0	57	14	0	2	0	0	1	0	0	0	0	0	74
Hour Total	0	223	56	4	9	0	0	6	0	0	0	0	0	298
2:00 PM	0	57	22	2	0	0	0	1	0	0	0	0	0	82
2:15 PM	0	58	21	0	1	0	0	2	0	0	0	0	0	82
2:30 PM	0	64	22	0	0	0	0	0	0	0	0	0	0	86
2:45 PM	0	62	22	0	2	0	0	1	1	0	0	0	0	88
Hour Total	0	241	87	2	3	0	0	4	1	0	0	0	0	338
3:00 PM	0	60	14	0	6	0	0	0	0	0	0	0	0	80
3:15 PM	0	63	15	0	1	0	0	2	0	0	0	0	0	81
3:30 PM	0	54	15	1	0	3	0	1	0	0	0	0	0	74
3:45 PM	0	51	12	1	3	0	0	1	0	0	0	0	0	68
Hour Total	0	228	56	2	10	3	0	4	0	0	0	0	0	303

4:00 PM	0	77	15	0	1	0	0	2	0	0	0	0	0	95
4:15 PM	1	65	24	0	0	1	0	2	0	0	0	0	0	93
4:30 PM	0	62	13	0	0	1	0	1	0	0	0	0	0	77
4:45 PM	0	60	18	2	1	0	0	1	0	0	0	0	0	82
Hour Total	1	264	70	2	2	2	0	6	0	0	0	0	0	347
5:00 PM	1	82	17	0	0	0	0	2	0	0	0	0	0	102
5:15 PM	0	87	19	1	2	1	0	1	0	0	0	0	0	111
5:30 PM	0	62	19	0	2	0	0	2	0	0	0	0	0	85
5:45 PM	0	45	9	0	4	0	1	2	0	0	0	0	0	61
Hour Total	1	276	64	1	8	1	1	7	0	0	0	0	0	359
6:00 PM	0	66	14	0	4	0	0	1	0	0	0	0	0	85
6:15 PM	0	59	16	0	1	0	0	3	0	0	0	0	0	79
6:30 PM	0	46	9	0	0	0	0	0	0	0	0	0	0	55
6:45 PM	0	40	10	0	4	1	0	1	0	0	0	0	0	56
Hour Total	0	211	49	0	9	1	0	5	0	0	0	0	0	275
7:00 PM	0	45	14	0	4	0	0	2	0	0	0	0	0	65
7:15 PM	0	42	8	0	3	0	0	0	0	0	0	0	0	53
7:30 PM	0	34	9	1	3	0	0	1	0	0	0	0	0	48
7:45 PM	0	36	9	0	4	1	0	0	0	0	0	0	0	50
Hour Total	0	157	40	1	14	1	0	3	0	0	0	0	0	216
8:00 PM	0	28	5	0	0	0	0	1	0	0	0	0	0	34
8:15 PM	0	25	7	0	4	0	0	0	0	0	0	0	0	36
8:30 PM	0	41	20	0	5	1	0	2	0	0	0	0	0	69
8:45 PM	0	33	8	1	2	0	0	0	0	0	0	0	0	44
Hour Total	0	127	40	1	11	1	0	3	0	0	0	0	0	183
9:00 PM	0	42	9	0	1	0	0	1	0	0	0	0	0	53
9:15 PM	0	27	6	0	2	0	0	0	0	0	0	0	0	35
9:30 PM	1	25	3	0	2	0	0	1	0	0	0	0	0	32
9:45 PM	0	30	12	0	1	0	0	1	0	0	0	0	0	44
Hour Total	1	124	30	0	6	0	0	3	0	0	0	0	0	164
10:00 PM	0	28	10	0	1	0	0	1	0	0	0	0	0	40
10:15 PM	0	29	3	0	3	0	0	1	0	0	0	0	0	36
10:30 PM	0	16	1	0	1	0	0	0	0	0	0	0	0	18
10:45 PM	0	16	3	0	0	0	0	1	0	0	0	0	0	20
Hour Total	0	89	17	0	5	0	0	3	0	0	0	0	0	114
11:00 PM	0	17	0	1	2	0	0	0	0	0	0	0	0	20
11:15 PM	0	15	2	0	2	0	0	1	0	0	0	0	0	20
11:30 PM	0	22	3	0	2	0	0	0	0	0	0	0	0	27
11:45 PM	0	16	2	0	0	0	0	1	0	0	0	0	0	19
Hour Total	0	70	7	1	6	0	0	2	0	0	0	0	0	86
Totals	5	3170	902	28	126	23	1	86	3	0	0	0	0	4344
Percent	0.1%	73.0%	20.8%	0.6%	2.9%	0.5%	0.0%	2.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

International Boulevard between 23rd Avenue and Fruitvale Avenue (Outside Lanes)

Oakland

Project #:09-7224-029e

Date: 6/10/2009

WEDNESDAY

West Bound, East Bound

Begin	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
Time	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total
12:00 AM	0	31	3	1	1	1	0	1	0	0	0	0	0	38
12:15 AM	0	14	3	0	1	0	0	0	0	0	0	0	0	18
12:30 AM	0	25	1	1	2	0	0	1	0	0	0	0	0	30
12:45 AM	0	27	0	2	1	1	0	0	0	0	0	0	0	31
Hour Total	0	97	7	4	5	2	0	2	0	0	0	0	0	117
1:00 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
1:15 AM	0	16	1	0	0	0	0	0	0	0	0	0	0	17
1:30 AM	0	9	1	1	0	0	0	0	0	0	0	0	0	11
1:45 AM	0	16	2	2	0	0	0	0	0	0	0	0	0	20
Hour Total	0	50	5	3	0	0	0	0	0	0	0	0	0	58
2:00 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	14
2:15 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
2:30 AM	0	6	1	0	0	0	0	1	0	0	0	0	0	8
2:45 AM	0	7	2	2	0	0	0	0	0	0	0	0	0	11
Hour Total	0	35	6	2	0	0	0	1	0	0	0	0	0	44
3:00 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
3:15 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
3:30 AM	0	6	1	0	0	1	0	0	0	0	0	0	0	8
3:45 AM	0	6	1	2	0	0	0	0	0	0	0	0	0	9
Hour Total	0	27	2	2	0	1	0	0	0	0	0	0	0	32
4:00 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
4:15 AM	0	7	4	0	2	0	0	0	0	0	0	0	0	13
4:30 AM	0	6	1	0	2	0	0	0	0	0	0	0	0	9
4:45 AM	0	18	4	2	1	3	0	0	0	0	0	0	0	28
Hour Total	0	36	10	2	5	3	0	0	0	0	0	0	0	56
5:00 AM	1	8	3	0	1	1	0	0	0	0	0	0	0	14
5:15 AM	0	15	3	0	2	0	0	0	0	0	0	0	0	20
5:30 AM	0	23	5	0	2	0	0	1	0	0	0	0	0	31
5:45 AM	0	20	5	0	1	0	0	2	0	0	0	0	0	28
Hour Total	1	66	16	0	6	1	0	3	0	0	0	0	0	93
6:00 AM	0	23	2	0	2	1	0	1	0	0	0	0	0	29
6:15 AM	0	34	6	0	3	1	0	1	0	0	0	0	0	45
6:30 AM	1	39	6	1	2	1	0	1	0	0	0	0	0	51
6:45 AM	0	45	14	0	3	0	0	4	0	0	0	0	0	66
Hour Total	1	141	28	1	10	3	0	7	0	0	0	0	0	191
7:00 AM	0	41	7	0	0	0	0	2	0	0	0	0	0	50
7:15 AM	0	43	8	1	2	1	0	4	0	0	0	0	0	59
7:30 AM	0	61	12	0	4	0	0	3	0	0	0	0	0	80
7:45 AM	0	92	16	1	4	1	0	3	0	0	0	0	0	117
Hour Total	0	237	43	2	10	2	0	12	0	0	0	0	0	306

8:00 AM	0	110	27	1	3	0	0	3	0	0	0	0	0	144
8:15 AM	0	99	28	0	5	2	0	2	0	0	0	0	0	136
8:30 AM	1	98	24	2	2	0	0	3	0	0	0	0	0	130
8:45 AM	0	90	19	1	1	1	0	5	0	0	0	0	0	117
Hour Total	1	397	98	4	11	3	0	13	0	0	0	0	0	527
9:00 AM	0	92	18	0	5	0	0	3	0	0	0	0	0	118
9:15 AM	0	79	23	1	5	2	0	2	0	0	0	0	0	112
9:30 AM	0	89	21	0	3	0	0	2	0	0	0	0	0	115
9:45 AM	0	64	18	0	3	2	0	2	0	0	0	0	0	89
Hour Total	0	324	80	1	16	4	0	9	0	0	0	0	0	434
10:00 AM	0	73	23	0	0	1	0	3	0	0	0	0	0	100
10:15 AM	1	81	20	0	4	3	0	2	0	0	0	0	0	111
10:30 AM	0	68	27	2	3	1	0	2	1	0	0	0	0	104
10:45 AM	0	76	27	1	0	0	0	3	0	0	0	0	0	107
Hour Total	1	298	97	3	7	5	0	10	1	0	0	0	0	422
11:00 AM	0	91	21	1	1	1	0	3	0	0	0	0	0	118
11:15 AM	0	70	20	1	3	0	0	2	1	0	0	0	0	97
11:30 AM	0	73	11	1	2	0	0	2	0	0	0	0	0	89
11:45 AM	1	79	17	0	0	0	0	1	0	0	0	0	0	98
Hour Total	1	313	69	3	6	1	0	8	1	0	0	0	0	402
12:00 PM	0	83	13	1	2	1	0	4	1	0	0	0	0	105
12:15 PM	0	85	26	0	2	1	0	3	0	0	0	0	0	117
12:30 PM	1	81	16	1	2	1	0	3	0	0	0	0	0	105
12:45 PM	0	76	21	3	0	1	0	2	0	0	0	0	0	103
Hour Total	1	325	76	5	6	4	0	12	1	0	0	0	0	430
1:00 PM	0	91	18	1	5	1	0	3	0	0	0	0	0	119
1:15 PM	0	78	15	2	2	1	0	4	0	0	0	0	0	102
1:30 PM	0	83	19	1	2	0	0	2	0	0	0	0	0	107
1:45 PM	0	88	19	1	3	1	0	2	0	0	0	0	0	114
Hour Total	0	340	71	5	12	3	0	11	0	0	0	0	0	442
2:00 PM	0	99	24	2	0	0	0	2	1	0	0	0	0	128
2:15 PM	0	94	24	1	2	0	0	3	0	0	0	0	0	124
2:30 PM	0	101	28	1	1	0	0	2	0	0	0	0	0	133
2:45 PM	0	121	25	0	3	0	0	1	1	0	0	0	0	151
Hour Total	0	415	101	4	6	0	0	8	2	0	0	0	0	536
3:00 PM	0	115	21	1	7	0	0	1	0	0	0	0	0	145
3:15 PM	0	102	18	2	4	1	0	3	0	0	0	0	0	130
3:30 PM	0	95	18	1	2	3	0	3	0	0	0	0	0	122
3:45 PM	1	100	20	2	5	0	0	2	0	0	0	0	0	130
Hour Total	1	412	77	6	18	4	0	9	0	0	0	0	0	527

4:00 PM	0	129	22	0	1	0	0	4	0	0	0	0	0	156
4:15 PM	1	113	33	0	0	1	0	4	0	0	0	0	0	152
4:30 PM	0	126	21	3	0	1	0	1	0	0	0	0	0	152
4:45 PM	0	112	25	2	3	0	0	2	0	0	0	0	0	144
Hour Total	1	480	101	5	4	2	0	11	0	0	0	0	0	604
5:00 PM	1	146	20	1	0	1	0	4	0	0	0	0	0	173
5:15 PM	0	134	24	1	4	1	0	2	0	0	0	0	0	166
5:30 PM	0	116	30	1	3	0	0	4	0	0	0	0	0	154
5:45 PM	1	93	17	0	4	0	1	4	0	0	0	0	0	120
Hour Total	2	489	91	3	11	2	1	14	0	0	0	0	0	613
6:00 PM	0	130	17	0	4	0	0	3	0	0	0	0	0	154
6:15 PM	0	108	24	1	3	0	0	3	0	0	0	0	0	139
6:30 PM	1	87	13	1	0	0	0	2	0	0	0	0	0	104
6:45 PM	0	75	16	1	4	1	0	1	0	0	0	0	0	98
Hour Total	1	400	70	3	11	1	0	9	0	0	0	0	0	495
7:00 PM	0	92	20	1	5	0	0	3	0	0	0	0	0	121
7:15 PM	0	82	12	0	3	0	0	2	0	0	0	0	0	99
7:30 PM	0	73	9	1	3	0	0	2	0	0	0	0	0	88
7:45 PM	0	71	14	0	4	1	0	1	0	0	0	0	0	91
Hour Total	0	318	55	2	15	1	0	8	0	0	0	0	0	399
8:00 PM	0	58	6	0	1	0	0	2	1	0	0	0	0	68
8:15 PM	0	54	12	0	5	0	0	1	0	0	0	0	0	72
8:30 PM	0	87	25	0	6	1	0	2	0	0	0	0	0	121
8:45 PM	0	74	11	1	2	0	0	1	0	0	0	0	0	89
Hour Total	0	273	54	1	14	1	0	6	1	0	0	0	0	350
9:00 PM	0	78	11	0	1	0	0	2	0	0	0	0	0	92
9:15 PM	0	69	6	0	2	1	0	0	0	0	0	0	0	78
9:30 PM	1	62	11	1	2	0	0	1	0	0	0	0	0	78
9:45 PM	0	73	13	0	1	1	0	2	0	0	0	0	0	90
Hour Total	1	282	41	1	6	2	0	5	0	0	0	0	0	338
10:00 PM	0	65	12	0	1	0	0	2	0	0	0	0	0	80
10:15 PM	0	61	4	1	3	0	0	1	0	0	0	0	0	70
10:30 PM	0	37	5	0	1	0	0	0	0	0	0	0	0	43
10:45 PM	0	40	3	0	0	0	0	2	0	0	0	0	0	45
Hour Total	0	203	24	1	5	0	0	5	0	0	0	0	0	238
11:00 PM	0	43	2	1	2	0	0	1	0	0	0	0	0	49
11:15 PM	0	40	5	0	2	0	0	1	0	0	0	0	0	48
11:30 PM	0	40	3	0	3	0	0	2	0	0	0	0	0	48
11:45 PM	0	32	5	0	0	0	0	1	0	0	0	0	0	38
Hour Total	0	155	15	1	7	0	0	5	0	0	0	0	0	183
Totals	12	6113	1237	64	191	45	1	168	6	0	0	0	0	7837
Percent	0.2%	78.0%	15.8%	0.8%	2.4%	0.6%	0.0%	2.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/10/2009

City: Oakland

Project #: 09-7224-029e

Location: International Boulevard between 23rd Avenue and Fruitvale Avenue (Outside Lanes)

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	20	68			18	37				
12:15	8	85			10	32				
12:30	11	78			19	27				
12:45	11	73	50	304	20	30	67	126	117	430
1:00	5	82			5	37				
1:15	4	69			13	33				
1:30	5	73			6	34				
1:45	8	74	22	298	12	40	36	144	58	442
2:00	6	82			8	46				
2:15	5	82			6	42				
2:30	1	86			7	47				
2:45	4	88	16	338	7	63	28	198	44	536
3:00	4	80			3	65				
3:15	3	81			5	49				
3:30	3	74			5	48				
3:45	4	68	14	303	5	62	18	224	32	527
4:00	1	95			5	61				
4:15	4	93			9	59				
4:30	3	77			6	75				
4:45	13	82	21	347	15	62	35	257	56	604
5:00	8	102			6	71				
5:15	9	111			11	55				
5:30	13	85			18	69				
5:45	13	61	43	359	15	59	50	254	93	613
6:00	12	85			17	69				
6:15	20	79			25	60				
6:30	25	55			26	49				
6:45	34	56	91	275	32	42	100	220	191	495
7:00	23	65			27	56				
7:15	25	53			34	46				
7:30	37	48			43	40				
7:45	52	50	137	216	65	41	169	183	306	399
8:00	54	34			90	34				
8:15	54	36			82	36				
8:30	69	69			61	52				
8:45	54	44	231	183	63	45	296	167	527	350
9:00	56	53			62	39				
9:15	60	35			52	43				
9:30	54	32			61	46				
9:45	53	44	223	164	36	46	211	174	434	338
10:00	57	40			43	40				
10:15	55	36			56	34				
10:30	56	18			48	25				
10:45	72	20	240	114	35	25	182	124	422	238
11:00	75	20			43	29				
11:15	74	20			23	28				
11:30	60	27			29	21				
11:45	60	19	269	86	38	19	133	97	402	183
Total	1357	2987	1357	2987	1325	2168	1325	2168	2682	5155
Combined Total	4344		4344		3493		3493		7837	
AM Peak	11:45 AM				7:45 AM					
Vol.	291				298					
P.H.F.	0.856				0.828					
PM Peak		4:45 PM				4:15 PM				
Vol.		380				267				
P.H.F.		0.856				0.890				
Percentage	31.2%	68.8%			37.9%	62.1%				

Prepared by NDS/ATD

Volumes for: Tuesday, June 9, 2009

City: Oakland

Project #: 09-7224-030

Location: International Boulevard west of Seminary Avenue

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	71	183			60	194				
12:15	61	192			54	210				
12:30	48	167			60	209				
12:45	52	191	232	733	40	219	214	832	446	1565
1:00	50	182			55	209				
1:15	44	186			50	221				
1:30	33	189			43	221				
1:45	35	202	162	759	31	230	179	881	341	1640
2:00	40	216			28	206				
2:15	21	210			25	202				
2:30	22	193			24	234				
2:45	31	203	114	822	23	235	100	877	214	1699
3:00	12	222			15	291				
3:15	23	213			25	252				
3:30	24	233			25	262				
3:45	23	232	82	900	20	278	85	1083	167	1983
4:00	20	222			29	290				
4:15	30	255			38	275				
4:30	15	246			45	279				
4:45	30	257	95	980	51	259	163	1103	258	2083
5:00	37	248			48	270				
5:15	43	220			78	256				
5:30	38	235			80	233				
5:45	53	251	171	954	90	234	296	993	467	1947
6:00	59	229			96	235				
6:15	54	227			108	201				
6:30	79	208			130	213				
6:45	77	167	269	831	138	226	472	875	741	1706
7:00	78	188			161	187				
7:15	95	173			183	172				
7:30	97	169			208	184				
7:45	114	134	384	664	270	177	822	720	1206	1384
8:00	130	140			259	148				
8:15	127	163			270	151				
8:30	139	125			240	141				
8:45	126	125	522	553	198	134	967	574	1489	1127
9:00	155	141			183	126				
9:15	160	146			207	145				
9:30	117	123			190	149				
9:45	140	120	572	530	172	127	752	547	1324	1077
10:00	137	117			177	130				
10:15	152	95			205	141				
10:30	166	106			180	107				
10:45	186	81	641	399	190	121	752	499	1393	898
11:00	138	100			196	154				
11:15	189	84			189	113				
11:30	160	85			230	88				
11:45	194	69	681	338	197	70	812	425	1493	763
Total	3925	8463	3925	8463	5614	9409	5614	9409	9539	17872
Combined Total	12388		12388		15023		15023		27411	
AM Peak	11:45 AM				7:45 AM					
Vol.	736				1039					
P.H.F.	0.948				0.962					
PM Peak	4:15 PM				3:45 PM					
Vol.	1006				1122					
P.H.F.	0.979				0.967					
Percentage	31.7%	68.3%			37.4%	62.6%				

Prepared by NDS/ATD

Volumes for: Wednesday, June 10, 2009

City: Oakland

Project #: 09-7224-030

Location: International Boulevard west of Seminary Avenue

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	77	197			62	207				
12:15	43	199			59	223				
12:30	49	215			55	235				
12:45	52	195	221	806	44	234	220	899	441	1705
1:00	38	209			29	236				
1:15	32	218			32	241				
1:30	34	198			27	270				
1:45	37	214	141	839	38	232	126	979	267	1818
2:00	40	218			30	233				
2:15	19	206			31	259				
2:30	30	237			34	235				
2:45	24	206	113	867	28	233	123	960	236	1827
3:00	28	214			23	237				
3:15	25	203			26	232				
3:30	20	239			27	246				
3:45	21	200	94	856	26	262	102	977	196	1833
4:00	17	242			25	260				
4:15	25	241			27	276				
4:30	16	256			47	236				
4:45	31	271	89	1010	69	241	168	1013	257	2023
5:00	38	246			50	255				
5:15	55	253			88	235				
5:30	57	257			98	256				
5:45	60	215	210	971	112	255	348	1001	558	1972
6:00	66	239			104	229				
6:15	62	219			126	248				
6:30	76	203			154	241				
6:45	92	184	296	845	177	214	561	932	857	1777
7:00	94	170			198	226				
7:15	101	159			170	190				
7:30	103	157			239	162				
7:45	128	137	426	623	262	141	869	719	1295	1342
8:00	147	119			295	148				
8:15	120	113			238	165				
8:30	164	154			244	187				
8:45	137	146	568	532	238	171	1015	671	1583	1203
9:00	134	152			198	163				
9:15	129	157			163	159				
9:30	148	145			220	152				
9:45	137	121	548	575	196	134	777	608	1325	1183
10:00	141	136			181	142				
10:15	182	132			187	131				
10:30	158	105			188	116				
10:45	174	79	655	452	178	108	734	497	1389	949
11:00	180	97			219	122				
11:15	192	68			204	107				
11:30	197	79			216	101				
11:45	203	68	772	312	264	97	903	427	1675	739
Total	4133	8688	4133	8688	5946	9683	5946	9683	10079	18371
Combined Total	12821		12821		15629		15629		28450	
AM Peak	11:45 AM				7:45 AM					
Vol.	814				1039					
P.H.F.	0.947				0.881					
PM Peak		4:45 PM				3:30 PM				
Vol.		1027				1044				
P.H.F.		0.947				0.946				
Percentage	32.2%	67.8%			38.0%	62.0%				

Class Report - Prepared by: NDS/ATD
 International Boulevard west of Seminary Avenue (Outside Lanes)
 Oakland
 Project #:09-7224-030w

Date: 6/9/2009 TUESDAY

West Bound

Begin Time	Bikes	Cars & 2 Axle Tlrs Long	2 Axle Buses	3 Axle 6 Tire Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	23 5	0	1 0	0 0	1 0	0 0	0 0	0 0	0 0	0 0	30
12:15 AM	0	20 6	1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	27
12:30 AM	0	21 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	25
12:45 AM	0	18 2	1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	21
Hour Total	0	82 17	2 1	0 0	0 0	1 0	0 0	0 0	0 0	0 0	0 0	103
1:00 AM	0	28 5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	33
1:15 AM	0	23 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	27
1:30 AM	0	18 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	18
1:45 AM	0	17 0	2 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	19
Hour Total	0	86 9	2 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	97
2:00 AM	0	10 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	11
2:15 AM	0	10 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	10
2:30 AM	0	9 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	11
2:45 AM	0	8 0	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	10
Hour Total	0	37 3	1 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	42
3:00 AM	0	6 1	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	8
3:15 AM	0	9 2	0 3	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	14
3:30 AM	0	6 0	0 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	8
3:45 AM	0	3 1	2 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	7
Hour Total	0	24 4	2 7	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	37
4:00 AM	0	12 3	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	16
4:15 AM	0	17 1	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	18
4:30 AM	0	16 0	0 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	18
4:45 AM	0	15 3	1 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	21
Hour Total	0	60 7	1 5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	73
5:00 AM	0	20 4	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	24
5:15 AM	0	24 7	0 5	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	36
5:30 AM	0	24 8	0 1	2 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	35
5:45 AM	0	25 6	2 3	0 0	2 0	0 0	0 0	0 0	0 0	0 0	0 0	38
Hour Total	0	93 25	2 9	2 2	0 0	2 0	0 0	0 0	0 0	0 0	0 0	133
6:00 AM	0	32 2	1 2	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	37
6:15 AM	0	34 5	0 0	1 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	40
6:30 AM	0	29 12	2 5	0 0	2 0	0 0	0 0	0 0	0 0	0 0	0 0	50
6:45 AM	0	39 13	1 2	0 0	1 0	0 0	0 0	0 0	0 0	0 0	0 0	56
Hour Total	0	134 32	4 9	1 0	3 0	0 0	0 0	0 0	0 0	0 0	0 0	183
7:00 AM	0	40 12	1 4	0 0	1 0	0 0	0 0	0 0	0 0	0 0	0 0	58
7:15 AM	1	43 21	1 1	0 0	4 0	0 0	0 0	0 0	0 0	0 0	0 0	71
7:30 AM	1	57 18	2 0	1 0	4 0	0 0	0 0	0 0	0 0	0 0	0 0	83
7:45 AM	0	73 29	0 1	0 0	2 0	0 0	0 0	0 0	0 0	0 0	0 0	105
Hour Total	2	213 80	4 6	1 0	11 0	0 0	0 0	0 0	0 0	0 0	0 0	317

8:00 AM	0	73	19	1	0	0	0	3	0	0	0	0	0	96
8:15 AM	0	76	16	0	2	0	0	5	0	0	0	0	0	99
8:30 AM	0	67	20	2	4	0	0	3	1	0	0	0	0	97
8:45 AM	0	56	14	1	2	0	0	1	0	0	0	0	0	74
Hour Total	0	272	69	4	8	0	0	12	1	0	0	0	0	366
9:00 AM	0	54	11	1	1	0	0	1	1	0	0	0	0	69
9:15 AM	0	68	18	0	2	0	0	2	0	0	0	0	0	90
9:30 AM	0	58	17	1	0	0	0	1	0	0	0	0	0	77
9:45 AM	0	54	8	0	4	0	0	2	0	0	0	0	0	68
Hour Total	0	234	54	2	7	0	0	6	1	0	0	0	0	304
10:00 AM	0	52	22	0	0	0	0	0	0	0	0	0	0	74
10:15 AM	0	51	18	1	4	0	0	3	1	0	0	0	0	78
10:30 AM	0	46	17	0	0	1	0	2	0	0	0	0	0	66
10:45 AM	1	53	11	0	0	1	0	2	0	0	0	0	0	68
Hour Total	1	202	68	1	4	2	0	7	1	0	0	0	0	286
11:00 AM	0	60	16	2	3	0	0	1	0	0	0	0	0	82
11:15 AM	0	68	16	1	4	0	0	1	0	0	0	0	0	90
11:30 AM	0	64	21	1	9	0	0	2	1	0	0	0	0	98
11:45 AM	0	58	15	1	8	0	0	2	0	0	0	0	0	84
Hour Total	0	250	68	5	24	0	0	6	1	0	0	0	0	354
12:00 PM	0	62	15	1	4	0	0	2	0	0	0	0	0	84
12:15 PM	0	63	19	0	7	0	0	2	0	0	0	0	0	91
12:30 PM	0	72	14	1	3	0	0	1	0	0	0	0	0	91
12:45 PM	0	72	17	1	2	0	0	3	0	0	0	0	0	95
Hour Total	0	269	65	3	16	0	0	8	0	0	0	0	0	361
1:00 PM	0	63	19	0	3	0	0	1	0	0	0	0	0	86
1:15 PM	0	77	21	0	4	1	0	1	0	0	0	0	0	104
1:30 PM	0	66	13	3	4	1	0	3	0	0	0	0	0	90
1:45 PM	0	76	28	0	5	0	0	3	0	0	0	0	0	112
Hour Total	0	282	81	3	16	2	0	8	0	0	0	0	0	392
2:00 PM	0	53	25	0	3	0	0	2	0	0	0	0	0	83
2:15 PM	0	70	17	1	1	0	0	3	0	0	0	0	0	92
2:30 PM	0	61	14	0	3	0	0	2	0	0	0	0	0	80
2:45 PM	1	79	19	0	6	0	0	2	0	0	0	0	0	107
Hour Total	1	263	75	1	13	0	0	9	0	0	0	0	0	362
3:00 PM	0	100	22	4	2	0	0	1	0	0	0	0	0	129
3:15 PM	0	69	24	0	5	1	0	3	0	0	0	0	0	102
3:30 PM	0	84	12	1	3	0	0	2	0	0	0	0	0	102
3:45 PM	0	98	17	1	1	0	0	2	0	0	0	0	0	119
Hour Total	0	351	75	6	11	1	0	8	0	0	0	0	0	452

4:00 PM	0	97	18	1	3	0	0	2	0	0	0	0	0	121
4:15 PM	0	88	23	0	1	0	0	4	0	0	0	0	0	116
4:30 PM	0	93	16	1	2	0	0	2	0	0	0	0	0	114
4:45 PM	0	71	17	0	1	0	0	2	0	0	0	0	0	91
Hour Total	0	349	74	2	7	0	0	10	0	0	0	0	0	442
5:00 PM	0	86	28	1	0	0	0	2	0	0	0	0	0	117
5:15 PM	1	88	18	1	0	0	0	3	0	0	0	0	0	111
5:30 PM	0	70	14	2	2	0	0	3	0	0	0	0	0	91
5:45 PM	0	89	17	1	4	0	0	3	0	0	0	0	0	114
Hour Total	1	333	77	5	6	0	0	11	0	0	0	0	0	433
6:00 PM	0	80	17	1	5	0	0	2	0	0	0	0	0	105
6:15 PM	0	66	12	0	3	0	0	1	0	0	0	0	0	82
6:30 PM	0	66	17	1	2	0	0	4	0	0	0	0	0	90
6:45 PM	0	83	19	0	2	0	0	1	0	0	0	0	0	105
Hour Total	0	295	65	2	12	0	0	8	0	0	0	0	0	382
7:00 PM	0	71	19	1	3	0	0	1	0	0	0	0	0	95
7:15 PM	0	58	10	0	5	0	0	3	0	0	0	0	0	76
7:30 PM	1	64	12	0	4	0	0	0	0	0	0	0	0	81
7:45 PM	0	46	12	0	2	0	0	0	0	0	0	0	0	60
Hour Total	1	239	53	1	14	0	0	4	0	0	0	0	0	312
8:00 PM	0	51	8	0	2	0	0	2	0	0	0	0	0	63
8:15 PM	0	53	22	0	2	0	0	0	0	0	0	0	0	77
8:30 PM	0	60	16	0	1	0	0	0	0	0	0	0	0	77
8:45 PM	0	49	13	1	5	0	0	0	0	0	0	0	0	68
Hour Total	0	213	59	1	10	0	0	2	0	0	0	0	0	285
9:00 PM	0	49	13	1	1	0	0	0	0	0	0	0	0	64
9:15 PM	0	65	14	0	4	0	0	0	0	0	0	0	0	83
9:30 PM	0	67	17	0	4	0	0	0	0	0	0	0	0	88
9:45 PM	0	51	9	0	3	0	0	2	0	0	0	0	0	65
Hour Total	0	232	53	1	12	0	0	2	0	0	0	0	0	300
10:00 PM	0	58	7	0	1	0	0	1	1	0	0	0	0	68
10:15 PM	0	59	14	0	0	0	0	1	0	0	0	0	0	74
10:30 PM	0	44	12	0	4	0	0	1	0	0	0	0	0	61
10:45 PM	0	47	16	0	1	0	0	0	0	0	0	0	0	64
Hour Total	0	208	49	0	6	0	0	3	1	0	0	0	0	267
11:00 PM	0	54	21	1	0	0	0	3	0	0	0	0	0	79
11:15 PM	0	42	6	0	1	0	0	1	0	0	0	0	0	50
11:30 PM	0	36	8	0	3	0	0	0	0	0	0	0	0	47
11:45 PM	0	25	7	0	1	0	0	1	0	0	0	0	0	34
Hour Total	0	157	42	1	5	0	0	5	0	0	0	0	0	210
Totals	6	4878	1204	56	209	9	0	126	5	0	0	0	0	6493
Percent	0.1%	75.1%	18.5%	0.9%	3.2%	0.1%	0.0%	1.9%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

International Boulevard west of Seminary Avenue (Outside Lanes)

Oakland

Project #:09-7224-030e

Date: 6/9/2009

TUESDAY

East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	24	2	0	0	0	0	1	0	0	0	0	0	27
12:15 AM	0	16	2	1	1	0	0	0	0	0	0	0	0	20
12:30 AM	0	17	5	0	0	0	0	0	0	0	0	0	0	22
12:45 AM	0	16	2	0	1	0	0	1	0	0	0	0	0	20
Hour Total	0	73	11	1	2	0	0	2	0	0	0	0	0	89
1:00 AM	0	12	3	1	1	0	0	0	0	0	0	0	0	17
1:15 AM	0	6	3	0	0	0	0	0	0	0	0	0	0	9
1:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
1:45 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	35	9	1	1	0	0	0	0	0	0	0	0	46
2:00 AM	0	11	2	1	0	0	0	0	0	0	0	0	0	14
2:15 AM	0	8	2	0	2	0	0	0	0	0	0	0	0	12
2:30 AM	0	12	0	0	1	0	0	0	0	0	0	0	0	13
2:45 AM	0	14	3	0	0	0	0	0	0	0	0	0	0	17
Hour Total	0	45	7	1	3	0	0	0	0	0	0	0	0	56
3:00 AM	0	10	2	0	2	0	0	0	0	0	0	0	0	14
3:15 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
3:30 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
3:45 AM	0	8	4	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	37	8	0	2	0	0	0	0	0	0	0	0	47
4:00 AM	0	2	1	1	0	0	0	0	0	0	0	0	0	4
4:15 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
4:30 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
4:45 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	31	6	1	0	0	0	0	0	0	0	0	0	38
5:00 AM	0	13	8	0	2	0	0	0	0	0	0	0	0	23
5:15 AM	0	16	5	0	0	0	0	1	0	0	0	0	0	22
5:30 AM	0	20	7	0	0	0	0	0	0	0	0	0	0	27
5:45 AM	0	23	3	0	0	0	0	0	0	0	0	0	0	26
Hour Total	0	72	23	0	2	0	0	1	0	0	0	0	0	98
6:00 AM	0	19	5	0	0	0	0	1	0	0	0	0	0	25
6:15 AM	0	15	3	0	0	0	0	1	0	0	0	0	0	19
6:30 AM	0	20	10	1	0	0	0	0	0	0	0	0	0	31
6:45 AM	0	23	7	0	0	0	0	3	0	0	0	0	0	33
Hour Total	0	77	25	1	0	0	0	5	0	0	0	0	0	108
7:00 AM	0	24	5	0	1	0	0	2	0	0	0	0	0	32
7:15 AM	0	26	5	0	0	0	0	2	0	0	0	0	0	33
7:30 AM	0	30	15	1	1	0	0	0	0	0	0	0	0	47
7:45 AM	0	29	9	0	1	0	0	1	0	0	0	0	0	40
Hour Total	0	109	34	1	3	0	0	5	0	0	0	0	0	152

8:00 AM	0	34	16	0	2	0	0	1	0	0	0	0	0	53
8:15 AM	0	30	10	0	0	0	0	2	0	0	0	0	0	42
8:30 AM	0	30	10	1	0	0	0	2	0	0	0	0	0	43
8:45 AM	0	38	18	0	0	0	0	1	1	0	0	0	0	58
Hour Total	0	132	54	1	2	0	0	6	1	0	0	0	0	196
9:00 AM	0	33	14	0	3	1	0	2	0	0	0	0	0	53
9:15 AM	0	27	19	0	1	1	0	0	0	0	0	0	0	48
9:30 AM	0	37	12	1	3	0	0	0	0	0	0	0	0	53
9:45 AM	0	38	19	0	0	0	0	2	0	0	0	0	0	59
Hour Total	0	135	64	1	7	2	0	4	0	0	0	0	0	213
10:00 AM	0	44	15	0	2	1	0	2	0	0	0	0	0	64
10:15 AM	0	36	26	1	2	1	0	2	0	0	0	0	0	68
10:30 AM	0	38	11	0	0	0	0	2	0	0	0	0	0	51
10:45 AM	0	46	18	0	0	0	0	2	0	0	0	0	0	66
Hour Total	0	164	70	1	4	2	0	8	0	0	0	0	0	249
11:00 AM	0	40	15	0	5	0	0	0	0	0	0	0	0	60
11:15 AM	1	45	20	0	3	2	0	1	0	0	0	0	0	72
11:30 AM	0	42	17	1	1	0	0	1	0	0	0	0	0	62
11:45 AM	0	42	21	1	1	1	0	2	0	0	0	0	0	68
Hour Total	1	169	73	2	10	3	0	4	0	0	0	0	0	262
12:00 PM	0	40	21	0	0	1	0	3	0	0	0	0	0	65
12:15 PM	0	54	27	0	4	1	0	0	0	0	0	0	0	86
12:30 PM	0	57	15	1	2	0	0	0	0	0	0	0	0	75
12:45 PM	0	59	19	0	1	0	0	3	0	0	0	0	0	82
Hour Total	0	210	82	1	7	2	0	6	0	0	0	0	0	308
1:00 PM	1	51	21	0	2	0	0	0	0	0	0	0	0	75
1:15 PM	0	58	7	1	1	2	0	2	0	0	0	0	0	71
1:30 PM	0	50	15	0	1	0	0	1	0	0	0	0	0	67
1:45 PM	0	46	18	0	2	0	0	3	0	0	0	0	0	69
Hour Total	1	205	61	1	6	2	0	6	0	0	0	0	0	282
2:00 PM	0	58	16	0	2	0	0	2	0	0	0	0	0	78
2:15 PM	0	56	14	2	0	1	0	3	0	0	0	0	0	76
2:30 PM	0	49	14	0	2	1	0	3	0	0	0	0	0	69
2:45 PM	0	46	20	0	2	1	0	2	0	0	0	0	0	71
Hour Total	0	209	64	2	6	3	0	10	0	0	0	0	0	294
3:00 PM	0	53	23	0	2	0	0	1	0	0	0	0	0	79
3:15 PM	0	59	20	2	1	1	0	2	0	0	0	0	0	85
3:30 PM	0	71	26	0	2	2	0	0	0	0	0	0	0	101
3:45 PM	0	58	23	1	6	1	0	1	0	0	0	0	0	90
Hour Total	0	241	92	3	11	4	0	4	0	0	0	0	0	355

4:00 PM	0	51	22	0	0	0	0	2	0	0	0	0	0	75
4:15 PM	1	75	22	0	2	0	0	2	0	0	0	0	0	102
4:30 PM	0	79	17	0	0	0	0	3	0	0	0	0	0	99
4:45 PM	0	73	26	0	0	0	0	3	0	0	0	0	0	102
Hour Total	1	278	87	0	2	0	0	10	0	0	0	0	0	378
5:00 PM	0	63	23	0	1	0	0	3	0	0	0	0	0	90
5:15 PM	0	79	25	0	2	1	0	0	0	0	0	0	0	107
5:30 PM	0	88	27	0	1	0	0	3	0	0	0	0	0	119
5:45 PM	0	56	16	0	1	0	0	1	1	0	0	0	0	75
Hour Total	0	286	91	0	5	1	0	7	1	0	0	0	0	391
6:00 PM	0	43	13	0	0	0	0	1	0	0	0	0	0	57
6:15 PM	0	66	13	0	1	0	0	2	0	0	0	0	0	82
6:30 PM	0	69	19	0	0	0	0	3	0	0	0	0	0	91
6:45 PM	1	51	24	0	3	0	0	1	0	0	0	0	0	80
Hour Total	1	229	69	0	4	0	0	7	0	0	0	0	0	310
7:00 PM	0	62	18	0	0	0	0	2	0	0	0	0	0	82
7:15 PM	0	51	18	0	0	0	0	4	0	0	0	0	0	73
7:30 PM	0	57	15	1	0	0	0	2	0	0	0	0	0	75
7:45 PM	0	48	14	0	2	0	0	2	0	0	0	0	0	66
Hour Total	0	218	65	1	2	0	0	10	0	0	0	0	0	296
8:00 PM	0	53	18	1	1	0	0	0	0	0	0	0	0	73
8:15 PM	0	58	9	0	0	1	0	0	0	0	0	0	0	68
8:30 PM	1	46	11	0	1	1	0	2	0	0	0	0	0	62
8:45 PM	0	43	10	0	0	0	0	1	0	0	0	0	0	54
Hour Total	1	200	48	1	2	2	0	3	0	0	0	0	0	257
9:00 PM	0	41	9	0	0	0	0	1	0	0	0	0	0	51
9:15 PM	0	49	10	1	1	1	0	0	0	0	0	0	0	62
9:30 PM	0	42	12	0	0	0	0	1	0	0	0	0	0	55
9:45 PM	0	47	12	0	1	0	0	0	0	0	0	0	0	60
Hour Total	0	179	43	1	2	1	0	2	0	0	0	0	0	228
10:00 PM	0	39	11	0	0	0	0	2	0	0	0	0	0	52
10:15 PM	0	41	8	0	0	0	0	0	0	0	0	0	0	49
10:30 PM	0	33	9	0	0	0	0	2	0	0	0	0	0	44
10:45 PM	0	41	10	0	0	0	0	1	0	0	0	0	0	52
Hour Total	0	154	38	0	0	0	0	5	0	0	0	0	0	197
11:00 PM	0	15	4	0	1	0	0	0	0	0	0	0	0	20
11:15 PM	0	24	9	1	1	0	0	0	0	0	0	0	0	35
11:30 PM	0	19	0	0	0	0	0	0	0	0	0	0	0	19
11:45 PM	0	13	0	0	0	0	0	1	0	0	0	0	0	14
Hour Total	0	71	13	1	2	0	0	1	0	0	0	0	0	88
Totals	5	3559	1137	22	85	22	0	106	2	0	0	0	0	4938
Percent	0.1%	72.1%	23.0%	0.4%	1.7%	0.4%	0.0%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

International Boulevard west of Seminary Avenue (Outside Lanes)

Oakland

Project #:09-7224-030e

Date: 6/9/2009

TUESDAY

West Bound, East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	47	7	0	1	0	0	2	0	0	0	0	0	57
12:15 AM	0	36	8	2	1	0	0	0	0	0	0	0	0	47
12:30 AM	0	38	9	0	0	0	0	0	0	0	0	0	0	47
12:45 AM	0	34	4	1	1	0	0	1	0	0	0	0	0	41
Hour Total	0	155	28	3	3	0	0	3	0	0	0	0	0	192
1:00 AM	0	40	8	1	1	0	0	0	0	0	0	0	0	50
1:15 AM	0	29	7	0	0	0	0	0	0	0	0	0	0	36
1:30 AM	0	25	1	0	0	0	0	0	0	0	0	0	0	26
1:45 AM	0	27	2	2	0	0	0	0	0	0	0	0	0	31
Hour Total	0	121	18	3	1	0	0	0	0	0	0	0	0	143
2:00 AM	0	21	3	1	0	0	0	0	0	0	0	0	0	25
2:15 AM	0	18	2	0	2	0	0	0	0	0	0	0	0	22
2:30 AM	0	21	2	0	1	0	0	0	0	0	0	0	0	24
2:45 AM	0	22	3	1	1	0	0	0	0	0	0	0	0	27
Hour Total	0	82	10	2	4	0	0	0	0	0	0	0	0	98
3:00 AM	0	16	3	0	3	0	0	0	0	0	0	0	0	22
3:15 AM	0	20	2	0	3	0	0	0	0	0	0	0	0	25
3:30 AM	0	14	2	0	2	0	0	0	0	0	0	0	0	18
3:45 AM	0	11	5	2	1	0	0	0	0	0	0	0	0	19
Hour Total	0	61	12	2	9	0	0	0	0	0	0	0	0	84
4:00 AM	0	14	4	1	1	0	0	0	0	0	0	0	0	20
4:15 AM	0	26	2	0	0	0	0	0	0	0	0	0	0	28
4:30 AM	0	27	2	0	2	0	0	0	0	0	0	0	0	31
4:45 AM	0	24	5	1	2	0	0	0	0	0	0	0	0	32
Hour Total	0	91	13	2	5	0	0	0	0	0	0	0	0	111
5:00 AM	0	33	12	0	2	0	0	0	0	0	0	0	0	47
5:15 AM	0	40	12	0	5	0	0	1	0	0	0	0	0	58
5:30 AM	0	44	15	0	1	2	0	0	0	0	0	0	0	62
5:45 AM	0	48	9	2	3	0	0	2	0	0	0	0	0	64
Hour Total	0	165	48	2	11	2	0	3	0	0	0	0	0	231
6:00 AM	0	51	7	1	2	0	0	1	0	0	0	0	0	62
6:15 AM	0	49	8	0	0	1	0	1	0	0	0	0	0	59
6:30 AM	0	49	22	3	5	0	0	2	0	0	0	0	0	81
6:45 AM	0	62	20	1	2	0	0	4	0	0	0	0	0	89
Hour Total	0	211	57	5	9	1	0	8	0	0	0	0	0	291
7:00 AM	0	64	17	1	5	0	0	3	0	0	0	0	0	90
7:15 AM	1	69	26	1	1	0	0	6	0	0	0	0	0	104
7:30 AM	1	87	33	3	1	1	0	4	0	0	0	0	0	130
7:45 AM	0	102	38	0	2	0	0	3	0	0	0	0	0	145
Hour Total	2	322	114	5	9	1	0	16	0	0	0	0	0	469

8:00 AM	0	107	35	1	2	0	0	4	0	0	0	0	0	149
8:15 AM	0	106	26	0	2	0	0	7	0	0	0	0	0	141
8:30 AM	0	97	30	3	4	0	0	5	1	0	0	0	0	140
8:45 AM	0	94	32	1	2	0	0	2	1	0	0	0	0	132
Hour Total	0	404	123	5	10	0	0	18	2	0	0	0	0	562
9:00 AM	0	87	25	1	4	1	0	3	1	0	0	0	0	122
9:15 AM	0	95	37	0	3	1	0	2	0	0	0	0	0	138
9:30 AM	0	95	29	2	3	0	0	1	0	0	0	0	0	130
9:45 AM	0	92	27	0	4	0	0	4	0	0	0	0	0	127
Hour Total	0	369	118	3	14	2	0	10	1	0	0	0	0	517
10:00 AM	0	96	37	0	2	1	0	2	0	0	0	0	0	138
10:15 AM	0	87	44	2	6	1	0	5	1	0	0	0	0	146
10:30 AM	0	84	28	0	0	1	0	4	0	0	0	0	0	117
10:45 AM	1	99	29	0	0	1	0	4	0	0	0	0	0	134
Hour Total	1	366	138	2	8	4	0	15	1	0	0	0	0	535
11:00 AM	0	100	31	2	8	0	0	1	0	0	0	0	0	142
11:15 AM	1	113	36	1	7	2	0	2	0	0	0	0	0	162
11:30 AM	0	106	38	2	10	0	0	3	1	0	0	0	0	160
11:45 AM	0	100	36	2	9	1	0	4	0	0	0	0	0	152
Hour Total	1	419	141	7	34	3	0	10	1	0	0	0	0	616
12:00 PM	0	102	36	1	4	1	0	5	0	0	0	0	0	149
12:15 PM	0	117	46	0	11	1	0	2	0	0	0	0	0	177
12:30 PM	0	129	29	2	5	0	0	1	0	0	0	0	0	166
12:45 PM	0	131	36	1	3	0	0	6	0	0	0	0	0	177
Hour Total	0	479	147	4	23	2	0	14	0	0	0	0	0	669
1:00 PM	1	114	40	0	5	0	0	1	0	0	0	0	0	161
1:15 PM	0	135	28	1	5	3	0	3	0	0	0	0	0	175
1:30 PM	0	116	28	3	5	1	0	4	0	0	0	0	0	157
1:45 PM	0	122	46	0	7	0	0	6	0	0	0	0	0	181
Hour Total	1	487	142	4	22	4	0	14	0	0	0	0	0	674
2:00 PM	0	111	41	0	5	0	0	4	0	0	0	0	0	161
2:15 PM	0	126	31	3	1	1	0	6	0	0	0	0	0	168
2:30 PM	0	110	28	0	5	1	0	5	0	0	0	0	0	149
2:45 PM	1	125	39	0	8	1	0	4	0	0	0	0	0	178
Hour Total	1	472	139	3	19	3	0	19	0	0	0	0	0	656
3:00 PM	0	153	45	4	4	0	0	2	0	0	0	0	0	208
3:15 PM	0	128	44	2	6	2	0	5	0	0	0	0	0	187
3:30 PM	0	155	38	1	5	2	0	2	0	0	0	0	0	203
3:45 PM	0	156	40	2	7	1	0	3	0	0	0	0	0	209
Hour Total	0	592	167	9	22	5	0	12	0	0	0	0	0	807

4:00 PM	0	148	40	1	3	0	0	4	0	0	0	0	0	196
4:15 PM	1	163	45	0	3	0	0	6	0	0	0	0	0	218
4:30 PM	0	172	33	1	2	0	0	5	0	0	0	0	0	213
4:45 PM	0	144	43	0	1	0	0	5	0	0	0	0	0	193
Hour Total	1	627	161	2	9	0	0	20	0	0	0	0	0	820
5:00 PM	0	149	51	1	1	0	0	5	0	0	0	0	0	207
5:15 PM	1	167	43	1	2	1	0	3	0	0	0	0	0	218
5:30 PM	0	158	41	2	3	0	0	6	0	0	0	0	0	210
5:45 PM	0	145	33	1	5	0	0	4	1	0	0	0	0	189
Hour Total	1	619	168	5	11	1	0	18	1	0	0	0	0	824
6:00 PM	0	123	30	1	5	0	0	3	0	0	0	0	0	162
6:15 PM	0	132	25	0	4	0	0	3	0	0	0	0	0	164
6:30 PM	0	135	36	1	2	0	0	7	0	0	0	0	0	181
6:45 PM	1	134	43	0	5	0	0	2	0	0	0	0	0	185
Hour Total	1	524	134	2	16	0	0	15	0	0	0	0	0	692
7:00 PM	0	133	37	1	3	0	0	3	0	0	0	0	0	177
7:15 PM	0	109	28	0	5	0	0	7	0	0	0	0	0	149
7:30 PM	1	121	27	1	4	0	0	2	0	0	0	0	0	156
7:45 PM	0	94	26	0	4	0	0	2	0	0	0	0	0	126
Hour Total	1	457	118	2	16	0	0	14	0	0	0	0	0	608
8:00 PM	0	104	26	1	3	0	0	2	0	0	0	0	0	136
8:15 PM	0	111	31	0	2	1	0	0	0	0	0	0	0	145
8:30 PM	1	106	27	0	2	1	0	2	0	0	0	0	0	139
8:45 PM	0	92	23	1	5	0	0	1	0	0	0	0	0	122
Hour Total	1	413	107	2	12	2	0	5	0	0	0	0	0	542
9:00 PM	0	90	22	1	1	0	0	1	0	0	0	0	0	115
9:15 PM	0	114	24	1	5	1	0	0	0	0	0	0	0	145
9:30 PM	0	109	29	0	4	0	0	1	0	0	0	0	0	143
9:45 PM	0	98	21	0	4	0	0	2	0	0	0	0	0	125
Hour Total	0	411	96	2	14	1	0	4	0	0	0	0	0	528
10:00 PM	0	97	18	0	1	0	0	3	1	0	0	0	0	120
10:15 PM	0	100	22	0	0	0	0	1	0	0	0	0	0	123
10:30 PM	0	77	21	0	4	0	0	3	0	0	0	0	0	105
10:45 PM	0	88	26	0	1	0	0	1	0	0	0	0	0	116
Hour Total	0	362	87	0	6	0	0	8	1	0	0	0	0	464
11:00 PM	0	69	25	1	1	0	0	3	0	0	0	0	0	99
11:15 PM	0	66	15	1	2	0	0	1	0	0	0	0	0	85
11:30 PM	0	55	8	0	3	0	0	0	0	0	0	0	0	66
11:45 PM	0	38	7	0	1	0	0	2	0	0	0	0	0	48
Hour Total	0	228	55	2	7	0	0	6	0	0	0	0	0	298
Totals	11	8437	2341	78	294	31	0	232	7	0	0	0	0	11431
Percent	0.1%	73.8%	20.5%	0.7%	2.6%	0.3%	0.0%	2.0%	0.1%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/9/2009

City: Oakland

Project #: 09-7224-030e

Location: International Boulevard west of Seminary Avenue (Outside Lanes)

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	27	65			30	84				
12:15	20	86			27	91				
12:30	22	75			25	91				
12:45	20	82	89	308	21	95	103	361	192	669
1:00	17	75			33	86				
1:15	9	71			27	104				
1:30	8	67			18	90				
1:45	12	69	46	282	19	112	97	392	143	674
2:00	14	78			11	83				
2:15	12	76			10	92				
2:30	13	69			11	80				
2:45	17	71	56	294	10	107	42	362	98	656
3:00	14	79			8	129				
3:15	11	85			14	102				
3:30	10	101			8	102				
3:45	12	90	47	355	7	119	37	452	84	807
4:00	4	75			16	121				
4:15	10	102			18	116				
4:30	13	99			18	114				
4:45	11	102	38	378	21	91	73	442	111	820
5:00	23	90			24	117				
5:15	22	107			36	111				
5:30	27	119			35	91				
5:45	26	75	98	391	38	114	133	433	231	824
6:00	25	57			37	105				
6:15	19	82			40	82				
6:30	31	91			50	90				
6:45	33	80	108	310	56	105	183	382	291	692
7:00	32	82			58	95				
7:15	33	73			71	76				
7:30	47	75			83	81				
7:45	40	66	152	296	105	60	317	312	469	608
8:00	53	73			96	63				
8:15	42	68			99	77				
8:30	43	62			97	77				
8:45	58	54	196	257	74	68	366	285	562	542
9:00	53	51			69	64				
9:15	48	62			90	83				
9:30	53	55			77	88				
9:45	59	60	213	228	68	65	304	300	517	528
10:00	64	52			74	68				
10:15	68	49			78	74				
10:30	51	44			66	61				
10:45	66	52	249	197	68	64	286	267	535	464
11:00	60	20			82	79				
11:15	72	35			90	50				
11:30	62	19			98	47				
11:45	68	14	262	88	84	34	354	210	616	298
Total	1554	3384	1554	3384	2295	4198	2295	4198	3849	7582
Combined Total	4938		4938		6493		6493		11431	
AM Peak	11:45 AM				7:45 AM					
Vol.	294				397					
P.H.F.	0.855				0.945					
PM Peak	4:45 PM				3:45 PM					
Vol.	418				470					
P.H.F.	0.878				0.971					
Percentage	31.5%	68.5%			35.3%	64.7%				

Class Report - Prepared by: NDS/ATD
 International Boulevard west of Seminary Avenue (Outside Lanes)
 Oakland
 Project #:09-7224-030w

Date: 6/10/2009 WEDNESDAY

West Bound

Begin Time	Cars & 2 Axle Bikes	Tlrs	Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>5 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Total
12:00 AM	0	20	4	1	1	0	0	0	0	0	0	0	0	26
12:15 AM	0	22	3	1	2	0	0	0	0	0	0	0	0	28
12:30 AM	0	22	3	0	2	0	0	0	0	0	0	0	0	27
12:45 AM	0	24	2	1	1	0	0	0	0	0	0	0	0	28
Hour Total	0	88	12	3	6	0	0	0	0	0	0	0	0	109
1:00 AM	0	15	3	0	1	0	0	0	0	0	0	0	0	19
1:15 AM	0	11	5	0	1	0	0	0	0	0	0	0	0	17
1:30 AM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
1:45 AM	0	11	5	1	0	0	0	0	0	0	0	0	0	17
Hour Total	0	50	15	1	2	0	0	0	0	0	0	0	0	68
2:00 AM	0	14	2	0	0	0	0	0	0	0	0	0	0	16
2:15 AM	0	9	3	0	0	0	0	0	0	0	0	0	0	12
2:30 AM	0	17	4	0	0	0	0	1	0	0	0	0	0	22
2:45 AM	0	7	2	1	0	0	0	0	0	0	0	0	0	10
Hour Total	0	47	11	1	0	0	0	1	0	0	0	0	0	60
3:00 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	12
3:15 AM	0	11	2	0	1	0	0	0	0	0	0	0	0	14
3:30 AM	0	11	3	0	0	0	0	0	0	0	0	0	0	14
3:45 AM	0	9	0	1	0	0	0	0	0	0	0	0	0	10
Hour Total	0	41	7	1	1	0	0	0	0	0	0	0	0	50
4:00 AM	0	9	1	1	0	0	0	0	1	0	0	0	0	12
4:15 AM	0	15	0	0	1	1	0	0	0	0	0	0	0	17
4:30 AM	0	17	1	0	1	0	0	0	0	0	0	0	0	19
4:45 AM	0	24	6	1	2	0	0	0	0	0	0	0	0	33
Hour Total	0	65	8	2	4	1	0	0	1	0	0	0	0	81
5:00 AM	0	6	8	0	2	0	0	0	0	0	0	0	0	16
5:15 AM	0	22	7	0	5	0	0	0	0	0	0	0	0	34
5:30 AM	0	27	7	0	1	2	0	1	0	0	0	0	0	38
5:45 AM	0	37	17	0	3	0	0	0	0	0	0	0	0	57
Hour Total	0	92	39	0	11	2	0	1	0	0	0	0	0	145
6:00 AM	0	34	7	0	4	0	0	2	0	0	0	0	0	47
6:15 AM	0	37	10	0	2	1	0	2	0	0	0	0	0	52
6:30 AM	1	39	7	3	2	0	0	1	1	0	0	0	0	54
6:45 AM	0	47	14	1	6	1	0	5	0	0	0	0	0	74
Hour Total	1	157	38	4	14	2	0	10	1	0	0	0	0	227
7:00 AM	0	64	21	1	2	0	0	1	0	0	0	0	0	89
7:15 AM	0	45	20	0	1	0	0	4	0	0	0	0	0	70
7:30 AM	0	59	10	0	6	1	0	2	0	0	0	0	0	78
7:45 AM	0	90	23	1	9	2	0	3	0	0	0	0	0	128
Hour Total	0	258	74	2	18	3	0	10	0	0	0	0	0	365

8:00 AM	1	93	30	0	5	0	0	2	0	0	0	0	0	131
8:15 AM	0	79	20	1	2	0	0	2	0	0	0	0	0	104
8:30 AM	0	61	29	1	0	0	0	3	0	0	0	0	0	94
8:45 AM	0	73	18	0	1	0	0	2	0	0	0	0	0	94
Hour Total	1	306	97	2	8	0	0	9	0	0	0	0	0	423
9:00 AM	0	71	18	1	2	0	0	4	0	0	0	0	0	96
9:15 AM	0	49	11	2	3	0	0	1	0	0	0	0	0	66
9:30 AM	0	58	18	2	3	0	0	2	0	0	0	0	0	83
9:45 AM	0	55	21	0	4	0	0	3	0	0	0	0	0	83
Hour Total	0	233	68	5	12	0	0	10	0	0	0	0	0	328
10:00 AM	0	56	15	1	2	0	0	0	0	0	0	0	0	74
10:15 AM	0	52	17	1	1	0	0	4	0	0	0	0	0	75
10:30 AM	1	55	14	1	3	0	0	2	0	0	0	0	0	76
10:45 AM	0	52	8	0	1	0	0	2	2	0	0	0	0	65
Hour Total	1	215	54	3	7	0	0	8	2	0	0	0	0	290
11:00 AM	0	46	13	1	2	0	0	1	0	0	0	0	0	63
11:15 AM	0	59	13	1	3	0	0	4	0	0	0	0	0	80
11:30 AM	0	65	16	1	1	0	0	3	0	0	0	0	0	86
11:45 AM	0	95	22	1	2	0	0	1	0	0	0	0	0	121
Hour Total	0	265	64	4	8	0	0	9	0	0	0	0	0	350
12:00 PM	0	63	29	1	2	0	0	2	0	0	0	0	0	97
12:15 PM	0	69	16	1	4	0	0	1	0	0	0	0	0	91
12:30 PM	1	69	30	2	6	0	0	1	0	0	0	0	0	109
12:45 PM	0	79	21	0	3	0	0	1	0	0	0	0	0	104
Hour Total	1	280	96	4	15	0	0	5	0	0	0	0	0	401
1:00 PM	0	71	18	0	4	0	0	2	0	0	0	0	0	95
1:15 PM	0	66	27	0	4	0	0	2	0	0	0	0	0	99
1:30 PM	0	72	27	1	1	0	0	0	1	0	0	0	0	102
1:45 PM	0	79	22	0	2	0	0	3	0	0	0	0	0	106
Hour Total	0	288	94	1	11	0	0	7	1	0	0	0	0	402
2:00 PM	0	75	16	2	7	0	0	1	0	0	0	0	0	101
2:15 PM	0	78	16	0	1	1	0	0	0	0	0	0	0	96
2:30 PM	0	75	18	2	3	0	0	4	0	0	0	0	0	102
2:45 PM	0	72	22	1	5	1	0	2	0	0	0	0	0	103
Hour Total	0	300	72	5	16	2	0	7	0	0	0	0	0	402
3:00 PM	1	90	21	0	2	0	0	2	0	0	0	0	0	116
3:15 PM	0	80	15	1	3	0	0	3	0	0	0	0	0	102
3:30 PM	0	67	19	2	3	0	0	3	0	0	0	0	0	94
3:45 PM	0	73	16	0	1	0	0	3	0	0	0	0	0	93
Hour Total	1	310	71	3	9	0	0	11	0	0	0	0	0	405

4:00 PM	0	79	14	1	1	0	0	2	0	0	0	0	0	97
4:15 PM	0	85	21	0	4	0	0	4	0	0	0	0	0	114
4:30 PM	0	65	21	1	4	0	0	2	0	0	0	0	0	93
4:45 PM	0	86	16	0	2	0	0	5	0	0	0	0	0	109
Hour Total	0	315	72	2	11	0	0	13	0	0	0	0	0	413
5:00 PM	1	84	18	2	5	0	0	1	0	0	0	0	0	111
5:15 PM	0	66	21	1	2	0	0	2	0	0	0	0	0	92
5:30 PM	0	76	24	2	4	0	0	1	1	0	0	0	0	108
5:45 PM	0	77	19	0	3	0	0	4	0	0	0	0	0	103
Hour Total	1	303	82	5	14	0	0	8	1	0	0	0	0	414
6:00 PM	0	65	21	2	1	0	0	1	0	0	0	0	0	90
6:15 PM	0	83	14	1	4	0	0	2	0	0	0	0	0	104
6:30 PM	0	75	14	1	5	0	0	1	0	0	0	0	0	96
6:45 PM	0	62	16	1	3	0	0	0	0	0	0	0	0	82
Hour Total	0	285	65	5	13	0	0	4	0	0	0	0	0	372
7:00 PM	1	84	18	1	4	0	0	2	0	0	0	0	0	110
7:15 PM	0	58	15	0	2	0	0	2	0	0	0	0	0	77
7:30 PM	0	74	9	0	1	0	0	1	0	0	0	0	0	85
7:45 PM	0	56	9	0	1	0	0	1	0	0	0	0	0	67
Hour Total	1	272	51	1	8	0	0	6	0	0	0	0	0	339
8:00 PM	0	53	12	0	1	0	0	0	0	0	0	0	0	66
8:15 PM	0	63	11	0	4	0	0	1	0	0	0	0	0	79
8:30 PM	0	65	13	0	1	0	0	1	0	0	0	0	0	80
8:45 PM	0	71	16	0	2	0	0	0	0	0	0	0	0	89
Hour Total	0	252	52	0	8	0	0	2	0	0	0	0	0	314
9:00 PM	0	72	10	0	2	0	0	0	0	0	0	0	0	84
9:15 PM	0	59	8	0	1	0	0	0	0	0	0	0	0	68
9:30 PM	0	58	9	1	2	0	0	0	0	0	0	0	0	70
9:45 PM	0	52	8	1	1	0	0	1	0	0	0	0	0	63
Hour Total	0	241	35	2	6	0	0	1	0	0	0	0	0	285
10:00 PM	0	52	6	0	2	0	0	1	0	0	0	0	0	61
10:15 PM	0	52	8	1	1	1	0	0	0	0	0	0	0	63
10:30 PM	0	49	8	0	3	0	0	1	0	0	0	0	0	61
10:45 PM	0	45	4	0	0	0	0	1	0	0	0	0	0	50
Hour Total	0	198	26	1	6	1	0	3	0	0	0	0	0	235
11:00 PM	0	40	12	0	1	0	0	1	0	0	0	0	0	54
11:15 PM	0	34	13	0	2	0	0	1	0	0	0	0	0	50
11:30 PM	0	46	6	0	1	0	0	1	0	0	0	0	0	54
11:45 PM	0	38	6	0	0	0	0	0	0	0	0	0	0	44
Hour Total	0	158	37	0	4	0	0	3	0	0	0	0	0	202
Totals	7	5019	1240	57	212	11	0	128	6	0	0	0	0	6680
Percent	0.1%	75.1%	18.6%	0.9%	3.2%	0.2%	0.0%	1.9%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

International Boulevard west of Seminary Avenue (Outside Lanes)

Oakland

Project #:09-7224-030e

Date: 6/10/2009

WEDNESDAY

East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	20	1	0	0	0	0	1	0	0	0	0	0	22
12:15 AM	0	20	2	0	0	0	0	0	0	0	0	0	0	22
12:30 AM	0	22	2	0	1	0	0	0	1	0	0	0	0	26
12:45 AM	0	17	3	0	0	0	0	1	0	0	0	0	0	21
Hour Total	0	79	8	0	1	0	0	2	1	0	0	0	0	91
1:00 AM	0	14	1	0	1	0	0	0	0	0	0	0	0	16
1:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
1:30 AM	0	10	0	0	0	0	0	1	0	0	0	0	0	11
1:45 AM	0	9	3	0	1	0	0	0	0	0	0	0	0	13
Hour Total	0	39	4	0	2	0	0	1	0	0	0	0	0	46
2:00 AM	0	15	1	1	0	0	0	0	0	0	0	0	0	17
2:15 AM	0	12	3	0	0	0	0	0	0	0	0	0	0	15
2:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
2:45 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	48	5	1	0	0	0	0	0	0	0	0	0	54
3:00 AM	0	11	2	1	1	0	0	0	0	0	0	0	0	15
3:15 AM	0	6	1	0	1	0	0	0	0	0	0	0	0	8
3:30 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	8
3:45 AM	0	4	4	0	0	0	0	0	0	0	0	0	0	8
Hour Total	0	26	10	1	2	0	0	0	0	0	0	0	0	39
4:00 AM	0	8	0	1	0	0	0	0	0	0	0	0	0	9
4:15 AM	0	2	3	0	0	0	0	0	0	0	0	0	0	5
4:30 AM	0	10	3	0	0	0	0	0	1	0	0	0	0	14
4:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	27	6	1	0	0	0	0	1	0	0	0	0	35
5:00 AM	0	15	4	0	1	0	0	0	0	0	0	0	0	20
5:15 AM	0	14	4	0	1	0	0	0	0	0	0	0	0	19
5:30 AM	0	23	6	0	0	0	0	0	0	0	0	0	0	29
5:45 AM	0	15	6	0	0	1	0	0	0	0	0	0	0	22
Hour Total	0	67	20	0	2	1	0	0	0	0	0	0	0	90
6:00 AM	0	12	7	0	0	0	0	1	0	0	0	0	0	20
6:15 AM	0	14	10	0	0	0	0	1	0	0	0	0	0	25
6:30 AM	0	22	9	0	2	0	0	1	0	0	0	0	0	34
6:45 AM	0	30	7	0	0	0	0	1	0	0	0	0	0	38
Hour Total	0	78	33	0	2	0	0	4	0	0	0	0	0	117
7:00 AM	0	23	15	0	0	0	0	3	0	0	0	0	0	41
7:15 AM	1	20	6	0	1	0	0	2	0	0	0	0	0	30
7:30 AM	0	29	5	0	1	0	0	1	0	0	0	0	0	36
7:45 AM	1	27	8	0	1	2	0	2	0	0	0	0	0	41
Hour Total	2	99	34	0	3	2	0	8	0	0	0	0	0	148

8:00 AM	0	43	12	1	1	0	0	1	0	0	0	0	0	58
8:15 AM	0	33	7	0	2	0	0	1	0	0	0	0	0	43
8:30 AM	0	34	10	0	1	0	0	2	0	0	0	0	0	47
8:45 AM	0	41	11	0	2	1	0	1	0	0	0	0	0	56
Hour Total	0	151	40	1	6	1	0	5	0	0	0	0	0	204
9:00 AM	0	48	7	0	0	0	0	3	0	0	0	0	0	58
9:15 AM	0	34	11	1	5	0	0	0	0	0	0	0	0	51
9:30 AM	0	44	20	1	2	0	0	0	0	0	0	0	0	67
9:45 AM	0	39	6	0	3	0	0	4	0	0	0	0	0	52
Hour Total	0	165	44	2	10	0	0	7	0	0	0	0	0	228
10:00 AM	0	36	15	0	0	0	0	0	0	0	0	0	0	51
10:15 AM	1	30	15	0	1	0	0	3	0	0	0	0	0	50
10:30 AM	0	42	23	0	2	1	0	3	0	0	0	0	0	71
10:45 AM	0	47	17	0	3	0	0	3	0	0	0	0	0	70
Hour Total	1	155	70	0	6	1	0	9	0	0	0	0	0	242
11:00 AM	0	37	21	0	6	1	0	0	0	0	0	0	0	65
11:15 AM	0	48	14	0	2	0	0	3	0	0	0	0	0	67
11:30 AM	0	46	18	0	1	0	0	3	0	0	0	0	0	68
11:45 AM	0	55	17	0	3	0	0	3	0	0	0	0	0	78
Hour Total	0	186	70	0	12	1	0	9	0	0	0	0	0	278
12:00 PM	0	62	16	2	2	0	0	2	0	0	0	0	0	84
12:15 PM	0	57	19	1	1	1	0	1	0	0	0	0	0	80
12:30 PM	0	53	25	0	3	0	0	1	0	0	0	0	0	82
12:45 PM	1	42	20	0	4	0	0	1	0	0	0	0	0	68
Hour Total	1	214	80	3	10	1	0	5	0	0	0	0	0	314
1:00 PM	0	61	19	0	0	0	0	3	1	0	0	0	0	84
1:15 PM	0	42	16	3	4	2	0	2	0	0	0	0	0	69
1:30 PM	0	46	31	0	4	0	0	0	0	0	0	0	0	81
1:45 PM	0	58	23	0	4	0	0	4	0	0	0	0	0	89
Hour Total	0	207	89	3	12	2	0	9	1	0	0	0	0	323
2:00 PM	0	51	21	2	1	0	0	0	0	0	0	0	0	75
2:15 PM	0	60	23	0	4	1	0	0	0	0	0	0	0	88
2:30 PM	0	53	25	1	0	0	0	4	0	0	0	0	0	83
2:45 PM	0	49	26	1	3	0	0	1	0	0	0	0	0	80
Hour Total	0	213	95	4	8	1	0	5	0	0	0	0	0	326
3:00 PM	1	59	26	1	2	0	0	3	0	0	0	0	0	92
3:15 PM	0	50	26	0	3	0	0	4	0	0	0	0	0	83
3:30 PM	0	90	19	0	6	1	0	0	0	0	0	0	0	116
3:45 PM	0	75	21	0	1	0	0	2	0	0	0	0	0	99
Hour Total	1	274	92	1	12	1	0	9	0	0	0	0	0	390

4:00 PM	0	84	17	0	0	0	0	0	0	0	0	0	0	101
4:15 PM	0	75	24	0	0	0	0	0	0	0	0	0	0	99
4:30 PM	0	79	19	0	0	0	0	0	0	0	0	0	0	98
4:45 PM	0	86	14	0	0	0	0	0	0	0	0	0	0	100
Hour Total	0	324	74	0	0	0	0	0	0	0	0	0	0	398
5:00 PM	0	71	25	1	2	0	0	0	0	0	0	0	0	99
5:15 PM	0	91	27	1	1	1	0	4	0	0	0	0	0	125
5:30 PM	0	77	13	0	0	0	0	1	0	0	0	0	0	91
5:45 PM	1	82	22	0	2	1	0	2	0	0	0	0	0	110
Hour Total	1	321	87	2	5	2	0	7	0	0	0	0	0	425
6:00 PM	0	75	22	0	2	1	0	2	0	0	0	0	0	102
6:15 PM	0	72	19	0	1	0	0	1	0	0	0	0	0	93
6:30 PM	0	82	29	0	2	0	0	2	0	0	0	0	0	115
6:45 PM	0	59	23	0	1	0	0	1	0	0	0	0	0	84
Hour Total	0	288	93	0	6	1	0	6	0	0	0	0	0	394
7:00 PM	0	57	17	0	0	0	0	3	1	0	0	0	0	78
7:15 PM	0	71	16	0	0	2	0	3	0	0	0	0	0	92
7:30 PM	1	47	21	0	1	0	0	2	0	0	0	0	0	72
7:45 PM	0	59	25	0	1	1	0	2	0	0	0	0	0	88
Hour Total	1	234	79	0	2	3	0	10	1	0	0	0	0	330
8:00 PM	0	39	19	0	1	0	0	0	0	0	0	0	0	59
8:15 PM	0	50	19	0	1	0	0	0	0	0	0	0	0	70
8:30 PM	0	62	17	0	3	0	0	1	0	0	0	0	0	83
8:45 PM	0	51	14	0	0	0	0	0	0	0	0	0	0	65
Hour Total	0	202	69	0	5	0	0	1	0	0	0	0	0	277
9:00 PM	0	46	7	1	1	0	0	1	0	0	0	0	0	56
9:15 PM	0	46	15	0	2	0	0	0	0	0	0	0	0	63
9:30 PM	0	40	14	1	1	0	0	0	0	0	0	0	0	56
9:45 PM	0	44	14	0	0	0	0	2	0	0	0	0	0	60
Hour Total	0	176	50	2	4	0	0	3	0	0	0	0	0	235
10:00 PM	0	45	13	0	1	0	0	1	0	0	0	0	0	60
10:15 PM	0	40	9	0	1	0	0	0	0	0	0	0	0	50
10:30 PM	0	32	8	0	1	0	0	0	0	0	0	0	0	41
10:45 PM	0	41	6	0	2	0	0	0	0	0	0	0	0	49
Hour Total	0	158	36	0	5	0	0	1	0	0	0	0	0	200
11:00 PM	0	38	10	0	1	0	0	0	0	0	0	0	0	49
11:15 PM	0	39	9	0	0	0	0	1	0	0	0	0	0	49
11:30 PM	0	27	4	0	1	0	0	0	0	0	0	0	0	32
11:45 PM	0	22	2	0	0	0	0	1	0	0	0	0	0	25
Hour Total	0	126	25	0	2	0	0	2	0	0	0	0	0	155
Totals	7	3857	1213	21	117	17	0	103	4	0	0	0	0	5339
Percent	0.1%	72.2%	22.7%	0.4%	2.2%	0.3%	0.0%	1.9%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

International Boulevard west of Seminary Avenue (Outside Lanes)

Oakland

Project #:09-7224-030e

Date: 6/10/2009

WEDNESDAY

West Bound, East Bound

Begin Time	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	40	5	1	1	0	0	1	0	0	0	0	0	48
12:15 AM	0	42	5	1	2	0	0	0	0	0	0	0	0	50
12:30 AM	0	44	5	0	3	0	0	0	1	0	0	0	0	53
12:45 AM	0	41	5	1	1	0	0	1	0	0	0	0	0	49
Hour Total	0	167	20	3	7	0	0	2	1	0	0	0	0	200
1:00 AM	0	29	4	0	2	0	0	0	0	0	0	0	0	35
1:15 AM	0	17	5	0	1	0	0	0	0	0	0	0	0	23
1:30 AM	0	23	2	0	0	0	0	1	0	0	0	0	0	26
1:45 AM	0	20	8	1	1	0	0	0	0	0	0	0	0	30
Hour Total	0	89	19	1	4	0	0	1	0	0	0	0	0	114
2:00 AM	0	29	3	1	0	0	0	0	0	0	0	0	0	33
2:15 AM	0	21	6	0	0	0	0	0	0	0	0	0	0	27
2:30 AM	0	24	4	0	0	0	0	1	0	0	0	0	0	29
2:45 AM	0	21	3	1	0	0	0	0	0	0	0	0	0	25
Hour Total	0	95	16	2	0	0	0	1	0	0	0	0	0	114
3:00 AM	0	21	4	1	1	0	0	0	0	0	0	0	0	27
3:15 AM	0	17	3	0	2	0	0	0	0	0	0	0	0	22
3:30 AM	0	16	6	0	0	0	0	0	0	0	0	0	0	22
3:45 AM	0	13	4	1	0	0	0	0	0	0	0	0	0	18
Hour Total	0	67	17	2	3	0	0	0	0	0	0	0	0	89
4:00 AM	0	17	1	2	0	0	0	0	1	0	0	0	0	21
4:15 AM	0	17	3	0	1	1	0	0	0	0	0	0	0	22
4:30 AM	0	27	4	0	1	0	0	0	1	0	0	0	0	33
4:45 AM	0	31	6	1	2	0	0	0	0	0	0	0	0	40
Hour Total	0	92	14	3	4	1	0	0	2	0	0	0	0	116
5:00 AM	0	21	12	0	3	0	0	0	0	0	0	0	0	36
5:15 AM	0	36	11	0	6	0	0	0	0	0	0	0	0	53
5:30 AM	0	50	13	0	1	2	0	1	0	0	0	0	0	67
5:45 AM	0	52	23	0	3	1	0	0	0	0	0	0	0	79
Hour Total	0	159	59	0	13	3	0	1	0	0	0	0	0	235
6:00 AM	0	46	14	0	4	0	0	3	0	0	0	0	0	67
6:15 AM	0	51	20	0	2	1	0	3	0	0	0	0	0	77
6:30 AM	1	61	16	3	4	0	0	2	1	0	0	0	0	88
6:45 AM	0	77	21	1	6	1	0	6	0	0	0	0	0	112
Hour Total	1	235	71	4	16	2	0	14	1	0	0	0	0	344
7:00 AM	0	87	36	1	2	0	0	4	0	0	0	0	0	130
7:15 AM	1	65	26	0	2	0	0	6	0	0	0	0	0	100
7:30 AM	0	88	15	0	7	1	0	3	0	0	0	0	0	114
7:45 AM	1	117	31	1	10	4	0	5	0	0	0	0	0	169
Hour Total	2	357	108	2	21	5	0	18	0	0	0	0	0	513

8:00 AM	1	136	42	1	6	0	0	3	0	0	0	0	0	189
8:15 AM	0	112	27	1	4	0	0	3	0	0	0	0	0	147
8:30 AM	0	95	39	1	1	0	0	5	0	0	0	0	0	141
8:45 AM	0	114	29	0	3	1	0	3	0	0	0	0	0	150
Hour Total	1	457	137	3	14	1	0	14	0	0	0	0	0	627
9:00 AM	0	119	25	1	2	0	0	7	0	0	0	0	0	154
9:15 AM	0	83	22	3	8	0	0	1	0	0	0	0	0	117
9:30 AM	0	102	38	3	5	0	0	2	0	0	0	0	0	150
9:45 AM	0	94	27	0	7	0	0	7	0	0	0	0	0	135
Hour Total	0	398	112	7	22	0	0	17	0	0	0	0	0	556
10:00 AM	0	92	30	1	2	0	0	0	0	0	0	0	0	125
10:15 AM	1	82	32	1	2	0	0	7	0	0	0	0	0	125
10:30 AM	1	97	37	1	5	1	0	5	0	0	0	0	0	147
10:45 AM	0	99	25	0	4	0	0	5	2	0	0	0	0	135
Hour Total	2	370	124	3	13	1	0	17	2	0	0	0	0	532
11:00 AM	0	83	34	1	8	1	0	1	0	0	0	0	0	128
11:15 AM	0	107	27	1	5	0	0	7	0	0	0	0	0	147
11:30 AM	0	111	34	1	2	0	0	6	0	0	0	0	0	154
11:45 AM	0	150	39	1	5	0	0	4	0	0	0	0	0	199
Hour Total	0	451	134	4	20	1	0	18	0	0	0	0	0	628
12:00 PM	0	125	45	3	4	0	0	4	0	0	0	0	0	181
12:15 PM	0	126	35	2	5	1	0	2	0	0	0	0	0	171
12:30 PM	1	122	55	2	9	0	0	2	0	0	0	0	0	191
12:45 PM	1	121	41	0	7	0	0	2	0	0	0	0	0	172
Hour Total	2	494	176	7	25	1	0	10	0	0	0	0	0	715
1:00 PM	0	132	37	0	4	0	0	5	1	0	0	0	0	179
1:15 PM	0	108	43	3	8	2	0	4	0	0	0	0	0	168
1:30 PM	0	118	58	1	5	0	0	0	1	0	0	0	0	183
1:45 PM	0	137	45	0	6	0	0	7	0	0	0	0	0	195
Hour Total	0	495	183	4	23	2	0	16	2	0	0	0	0	725
2:00 PM	0	126	37	4	8	0	0	1	0	0	0	0	0	176
2:15 PM	0	138	39	0	5	2	0	0	0	0	0	0	0	184
2:30 PM	0	128	43	3	3	0	0	8	0	0	0	0	0	185
2:45 PM	0	121	48	2	8	1	0	3	0	0	0	0	0	183
Hour Total	0	513	167	9	24	3	0	12	0	0	0	0	0	728
3:00 PM	2	149	47	1	4	0	0	5	0	0	0	0	0	208
3:15 PM	0	130	41	1	6	0	0	7	0	0	0	0	0	185
3:30 PM	0	157	38	2	9	1	0	3	0	0	0	0	0	210
3:45 PM	0	148	37	0	2	0	0	5	0	0	0	0	0	192
Hour Total	2	584	163	4	21	1	0	20	0	0	0	0	0	795

4:00 PM	0	163	31	1	1	0	0	2	0	0	0	0	0	198
4:15 PM	0	160	45	0	4	0	0	4	0	0	0	0	0	213
4:30 PM	0	144	40	1	4	0	0	2	0	0	0	0	0	191
4:45 PM	0	172	30	0	2	0	0	5	0	0	0	0	0	209
Hour Total	0	639	146	2	11	0	0	13	0	0	0	0	0	811
5:00 PM	1	155	43	3	7	0	0	1	0	0	0	0	0	210
5:15 PM	0	157	48	2	3	1	0	6	0	0	0	0	0	217
5:30 PM	0	153	37	2	4	0	0	2	1	0	0	0	0	199
5:45 PM	1	159	41	0	5	1	0	6	0	0	0	0	0	213
Hour Total	2	624	169	7	19	2	0	15	1	0	0	0	0	839
6:00 PM	0	140	43	2	3	1	0	3	0	0	0	0	0	192
6:15 PM	0	155	33	1	5	0	0	3	0	0	0	0	0	197
6:30 PM	0	157	43	1	7	0	0	3	0	0	0	0	0	211
6:45 PM	0	121	39	1	4	0	0	1	0	0	0	0	0	166
Hour Total	0	573	158	5	19	1	0	10	0	0	0	0	0	766
7:00 PM	1	141	35	1	4	0	0	5	1	0	0	0	0	188
7:15 PM	0	129	31	0	2	2	0	5	0	0	0	0	0	169
7:30 PM	1	121	30	0	2	0	0	3	0	0	0	0	0	157
7:45 PM	0	115	34	0	2	1	0	3	0	0	0	0	0	155
Hour Total	2	506	130	1	10	3	0	16	1	0	0	0	0	669
8:00 PM	0	92	31	0	2	0	0	0	0	0	0	0	0	125
8:15 PM	0	113	30	0	5	0	0	1	0	0	0	0	0	149
8:30 PM	0	127	30	0	4	0	0	2	0	0	0	0	0	163
8:45 PM	0	122	30	0	2	0	0	0	0	0	0	0	0	154
Hour Total	0	454	121	0	13	0	0	3	0	0	0	0	0	591
9:00 PM	0	118	17	1	3	0	0	1	0	0	0	0	0	140
9:15 PM	0	105	23	0	3	0	0	0	0	0	0	0	0	131
9:30 PM	0	98	23	2	3	0	0	0	0	0	0	0	0	126
9:45 PM	0	96	22	1	1	0	0	3	0	0	0	0	0	123
Hour Total	0	417	85	4	10	0	0	4	0	0	0	0	0	520
10:00 PM	0	97	19	0	3	0	0	2	0	0	0	0	0	121
10:15 PM	0	92	17	1	2	1	0	0	0	0	0	0	0	113
10:30 PM	0	81	16	0	4	0	0	1	0	0	0	0	0	102
10:45 PM	0	86	10	0	2	0	0	1	0	0	0	0	0	99
Hour Total	0	356	62	1	11	1	0	4	0	0	0	0	0	435
11:00 PM	0	78	22	0	2	0	0	1	0	0	0	0	0	103
11:15 PM	0	73	22	0	2	0	0	2	0	0	0	0	0	99
11:30 PM	0	73	10	0	2	0	0	1	0	0	0	0	0	86
11:45 PM	0	60	8	0	0	0	0	1	0	0	0	0	0	69
Hour Total	0	284	62	0	6	0	0	5	0	0	0	0	0	357
Totals	14	8876	2453	78	329	28	0	231	10	0	0	0	0	12019
Percent	0.1%	73.8%	20.4%	0.6%	2.7%	0.2%	0.0%	1.9%	0.1%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/10/2009

City: Oakland

Project #: 09-7224-030e

Location: International Boulevard west of Seminary Avenue (Outside Lanes)

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	22	84			26	97				
12:15	22	80			28	91				
12:30	26	82			27	109				
12:45	21	68	91	314	28	104	109	401	200	715
1:00	16	84			19	95				
1:15	6	69			17	99				
1:30	11	81			15	102				
1:45	13	89	46	323	17	106	68	402	114	725
2:00	17	75			16	101				
2:15	15	88			12	96				
2:30	7	83			22	102				
2:45	15	80	54	326	10	103	60	402	114	728
3:00	15	92			12	116				
3:15	8	83			14	102				
3:30	8	116			14	94				
3:45	8	99	39	390	10	93	50	405	89	795
4:00	9	101			12	97				
4:15	5	99			17	114				
4:30	14	98			19	93				
4:45	7	100	35	398	33	109	81	413	116	811
5:00	20	99			16	111				
5:15	19	125			34	92				
5:30	29	91			38	108				
5:45	22	110	90	425	57	103	145	414	235	839
6:00	20	102			47	90				
6:15	25	93			52	104				
6:30	34	115			54	96				
6:45	38	84	117	394	74	82	227	372	344	766
7:00	41	78			89	110				
7:15	30	92			70	77				
7:30	36	72			78	85				
7:45	41	88	148	330	128	67	365	339	513	669
8:00	58	59			131	66				
8:15	43	70			104	79				
8:30	47	83			94	80				
8:45	56	65	204	277	94	89	423	314	627	591
9:00	58	56			96	84				
9:15	51	63			66	68				
9:30	67	56			83	70				
9:45	52	60	228	235	83	63	328	285	556	520
10:00	51	60			74	61				
10:15	50	50			75	63				
10:30	71	41			76	61				
10:45	70	49	242	200	65	50	290	235	532	435
11:00	65	49			63	54				
11:15	67	49			80	50				
11:30	68	32			86	54				
11:45	78	25	278	155	121	44	350	202	628	357
Total	1572	3767	1572	3767	2496	4184	2496	4184	4068	7951
Combined Total	5339		5339		6680		6680		12019	
AM Peak	11:45 AM				7:45 AM					
Vol.	324				457					
P.H.F.	0.964				0.872					
PM Peak	5:15 PM				4:15 PM					
Vol.	428				427					
P.H.F.	0.856				0.936					
Percentage	29.4%	70.6%			37.4%	62.6%				

Prepared by NDS/ATD

Volumes for: Tuesday, June 9, 2009

City: Oakland

Project #: 09-7224-031

Location: International Boulevard west of 98th Avenue

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	40	130			29	156				
12:15	30	191			34	196				
12:30	22	188			22	175				
12:45	27	143	119	652	29	175	114	702	233	1354
1:00	23	221			15	211				
1:15	17	185			28	194				
1:30	20	179			22	174				
1:45	22	182	82	767	20	208	85	787	167	1554
2:00	25	178			20	221				
2:15	19	189			22	195				
2:30	11	191			17	200				
2:45	29	191	84	749	19	198	78	814	162	1563
3:00	21	227			17	202				
3:15	8	205			16	212				
3:30	13	213			19	218				
3:45	19	207	61	852	13	202	65	834	126	1686
4:00	17	191			14	222				
4:15	23	222			22	212				
4:30	21	198			31	230				
4:45	28	226	89	837	27	209	94	873	183	1710
5:00	22	239			24	191				
5:15	37	230			38	211				
5:30	31	195			43	212				
5:45	59	241	149	905	42	213	147	827	296	1732
6:00	42	212			59	182				
6:15	48	202			64	200				
6:30	68	194			80	186				
6:45	59	180	217	788	73	171	276	739	493	1527
7:00	76	163			91	173				
7:15	75	138			97	172				
7:30	117	140			117	164				
7:45	117	131	385	572	159	182	464	691	849	1263
8:00	143	129			158	134				
8:15	100	122			169	149				
8:30	108	113			125	125				
8:45	130	111	481	475	128	115	580	523	1061	998
9:00	140	107			154	117				
9:15	111	84			148	99				
9:30	120	102			108	84				
9:45	147	88	518	381	143	86	553	386	1071	767
10:00	130	64			136	82				
10:15	149	74			150	67				
10:30	175	63			158	59				
10:45	140	46	594	247	150	75	594	283	1188	530
11:00	148	46			180	78				
11:15	170	44			164	36				
11:30	191	34			146	34				
11:45	171	34	680	158	170	30	660	178	1340	336
Total	3459	7383	3459	7383	3710	7637	3710	7637	7169	15020
Combined Total	10842		10842		11347		11347		22189	
AM Peak	11:30 AM				11:45 AM					
Vol.	683				697					
P.H.F.	0.894				0.889					
PM Peak	5:00 PM				4:00 PM					
Vol.	905				873					
P.H.F.	0.939				0.949					
Percentage	31.9%	68.1%			32.7%	67.3%				

Prepared by NDS/ATD

Volumes for: Wednesday, June 10, 2009

City: Oakland

Project #: 09-7224-031

Location: International Boulevard west of 98th Avenue

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	38	189			27	159				
12:15	34	210			32	184				
12:30	24	190			23	219				
12:45	28	182	124	771	15	199	97	761	221	1532
1:00	23	159			17	194				
1:15	19	238			26	183				
1:30	17	187			23	230				
1:45	13	204	72	788	15	196	81	803	153	1591
2:00	12	167			9	216				
2:15	15	169			13	202				
2:30	21	178			21	183				
2:45	25	162	73	676	20	209	63	810	136	1486
3:00	15	197			12	202				
3:15	18	226			20	203				
3:30	17	203			17	210				
3:45	21	190	71	816	8	200	57	815	128	1631
4:00	21	193			21	208				
4:15	14	190			16	190				
4:30	27	190			25	220				
4:45	13	220	75	793	19	221	81	839	156	1632
5:00	26	214			34	220				
5:15	40	186			38	203				
5:30	33	207			48	230				
5:45	51	219	150	826	48	194	168	847	318	1673
6:00	58	226			51	208				
6:15	57	209			76	174				
6:30	66	169			80	162				
6:45	73	153	254	757	68	175	275	719	529	1476
7:00	73	148			97	171				
7:15	76	155			100	187				
7:30	103	140			132	165				
7:45	148	134	400	577	156	138	485	661	885	1238
8:00	119	124			191	139				
8:15	126	107			152	128				
8:30	121	157			130	130				
8:45	135	113	501	501	154	142	627	539	1128	1040
9:00	144	123			145	130				
9:15	125	95			143	103				
9:30	135	94			152	95				
9:45	143	105	547	417	140	85	580	413	1127	830
10:00	129	81			148	92				
10:15	135	93			136	92				
10:30	152	63			139	93				
10:45	152	75	568	312	170	87	593	364	1161	676
11:00	149	59			181	64				
11:15	148	45			168	59				
11:30	155	49			168	46				
11:45	186	43	638	196	171	39	688	208	1326	404
Total	3473	7430	3473	7430	3795	7779	3795	7779	7268	15209
Combined Total	10903		10903		11574		11574		22477	
AM Peak	11:45 AM				11:45 AM					
Vol.	775				733					
P.H.F.	0.923				0.837					
PM Peak	5:30 PM				4:45 PM					
Vol.	861				874					
P.H.F.	0.952				0.950					
Percentage	31.9%	68.1%			32.8%	67.2%				

Class Report - Prepared by: NDS/ATD
 International Boulevard west of 98th Avenue (Outside Lanes)
 Oakland
 Project #:09-7224-031w

Date: 6/9/2009 TUESDAY

West Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	23	2	0	1	0	0	1	0	0	0	0	0	27
12:15 AM	0	28	4	0	0	0	0	1	0	0	0	0	0	33
12:30 AM	0	28	3	0	0	0	0	0	0	0	0	0	0	31
12:45 AM	0	17	7	0	0	0	0	0	0	0	0	0	0	24
Hour Total	0	96	16	0	1	0	0	2	0	0	0	0	0	115
1:00 AM	0	20	1	0	1	0	0	0	0	0	0	0	0	22
1:15 AM	0	21	2	0	0	0	0	0	0	0	0	0	0	23
1:30 AM	0	17	4	0	0	0	0	0	0	0	0	0	0	21
1:45 AM	0	15	3	0	1	0	0	0	0	0	0	0	0	19
Hour Total	0	73	10	0	2	0	0	0	0	0	0	0	0	85
2:00 AM	0	23	3	0	1	0	0	0	0	0	0	0	0	27
2:15 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
2:30 AM	0	13	3	0	0	0	0	0	0	0	0	0	0	16
2:45 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	57	8	0	1	0	0	0	0	0	0	0	0	66
3:00 AM	0	13	2	0	1	0	0	0	0	0	0	0	0	16
3:15 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
3:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
3:45 AM	0	8	1	0	1	0	0	0	0	0	0	0	0	10
Hour Total	0	37	5	0	2	0	0	0	0	0	0	0	0	44
4:00 AM	0	8	2	0	1	1	0	0	0	0	0	0	0	12
4:15 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
4:30 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	12
4:45 AM	0	10	4	0	0	0	0	0	0	0	0	0	0	14
Hour Total	0	35	8	0	1	1	0	0	0	0	0	0	0	45
5:00 AM	0	14	4	0	1	0	0	0	0	0	0	0	0	19
5:15 AM	0	20	1	0	0	1	0	0	0	0	0	0	0	22
5:30 AM	0	23	6	0	3	0	0	0	1	0	0	0	0	33
5:45 AM	0	17	6	0	1	0	0	0	0	0	0	0	0	24
Hour Total	0	74	17	0	5	1	0	0	1	0	0	0	0	98
6:00 AM	0	27	5	0	0	0	0	0	0	0	0	0	0	32
6:15 AM	0	25	3	0	1	0	0	0	0	0	0	0	0	29
6:30 AM	0	16	8	0	1	1	0	3	0	0	0	0	0	29
6:45 AM	0	22	11	0	3	0	0	1	0	0	0	0	0	37
Hour Total	0	90	27	0	5	1	0	4	0	0	0	0	0	127
7:00 AM	0	33	6	0	2	0	0	1	0	0	0	0	0	42
7:15 AM	0	37	8	0	0	0	0	1	0	0	0	0	0	46
7:30 AM	0	30	9	0	1	0	0	1	0	0	0	0	0	41
7:45 AM	0	40	9	0	1	0	0	2	0	0	0	0	0	52
Hour Total	0	140	32	0	4	0	0	5	0	0	0	0	0	181

8:00 AM	1	50	7	0	1	0	0	3	0	0	0	0	0	62
8:15 AM	0	53	7	0	1	1	0	2	0	0	0	0	0	64
8:30 AM	0	42	13	0	0	0	0	2	0	0	0	0	0	57
8:45 AM	0	36	10	0	2	0	0	0	0	0	0	0	0	48
Hour Total	1	181	37	0	4	1	0	7	0	0	0	0	0	231
9:00 AM	0	42	14	0	3	1	0	0	0	0	0	0	0	60
9:15 AM	0	50	12	0	3	0	0	0	0	0	0	0	0	65
9:30 AM	0	52	19	0	1	0	1	2	0	0	0	0	0	75
9:45 AM	0	48	12	0	1	0	0	2	1	0	0	0	0	64
Hour Total	0	192	57	0	8	1	1	4	1	0	0	0	0	264
10:00 AM	0	55	11	0	1	0	0	1	0	0	0	0	0	68
10:15 AM	0	41	13	0	2	0	0	1	0	0	0	0	0	57
10:30 AM	0	53	7	0	3	0	0	0	0	0	0	0	0	63
10:45 AM	0	59	9	0	2	0	0	1	0	0	0	0	0	71
Hour Total	0	208	40	0	8	0	0	3	0	0	0	0	0	259
11:00 AM	0	58	8	0	1	0	0	1	1	0	0	0	0	69
11:15 AM	0	67	12	0	1	0	0	2	0	0	0	0	0	82
11:30 AM	0	60	9	0	2	1	0	2	1	0	0	0	0	75
11:45 AM	0	62	11	0	2	0	0	2	0	0	0	0	0	77
Hour Total	0	247	40	0	6	1	0	7	2	0	0	0	0	303
12:00 PM	1	61	12	0	1	1	1	1	0	0	0	0	0	78
12:15 PM	0	60	9	0	2	0	0	0	0	0	0	0	0	71
12:30 PM	0	74	19	0	3	0	0	5	0	0	0	0	0	101
12:45 PM	0	79	15	1	1	0	0	2	0	0	0	0	0	98
Hour Total	1	274	55	1	7	1	1	8	0	0	0	0	0	348
1:00 PM	0	66	3	0	2	0	0	1	0	0	0	0	0	72
1:15 PM	0	88	24	0	0	0	0	2	0	0	0	0	0	114
1:30 PM	0	90	17	0	3	0	0	1	0	0	0	0	0	111
1:45 PM	0	80	14	0	2	0	0	3	0	0	0	0	0	99
Hour Total	0	324	58	0	7	0	0	7	0	0	0	0	0	396
2:00 PM	0	83	15	0	1	0	0	1	0	0	0	0	0	100
2:15 PM	0	74	17	0	0	0	0	2	0	0	0	0	0	93
2:30 PM	0	94	7	0	0	0	0	2	0	0	0	0	0	103
2:45 PM	1	95	13	0	0	0	0	3	0	0	0	0	0	112
Hour Total	1	346	52	0	1	0	0	8	0	0	0	0	0	408
3:00 PM	0	79	14	0	0	0	0	1	0	0	0	0	0	94
3:15 PM	0	71	17	0	1	0	0	1	0	0	0	0	0	90
3:30 PM	0	81	17	0	3	0	1	0	0	0	0	0	0	102
3:45 PM	0	84	16	0	2	0	0	1	0	0	0	0	0	103
Hour Total	0	315	64	0	6	0	1	3	0	0	0	0	0	389

4:00 PM	0	82	12	0	0	0	0	2	0	0	0	0	0	96
4:15 PM	0	87	15	0	2	0	0	3	0	0	0	0	0	107
4:30 PM	0	63	21	0	1	0	0	1	0	0	0	0	0	86
4:45 PM	0	107	16	0	1	0	0	2	0	0	0	0	0	126
Hour Total	0	339	64	0	4	0	0	8	0	0	0	0	0	415
5:00 PM	0	113	16	0	0	0	0	2	0	0	0	0	0	131
5:15 PM	0	98	22	1	1	0	0	1	0	0	0	0	0	123
5:30 PM	0	92	11	0	1	0	0	0	0	0	0	0	0	104
5:45 PM	0	110	18	0	0	0	0	1	0	0	0	0	0	129
Hour Total	0	413	67	1	2	0	0	4	0	0	0	0	0	487
6:00 PM	0	99	15	0	3	0	0	0	1	0	0	0	0	118
6:15 PM	0	111	14	0	1	0	0	1	0	0	0	0	0	127
6:30 PM	1	86	11	0	0	0	0	1	0	0	0	0	0	99
6:45 PM	0	92	15	0	2	0	0	0	0	0	0	0	0	109
Hour Total	1	388	55	0	6	0	0	2	1	0	0	0	0	453
7:00 PM	0	108	9	0	0	0	0	1	0	0	0	0	0	118
7:15 PM	0	81	13	0	0	0	0	0	0	0	0	0	0	94
7:30 PM	0	83	7	0	0	0	0	1	0	0	0	0	0	91
7:45 PM	0	74	12	0	0	0	0	0	0	0	0	0	0	86
Hour Total	0	346	41	0	0	0	0	2	0	0	0	0	0	389
8:00 PM	0	87	10	0	0	0	0	1	0	0	0	0	0	98
8:15 PM	0	79	14	1	0	0	0	0	0	0	0	0	0	94
8:30 PM	0	74	13	0	1	0	0	1	0	0	0	0	0	89
8:45 PM	0	67	7	0	0	0	0	0	0	0	0	0	0	74
Hour Total	0	307	44	1	1	0	0	2	0	0	0	0	0	355
9:00 PM	0	58	12	0	2	0	0	0	0	0	0	0	0	72
9:15 PM	1	77	6	0	1	0	0	0	0	0	0	0	0	85
9:30 PM	0	72	4	0	2	0	0	0	0	0	0	0	0	78
9:45 PM	0	56	3	0	0	0	0	0	0	0	0	0	0	59
Hour Total	1	263	25	0	5	0	0	0	0	0	0	0	0	294
10:00 PM	0	42	15	0	0	0	0	0	0	0	0	0	0	57
10:15 PM	0	52	5	0	1	0	0	0	0	0	0	0	0	58
10:30 PM	0	34	7	0	0	0	0	0	0	0	0	0	0	41
10:45 PM	0	46	2	0	0	0	0	0	0	0	0	0	0	48
Hour Total	0	174	29	0	1	0	0	0	0	0	0	0	0	204
11:00 PM	0	40	1	0	0	0	0	0	0	0	0	0	0	41
11:15 PM	0	26	4	0	1	0	0	0	0	0	0	0	0	31
11:30 PM	0	25	2	0	0	0	0	0	0	0	0	0	0	27
11:45 PM	0	20	2	0	0	0	0	0	0	0	0	0	0	22
Hour Total	0	111	9	0	1	0	0	0	0	0	0	0	0	121
Totals	5	5030	860	3	88	7	3	76	5	0	0	0	0	6077
Percent	0.1%	82.8%	14.2%	0.0%	1.4%	0.1%	0.0%	1.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

International Boulevard west of 98th Avenue (Outside Lanes)

Oakland

Project #:09-7224-031e

Date: 6/9/2009

TUESDAY

East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	14	4	0	0	0	0	0	0	0	0	0	0	18
12:15 AM	0	8	1	0	0	0	0	0	0	0	0	0	0	9
12:30 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	11
12:45 AM	0	13	2	0	2	0	0	0	0	0	0	0	0	17
Hour Total	0	44	9	0	2	0	0	0	0	0	0	0	0	55
1:00 AM	0	10	4	0	0	0	0	0	0	0	0	0	0	14
1:15 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
1:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10
1:45 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	33	8	0	0	0	0	0	0	0	0	0	0	41
2:00 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
2:15 AM	0	8	3	0	0	0	0	0	0	0	0	0	0	11
2:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
2:45 AM	0	14	2	0	0	0	0	0	0	0	0	0	0	16
Hour Total	0	38	6	0	0	0	0	0	0	0	0	0	0	44
3:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
3:15 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
3:30 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	9
3:45 AM	0	8	2	0	1	0	0	0	0	0	0	0	0	11
Hour Total	0	26	5	0	2	0	0	0	0	0	0	0	0	33
4:00 AM	0	3	3	0	1	0	0	0	0	0	0	0	0	7
4:15 AM	0	8	2	0	0	1	0	0	0	0	0	0	0	11
4:30 AM	0	9	2	0	1	0	0	0	0	0	0	0	0	12
4:45 AM	0	5	5	0	2	0	0	0	0	0	0	0	0	12
Hour Total	0	25	12	0	4	1	0	0	0	0	0	0	0	42
5:00 AM	0	10	3	0	1	0	0	0	0	0	0	0	0	14
5:15 AM	0	14	3	0	2	0	0	0	0	0	0	0	0	19
5:30 AM	0	15	4	0	0	0	0	0	0	0	0	0	0	19
5:45 AM	0	30	6	0	3	0	0	0	0	0	0	0	0	39
Hour Total	0	69	16	0	6	0	0	0	0	0	0	0	0	91
6:00 AM	0	15	6	0	0	0	0	0	0	0	0	0	0	21
6:15 AM	0	28	6	0	2	0	0	0	0	0	0	0	0	36
6:30 AM	0	30	8	0	1	0	0	0	0	0	0	0	0	39
6:45 AM	0	26	8	0	1	0	0	0	0	0	0	0	0	35
Hour Total	0	99	28	0	4	0	0	0	0	0	0	0	0	131
7:00 AM	0	26	11	0	1	0	0	0	0	0	0	0	0	38
7:15 AM	0	28	8	0	1	0	0	0	0	0	0	0	0	37
7:30 AM	0	42	15	0	3	0	0	0	0	0	0	0	0	60
7:45 AM	0	47	16	1	3	0	0	0	0	0	0	0	0	67
Hour Total	0	143	50	1	8	0	0	0	0	0	0	0	0	202

8:00 AM	0	69	16	0	4	0	0	1	0	0	0	0	0	90
8:15 AM	0	43	10	0	1	0	0	0	0	0	0	0	0	54
8:30 AM	0	36	14	1	0	0	0	1	0	0	0	0	0	52
8:45 AM	1	49	13	1	3	0	0	0	0	0	0	0	0	67
Hour Total	1	197	53	2	8	0	0	2	0	0	0	0	0	263
9:00 AM	0	56	15	0	3	0	0	1	1	0	0	0	0	76
9:15 AM	0	36	14	1	3	1	0	0	0	0	0	0	0	55
9:30 AM	0	45	14	0	5	0	0	0	0	0	0	0	0	64
9:45 AM	0	47	14	1	5	1	0	0	0	0	0	0	0	68
Hour Total	0	184	57	2	16	2	0	1	1	0	0	0	0	263
10:00 AM	0	51	11	0	2	0	0	1	0	0	0	0	0	65
10:15 AM	0	50	18	0	4	0	0	1	0	0	0	0	0	73
10:30 AM	0	57	15	1	3	0	0	2	1	0	0	0	0	79
10:45 AM	0	48	8	0	6	0	0	2	0	0	0	0	0	64
Hour Total	0	206	52	1	15	0	0	6	1	0	0	0	0	281
11:00 AM	1	56	16	1	5	0	0	1	0	0	0	0	0	80
11:15 AM	0	58	22	2	1	0	0	1	0	0	0	0	0	84
11:30 AM	0	67	20	1	2	0	0	2	0	0	0	0	0	92
11:45 AM	0	66	21	0	3	0	0	0	0	0	0	0	0	90
Hour Total	1	247	79	4	11	0	0	4	0	0	0	0	0	346
12:00 PM	0	49	14	1	3	0	0	0	0	0	0	0	0	67
12:15 PM	0	77	27	0	2	0	0	0	0	0	0	0	0	106
12:30 PM	0	76	18	1	3	0	0	0	0	0	0	0	0	98
12:45 PM	0	65	16	0	3	0	0	0	0	0	0	0	0	84
Hour Total	0	267	75	2	11	0	0	0	0	0	0	0	0	355
1:00 PM	0	85	25	0	2	0	0	1	0	0	0	0	0	113
1:15 PM	0	69	23	0	1	0	0	1	0	0	0	0	0	94
1:30 PM	0	77	17	2	3	0	0	1	0	0	0	0	0	100
1:45 PM	0	69	17	0	5	1	0	0	0	0	0	0	0	92
Hour Total	0	300	82	2	11	1	0	3	0	0	0	0	0	399
2:00 PM	1	73	20	0	3	0	0	0	0	0	0	0	0	97
2:15 PM	0	79	20	0	4	1	0	0	0	0	0	0	0	104
2:30 PM	0	81	23	0	4	0	0	0	0	0	0	0	0	108
2:45 PM	0	83	22	0	3	0	0	1	0	0	0	0	0	109
Hour Total	1	316	85	0	14	1	0	1	0	0	0	0	0	418
3:00 PM	0	95	21	0	2	0	0	2	0	0	0	0	0	120
3:15 PM	0	87	21	0	2	0	0	4	0	0	0	0	0	114
3:30 PM	0	84	31	0	4	0	0	0	0	0	0	0	0	119
3:45 PM	1	83	32	1	1	0	0	2	0	0	0	0	0	120
Hour Total	1	349	105	1	9	0	0	8	0	0	0	0	0	473

4:00 PM	0	79	18	0	0	0	0	3	0	0	0	0	0	100
4:15 PM	0	80	24	1	4	0	0	3	0	0	0	0	0	112
4:30 PM	0	84	27	0	4	0	0	1	0	0	0	0	0	116
4:45 PM	0	106	26	2	3	0	0	3	0	0	0	0	0	140
Hour Total	0	349	95	3	11	0	0	10	0	0	0	0	0	468
5:00 PM	0	108	23	0	2	0	0	2	0	0	0	0	0	135
5:15 PM	0	105	23	0	3	0	0	3	0	0	0	0	0	134
5:30 PM	1	104	20	0	0	0	0	3	0	0	0	0	0	128
5:45 PM	0	117	25	0	2	1	0	1	0	0	0	0	0	146
Hour Total	1	434	91	0	7	1	0	9	0	0	0	0	0	543
6:00 PM	0	100	16	1	3	0	0	1	0	0	0	0	0	121
6:15 PM	0	87	21	0	3	0	0	0	1	0	0	0	0	112
6:30 PM	0	82	21	0	2	0	0	0	0	0	0	0	0	105
6:45 PM	0	76	20	0	3	0	0	0	0	0	0	0	0	99
Hour Total	0	345	78	1	11	0	0	1	1	0	0	0	0	437
7:00 PM	0	69	17	0	3	0	0	1	0	0	0	0	0	90
7:15 PM	1	51	13	0	1	0	0	0	0	0	0	0	0	66
7:30 PM	0	57	10	0	2	0	0	1	0	0	0	0	0	70
7:45 PM	0	50	17	0	1	0	0	1	0	0	0	0	0	69
Hour Total	1	227	57	0	7	0	0	3	0	0	0	0	0	295
8:00 PM	0	55	7	0	1	0	0	0	0	0	0	0	0	63
8:15 PM	0	43	9	0	2	0	0	1	0	0	0	0	0	55
8:30 PM	0	37	16	0	0	0	0	0	0	0	0	0	0	53
8:45 PM	0	35	12	0	2	0	0	0	0	0	0	0	0	49
Hour Total	0	170	44	0	5	0	0	1	0	0	0	0	0	220
9:00 PM	0	42	9	0	0	0	0	0	0	0	0	0	0	51
9:15 PM	0	43	8	0	0	0	0	0	0	0	0	0	0	51
9:30 PM	0	41	8	0	2	0	0	0	0	0	0	0	0	51
9:45 PM	0	33	7	0	2	0	0	0	0	0	0	0	0	42
Hour Total	0	159	32	0	4	0	0	0	0	0	0	0	0	195
10:00 PM	0	27	5	0	0	0	0	0	0	0	0	0	0	32
10:15 PM	0	28	4	0	0	0	0	0	0	0	0	0	0	32
10:30 PM	0	32	6	0	1	0	0	0	0	0	0	0	0	39
10:45 PM	0	22	4	0	1	0	0	0	0	0	0	0	0	27
Hour Total	0	109	19	0	2	0	0	0	0	0	0	0	0	130
11:00 PM	0	21	1	1	0	0	0	0	0	0	0	0	0	23
11:15 PM	0	25	8	0	2	0	0	1	0	0	0	0	0	36
11:30 PM	0	12	5	0	0	0	0	0	0	0	0	0	0	17
11:45 PM	0	14	5	0	1	0	0	0	0	0	0	0	0	20
Hour Total	0	72	19	1	3	0	0	1	0	0	0	0	0	96
Totals	6	4408	1157	20	171	6	0	50	3	0	0	0	0	5821
Percent	0.1%	75.7%	19.9%	0.3%	2.9%	0.1%	0.0%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

International Boulevard west of 98th Avenue (Outside Lanes)

Oakland

Project #:09-7224-031e

Date: 6/9/2009

TUESDAY

West Bound, East Bound

Begin Time	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	37	6	0	1	0	0	1	0	0	0	0	0	45
12:15 AM	0	36	5	0	0	0	0	1	0	0	0	0	0	42
12:30 AM	0	37	5	0	0	0	0	0	0	0	0	0	0	42
12:45 AM	0	30	9	0	2	0	0	0	0	0	0	0	0	41
Hour Total	0	140	25	0	3	0	0	2	0	0	0	0	0	170
1:00 AM	0	30	5	0	1	0	0	0	0	0	0	0	0	36
1:15 AM	0	27	4	0	0	0	0	0	0	0	0	0	0	31
1:30 AM	0	27	4	0	0	0	0	0	0	0	0	0	0	31
1:45 AM	0	22	5	0	1	0	0	0	0	0	0	0	0	28
Hour Total	0	106	18	0	2	0	0	0	0	0	0	0	0	126
2:00 AM	0	35	3	0	1	0	0	0	0	0	0	0	0	39
2:15 AM	0	21	4	0	0	0	0	0	0	0	0	0	0	25
2:30 AM	0	17	4	0	0	0	0	0	0	0	0	0	0	21
2:45 AM	0	22	3	0	0	0	0	0	0	0	0	0	0	25
Hour Total	0	95	14	0	1	0	0	0	0	0	0	0	0	110
3:00 AM	0	20	3	0	1	0	0	0	0	0	0	0	0	24
3:15 AM	0	14	2	0	0	0	0	0	0	0	0	0	0	16
3:30 AM	0	13	2	0	1	0	0	0	0	0	0	0	0	16
3:45 AM	0	16	3	0	2	0	0	0	0	0	0	0	0	21
Hour Total	0	63	10	0	4	0	0	0	0	0	0	0	0	77
4:00 AM	0	11	5	0	2	1	0	0	0	0	0	0	0	19
4:15 AM	0	15	2	0	0	1	0	0	0	0	0	0	0	18
4:30 AM	0	19	4	0	1	0	0	0	0	0	0	0	0	24
4:45 AM	0	15	9	0	2	0	0	0	0	0	0	0	0	26
Hour Total	0	60	20	0	5	2	0	0	0	0	0	0	0	87
5:00 AM	0	24	7	0	2	0	0	0	0	0	0	0	0	33
5:15 AM	0	34	4	0	2	1	0	0	0	0	0	0	0	41
5:30 AM	0	38	10	0	3	0	0	0	1	0	0	0	0	52
5:45 AM	0	47	12	0	4	0	0	0	0	0	0	0	0	63
Hour Total	0	143	33	0	11	1	0	0	1	0	0	0	0	189
6:00 AM	0	42	11	0	0	0	0	0	0	0	0	0	0	53
6:15 AM	0	53	9	0	3	0	0	0	0	0	0	0	0	65
6:30 AM	0	46	16	0	2	1	0	3	0	0	0	0	0	68
6:45 AM	0	48	19	0	4	0	0	1	0	0	0	0	0	72
Hour Total	0	189	55	0	9	1	0	4	0	0	0	0	0	258
7:00 AM	0	59	17	0	3	0	0	1	0	0	0	0	0	80
7:15 AM	0	65	16	0	1	0	0	1	0	0	0	0	0	83
7:30 AM	0	72	24	0	4	0	0	1	0	0	0	0	0	101
7:45 AM	0	87	25	1	4	0	0	2	0	0	0	0	0	119
Hour Total	0	283	82	1	12	0	0	5	0	0	0	0	0	383

8:00 AM	1	119	23	0	5	0	0	4	0	0	0	0	0	152
8:15 AM	0	96	17	0	2	1	0	2	0	0	0	0	0	118
8:30 AM	0	78	27	1	0	0	0	3	0	0	0	0	0	109
8:45 AM	1	85	23	1	5	0	0	0	0	0	0	0	0	115
Hour Total	2	378	90	2	12	1	0	9	0	0	0	0	0	494
9:00 AM	0	98	29	0	6	1	0	1	1	0	0	0	0	136
9:15 AM	0	86	26	1	6	1	0	0	0	0	0	0	0	120
9:30 AM	0	97	33	0	6	0	1	2	0	0	0	0	0	139
9:45 AM	0	95	26	1	6	1	0	2	1	0	0	0	0	132
Hour Total	0	376	114	2	24	3	1	5	2	0	0	0	0	527
10:00 AM	0	106	22	0	3	0	0	2	0	0	0	0	0	133
10:15 AM	0	91	31	0	6	0	0	2	0	0	0	0	0	130
10:30 AM	0	110	22	1	6	0	0	2	1	0	0	0	0	142
10:45 AM	0	107	17	0	8	0	0	3	0	0	0	0	0	135
Hour Total	0	414	92	1	23	0	0	9	1	0	0	0	0	540
11:00 AM	1	114	24	1	6	0	0	2	1	0	0	0	0	149
11:15 AM	0	125	34	2	2	0	0	3	0	0	0	0	0	166
11:30 AM	0	127	29	1	4	1	0	4	1	0	0	0	0	167
11:45 AM	0	128	32	0	5	0	0	2	0	0	0	0	0	167
Hour Total	1	494	119	4	17	1	0	11	2	0	0	0	0	649
12:00 PM	1	110	26	1	4	1	1	1	0	0	0	0	0	145
12:15 PM	0	137	36	0	4	0	0	0	0	0	0	0	0	177
12:30 PM	0	150	37	1	6	0	0	5	0	0	0	0	0	199
12:45 PM	0	144	31	1	4	0	0	2	0	0	0	0	0	182
Hour Total	1	541	130	3	18	1	1	8	0	0	0	0	0	703
1:00 PM	0	151	28	0	4	0	0	2	0	0	0	0	0	185
1:15 PM	0	157	47	0	1	0	0	3	0	0	0	0	0	208
1:30 PM	0	167	34	2	6	0	0	2	0	0	0	0	0	211
1:45 PM	0	149	31	0	7	1	0	3	0	0	0	0	0	191
Hour Total	0	624	140	2	18	1	0	10	0	0	0	0	0	795
2:00 PM	1	156	35	0	4	0	0	1	0	0	0	0	0	197
2:15 PM	0	153	37	0	4	1	0	2	0	0	0	0	0	197
2:30 PM	0	175	30	0	4	0	0	2	0	0	0	0	0	211
2:45 PM	1	178	35	0	3	0	0	4	0	0	0	0	0	221
Hour Total	2	662	137	0	15	1	0	9	0	0	0	0	0	826
3:00 PM	0	174	35	0	2	0	0	3	0	0	0	0	0	214
3:15 PM	0	158	38	0	3	0	0	5	0	0	0	0	0	204
3:30 PM	0	165	48	0	7	0	1	0	0	0	0	0	0	221
3:45 PM	1	167	48	1	3	0	0	3	0	0	0	0	0	223
Hour Total	1	664	169	1	15	0	1	11	0	0	0	0	0	862

4:00 PM	0	161	30	0	0	0	0	5	0	0	0	0	0	196
4:15 PM	0	167	39	1	6	0	0	6	0	0	0	0	0	219
4:30 PM	0	147	48	0	5	0	0	2	0	0	0	0	0	202
4:45 PM	0	213	42	2	4	0	0	5	0	0	0	0	0	266
Hour Total	0	688	159	3	15	0	0	18	0	0	0	0	0	883
5:00 PM	0	221	39	0	2	0	0	4	0	0	0	0	0	266
5:15 PM	0	203	45	1	4	0	0	4	0	0	0	0	0	257
5:30 PM	1	196	31	0	1	0	0	3	0	0	0	0	0	232
5:45 PM	0	227	43	0	2	1	0	2	0	0	0	0	0	275
Hour Total	1	847	158	1	9	1	0	13	0	0	0	0	0	1030
6:00 PM	0	199	31	1	6	0	0	1	1	0	0	0	0	239
6:15 PM	0	198	35	0	4	0	0	1	1	0	0	0	0	239
6:30 PM	1	168	32	0	2	0	0	1	0	0	0	0	0	204
6:45 PM	0	168	35	0	5	0	0	0	0	0	0	0	0	208
Hour Total	1	733	133	1	17	0	0	3	2	0	0	0	0	890
7:00 PM	0	177	26	0	3	0	0	2	0	0	0	0	0	208
7:15 PM	1	132	26	0	1	0	0	0	0	0	0	0	0	160
7:30 PM	0	140	17	0	2	0	0	2	0	0	0	0	0	161
7:45 PM	0	124	29	0	1	0	0	1	0	0	0	0	0	155
Hour Total	1	573	98	0	7	0	0	5	0	0	0	0	0	684
8:00 PM	0	142	17	0	1	0	0	1	0	0	0	0	0	161
8:15 PM	0	122	23	1	2	0	0	1	0	0	0	0	0	149
8:30 PM	0	111	29	0	1	0	0	1	0	0	0	0	0	142
8:45 PM	0	102	19	0	2	0	0	0	0	0	0	0	0	123
Hour Total	0	477	88	1	6	0	0	3	0	0	0	0	0	575
9:00 PM	0	100	21	0	2	0	0	0	0	0	0	0	0	123
9:15 PM	1	120	14	0	1	0	0	0	0	0	0	0	0	136
9:30 PM	0	113	12	0	4	0	0	0	0	0	0	0	0	129
9:45 PM	0	89	10	0	2	0	0	0	0	0	0	0	0	101
Hour Total	1	422	57	0	9	0	0	0	0	0	0	0	0	489
10:00 PM	0	69	20	0	0	0	0	0	0	0	0	0	0	89
10:15 PM	0	80	9	0	1	0	0	0	0	0	0	0	0	90
10:30 PM	0	66	13	0	1	0	0	0	0	0	0	0	0	80
10:45 PM	0	68	6	0	1	0	0	0	0	0	0	0	0	75
Hour Total	0	283	48	0	3	0	0	0	0	0	0	0	0	334
11:00 PM	0	61	2	1	0	0	0	0	0	0	0	0	0	64
11:15 PM	0	51	12	0	3	0	0	1	0	0	0	0	0	67
11:30 PM	0	37	7	0	0	0	0	0	0	0	0	0	0	44
11:45 PM	0	34	7	0	1	0	0	0	0	0	0	0	0	42
Hour Total	0	183	28	1	4	0	0	1	0	0	0	0	0	217
Totals	11	9438	2017	23	259	13	3	126	8	0	0	0	0	11898
Percent	0.1%	79.3%	17.0%	0.2%	2.2%	0.1%	0.0%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/9/2009

City: Oakland

Project #: 09-7224-031e

Location: International Boulevard west of 98th Avenue (Outside Lanes)

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	18	67			27	78				
12:15	9	106			33	71				
12:30	11	98			31	101				
12:45	17	84	55	355	24	98	115	348	170	703
1:00	14	113			22	72				
1:15	8	94			23	114				
1:30	10	100			21	111				
1:45	9	92	41	399	19	99	85	396	126	795
2:00	12	97			27	100				
2:15	11	104			14	93				
2:30	5	108			16	103				
2:45	16	109	44	418	9	112	66	408	110	826
3:00	8	120			16	94				
3:15	5	114			11	90				
3:30	9	119			7	102				
3:45	11	120	33	473	10	103	44	389	77	862
4:00	7	100			12	96				
4:15	11	112			7	107				
4:30	12	116			12	86				
4:45	12	140	42	468	14	126	45	415	87	883
5:00	14	135			19	131				
5:15	19	134			22	123				
5:30	19	128			33	104				
5:45	39	146	91	543	24	129	98	487	189	1030
6:00	21	121			32	118				
6:15	36	112			29	127				
6:30	39	105			29	99				
6:45	35	99	131	437	37	109	127	453	258	890
7:00	38	90			42	118				
7:15	37	66			46	94				
7:30	60	70			41	91				
7:45	67	69	202	295	52	86	181	389	383	684
8:00	90	63			62	98				
8:15	54	55			64	94				
8:30	52	53			57	89				
8:45	67	49	263	220	48	74	231	355	494	575
9:00	76	51			60	72				
9:15	55	51			65	85				
9:30	64	51			75	78				
9:45	68	42	263	195	64	59	264	294	527	489
10:00	65	32			68	57				
10:15	73	32			57	58				
10:30	79	39			63	41				
10:45	64	27	281	130	71	48	259	204	540	334
11:00	80	23			69	41				
11:15	84	36			82	31				
11:30	92	17			75	27				
11:45	90	20	346	96	77	22	303	121	649	217
Total	1792	4029	1792	4029	1818	4259	1818	4259	3610	8288
Combined Total	5821		5821		6077		6077		11898	
AM Peak	11:45 AM				11:45 AM					
Vol.	361				327					
P.H.F.	0.851				0.809					
PM Peak	5:00 PM				5:00 PM					
Vol.	543				487					
P.H.F.	0.930				0.929					
Percentage	30.8%	69.2%			29.9%	70.1%				

Class Report - Prepared by: NDS/ATD

International Boulevard west of 98th Avenue (Outside Lanes)

Oakland

Project #:09-7224-031w

Date: 6/10/2009

WEDNESDAY

West Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	16	1	0	1	0	0	0	0	0	0	0	0	18
12:15 AM	0	23	1	0	0	0	0	0	0	0	0	0	0	24
12:30 AM	0	19	1	0	1	0	0	0	0	0	0	0	0	21
12:45 AM	0	15	3	0	0	0	0	0	0	0	0	0	0	18
Hour Total	0	73	6	0	2	0	0	0	0	0	0	0	0	81
1:00 AM	0	13	3	0	1	0	0	0	0	0	0	0	0	17
1:15 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	15
1:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
1:45 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	46	4	0	1	0	0	0	0	0	0	0	0	51
2:00 AM	0	14	3	0	1	0	0	0	0	0	0	0	0	18
2:15 AM	0	14	2	0	2	0	0	0	0	0	0	0	0	18
2:30 AM	0	15	0	1	1	0	0	0	0	0	0	0	0	17
2:45 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	14
Hour Total	0	55	7	1	4	0	0	0	0	0	0	0	0	67
3:00 AM	0	6	2	0	1	0	0	0	1	0	0	0	0	10
3:15 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	9
3:30 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:45 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
Hour Total	0	21	5	0	3	0	0	0	1	0	0	0	0	30
4:00 AM	0	7	1	0	0	1	0	0	0	0	0	0	0	9
4:15 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
4:30 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
4:45 AM	0	13	5	0	2	1	0	0	0	0	0	0	0	21
Hour Total	0	30	9	0	3	2	0	0	0	0	0	0	0	44
5:00 AM	0	6	4	0	0	0	0	0	0	0	0	0	0	10
5:15 AM	0	17	1	0	2	0	0	0	0	0	0	0	0	20
5:30 AM	0	19	9	0	0	0	0	1	0	0	0	0	0	29
5:45 AM	0	12	3	0	1	0	0	0	0	0	0	0	0	16
Hour Total	0	54	17	0	3	0	0	1	0	0	0	0	0	75
6:00 AM	1	13	7	0	1	0	0	0	0	0	0	0	0	22
6:15 AM	0	15	8	0	0	0	0	0	0	0	0	0	0	23
6:30 AM	0	23	9	0	0	2	0	2	0	0	0	0	0	36
6:45 AM	0	35	9	0	2	0	0	3	0	0	0	0	0	49
Hour Total	1	86	33	0	3	2	0	5	0	0	0	0	0	130
7:00 AM	0	22	5	0	2	0	0	2	0	0	0	0	0	31
7:15 AM	0	25	3	0	0	0	0	2	0	0	0	0	0	30
7:30 AM	1	39	7	0	4	0	0	0	0	0	0	0	0	51
7:45 AM	0	37	13	2	0	0	0	1	0	0	0	0	0	53
Hour Total	1	123	28	2	6	0	0	5	0	0	0	0	0	165

8:00 AM	0	58	13	0	0	0	0	2	0	0	0	0	0	73
8:15 AM	0	48	15	0	3	0	0	2	1	0	0	0	0	69
8:30 AM	0	62	16	0	0	0	0	2	0	0	0	0	0	80
8:45 AM	0	45	12	0	1	0	0	1	1	0	0	0	0	60
Hour Total	0	213	56	0	4	0	0	7	2	0	0	0	0	282
9:00 AM	0	51	7	0	2	0	1	0	0	0	0	0	0	61
9:15 AM	0	54	10	0	2	1	0	2	0	0	0	0	0	69
9:30 AM	0	47	11	0	1	0	0	2	0	0	0	0	0	61
9:45 AM	0	48	14	0	0	0	0	2	0	0	0	0	0	64
Hour Total	0	200	42	0	5	1	1	6	0	0	0	0	0	255
10:00 AM	0	48	14	0	1	0	0	2	0	0	0	0	0	65
10:15 AM	0	53	13	0	0	1	0	1	1	0	0	0	0	69
10:30 AM	0	56	8	0	5	1	0	1	0	0	0	0	0	71
10:45 AM	1	61	15	0	3	0	0	1	0	0	0	0	0	81
Hour Total	1	218	50	0	9	2	0	5	1	0	0	0	0	286
11:00 AM	0	71	11	0	0	0	0	1	0	0	0	0	0	83
11:15 AM	1	60	11	1	3	0	0	2	0	0	0	0	0	78
11:30 AM	0	73	15	0	1	0	0	1	0	0	0	0	0	90
11:45 AM	0	65	13	0	2	0	0	3	1	0	0	0	0	84
Hour Total	1	269	50	1	6	0	0	7	1	0	0	0	0	335
12:00 PM	0	63	25	0	2	0	0	0	0	0	0	0	0	90
12:15 PM	0	66	18	0	0	0	0	1	0	0	0	0	0	85
12:30 PM	0	75	13	0	0	1	0	2	1	0	0	0	0	92
12:45 PM	1	84	18	0	0	0	0	1	0	0	0	0	0	104
Hour Total	1	288	74	0	2	1	0	4	1	0	0	0	0	371
1:00 PM	0	82	16	0	2	0	0	1	0	0	0	0	0	101
1:15 PM	0	75	11	0	4	0	0	1	0	0	0	0	0	91
1:30 PM	0	90	12	0	2	0	0	0	0	0	0	0	0	104
1:45 PM	0	84	14	0	1	0	0	1	0	0	0	0	0	100
Hour Total	0	331	53	0	9	0	0	3	0	0	0	0	0	396
2:00 PM	0	80	15	0	0	0	0	3	0	0	0	0	0	98
2:15 PM	0	92	11	0	1	0	0	1	0	0	0	0	0	105
2:30 PM	0	86	12	0	2	0	0	3	0	0	0	0	0	103
2:45 PM	0	96	20	0	1	0	0	1	0	0	0	0	0	118
Hour Total	0	354	58	0	4	0	0	8	0	0	0	0	0	424
3:00 PM	1	83	13	0	2	1	0	0	1	0	0	0	0	101
3:15 PM	0	69	15	0	1	0	0	3	0	0	0	0	0	88
3:30 PM	0	77	14	0	3	0	0	0	0	0	0	0	0	94
3:45 PM	0	100	11	0	2	0	0	2	0	0	0	0	0	115
Hour Total	1	329	53	0	8	1	0	5	1	0	0	0	0	398

4:00 PM	0	84	17	0	0	0	0	3	0	0	0	0	0	104
4:15 PM	0	104	16	0	0	0	0	2	0	0	0	0	0	122
4:30 PM	0	91	15	0	1	0	0	2	0	0	0	0	0	109
4:45 PM	1	79	13	0	4	0	0	1	0	0	0	0	0	98
Hour Total	1	358	61	0	5	0	0	8	0	0	0	0	0	433
5:00 PM	0	91	16	0	1	0	0	0	0	0	0	0	0	108
5:15 PM	0	100	13	0	1	0	0	2	0	0	0	0	0	116
5:30 PM	0	87	12	0	1	0	0	3	0	0	0	0	0	103
5:45 PM	0	99	14	0	0	0	0	1	0	0	0	0	0	114
Hour Total	0	377	55	0	3	0	0	6	0	0	0	0	0	441
6:00 PM	0	101	12	0	1	0	0	0	1	0	0	0	0	115
6:15 PM	0	102	11	0	0	0	0	1	0	0	0	0	0	114
6:30 PM	1	95	13	0	0	0	0	0	0	0	0	0	0	109
6:45 PM	0	94	15	0	2	0	0	0	1	0	0	0	0	112
Hour Total	1	392	51	0	3	0	0	1	2	0	0	0	0	450
7:00 PM	0	90	12	0	0	0	0	0	0	0	0	0	0	102
7:15 PM	0	88	19	0	1	0	0	1	0	0	0	0	0	109
7:30 PM	0	91	12	0	1	0	0	0	0	0	0	0	0	104
7:45 PM	0	93	17	0	0	0	0	0	0	0	0	0	0	110
Hour Total	0	362	60	0	2	0	0	1	0	0	0	0	0	425
8:00 PM	0	89	10	0	0	0	0	0	0	0	0	0	0	99
8:15 PM	0	85	13	0	0	0	0	0	0	0	0	0	0	98
8:30 PM	0	82	15	0	0	0	0	0	0	0	0	0	0	97
8:45 PM	0	84	10	0	0	0	0	0	0	0	0	0	0	94
Hour Total	0	340	48	0	0	0	0	0	0	0	0	0	0	388
9:00 PM	0	89	5	0	1	0	0	0	0	0	0	0	0	95
9:15 PM	0	77	11	0	2	0	0	0	0	0	0	0	0	90
9:30 PM	0	75	7	0	1	0	0	0	0	0	0	0	0	83
9:45 PM	0	49	9	0	0	0	0	0	0	0	0	0	0	58
Hour Total	0	290	32	0	4	0	0	0	0	0	0	0	0	326
10:00 PM	0	45	5	0	0	0	0	0	0	0	0	0	0	50
10:15 PM	0	62	2	0	0	0	0	0	0	0	0	0	0	64
10:30 PM	0	63	9	0	1	0	0	0	0	0	0	0	0	73
10:45 PM	0	54	10	0	0	0	0	0	0	0	0	0	0	64
Hour Total	0	224	26	0	1	0	0	0	0	0	0	0	0	251
11:00 PM	0	48	4	0	2	0	0	0	0	0	0	0	0	54
11:15 PM	0	34	6	0	0	0	0	0	0	0	0	0	0	40
11:30 PM	0	33	4	0	0	0	0	0	0	0	0	0	0	37
11:45 PM	0	33	6	0	0	0	0	0	0	0	0	0	0	39
Hour Total	0	148	20	0	2	0	0	0	0	0	0	0	0	170
Totals	8	5181	898	4	92	9	1	72	9	0	0	0	0	6274
Percent	0.1%	82.6%	14.3%	0.1%	1.5%	0.1%	0.0%	1.1%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

International Boulevard west of 98th Avenue (Outside Lanes)

Oakland

Project #:09-7224-031e

Date: 6/10/2009

WEDNESDAY

East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	21	2	0	0	0	0	0	0	0	0	0	0	23
12:15 AM	0	12	4	0	0	0	0	0	0	0	0	0	0	16
12:30 AM	0	11	4	0	0	0	0	0	0	0	0	0	0	15
12:45 AM	0	11	0	0	0	0	0	0	0	0	0	0	0	11
Hour Total	0	55	10	0	0	0	0	0	0	0	0	0	0	65
1:00 AM	0	12	2	0	0	0	0	0	0	0	0	0	0	14
1:15 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
1:30 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	11
1:45 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
Hour Total	0	34	5	0	1	0	0	0	0	0	0	0	0	40
2:00 AM	0	6	1	1	0	0	0	1	0	0	0	0	0	9
2:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
2:30 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	12
2:45 AM	0	7	4	0	1	0	0	0	0	0	0	0	0	12
Hour Total	0	29	7	1	1	0	0	1	0	0	0	0	0	39
3:00 AM	0	6	1	0	1	0	0	0	0	0	0	0	0	8
3:15 AM	0	9	2	0	0	0	0	0	0	0	0	0	0	11
3:30 AM	0	10	3	0	0	0	0	0	0	0	0	0	0	13
3:45 AM	0	5	2	0	1	0	0	0	0	0	0	0	0	8
Hour Total	0	30	8	0	2	0	0	0	0	0	0	0	0	40
4:00 AM	0	7	1	0	1	0	0	0	0	0	0	0	0	9
4:15 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
4:30 AM	0	9	6	0	0	0	0	0	0	0	0	0	0	15
4:45 AM	0	4	4	0	2	0	0	0	0	0	0	0	0	10
Hour Total	0	23	12	0	3	0	0	0	0	0	0	0	0	38
5:00 AM	0	12	2	0	2	0	0	0	0	0	0	0	0	16
5:15 AM	0	22	2	0	3	0	0	0	0	0	0	0	0	27
5:30 AM	0	15	3	0	2	0	0	0	0	0	0	0	0	20
5:45 AM	0	21	7	0	0	0	0	0	0	0	0	0	0	28
Hour Total	0	70	14	0	7	0	0	0	0	0	0	0	0	91
6:00 AM	0	32	5	0	6	0	0	1	0	0	0	0	0	44
6:15 AM	0	30	4	0	1	0	0	0	0	0	0	0	0	35
6:30 AM	0	22	5	1	2	0	0	0	0	0	0	0	0	30
6:45 AM	0	41	6	0	1	0	0	0	0	0	0	0	0	48
Hour Total	0	125	20	1	10	0	0	1	0	0	0	0	0	157
7:00 AM	0	26	7	0	1	0	0	1	0	0	0	0	0	35
7:15 AM	0	36	7	1	1	0	0	0	0	0	0	0	0	45
7:30 AM	0	41	7	1	3	0	0	2	0	0	0	0	0	54
7:45 AM	0	61	14	0	4	0	0	1	0	0	0	0	0	80
Hour Total	0	164	35	2	9	0	0	4	0	0	0	0	0	214

8:00 AM	0	59	13	3	2	0	0	1	0	0	0	0	0	78
8:15 AM	0	56	14	0	4	0	0	0	0	0	0	0	0	74
8:30 AM	0	35	16	0	4	0	0	1	0	0	0	0	0	56
8:45 AM	0	51	16	1	5	0	0	0	0	0	0	0	0	73
Hour Total	0	201	59	4	15	0	0	2	0	0	0	0	0	281
9:00 AM	0	53	20	0	2	0	0	1	0	0	0	0	0	76
9:15 AM	0	33	16	0	1	0	0	1	0	0	0	0	0	51
9:30 AM	0	56	22	0	2	0	0	0	0	0	0	0	0	80
9:45 AM	0	55	14	0	1	0	0	0	0	0	0	0	0	70
Hour Total	0	197	72	0	6	0	0	2	0	0	0	0	0	277
10:00 AM	0	50	13	0	5	0	0	0	0	0	0	0	0	68
10:15 AM	0	45	16	0	1	0	0	2	0	0	0	0	0	64
10:30 AM	0	56	23	1	2	0	0	1	1	0	0	0	0	84
10:45 AM	0	49	27	1	3	0	0	0	0	0	0	0	0	80
Hour Total	0	200	79	2	11	0	0	3	1	0	0	0	0	296
11:00 AM	0	58	24	1	2	0	0	1	0	0	0	0	0	86
11:15 AM	1	50	17	0	1	0	0	2	0	0	0	0	0	71
11:30 AM	0	68	11	0	5	0	0	1	0	0	0	0	0	85
11:45 AM	0	89	23	0	1	0	0	1	1	0	0	0	0	115
Hour Total	1	265	75	1	9	0	0	5	1	0	0	0	0	357
12:00 PM	0	76	24	1	3	0	0	2	0	0	0	0	0	106
12:15 PM	0	84	24	0	4	0	0	1	0	0	0	0	0	113
12:30 PM	0	76	18	0	3	0	0	1	1	0	0	0	0	99
12:45 PM	0	62	19	0	3	1	0	1	0	0	0	0	0	86
Hour Total	0	298	85	1	13	1	0	5	1	0	0	0	0	404
1:00 PM	1	69	19	0	6	0	0	1	0	0	0	0	0	96
1:15 PM	0	79	36	1	3	0	0	1	0	0	0	0	0	120
1:30 PM	1	68	19	0	0	0	0	0	0	0	0	0	0	88
1:45 PM	0	88	17	1	3	0	0	2	1	0	0	0	0	112
Hour Total	2	304	91	2	12	0	0	4	1	0	0	0	0	416
2:00 PM	0	72	13	0	2	0	0	0	0	0	0	0	0	87
2:15 PM	0	56	29	0	3	0	0	0	0	0	0	0	0	88
2:30 PM	0	76	18	0	3	0	0	2	1	0	0	0	0	100
2:45 PM	0	55	17	1	2	0	0	0	0	0	0	0	0	75
Hour Total	0	259	77	1	10	0	0	2	1	0	0	0	0	350
3:00 PM	1	90	18	0	4	0	0	0	1	0	0	0	0	114
3:15 PM	0	97	23	0	1	0	0	0	0	0	0	0	0	121
3:30 PM	0	77	22	0	1	0	0	1	0	0	0	0	0	101
3:45 PM	0	76	23	0	5	0	0	0	0	0	0	0	0	104
Hour Total	1	340	86	0	11	0	0	1	1	0	0	0	0	440

4:00 PM	0	74	23	0	4	0	0	0	0	0	0	0	0	101
4:15 PM	0	73	23	0	0	0	0	0	1	0	0	0	0	97
4:30 PM	0	72	18	0	0	1	0	0	0	0	0	0	0	91
4:45 PM	0	99	24	0	1	0	0	4	0	0	0	0	0	128
Hour Total	0	318	88	0	5	1	0	4	1	0	0	0	0	417
5:00 PM	1	97	22	0	3	0	0	3	0	0	0	0	0	126
5:15 PM	0	95	20	1	2	0	0	1	0	0	0	0	0	119
5:30 PM	0	92	23	1	2	0	0	1	0	0	0	0	0	119
5:45 PM	0	87	17	0	3	0	0	0	0	0	0	0	0	107
Hour Total	1	371	82	2	10	0	0	5	0	0	0	0	0	471
6:00 PM	0	107	24	0	3	0	0	0	0	0	0	0	0	134
6:15 PM	0	97	19	0	2	0	0	1	0	0	0	0	0	119
6:30 PM	0	74	15	0	0	0	0	0	0	0	0	0	0	89
6:45 PM	0	59	20	0	1	1	0	1	0	0	0	0	0	82
Hour Total	0	337	78	0	6	1	0	2	0	0	0	0	0	424
7:00 PM	0	65	11	0	2	0	0	0	0	0	0	0	0	78
7:15 PM	0	60	14	0	1	0	0	0	0	0	0	0	0	75
7:30 PM	0	70	10	0	1	0	0	0	0	0	0	0	0	81
7:45 PM	0	45	18	0	2	0	0	0	0	0	0	0	0	65
Hour Total	0	240	53	0	6	0	0	0	0	0	0	0	0	299
8:00 PM	0	53	16	0	2	0	0	0	0	0	0	0	0	71
8:15 PM	0	44	6	0	1	0	0	0	0	0	0	0	0	51
8:30 PM	0	67	22	0	1	0	0	0	0	0	0	0	0	90
8:45 PM	0	52	9	0	3	0	0	1	0	0	0	0	0	65
Hour Total	0	216	53	0	7	0	0	1	0	0	0	0	0	277
9:00 PM	0	55	11	0	0	0	0	0	0	0	0	0	0	66
9:15 PM	0	31	8	0	1	0	0	0	0	0	0	0	0	40
9:30 PM	0	39	5	0	3	0	0	0	0	0	0	0	0	47
9:45 PM	0	48	9	0	0	0	0	0	0	0	0	0	0	57
Hour Total	0	173	33	0	4	0	0	0	0	0	0	0	0	210
10:00 PM	0	34	7	0	1	0	0	0	0	0	0	0	0	42
10:15 PM	0	34	6	0	0	0	0	1	0	0	0	0	0	41
10:30 PM	0	31	5	0	0	0	0	0	0	0	0	0	0	36
10:45 PM	0	29	10	0	0	0	0	0	0	0	0	0	0	39
Hour Total	0	128	28	0	1	0	0	1	0	0	0	0	0	158
11:00 PM	0	23	3	0	0	0	0	0	0	0	0	0	0	26
11:15 PM	0	22	2	0	0	0	0	0	0	0	0	0	0	24
11:30 PM	0	20	1	0	0	0	0	0	0	0	0	0	0	21
11:45 PM	0	17	5	0	1	0	0	0	0	0	0	0	0	23
Hour Total	0	82	11	0	1	0	0	0	0	0	0	0	0	94
Totals	5	4459	1161	17	160	3	0	43	7	0	0	0	0	5855
Percent	0.1%	76.2%	19.8%	0.3%	2.7%	0.1%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

International Boulevard west of 98th Avenue (Outside Lanes)

Oakland

Project #:09-7224-031e

Date: 6/10/2009

WEDNESDAY

West Bound, East Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	37	3	0	1	0	0	0	0	0	0	0	0	41
12:15 AM	0	35	5	0	0	0	0	0	0	0	0	0	0	40
12:30 AM	0	30	5	0	1	0	0	0	0	0	0	0	0	36
12:45 AM	0	26	3	0	0	0	0	0	0	0	0	0	0	29
Hour Total	0	128	16	0	2	0	0	0	0	0	0	0	0	146
1:00 AM	0	25	5	0	1	0	0	0	0	0	0	0	0	31
1:15 AM	0	23	2	0	0	0	0	0	0	0	0	0	0	25
1:30 AM	0	15	2	0	0	0	0	0	0	0	0	0	0	17
1:45 AM	0	17	0	0	1	0	0	0	0	0	0	0	0	18
Hour Total	0	80	9	0	2	0	0	0	0	0	0	0	0	91
2:00 AM	0	20	4	1	1	0	0	1	0	0	0	0	0	27
2:15 AM	0	19	3	0	2	0	0	0	0	0	0	0	0	24
2:30 AM	0	26	1	1	1	0	0	0	0	0	0	0	0	29
2:45 AM	0	19	6	0	1	0	0	0	0	0	0	0	0	26
Hour Total	0	84	14	2	5	0	0	1	0	0	0	0	0	106
3:00 AM	0	12	3	0	2	0	0	0	1	0	0	0	0	18
3:15 AM	0	16	3	0	1	0	0	0	0	0	0	0	0	20
3:30 AM	0	13	4	0	0	0	0	0	0	0	0	0	0	17
3:45 AM	0	10	3	0	2	0	0	0	0	0	0	0	0	15
Hour Total	0	51	13	0	5	0	0	0	1	0	0	0	0	70
4:00 AM	0	14	2	0	1	1	0	0	0	0	0	0	0	18
4:15 AM	0	8	3	0	0	0	0	0	0	0	0	0	0	11
4:30 AM	0	14	7	0	1	0	0	0	0	0	0	0	0	22
4:45 AM	0	17	9	0	4	1	0	0	0	0	0	0	0	31
Hour Total	0	53	21	0	6	2	0	0	0	0	0	0	0	82
5:00 AM	0	18	6	0	2	0	0	0	0	0	0	0	0	26
5:15 AM	0	39	3	0	5	0	0	0	0	0	0	0	0	47
5:30 AM	0	34	12	0	2	0	0	1	0	0	0	0	0	49
5:45 AM	0	33	10	0	1	0	0	0	0	0	0	0	0	44
Hour Total	0	124	31	0	10	0	0	1	0	0	0	0	0	166
6:00 AM	1	45	12	0	7	0	0	1	0	0	0	0	0	66
6:15 AM	0	45	12	0	1	0	0	0	0	0	0	0	0	58
6:30 AM	0	45	14	1	2	2	0	2	0	0	0	0	0	66
6:45 AM	0	76	15	0	3	0	0	3	0	0	0	0	0	97
Hour Total	1	211	53	1	13	2	0	6	0	0	0	0	0	287
7:00 AM	0	48	12	0	3	0	0	3	0	0	0	0	0	66
7:15 AM	0	61	10	1	1	0	0	2	0	0	0	0	0	75
7:30 AM	1	80	14	1	7	0	0	2	0	0	0	0	0	105
7:45 AM	0	98	27	2	4	0	0	2	0	0	0	0	0	133
Hour Total	1	287	63	4	15	0	0	9	0	0	0	0	0	379

8:00 AM	0	117	26	3	2	0	0	3	0	0	0	0	0	151
8:15 AM	0	104	29	0	7	0	0	2	1	0	0	0	0	143
8:30 AM	0	97	32	0	4	0	0	3	0	0	0	0	0	136
8:45 AM	0	96	28	1	6	0	0	1	1	0	0	0	0	133
Hour Total	0	414	115	4	19	0	0	9	2	0	0	0	0	563
9:00 AM	0	104	27	0	4	0	1	1	0	0	0	0	0	137
9:15 AM	0	87	26	0	3	1	0	3	0	0	0	0	0	120
9:30 AM	0	103	33	0	3	0	0	2	0	0	0	0	0	141
9:45 AM	0	103	28	0	1	0	0	2	0	0	0	0	0	134
Hour Total	0	397	114	0	11	1	1	8	0	0	0	0	0	532
10:00 AM	0	98	27	0	6	0	0	2	0	0	0	0	0	133
10:15 AM	0	98	29	0	1	1	0	3	1	0	0	0	0	133
10:30 AM	0	112	31	1	7	1	0	2	1	0	0	0	0	155
10:45 AM	1	110	42	1	6	0	0	1	0	0	0	0	0	161
Hour Total	1	418	129	2	20	2	0	8	2	0	0	0	0	582
11:00 AM	0	129	35	1	2	0	0	2	0	0	0	0	0	169
11:15 AM	2	110	28	1	4	0	0	4	0	0	0	0	0	149
11:30 AM	0	141	26	0	6	0	0	2	0	0	0	0	0	175
11:45 AM	0	154	36	0	3	0	0	4	2	0	0	0	0	199
Hour Total	2	534	125	2	15	0	0	12	2	0	0	0	0	692
12:00 PM	0	139	49	1	5	0	0	2	0	0	0	0	0	196
12:15 PM	0	150	42	0	4	0	0	2	0	0	0	0	0	198
12:30 PM	0	151	31	0	3	1	0	3	2	0	0	0	0	191
12:45 PM	1	146	37	0	3	1	0	2	0	0	0	0	0	190
Hour Total	1	586	159	1	15	2	0	9	2	0	0	0	0	775
1:00 PM	1	151	35	0	8	0	0	2	0	0	0	0	0	197
1:15 PM	0	154	47	1	7	0	0	2	0	0	0	0	0	211
1:30 PM	1	158	31	0	2	0	0	0	0	0	0	0	0	192
1:45 PM	0	172	31	1	4	0	0	3	1	0	0	0	0	212
Hour Total	2	635	144	2	21	0	0	7	1	0	0	0	0	812
2:00 PM	0	152	28	0	2	0	0	3	0	0	0	0	0	185
2:15 PM	0	148	40	0	4	0	0	1	0	0	0	0	0	193
2:30 PM	0	162	30	0	5	0	0	5	1	0	0	0	0	203
2:45 PM	0	151	37	1	3	0	0	1	0	0	0	0	0	193
Hour Total	0	613	135	1	14	0	0	10	1	0	0	0	0	774
3:00 PM	2	173	31	0	6	1	0	0	2	0	0	0	0	215
3:15 PM	0	166	38	0	2	0	0	3	0	0	0	0	0	209
3:30 PM	0	154	36	0	4	0	0	1	0	0	0	0	0	195
3:45 PM	0	176	34	0	7	0	0	2	0	0	0	0	0	219
Hour Total	2	669	139	0	19	1	0	6	2	0	0	0	0	838

4:00 PM	0	158	40	0	4	0	0	3	0	0	0	0	0	205
4:15 PM	0	177	39	0	0	0	0	2	1	0	0	0	0	219
4:30 PM	0	163	33	0	1	1	0	2	0	0	0	0	0	200
4:45 PM	1	178	37	0	5	0	0	5	0	0	0	0	0	226
Hour Total	1	676	149	0	10	1	0	12	1	0	0	0	0	850
5:00 PM	1	188	38	0	4	0	0	3	0	0	0	0	0	234
5:15 PM	0	195	33	1	3	0	0	3	0	0	0	0	0	235
5:30 PM	0	179	35	1	3	0	0	4	0	0	0	0	0	222
5:45 PM	0	186	31	0	3	0	0	1	0	0	0	0	0	221
Hour Total	1	748	137	2	13	0	0	11	0	0	0	0	0	912
6:00 PM	0	208	36	0	4	0	0	0	1	0	0	0	0	249
6:15 PM	0	199	30	0	2	0	0	2	0	0	0	0	0	233
6:30 PM	1	169	28	0	0	0	0	0	0	0	0	0	0	198
6:45 PM	0	153	35	0	3	1	0	1	1	0	0	0	0	194
Hour Total	1	729	129	0	9	1	0	3	2	0	0	0	0	874
7:00 PM	0	155	23	0	2	0	0	0	0	0	0	0	0	180
7:15 PM	0	148	33	0	2	0	0	1	0	0	0	0	0	184
7:30 PM	0	161	22	0	2	0	0	0	0	0	0	0	0	185
7:45 PM	0	138	35	0	2	0	0	0	0	0	0	0	0	175
Hour Total	0	602	113	0	8	0	0	1	0	0	0	0	0	724
8:00 PM	0	142	26	0	2	0	0	0	0	0	0	0	0	170
8:15 PM	0	129	19	0	1	0	0	0	0	0	0	0	0	149
8:30 PM	0	149	37	0	1	0	0	0	0	0	0	0	0	187
8:45 PM	0	136	19	0	3	0	0	1	0	0	0	0	0	159
Hour Total	0	556	101	0	7	0	0	1	0	0	0	0	0	665
9:00 PM	0	144	16	0	1	0	0	0	0	0	0	0	0	161
9:15 PM	0	108	19	0	3	0	0	0	0	0	0	0	0	130
9:30 PM	0	114	12	0	4	0	0	0	0	0	0	0	0	130
9:45 PM	0	97	18	0	0	0	0	0	0	0	0	0	0	115
Hour Total	0	463	65	0	8	0	0	0	0	0	0	0	0	536
10:00 PM	0	79	12	0	1	0	0	0	0	0	0	0	0	92
10:15 PM	0	96	8	0	0	0	0	1	0	0	0	0	0	105
10:30 PM	0	94	14	0	1	0	0	0	0	0	0	0	0	109
10:45 PM	0	83	20	0	0	0	0	0	0	0	0	0	0	103
Hour Total	0	352	54	0	2	0	0	1	0	0	0	0	0	409
11:00 PM	0	71	7	0	2	0	0	0	0	0	0	0	0	80
11:15 PM	0	56	8	0	0	0	0	0	0	0	0	0	0	64
11:30 PM	0	53	5	0	0	0	0	0	0	0	0	0	0	58
11:45 PM	0	50	11	0	1	0	0	0	0	0	0	0	0	62
Hour Total	0	230	31	0	3	0	0	0	0	0	0	0	0	264
Totals	13	9640	2059	21	252	12	1	115	16	0	0	0	0	12129
Percent	0.1%	79.5%	17.0%	0.2%	2.1%	0.1%	0.0%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/10/2009

City: Oakland

Project #: 09-7224-031e

Location: International Boulevard west of 98th Avenue (Outside Lanes)

Start Time	Eastbound		Hour Totals		Westbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	23	106			18	90				
12:15	16	113			24	85				
12:30	15	99			21	92				
12:45	11	86	65	404	18	104	81	371	146	775
1:00	14	96			17	101				
1:15	10	120			15	91				
1:30	11	88			6	104				
1:45	5	112	40	416	13	100	51	396	91	812
2:00	9	87			18	98				
2:15	6	88			18	105				
2:30	12	100			17	103				
2:45	12	75	39	350	14	118	67	424	106	774
3:00	8	114			10	101				
3:15	11	121			9	88				
3:30	13	101			4	94				
3:45	8	104	40	440	7	115	30	398	70	838
4:00	9	101			9	104				
4:15	4	97			7	122				
4:30	15	91			7	109				
4:45	10	128	38	417	21	98	44	433	82	850
5:00	16	126			10	108				
5:15	27	119			20	116				
5:30	20	119			29	103				
5:45	28	107	91	471	16	114	75	441	166	912
6:00	44	134			22	115				
6:15	35	119			23	114				
6:30	30	89			36	109				
6:45	48	82	157	424	49	112	130	450	287	874
7:00	35	78			31	102				
7:15	45	75			30	109				
7:30	54	81			51	104				
7:45	80	65	214	299	53	110	165	425	379	724
8:00	78	71			73	99				
8:15	74	51			69	98				
8:30	56	90			80	97				
8:45	73	65	281	277	60	94	282	388	563	665
9:00	76	66			61	95				
9:15	51	40			69	90				
9:30	80	47			61	83				
9:45	70	57	277	210	64	58	255	326	532	536
10:00	68	42			65	50				
10:15	64	41			69	64				
10:30	84	36			71	73				
10:45	80	39	296	158	81	64	286	251	582	409
11:00	86	26			83	54				
11:15	71	24			78	40				
11:30	85	21			90	37				
11:45	115	23	357	94	84	39	335	170	692	264
Total	1895	3960	1895	3960	1801	4473	1801	4473	3696	8433
Combined Total	5855		5855		6274		6274		12129	
AM Peak	11:45 AM				11:45 AM					
Vol.	433				351					
P.H.F.	0.941				0.954					
PM Peak	4:45 PM				5:45 PM					
Vol.	492				452					
P.H.F.	0.961				0.983					
Percentage	32.4%	67.6%			28.7%	71.3%				

Class Report - Prepared by: NDS/ATD

Edes Avenue north of 85th Avenue
Oakland
Project #:09-7224-032n

Date: 6/3/2009 WEDNESDAY

North Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
12:15 AM	0	7	0	0	2	0	0	0	0	0	0	0	0	9
12:30 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
12:45 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	25	2	0	2	0	0	0	0	0	0	0	0	29
1:00 AM	0	3	0	0	0	0	0	1	0	0	0	0	0	4
1:15 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	5
1:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
1:45 AM	0	7	0	0	0	0	0	1	0	0	0	0	0	8
Hour Total	0	19	2	0	1	0	0	2	0	0	0	0	0	24
2:00 AM	0	26	0	0	0	0	0	0	0	0	0	0	0	26
2:15 AM	0	8	1	0	1	0	0	1	0	0	0	0	0	11
2:30 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	3
2:45 AM	0	3	0	0	1	0	0	0	1	0	0	0	0	5
Hour Total	0	38	3	0	2	0	0	1	1	0	0	0	0	45
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
3:30 AM	0	2	1	0	0	0	0	0	0	0	0	0	0	3
3:45 AM	0	5	0	0	0	1	0	0	0	0	0	0	0	6
Hour Total	0	13	2	0	0	1	0	0	0	0	0	0	0	16
4:00 AM	0	3	1	0	0	0	0	1	0	0	0	0	0	5
4:15 AM	0	4	1	0	0	0	1	1	1	0	0	0	0	8
4:30 AM	0	6	0	0	1	0	0	0	0	0	0	0	0	7
4:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	19	2	0	1	0	1	2	1	0	0	0	0	26
5:00 AM	0	6	2	0	2	0	0	0	0	0	0	0	0	10
5:15 AM	0	5	0	1	1	0	0	0	0	0	0	0	0	7
5:30 AM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
5:45 AM	0	15	0	0	0	1	0	0	0	0	0	0	0	16
Hour Total	0	35	2	1	3	1	0	0	0	0	0	0	0	42
6:00 AM	0	17	1	0	1	0	0	1	0	0	0	0	0	20
6:15 AM	0	12	3	0	0	1	0	0	1	0	0	0	0	17
6:30 AM	0	35	10	0	0	0	0	1	1	0	0	0	0	47
6:45 AM	0	24	7	0	1	1	0	0	0	0	0	0	0	33
Hour Total	0	88	21	0	2	2	0	2	2	0	0	0	0	117
7:00 AM	0	24	1	0	1	1	0	0	1	0	0	0	0	28
7:15 AM	0	26	9	0	2	0	0	0	1	0	0	0	0	38
7:30 AM	0	47	8	1	1	0	0	1	1	0	0	0	0	59
7:45 AM	0	49	7	0	2	1	0	0	1	0	0	0	0	60
Hour Total	0	146	25	1	6	2	0	1	4	0	0	0	0	185

8:00 AM	0	46	3	0	1	0	0	1	0	0	0	0	0	51
8:15 AM	0	40	6	0	0	1	0	0	1	0	0	0	0	48
8:30 AM	0	38	4	2	1	0	0	0	1	0	0	0	0	46
8:45 AM	0	27	9	1	0	0	0	0	0	0	0	0	0	37
Hour Total	0	151	22	3	2	1	0	1	2	0	0	0	0	182
9:00 AM	0	38	6	0	2	0	0	0	1	0	0	0	0	47
9:15 AM	0	23	6	1	1	1	0	0	1	0	0	0	0	33
9:30 AM	0	35	6	0	1	1	0	0	2	0	0	0	0	45
9:45 AM	0	31	2	0	0	0	0	4	1	0	0	0	0	38
Hour Total	0	127	20	1	4	2	0	4	5	0	0	0	0	163
10:00 AM	0	40	2	0	2	0	0	1	1	0	0	0	0	46
10:15 AM	0	31	5	0	1	0	0	0	0	0	0	0	0	37
10:30 AM	0	36	8	0	0	1	0	0	1	0	0	0	0	46
10:45 AM	0	43	6	1	0	0	0	1	2	0	0	0	0	53
Hour Total	0	150	21	1	3	1	0	2	4	0	0	0	0	182
11:00 AM	0	47	5	0	1	0	0	0	1	0	0	0	0	54
11:15 AM	0	30	13	1	0	0	0	0	2	0	0	0	0	46
11:30 AM	1	32	2	0	1	2	0	2	2	0	0	0	0	42
11:45 AM	1	28	5	0	1	0	0	0	0	0	0	0	0	35
Hour Total	2	137	25	1	3	2	0	2	5	0	0	0	0	177
12:00 PM	0	43	8	0	3	0	0	0	1	0	0	0	0	55
12:15 PM	0	45	7	1	2	0	0	0	1	0	0	0	0	56
12:30 PM	0	35	4	0	2	0	0	0	0	0	0	0	0	41
12:45 PM	3	37	6	0	1	1	0	0	1	0	0	0	0	49
Hour Total	3	160	25	1	8	1	0	0	3	0	0	0	0	201
1:00 PM	0	38	3	0	0	1	0	0	0	0	0	0	0	42
1:15 PM	0	48	6	0	0	0	0	0	1	0	0	0	0	55
1:30 PM	0	47	3	2	0	0	0	1	0	0	0	0	0	53
1:45 PM	1	37	4	0	1	0	0	0	0	0	0	0	0	43
Hour Total	1	170	16	2	1	1	0	1	1	0	0	0	0	193
2:00 PM	0	29	9	0	2	0	0	1	1	0	0	0	0	42
2:15 PM	0	51	4	0	2	0	0	1	1	0	0	0	0	59
2:30 PM	1	35	5	0	1	0	0	1	2	0	0	0	0	45
2:45 PM	0	38	9	0	1	0	0	0	1	0	0	0	0	49
Hour Total	1	153	27	0	6	0	0	3	5	0	0	0	0	195
3:00 PM	0	51	7	0	1	0	0	0	0	0	0	0	0	59
3:15 PM	0	53	5	0	0	0	0	1	1	0	0	0	0	60
3:30 PM	0	51	3	0	1	1	0	0	2	0	0	0	0	58
3:45 PM	0	55	5	1	0	1	0	0	1	0	0	0	0	63
Hour Total	0	210	20	1	2	2	0	1	4	0	0	0	0	240

4:00 PM	0	32	6	0	1	0	0	1	0	0	0	0	0	40
4:15 PM	0	39	1	0	2	0	0	2	0	0	0	0	0	44
4:30 PM	0	49	10	1	1	1	0	0	0	0	0	0	0	62
4:45 PM	0	33	7	0	0	0	0	0	1	0	0	0	0	41
Hour Total	0	153	24	1	4	1	0	3	1	0	0	0	0	187
5:00 PM	0	53	6	0	1	0	0	2	0	0	0	0	0	62
5:15 PM	0	44	5	0	0	0	0	0	0	0	0	0	0	49
5:30 PM	0	28	4	0	2	0	0	0	0	0	0	0	0	34
5:45 PM	0	41	8	0	0	0	0	0	1	0	0	0	0	50
Hour Total	0	166	23	0	3	0	0	2	1	0	0	0	0	195
6:00 PM	0	30	1	0	1	0	0	0	1	0	0	0	0	33
6:15 PM	0	26	3	0	1	0	0	0	0	0	0	0	0	30
6:30 PM	0	23	4	0	0	0	0	0	0	0	0	0	0	27
6:45 PM	1	36	3	0	0	0	0	0	0	0	0	0	0	40
Hour Total	1	115	11	0	2	0	0	0	1	0	0	0	0	130
7:00 PM	0	33	3	0	1	0	0	0	0	0	0	0	0	37
7:15 PM	0	29	1	0	0	0	0	0	0	0	0	0	0	30
7:30 PM	1	21	2	0	2	0	0	0	0	0	0	0	0	26
7:45 PM	0	22	1	0	0	0	0	0	0	0	0	0	0	23
Hour Total	1	105	7	0	3	0	0	0	0	0	0	0	0	116
8:00 PM	0	29	1	0	1	0	0	0	0	0	0	0	0	31
8:15 PM	0	21	1	0	0	0	0	0	0	0	0	0	0	22
8:30 PM	0	22	6	0	0	0	0	0	0	0	0	0	0	28
8:45 PM	0	15	2	0	1	0	0	0	0	0	0	0	0	18
Hour Total	0	87	10	0	2	0	0	0	0	0	0	0	0	99
9:00 PM	0	25	2	0	0	0	0	0	0	0	0	0	0	27
9:15 PM	0	18	3	0	0	0	0	0	0	0	0	0	0	21
9:30 PM	0	25	2	0	1	0	0	0	1	0	0	0	0	29
9:45 PM	0	18	2	0	0	0	0	0	0	0	0	0	0	20
Hour Total	0	86	9	0	1	0	0	0	1	0	0	0	0	97
10:00 PM	0	25	3	0	3	0	0	0	0	0	0	0	0	31
10:15 PM	0	8	1	0	1	0	0	1	1	0	0	0	0	12
10:30 PM	0	16	0	0	1	0	0	0	0	0	0	0	0	17
10:45 PM	0	9	0	0	0	0	0	0	0	0	0	0	0	9
Hour Total	0	58	4	0	5	0	0	1	1	0	0	0	0	69
11:00 PM	0	7	0	0	1	0	0	0	0	0	0	0	0	8
11:15 PM	0	4	1	0	0	0	0	1	0	0	0	0	0	6
11:30 PM	0	11	1	0	1	0	0	0	0	0	0	0	0	13
11:45 PM	0	10	0	0	1	0	0	2	0	0	0	0	0	13
Hour Total	0	32	2	0	3	0	0	3	0	0	0	0	0	40
Totals	9	2443	325	13	69	17	1	31	42	0	0	0	0	2950
Percent	0.3%	82.8%	11.0%	0.4%	2.3%	0.6%	0.0%	1.1%	1.4%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Edes Avenue north of 85th Avenue
Oakland
Project #:09-7224-032s

Date: 6/3/2009 WEDNESDAY

South Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	6	1	0	2	0	0	0	2	0	0	0	0	11
12:15 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	12
12:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
12:45 AM	0	4	0	0	0	0	0	1	0	0	0	0	0	5
Hour Total	0	25	3	0	2	0	0	1	2	0	0	0	0	33
1:00 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
1:15 AM	0	3	0	0	1	0	0	1	1	0	0	0	0	6
1:30 AM	0	7	1	2	1	0	0	0	0	0	0	0	0	11
1:45 AM	0	2	0	0	0	0	0	1	1	0	0	0	0	4
Hour Total	0	17	1	2	2	0	0	2	2	0	0	0	0	26
2:00 AM	0	6	0	0	1	0	0	1	0	0	0	0	0	8
2:15 AM	0	3	0	0	0	2	0	0	0	0	0	0	0	5
2:30 AM	0	2	1	0	0	1	0	0	0	0	0	0	0	4
2:45 AM	0	1	1	0	0	0	0	1	0	0	0	0	0	3
Hour Total	0	12	2	0	1	3	0	2	0	0	0	0	0	20
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:15 AM	0	2	0	0	1	0	0	0	1	0	0	0	0	4
3:30 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:45 AM	0	4	1	0	1	0	0	1	0	0	0	0	0	7
Hour Total	0	9	1	0	2	0	0	1	1	0	0	0	0	14
4:00 AM	0	5	1	0	1	0	0	0	0	0	0	0	0	7
4:15 AM	0	2	0	0	0	1	0	1	0	0	0	0	0	4
4:30 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	3
4:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	16	1	0	1	1	0	1	1	0	0	0	0	21
5:00 AM	0	9	0	0	1	0	0	1	0	0	0	0	0	11
5:15 AM	0	5	0	0	0	0	0	1	0	0	0	0	0	6
5:30 AM	0	10	1	0	1	0	0	0	0	0	0	0	0	12
5:45 AM	0	10	2	0	0	0	0	0	1	0	0	0	0	13
Hour Total	0	34	3	0	2	0	0	2	1	0	0	0	0	42
6:00 AM	0	6	1	0	1	0	0	0	0	0	0	0	0	8
6:15 AM	0	17	3	0	1	0	0	1	1	0	0	0	0	23
6:30 AM	0	11	5	0	0	0	0	0	0	0	0	0	0	16
6:45 AM	0	18	7	0	1	0	0	0	0	0	0	0	0	26
Hour Total	0	52	16	0	3	0	0	1	1	0	0	0	0	73
7:00 AM	0	14	4	0	2	0	0	0	0	0	0	0	0	20
7:15 AM	0	21	4	0	0	1	0	0	1	0	0	0	0	27
7:30 AM	0	25	6	0	2	0	0	1	1	0	0	0	0	35
7:45 AM	0	28	4	0	1	1	0	0	1	0	0	0	0	35
Hour Total	0	88	18	0	5	2	0	1	3	0	0	0	0	117

8:00 AM	0	31	2	0	0	0	0	0	1	0	0	0	0	34
8:15 AM	0	23	4	0	1	0	0	1	0	0	0	0	0	29
8:30 AM	1	29	1	0	0	0	0	1	0	0	0	0	0	32
8:45 AM	0	31	6	3	1	0	0	0	0	0	0	0	0	41
Hour Total	1	114	13	3	2	0	0	2	1	0	0	0	0	136
9:00 AM	0	33	4	0	1	0	0	1	0	0	0	0	0	39
9:15 AM	0	19	2	0	2	0	0	0	0	0	0	0	0	23
9:30 AM	0	23	3	0	1	1	0	1	1	0	0	0	0	30
9:45 AM	0	27	0	0	0	0	0	0	0	0	0	0	0	27
Hour Total	0	102	9	0	4	1	0	2	1	0	0	0	0	119
10:00 AM	1	14	1	0	1	2	0	1	1	0	0	0	0	21
10:15 AM	0	14	4	0	0	0	0	0	0	0	0	0	0	18
10:30 AM	0	26	7	0	3	1	0	1	1	0	0	0	0	39
10:45 AM	1	28	3	0	1	2	0	1	1	0	0	0	0	37
Hour Total	2	82	15	0	5	5	0	3	3	0	0	0	0	115
11:00 AM	0	27	2	0	3	1	0	0	2	0	0	0	0	35
11:15 AM	0	25	2	1	2	3	0	1	0	0	0	0	0	34
11:30 AM	0	29	2	0	1	1	0	0	1	0	0	0	0	34
11:45 AM	0	26	7	0	1	1	0	0	1	0	0	0	0	36
Hour Total	0	107	13	1	7	6	0	1	4	0	0	0	0	139
12:00 PM	0	29	4	0	0	1	0	0	1	0	0	0	0	35
12:15 PM	0	39	2	1	2	0	0	0	0	0	0	0	0	44
12:30 PM	0	34	5	0	1	3	0	0	2	0	0	0	0	45
12:45 PM	1	41	7	0	0	0	0	0	0	0	0	0	0	49
Hour Total	1	143	18	1	3	4	0	0	3	0	0	0	0	173
1:00 PM	0	26	3	0	1	1	0	1	0	0	0	0	0	32
1:15 PM	0	39	6	0	0	0	0	1	2	0	0	0	0	48
1:30 PM	0	39	3	0	3	1	0	1	1	0	0	0	0	48
1:45 PM	0	25	5	2	1	0	0	0	0	0	0	0	0	33
Hour Total	0	129	17	2	5	2	0	3	3	0	0	0	0	161
2:00 PM	0	48	1	0	0	0	0	0	1	0	0	0	0	50
2:15 PM	0	24	9	1	0	0	0	1	2	0	0	0	0	37
2:30 PM	0	29	3	0	2	0	0	0	1	0	0	0	0	35
2:45 PM	0	32	5	0	1	0	0	1	0	0	0	0	0	39
Hour Total	0	133	18	1	3	0	0	2	4	0	0	0	0	161
3:00 PM	0	28	3	0	1	2	0	0	1	0	0	0	0	35
3:15 PM	0	29	1	0	2	0	0	2	3	0	0	0	0	37
3:30 PM	1	27	6	0	0	0	0	0	0	0	0	0	0	34
3:45 PM	0	26	4	0	1	0	0	0	1	0	0	0	0	32
Hour Total	1	110	14	0	4	2	0	2	5	0	0	0	0	138

4:00 PM	0	36	4	0	0	0	0	1	0	0	0	0	0	41
4:15 PM	0	36	4	0	1	2	0	1	1	0	0	0	0	45
4:30 PM	1	22	5	0	1	1	0	0	1	0	0	0	0	31
4:45 PM	0	37	4	0	2	0	0	0	0	0	0	0	0	43
Hour Total	1	131	17	0	4	3	0	2	2	0	0	0	0	160
5:00 PM	0	41	3	0	1	1	0	2	1	0	0	0	0	49
5:15 PM	0	44	4	0	1	0	0	1	0	0	0	0	0	50
5:30 PM	0	26	7	0	1	0	1	0	1	0	0	0	0	36
5:45 PM	0	24	4	0	0	0	0	0	1	0	0	0	0	29
Hour Total	0	135	18	0	3	1	1	3	3	0	0	0	0	164
6:00 PM	0	35	0	0	0	0	0	1	1	0	0	0	0	37
6:15 PM	0	25	4	1	1	0	0	0	0	0	0	0	0	31
6:30 PM	0	21	2	0	0	0	0	1	0	0	0	0	0	24
6:45 PM	0	21	3	0	0	0	0	0	1	0	0	0	0	25
Hour Total	0	102	9	1	1	0	0	2	2	0	0	0	0	117
7:00 PM	1	20	2	0	1	0	0	1	0	0	0	0	0	25
7:15 PM	0	25	3	0	0	0	0	0	0	0	0	0	0	28
7:30 PM	0	22	1	0	0	0	0	1	0	0	0	0	0	24
7:45 PM	0	17	4	0	0	0	0	2	1	0	0	0	0	24
Hour Total	1	84	10	0	1	0	0	4	1	0	0	0	0	101
8:00 PM	0	21	4	0	1	1	0	0	0	0	0	0	0	27
8:15 PM	0	20	2	0	1	0	0	0	0	0	0	0	0	23
8:30 PM	0	14	4	0	0	0	0	1	0	0	0	0	0	19
8:45 PM	0	14	0	0	1	0	0	0	0	0	0	0	0	15
Hour Total	0	69	10	0	3	1	0	1	0	0	0	0	0	84
9:00 PM	0	31	0	0	0	0	0	0	2	0	0	0	0	33
9:15 PM	0	20	4	0	0	1	0	1	0	0	0	0	0	26
9:30 PM	0	19	1	0	0	0	0	0	0	0	0	0	0	20
9:45 PM	0	18	1	0	0	0	0	1	1	0	0	0	0	21
Hour Total	0	88	6	0	0	1	0	2	3	0	0	0	0	100
10:00 PM	0	16	1	0	0	0	0	2	0	0	0	0	0	19
10:15 PM	0	17	0	0	0	0	0	0	0	0	0	0	0	17
10:30 PM	0	16	1	0	0	0	0	2	0	0	0	0	0	19
10:45 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	63	3	0	0	0	0	4	0	0	0	0	0	70
11:00 PM	0	11	3	0	1	0	0	1	2	0	0	0	0	18
11:15 PM	0	14	1	0	0	0	0	0	0	0	0	0	0	15
11:30 PM	0	5	0	0	0	0	0	1	1	0	0	0	0	7
11:45 PM	0	10	0	1	1	0	0	0	1	0	0	0	0	13
Hour Total	0	40	4	1	2	0	0	2	4	0	0	0	0	53
Totals	7	1885	239	12	65	32	1	46	50	0	0	0	0	2337
Percent	0.3%	80.7%	10.2%	0.5%	2.8%	1.4%	0.0%	2.0%	2.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Edes Avenue north of 85th Avenue
Oakland
Project #:09-7224-032s

Date: 6/3/2009 WEDNESDAY

North Bound, South Bound															
Begin	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle		
Time	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total	
12:00 AM	0	12	2	0	2	0	0	0	2	0	0	0	0	18	
12:15 AM	0	17	2	0	2	0	0	0	0	0	0	0	0	21	
12:30 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	
12:45 AM	0	8	1	0	0	0	0	1	0	0	0	0	0	10	
Hour Total	0	50	5	0	4	0	0	1	2	0	0	0	0	62	
1:00 AM	0	8	0	0	0	0	0	1	0	0	0	0	0	9	
1:15 AM	0	6	1	0	2	0	0	1	1	0	0	0	0	11	
1:30 AM	0	13	2	2	1	0	0	0	0	0	0	0	0	18	
1:45 AM	0	9	0	0	0	0	0	2	1	0	0	0	0	12	
Hour Total	0	36	3	2	3	0	0	4	2	0	0	0	0	50	
2:00 AM	0	32	0	0	1	0	0	1	0	0	0	0	0	34	
2:15 AM	0	11	1	0	1	2	0	1	0	0	0	0	0	16	
2:30 AM	0	3	3	0	0	1	0	0	0	0	0	0	0	7	
2:45 AM	0	4	1	0	1	0	0	1	1	0	0	0	0	8	
Hour Total	0	50	5	0	3	3	0	3	1	0	0	0	0	65	
3:00 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	2	
3:15 AM	0	7	1	0	1	0	0	0	1	0	0	0	0	10	
3:30 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5	
3:45 AM	0	9	1	0	1	1	0	1	0	0	0	0	0	13	
Hour Total	0	22	3	0	2	1	0	1	1	0	0	0	0	30	
4:00 AM	0	8	2	0	1	0	0	1	0	0	0	0	0	12	
4:15 AM	0	6	1	0	0	1	1	2	1	0	0	0	0	12	
4:30 AM	0	8	0	0	1	0	0	0	1	0	0	0	0	10	
4:45 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13	
Hour Total	0	35	3	0	2	1	1	3	2	0	0	0	0	47	
5:00 AM	0	15	2	0	3	0	0	1	0	0	0	0	0	21	
5:15 AM	0	10	0	1	1	0	0	1	0	0	0	0	0	13	
5:30 AM	0	19	1	0	1	0	0	0	0	0	0	0	0	21	
5:45 AM	0	25	2	0	0	1	0	0	1	0	0	0	0	29	
Hour Total	0	69	5	1	5	1	0	2	1	0	0	0	0	84	
6:00 AM	0	23	2	0	2	0	0	1	0	0	0	0	0	28	
6:15 AM	0	29	6	0	1	1	0	1	2	0	0	0	0	40	
6:30 AM	0	46	15	0	0	0	0	1	1	0	0	0	0	63	
6:45 AM	0	42	14	0	2	1	0	0	0	0	0	0	0	59	
Hour Total	0	140	37	0	5	2	0	3	3	0	0	0	0	190	
7:00 AM	0	38	5	0	3	1	0	0	1	0	0	0	0	48	
7:15 AM	0	47	13	0	2	1	0	0	2	0	0	0	0	65	
7:30 AM	0	72	14	1	3	0	0	2	2	0	0	0	0	94	
7:45 AM	0	77	11	0	3	2	0	0	2	0	0	0	0	95	
Hour Total	0	234	43	1	11	4	0	2	7	0	0	0	0	302	

8:00 AM	0	77	5	0	1	0	0	1	1	0	0	0	0	85
8:15 AM	0	63	10	0	1	1	0	1	1	0	0	0	0	77
8:30 AM	1	67	5	2	1	0	0	1	1	0	0	0	0	78
8:45 AM	0	58	15	4	1	0	0	0	0	0	0	0	0	78
Hour Total	1	265	35	6	4	1	0	3	3	0	0	0	0	318
9:00 AM	0	71	10	0	3	0	0	1	1	0	0	0	0	86
9:15 AM	0	42	8	1	3	1	0	0	1	0	0	0	0	56
9:30 AM	0	58	9	0	2	2	0	1	3	0	0	0	0	75
9:45 AM	0	58	2	0	0	0	0	4	1	0	0	0	0	65
Hour Total	0	229	29	1	8	3	0	6	6	0	0	0	0	282
10:00 AM	1	54	3	0	3	2	0	2	2	0	0	0	0	67
10:15 AM	0	45	9	0	1	0	0	0	0	0	0	0	0	55
10:30 AM	0	62	15	0	3	2	0	1	2	0	0	0	0	85
10:45 AM	1	71	9	1	1	2	0	2	3	0	0	0	0	90
Hour Total	2	232	36	1	8	6	0	5	7	0	0	0	0	297
11:00 AM	0	74	7	0	4	1	0	0	3	0	0	0	0	89
11:15 AM	0	55	15	2	2	3	0	1	2	0	0	0	0	80
11:30 AM	1	61	4	0	2	3	0	2	3	0	0	0	0	76
11:45 AM	1	54	12	0	2	1	0	0	1	0	0	0	0	71
Hour Total	2	244	38	2	10	8	0	3	9	0	0	0	0	316
12:00 PM	0	72	12	0	3	1	0	0	2	0	0	0	0	90
12:15 PM	0	84	9	2	4	0	0	0	1	0	0	0	0	100
12:30 PM	0	69	9	0	3	3	0	0	2	0	0	0	0	86
12:45 PM	4	78	13	0	1	1	0	0	1	0	0	0	0	98
Hour Total	4	303	43	2	11	5	0	0	6	0	0	0	0	374
1:00 PM	0	64	6	0	1	2	0	1	0	0	0	0	0	74
1:15 PM	0	87	12	0	0	0	0	1	3	0	0	0	0	103
1:30 PM	0	86	6	2	3	1	0	2	1	0	0	0	0	101
1:45 PM	1	62	9	2	2	0	0	0	0	0	0	0	0	76
Hour Total	1	299	33	4	6	3	0	4	4	0	0	0	0	354
2:00 PM	0	77	10	0	2	0	0	1	2	0	0	0	0	92
2:15 PM	0	75	13	1	2	0	0	2	3	0	0	0	0	96
2:30 PM	1	64	8	0	3	0	0	1	3	0	0	0	0	80
2:45 PM	0	70	14	0	2	0	0	1	1	0	0	0	0	88
Hour Total	1	286	45	1	9	0	0	5	9	0	0	0	0	356
3:00 PM	0	79	10	0	2	2	0	0	1	0	0	0	0	94
3:15 PM	0	82	6	0	2	0	0	3	4	0	0	0	0	97
3:30 PM	1	78	9	0	1	1	0	0	2	0	0	0	0	92
3:45 PM	0	81	9	1	1	1	0	0	2	0	0	0	0	95
Hour Total	1	320	34	1	6	4	0	3	9	0	0	0	0	378

4:00 PM	0	68	10	0	1	0	0	2	0	0	0	0	0	81
4:15 PM	0	75	5	0	3	2	0	3	1	0	0	0	0	89
4:30 PM	1	71	15	1	2	2	0	0	1	0	0	0	0	93
4:45 PM	0	70	11	0	2	0	0	0	1	0	0	0	0	84
Hour Total	1	284	41	1	8	4	0	5	3	0	0	0	0	347
5:00 PM	0	94	9	0	2	1	0	4	1	0	0	0	0	111
5:15 PM	0	88	9	0	1	0	0	1	0	0	0	0	0	99
5:30 PM	0	54	11	0	3	0	1	0	1	0	0	0	0	70
5:45 PM	0	65	12	0	0	0	0	0	2	0	0	0	0	79
Hour Total	0	301	41	0	6	1	1	5	4	0	0	0	0	359
6:00 PM	0	65	1	0	1	0	0	1	2	0	0	0	0	70
6:15 PM	0	51	7	1	2	0	0	0	0	0	0	0	0	61
6:30 PM	0	44	6	0	0	0	0	1	0	0	0	0	0	51
6:45 PM	1	57	6	0	0	0	0	0	1	0	0	0	0	65
Hour Total	1	217	20	1	3	0	0	2	3	0	0	0	0	247
7:00 PM	1	53	5	0	2	0	0	1	0	0	0	0	0	62
7:15 PM	0	54	4	0	0	0	0	0	0	0	0	0	0	58
7:30 PM	1	43	3	0	2	0	0	1	0	0	0	0	0	50
7:45 PM	0	39	5	0	0	0	0	2	1	0	0	0	0	47
Hour Total	2	189	17	0	4	0	0	4	1	0	0	0	0	217
8:00 PM	0	50	5	0	2	1	0	0	0	0	0	0	0	58
8:15 PM	0	41	3	0	1	0	0	0	0	0	0	0	0	45
8:30 PM	0	36	10	0	0	0	0	1	0	0	0	0	0	47
8:45 PM	0	29	2	0	2	0	0	0	0	0	0	0	0	33
Hour Total	0	156	20	0	5	1	0	1	0	0	0	0	0	183
9:00 PM	0	56	2	0	0	0	0	0	2	0	0	0	0	60
9:15 PM	0	38	7	0	0	1	0	1	0	0	0	0	0	47
9:30 PM	0	44	3	0	1	0	0	0	1	0	0	0	0	49
9:45 PM	0	36	3	0	0	0	0	1	1	0	0	0	0	41
Hour Total	0	174	15	0	1	1	0	2	4	0	0	0	0	197
10:00 PM	0	41	4	0	3	0	0	2	0	0	0	0	0	50
10:15 PM	0	25	1	0	1	0	0	1	1	0	0	0	0	29
10:30 PM	0	32	1	0	1	0	0	2	0	0	0	0	0	36
10:45 PM	0	23	1	0	0	0	0	0	0	0	0	0	0	24
Hour Total	0	121	7	0	5	0	0	5	1	0	0	0	0	139
11:00 PM	0	18	3	0	2	0	0	1	2	0	0	0	0	26
11:15 PM	0	18	2	0	0	0	0	1	0	0	0	0	0	21
11:30 PM	0	16	1	0	1	0	0	1	1	0	0	0	0	20
11:45 PM	0	20	0	1	2	0	0	2	1	0	0	0	0	26
Hour Total	0	72	6	1	5	0	0	5	4	0	0	0	0	93
Totals	16	4328	564	25	134	49	2	77	92	0	0	0	0	5287
Percent	0.3%	81.9%	10.7%	0.5%	2.5%	0.9%	0.0%	1.5%	1.7%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/3/2009

City: Oakland

Project #: 09-7224-032s

Location: Edes Avenue north of 85th Avenue

Start Time	Southbound		Hour Totals		Northbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	11	35			7	55				
12:15	12	44			9	56				
12:30	5	45			8	41				
12:45	5	49	33	173	5	49	29	201	62	374
1:00	5	32			4	42				
1:15	6	48			5	55				
1:30	11	48			7	53				
1:45	4	33	26	161	8	43	24	193	50	354
2:00	8	50			26	42				
2:15	5	37			11	59				
2:30	4	35			3	45				
2:45	3	39	20	161	5	49	45	195	65	356
3:00	1	35			1	59				
3:15	4	37			6	60				
3:30	2	34			3	58				
3:45	7	32	14	138	6	63	16	240	30	378
4:00	7	41			5	40				
4:15	4	45			8	44				
4:30	3	31			7	62				
4:45	7	43	21	160	6	41	26	187	47	347
5:00	11	49			10	62				
5:15	6	50			7	49				
5:30	12	36			9	34				
5:45	13	29	42	164	16	50	42	195	84	359
6:00	8	37			20	33				
6:15	23	31			17	30				
6:30	16	24			47	27				
6:45	26	25	73	117	33	40	117	130	190	247
7:00	20	25			28	37				
7:15	27	28			38	30				
7:30	35	24			59	26				
7:45	35	24	117	101	60	23	185	116	302	217
8:00	34	27			51	31				
8:15	29	23			48	22				
8:30	32	19			46	28				
8:45	41	15	136	84	37	18	182	99	318	183
9:00	39	33			47	27				
9:15	23	26			33	21				
9:30	30	20			45	29				
9:45	27	21	119	100	38	20	163	97	282	197
10:00	21	19			46	31				
10:15	18	17			37	12				
10:30	39	19			46	17				
10:45	37	15	115	70	53	9	182	69	297	139
11:00	35	18			54	8				
11:15	34	15			46	6				
11:30	34	7			42	13				
11:45	36	13	139	53	35	13	177	40	316	93
Total	855	1482	855	1482	1188	1762	1188	1762	2043	3244
Combined Total	2337		2337		2950		2950		5287	
AM Peak	11:45 AM				7:30 AM					
Vol.	160				218					
P.H.F.	0.889				0.908					
PM Peak	1:15 PM				3:00 PM					
Vol.	179				240					
P.H.F.	0.895				0.952					
Percentage	36.6%	63.4%			40.3%	59.7%				

Class Report - Prepared by: NDS/ATD

Edes Avenue north of 85th Avenue
Oakland
Project #:09-7224-032n

Date: 6/4/2009 THURSDAY

North Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
12:15 AM	0	3	0	0	1	0	0	1	0	0	0	0	0	5
12:30 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
12:45 AM	0	4	0	0	1	0	0	0	1	0	0	0	0	6
Hour Total	0	24	2	0	2	0	0	1	1	0	0	0	0	30
1:00 AM	0	6	0	0	1	0	0	1	0	0	0	0	0	8
1:15 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
1:30 AM	0	2	2	0	1	0	0	0	0	0	0	0	0	5
1:45 AM	0	6	1	0	0	0	0	1	0	0	0	0	0	8
Hour Total	0	18	5	0	2	0	0	2	0	0	0	0	0	27
2:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
2:15 AM	0	16	1	0	1	0	0	0	0	0	0	0	0	18
2:30 AM	0	16	1	0	1	0	0	1	1	0	0	0	0	20
2:45 AM	0	4	1	0	2	0	0	0	0	0	0	0	0	7
Hour Total	0	40	4	0	4	0	0	1	1	0	0	0	0	50
3:00 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
3:15 AM	0	2	0	0	0	0	0	0	1	0	0	0	0	3
3:30 AM	0	3	0	0	0	0	0	1	1	0	0	0	0	5
3:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	13	0	0	0	0	0	1	2	0	0	0	0	16
4:00 AM	0	2	2	0	1	1	0	1	0	0	0	0	0	7
4:15 AM	0	3	2	0	0	0	0	1	0	0	0	0	0	6
4:30 AM	0	6	1	0	2	0	0	0	0	0	0	0	0	9
4:45 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	18	5	0	3	1	0	2	0	0	0	0	0	29
5:00 AM	0	5	2	0	1	0	0	0	0	0	0	0	0	8
5:15 AM	0	7	0	0	1	0	0	0	0	0	0	0	0	8
5:30 AM	0	8	0	0	0	0	0	0	1	0	0	0	0	9
5:45 AM	0	22	0	0	1	0	0	0	1	0	0	0	0	24
Hour Total	0	42	2	0	3	0	0	0	2	0	0	0	0	49
6:00 AM	0	20	2	0	1	0	0	0	0	0	0	0	0	23
6:15 AM	1	10	4	2	0	1	0	0	0	0	0	0	0	18
6:30 AM	0	27	2	0	0	1	0	0	0	0	0	0	0	30
6:45 AM	0	22	7	0	3	1	0	0	0	0	0	0	0	33
Hour Total	1	79	15	2	4	3	0	0	0	0	0	0	0	104
7:00 AM	0	18	8	1	1	0	0	0	2	0	0	0	0	30
7:15 AM	0	27	7	1	3	0	0	1	1	0	0	0	0	40
7:30 AM	0	53	7	1	0	0	0	0	0	0	0	0	0	61
7:45 AM	1	42	6	0	1	0	0	1	2	0	0	0	0	53
Hour Total	1	140	28	3	5	0	0	2	5	0	0	0	0	184

8:00 AM	0	50	9	1	0	2	0	2	1	0	0	0	0	65
8:15 AM	0	46	4	1	1	0	0	1	2	0	0	0	0	55
8:30 AM	0	42	6	0	2	1	0	0	1	0	0	0	0	52
8:45 AM	0	32	3	2	3	1	0	1	1	0	0	0	0	43
Hour Total	0	170	22	4	6	4	0	4	5	0	0	0	0	215
9:00 AM	1	48	5	0	1	1	0	1	0	0	0	0	0	57
9:15 AM	0	34	11	0	2	0	0	1	1	0	0	0	0	49
9:30 AM	0	28	9	0	2	2	0	1	1	0	0	0	0	43
9:45 AM	0	20	2	0	1	0	0	1	1	0	0	0	0	25
Hour Total	1	130	27	0	6	3	0	4	3	0	0	0	0	174
10:00 AM	0	31	2	1	0	1	0	2	0	0	0	0	0	37
10:15 AM	1	38	3	1	1	0	0	0	2	0	0	0	0	46
10:30 AM	0	35	4	1	2	1	0	0	0	0	0	0	0	43
10:45 AM	0	38	5	0	1	0	0	0	3	0	0	0	0	47
Hour Total	1	142	14	3	4	2	0	2	5	0	0	0	0	173
11:00 AM	1	28	8	0	1	0	0	0	1	0	0	0	0	39
11:15 AM	0	34	3	0	1	0	0	1	1	0	0	0	0	40
11:30 AM	0	34	3	1	2	0	0	0	2	0	0	0	0	42
11:45 AM	0	47	5	1	1	0	0	2	1	0	0	0	0	57
Hour Total	1	143	19	2	5	0	0	3	5	0	0	0	0	178
12:00 PM	0	38	2	0	2	0	0	0	1	0	0	0	0	43
12:15 PM	0	39	10	0	1	1	0	1	0	0	0	0	0	52
12:30 PM	1	38	7	0	3	0	0	0	0	0	0	0	0	49
12:45 PM	0	44	10	0	2	0	0	0	0	0	0	0	0	56
Hour Total	1	159	29	0	8	1	0	1	1	0	0	0	0	200
1:00 PM	0	35	10	0	6	0	0	1	0	0	0	0	0	52
1:15 PM	0	47	5	1	3	0	0	0	1	0	0	0	0	57
1:30 PM	0	48	3	0	5	0	0	1	2	0	0	0	0	59
1:45 PM	0	42	6	0	3	1	0	1	1	0	0	0	0	54
Hour Total	0	172	24	1	17	1	0	3	4	0	0	0	0	222
2:00 PM	0	50	8	2	0	0	0	2	3	0	0	0	0	65
2:15 PM	0	47	6	1	1	0	0	0	2	0	0	0	0	57
2:30 PM	0	55	2	0	3	0	0	0	3	0	0	0	0	63
2:45 PM	1	56	4	0	2	0	0	1	1	0	0	0	0	65
Hour Total	1	208	20	3	6	0	0	3	9	0	0	0	0	250
3:00 PM	1	47	3	0	3	4	0	0	0	0	0	0	0	58
3:15 PM	0	45	2	0	0	1	0	0	0	0	0	0	0	48
3:30 PM	0	50	9	2	0	0	0	0	2	0	0	0	0	63
3:45 PM	0	51	5	1	1	0	0	0	1	0	0	0	0	59
Hour Total	1	193	19	3	4	5	0	0	3	0	0	0	0	228

4:00 PM	0	42	6	0	1	1	0	1	0	0	0	0	0	51
4:15 PM	0	45	4	0	0	0	0	1	0	0	0	0	0	50
4:30 PM	0	61	7	0	2	0	0	0	0	0	0	0	0	70
4:45 PM	0	44	6	1	2	2	0	0	1	0	0	0	0	56
Hour Total	0	192	23	1	5	3	0	2	1	0	0	0	0	227
5:00 PM	0	45	4	0	3	0	0	0	1	0	0	0	0	53
5:15 PM	0	39	4	0	1	1	0	1	0	0	0	0	0	46
5:30 PM	0	38	7	0	2	0	0	0	0	0	0	0	0	47
5:45 PM	0	47	2	0	1	0	0	0	0	0	0	0	0	50
Hour Total	0	169	17	0	7	1	0	1	1	0	0	0	0	196
6:00 PM	0	47	4	0	0	0	0	0	0	0	0	0	0	51
6:15 PM	0	31	5	0	1	0	0	2	0	0	0	0	0	39
6:30 PM	0	32	1	0	1	1	0	0	0	0	0	0	0	35
6:45 PM	0	21	3	1	0	0	0	0	0	0	0	0	0	25
Hour Total	0	131	13	1	2	1	0	2	0	0	0	0	0	150
7:00 PM	0	21	4	0	1	0	0	0	0	0	0	0	0	26
7:15 PM	0	32	3	0	0	0	0	0	0	0	0	0	0	35
7:30 PM	0	35	3	0	1	0	0	0	0	0	0	0	0	39
7:45 PM	0	21	2	0	0	0	0	0	0	0	0	0	0	23
Hour Total	0	109	12	0	2	0	0	0	0	0	0	0	0	123
8:00 PM	0	29	1	0	1	0	0	0	0	0	0	0	0	31
8:15 PM	0	22	5	0	0	0	0	0	0	0	0	0	0	27
8:30 PM	0	20	2	0	1	1	0	0	0	0	0	0	0	24
8:45 PM	0	12	2	0	1	0	0	0	0	0	0	0	0	15
Hour Total	0	83	10	0	3	1	0	0	0	0	0	0	0	97
9:00 PM	0	17	5	0	0	0	0	0	0	0	0	0	0	22
9:15 PM	0	25	1	0	0	0	0	0	1	0	0	0	0	27
9:30 PM	0	27	1	0	1	0	0	0	0	0	0	0	0	29
9:45 PM	0	15	0	0	1	0	0	0	0	0	0	0	0	16
Hour Total	0	84	7	0	2	0	0	0	1	0	0	0	0	94
10:00 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	16
10:15 PM	0	20	2	0	0	0	0	0	0	0	0	0	0	22
10:30 PM	0	13	2	0	1	0	0	0	0	0	0	0	0	16
10:45 PM	0	26	2	0	0	0	0	0	1	0	0	0	0	29
Hour Total	0	75	6	0	1	0	0	0	1	0	0	0	0	83
11:00 PM	0	19	1	0	1	0	0	0	0	0	0	0	0	21
11:15 PM	0	16	0	0	1	0	0	1	0	0	0	0	0	18
11:30 PM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
11:45 PM	0	3	3	0	0	0	0	1	0	0	0	0	0	7
Hour Total	0	48	5	0	2	0	0	2	0	0	0	0	0	57
Totals	8	2582	328	23	103	26	0	36	50	0	0	0	0	3156
Percent	0.3%	81.8%	10.4%	0.7%	3.3%	0.8%	0.0%	1.1%	1.6%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Edes Avenue north of 85th Avenue
Oakland
Project #:09-7224-032s

Date: 6/4/2009 THURSDAY

South Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	8	0	0	1	0	0	0	1	0	0	0	0	10
12:15 AM	0	5	0	0	1	0	0	0	1	0	0	0	0	7
12:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
12:45 AM	0	2	0	0	1	0	0	1	0	0	0	0	0	4
Hour Total	0	21	1	0	3	0	0	1	2	0	0	0	0	28
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
1:30 AM	0	2	0	0	1	0	0	1	0	0	0	0	0	4
1:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hour Total	0	8	1	0	1	0	0	1	0	0	0	0	0	11
2:00 AM	0	3	0	0	1	0	0	1	0	0	0	0	0	5
2:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	2
2:30 AM	0	4	1	0	1	0	0	0	1	0	0	0	0	7
2:45 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	3
Hour Total	0	8	2	0	4	0	0	2	1	0	0	0	0	17
3:00 AM	0	0	1	0	0	0	0	0	2	0	0	0	0	3
3:15 AM	0	3	0	0	1	0	0	1	0	0	0	0	0	5
3:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1
3:45 AM	0	4	0	0	0	0	0	1	2	0	0	0	0	7
Hour Total	0	7	1	0	1	0	0	2	5	0	0	0	0	16
4:00 AM	0	2	2	0	1	1	0	1	0	0	0	0	0	7
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	5	0	0	0	0	0	1	0	0	0	0	0	6
4:45 AM	0	9	0	0	0	0	0	0	1	0	0	0	0	10
Hour Total	0	16	2	0	1	1	0	2	1	0	0	0	0	23
5:00 AM	0	7	1	0	1	0	0	1	0	0	0	0	0	10
5:15 AM	0	4	0	0	1	0	0	0	0	0	0	0	0	5
5:30 AM	0	2	1	0	1	1	0	0	0	0	0	0	0	5
5:45 AM	0	11	2	0	0	0	0	0	0	0	0	0	0	13
Hour Total	0	24	4	0	3	1	0	1	0	0	0	0	0	33
6:00 AM	0	9	2	1	1	0	0	0	0	0	0	0	0	13
6:15 AM	0	18	4	0	2	0	0	0	1	0	0	0	0	25
6:30 AM	0	16	6	0	2	0	0	1	1	0	0	0	0	26
6:45 AM	0	16	4	0	1	0	0	0	0	0	0	0	0	21
Hour Total	0	59	16	1	6	0	0	1	2	0	0	0	0	85
7:00 AM	0	15	3	1	1	0	0	0	0	0	0	0	0	20
7:15 AM	1	20	3	0	2	0	0	0	0	0	0	0	0	26
7:30 AM	0	22	2	0	1	1	0	0	0	0	0	0	0	26
7:45 AM	0	33	0	0	0	0	0	0	2	0	0	0	0	35
Hour Total	1	90	8	1	4	1	0	0	2	0	0	0	0	107

8:00 AM	0	31	4	0	1	0	0	0	1	0	0	0	0	37
8:15 AM	0	26	2	0	1	0	0	0	0	0	0	0	0	29
8:30 AM	0	25	6	1	1	0	0	0	0	0	0	0	0	33
8:45 AM	0	30	2	0	0	0	0	1	0	0	0	0	0	33
Hour Total	0	112	14	1	3	0	0	1	1	0	0	0	0	132
9:00 AM	0	16	1	2	1	1	0	1	1	0	0	0	0	23
9:15 AM	0	23	7	0	0	1	0	0	1	0	0	0	0	32
9:30 AM	1	18	2	0	0	0	0	1	1	0	0	0	0	23
9:45 AM	0	15	6	0	0	0	0	1	0	0	0	0	0	22
Hour Total	1	72	16	2	1	2	0	3	3	0	0	0	0	100
10:00 AM	1	19	3	0	1	0	0	0	2	0	0	0	0	26
10:15 AM	0	19	1	0	1	1	0	1	0	0	0	0	0	23
10:30 AM	0	29	7	0	0	1	0	1	2	0	0	0	0	40
10:45 AM	0	24	9	1	1	0	0	0	0	0	0	0	0	35
Hour Total	1	91	20	1	3	2	0	2	4	0	0	0	0	124
11:00 AM	0	25	7	0	1	2	0	1	1	0	0	0	0	37
11:15 AM	0	31	6	0	1	0	0	1	1	0	0	0	0	40
11:30 AM	0	26	4	0	0	0	0	1	0	0	0	0	0	31
11:45 AM	1	22	4	1	3	2	0	0	0	0	0	0	0	33
Hour Total	1	104	21	1	5	4	0	3	2	0	0	0	0	141
12:00 PM	0	33	4	0	1	0	0	0	0	0	0	0	0	38
12:15 PM	0	33	4	0	2	0	0	1	1	0	0	0	0	41
12:30 PM	0	32	1	0	2	0	0	1	0	0	0	0	0	36
12:45 PM	0	36	4	0	0	2	0	0	2	0	0	0	0	44
Hour Total	0	134	13	0	5	2	0	2	3	0	0	0	0	159
1:00 PM	0	35	4	0	0	0	0	0	1	0	0	0	0	40
1:15 PM	0	27	3	0	2	0	0	0	0	0	0	0	0	32
1:30 PM	0	29	1	1	1	0	0	1	1	0	0	0	0	34
1:45 PM	0	34	4	0	1	1	0	0	2	0	0	0	0	42
Hour Total	0	125	12	1	4	1	0	1	4	0	0	0	0	148
2:00 PM	0	27	7	0	0	1	0	0	0	0	0	0	0	35
2:15 PM	0	33	5	0	1	0	0	1	1	0	0	0	0	41
2:30 PM	0	30	3	0	0	0	0	1	1	0	0	0	0	35
2:45 PM	1	42	6	0	0	0	0	0	0	0	0	0	0	49
Hour Total	1	132	21	0	1	1	0	2	2	0	0	0	0	160
3:00 PM	0	40	1	0	1	1	0	0	1	0	0	0	0	44
3:15 PM	0	28	4	0	1	0	0	0	0	0	0	0	0	33
3:30 PM	0	30	3	0	0	1	0	0	1	0	0	0	0	35
3:45 PM	0	32	9	0	2	0	0	0	1	0	0	0	0	44
Hour Total	0	130	17	0	4	2	0	0	3	0	0	0	0	156

4:00 PM	0	38	4	1	2	2	0	1	2	0	0	0	0	50
4:15 PM	0	29	7	0	1	1	0	0	0	0	0	0	0	38
4:30 PM	0	39	4	0	0	0	0	1	1	0	0	0	0	45
4:45 PM	0	44	6	0	2	2	0	0	0	0	0	0	0	54
Hour Total	0	150	21	1	5	5	0	2	3	0	0	0	0	187
5:00 PM	1	46	3	0	0	1	0	0	1	0	0	0	0	52
5:15 PM	0	42	4	0	0	0	0	1	2	0	0	0	0	49
5:30 PM	0	39	5	0	1	0	0	0	0	0	0	0	0	45
5:45 PM	0	35	5	0	0	0	0	0	0	0	0	0	0	40
Hour Total	1	162	17	0	1	1	0	1	3	0	0	0	0	186
6:00 PM	0	30	3	0	2	1	0	0	1	0	0	0	0	37
6:15 PM	0	30	5	1	1	0	0	0	1	0	0	0	0	38
6:30 PM	0	18	4	0	0	1	0	1	0	0	0	0	0	24
6:45 PM	0	33	4	0	1	1	0	0	0	0	0	0	0	39
Hour Total	0	111	16	1	4	3	0	1	2	0	0	0	0	138
7:00 PM	0	23	4	0	0	1	0	0	0	0	0	0	0	28
7:15 PM	0	23	0	0	2	0	0	0	1	0	0	0	0	26
7:30 PM	1	22	2	0	1	0	0	0	3	0	0	0	0	29
7:45 PM	0	27	3	1	0	0	0	0	1	0	0	0	0	32
Hour Total	1	95	9	1	3	1	0	0	5	0	0	0	0	115
8:00 PM	0	21	1	0	0	0	0	0	1	0	0	0	0	23
8:15 PM	0	17	3	0	0	0	0	1	0	0	0	0	0	21
8:30 PM	0	16	3	0	0	0	0	0	1	0	0	0	0	20
8:45 PM	0	11	3	0	0	0	0	0	1	0	0	0	0	15
Hour Total	0	65	10	0	0	0	0	1	3	0	0	0	0	79
9:00 PM	0	23	2	0	0	0	0	0	0	0	0	0	0	25
9:15 PM	0	23	2	0	1	0	0	1	0	0	0	0	0	27
9:30 PM	0	22	2	0	1	1	0	0	1	0	0	0	0	27
9:45 PM	0	20	3	0	0	1	0	0	1	0	0	0	0	25
Hour Total	0	88	9	0	2	2	0	1	2	0	0	0	0	104
10:00 PM	0	23	3	0	0	0	0	0	0	0	0	0	0	26
10:15 PM	0	18	3	1	1	0	0	0	0	0	0	0	0	23
10:30 PM	0	13	0	0	0	0	0	0	1	0	0	0	0	14
10:45 PM	0	14	2	0	0	0	0	0	0	0	0	0	0	16
Hour Total	0	68	8	1	1	0	0	0	1	0	0	0	0	79
11:00 PM	0	18	0	0	0	0	0	0	1	0	0	0	0	19
11:15 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	11
11:30 PM	0	7	1	0	0	0	0	0	1	0	0	0	0	9
11:45 PM	0	9	0	0	1	0	0	0	1	0	0	0	0	11
Hour Total	0	42	4	0	1	0	0	0	3	0	0	0	0	50
Totals	7	1914	263	12	66	29	0	30	57	0	0	0	0	2378
Percent	0.3%	80.5%	11.1%	0.5%	2.8%	1.2%	0.0%	1.3%	2.4%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Edes Avenue north of 85th Avenue
Oakland
Project #:09-7224-032s

Date: 6/4/2009 THURSDAY

North Bound, South Bound															
Begin	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle		
Time	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total	
12:00 AM	0	15	1	0	1	0	0	0	1	0	0	0	0	0	18
12:15 AM	0	8	0	0	2	0	0	1	1	0	0	0	0	0	12
12:30 AM	0	16	2	0	0	0	0	0	0	0	0	0	0	0	18
12:45 AM	0	6	0	0	2	0	0	1	1	0	0	0	0	0	10
Hour Total	0	45	3	0	5	0	0	2	3	0	0	0	0	0	58
1:00 AM	0	6	0	0	1	0	0	1	0	0	0	0	0	0	8
1:15 AM	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13
1:30 AM	0	4	2	0	2	0	0	1	0	0	0	0	0	0	9
1:45 AM	0	6	1	0	0	0	0	1	0	0	0	0	0	0	8
Hour Total	0	26	6	0	3	0	0	3	0	0	0	0	0	0	38
2:00 AM	0	7	1	0	1	0	0	1	0	0	0	0	0	0	10
2:15 AM	0	16	1	0	2	0	0	1	0	0	0	0	0	0	20
2:30 AM	0	20	2	0	2	0	0	1	2	0	0	0	0	0	27
2:45 AM	0	5	2	0	3	0	0	0	0	0	0	0	0	0	10
Hour Total	0	48	6	0	8	0	0	3	2	0	0	0	0	0	67
3:00 AM	0	4	1	0	0	0	0	0	2	0	0	0	0	0	7
3:15 AM	0	5	0	0	1	0	0	1	1	0	0	0	0	0	8
3:30 AM	0	3	0	0	0	0	0	1	2	0	0	0	0	0	6
3:45 AM	0	8	0	0	0	0	0	1	2	0	0	0	0	0	11
Hour Total	0	20	1	0	1	0	0	3	7	0	0	0	0	0	32
4:00 AM	0	4	4	0	2	2	0	2	0	0	0	0	0	0	14
4:15 AM	0	3	2	0	0	0	0	1	0	0	0	0	0	0	6
4:30 AM	0	11	1	0	2	0	0	1	0	0	0	0	0	0	15
4:45 AM	0	16	0	0	0	0	0	0	1	0	0	0	0	0	17
Hour Total	0	34	7	0	4	2	0	4	1	0	0	0	0	0	52
5:00 AM	0	12	3	0	2	0	0	1	0	0	0	0	0	0	18
5:15 AM	0	11	0	0	2	0	0	0	0	0	0	0	0	0	13
5:30 AM	0	10	1	0	1	1	0	0	1	0	0	0	0	0	14
5:45 AM	0	33	2	0	1	0	0	0	1	0	0	0	0	0	37
Hour Total	0	66	6	0	6	1	0	1	2	0	0	0	0	0	82
6:00 AM	0	29	4	1	2	0	0	0	0	0	0	0	0	0	36
6:15 AM	1	28	8	2	2	1	0	0	1	0	0	0	0	0	43
6:30 AM	0	43	8	0	2	1	0	1	1	0	0	0	0	0	56
6:45 AM	0	38	11	0	4	1	0	0	0	0	0	0	0	0	54
Hour Total	1	138	31	3	10	3	0	1	2	0	0	0	0	0	189
7:00 AM	0	33	11	2	2	0	0	0	2	0	0	0	0	0	50
7:15 AM	1	47	10	1	5	0	0	1	1	0	0	0	0	0	66
7:30 AM	0	75	9	1	1	1	0	0	0	0	0	0	0	0	87
7:45 AM	1	75	6	0	1	0	0	1	4	0	0	0	0	0	88
Hour Total	2	230	36	4	9	1	0	2	7	0	0	0	0	0	291

8:00 AM	0	81	13	1	1	2	0	2	2	0	0	0	0	102
8:15 AM	0	72	6	1	2	0	0	1	2	0	0	0	0	84
8:30 AM	0	67	12	1	3	1	0	0	1	0	0	0	0	85
8:45 AM	0	62	5	2	3	1	0	2	1	0	0	0	0	76
Hour Total	0	282	36	5	9	4	0	5	6	0	0	0	0	347
9:00 AM	1	64	6	2	2	2	0	2	1	0	0	0	0	80
9:15 AM	0	57	18	0	2	1	0	1	2	0	0	0	0	81
9:30 AM	1	46	11	0	2	2	0	2	2	0	0	0	0	66
9:45 AM	0	35	8	0	1	0	0	2	1	0	0	0	0	47
Hour Total	2	202	43	2	7	5	0	7	6	0	0	0	0	274
10:00 AM	1	50	5	1	1	1	0	2	2	0	0	0	0	63
10:15 AM	1	57	4	1	2	1	0	1	2	0	0	0	0	69
10:30 AM	0	64	11	1	2	2	0	1	2	0	0	0	0	83
10:45 AM	0	62	14	1	2	0	0	0	3	0	0	0	0	82
Hour Total	2	233	34	4	7	4	0	4	9	0	0	0	0	297
11:00 AM	1	53	15	0	2	2	0	1	2	0	0	0	0	76
11:15 AM	0	65	9	0	2	0	0	2	2	0	0	0	0	80
11:30 AM	0	60	7	1	2	0	0	1	2	0	0	0	0	73
11:45 AM	1	69	9	2	4	2	0	2	1	0	0	0	0	90
Hour Total	2	247	40	3	10	4	0	6	7	0	0	0	0	319
12:00 PM	0	71	6	0	3	0	0	0	1	0	0	0	0	81
12:15 PM	0	72	14	0	3	1	0	2	1	0	0	0	0	93
12:30 PM	1	70	8	0	5	0	0	1	0	0	0	0	0	85
12:45 PM	0	80	14	0	2	2	0	0	2	0	0	0	0	100
Hour Total	1	293	42	0	13	3	0	3	4	0	0	0	0	359
1:00 PM	0	70	14	0	6	0	0	1	1	0	0	0	0	92
1:15 PM	0	74	8	1	5	0	0	0	1	0	0	0	0	89
1:30 PM	0	77	4	1	6	0	0	2	3	0	0	0	0	93
1:45 PM	0	76	10	0	4	2	0	1	3	0	0	0	0	96
Hour Total	0	297	36	2	21	2	0	4	8	0	0	0	0	370
2:00 PM	0	77	15	2	0	1	0	2	3	0	0	0	0	100
2:15 PM	0	80	11	1	2	0	0	1	3	0	0	0	0	98
2:30 PM	0	85	5	0	3	0	0	1	4	0	0	0	0	98
2:45 PM	2	98	10	0	2	0	0	1	1	0	0	0	0	114
Hour Total	2	340	41	3	7	1	0	5	11	0	0	0	0	410
3:00 PM	1	87	4	0	4	5	0	0	1	0	0	0	0	102
3:15 PM	0	73	6	0	1	1	0	0	0	0	0	0	0	81
3:30 PM	0	80	12	2	0	1	0	0	3	0	0	0	0	98
3:45 PM	0	83	14	1	3	0	0	0	2	0	0	0	0	103
Hour Total	1	323	36	3	8	7	0	0	6	0	0	0	0	384

4:00 PM	0	80	10	1	3	3	0	2	2	0	0	0	0	101
4:15 PM	0	74	11	0	1	1	0	1	0	0	0	0	0	88
4:30 PM	0	100	11	0	2	0	0	1	1	0	0	0	0	115
4:45 PM	0	88	12	1	4	4	0	0	1	0	0	0	0	110
Hour Total	0	342	44	2	10	8	0	4	4	0	0	0	0	414
5:00 PM	1	91	7	0	3	1	0	0	2	0	0	0	0	105
5:15 PM	0	81	8	0	1	1	0	2	2	0	0	0	0	95
5:30 PM	0	77	12	0	3	0	0	0	0	0	0	0	0	92
5:45 PM	0	82	7	0	1	0	0	0	0	0	0	0	0	90
Hour Total	1	331	34	0	8	2	0	2	4	0	0	0	0	382
6:00 PM	0	77	7	0	2	1	0	0	1	0	0	0	0	88
6:15 PM	0	61	10	1	2	0	0	2	1	0	0	0	0	77
6:30 PM	0	50	5	0	1	2	0	1	0	0	0	0	0	59
6:45 PM	0	54	7	1	1	1	0	0	0	0	0	0	0	64
Hour Total	0	242	29	2	6	4	0	3	2	0	0	0	0	288
7:00 PM	0	44	8	0	1	1	0	0	0	0	0	0	0	54
7:15 PM	0	55	3	0	2	0	0	0	1	0	0	0	0	61
7:30 PM	1	57	5	0	2	0	0	0	3	0	0	0	0	68
7:45 PM	0	48	5	1	0	0	0	0	1	0	0	0	0	55
Hour Total	1	204	21	1	5	1	0	0	5	0	0	0	0	238
8:00 PM	0	50	2	0	1	0	0	0	1	0	0	0	0	54
8:15 PM	0	39	8	0	0	0	0	1	0	0	0	0	0	48
8:30 PM	0	36	5	0	1	1	0	0	1	0	0	0	0	44
8:45 PM	0	23	5	0	1	0	0	0	1	0	0	0	0	30
Hour Total	0	148	20	0	3	1	0	1	3	0	0	0	0	176
9:00 PM	0	40	7	0	0	0	0	0	0	0	0	0	0	47
9:15 PM	0	48	3	0	1	0	0	1	1	0	0	0	0	54
9:30 PM	0	49	3	0	2	1	0	0	1	0	0	0	0	56
9:45 PM	0	35	3	0	1	1	0	0	1	0	0	0	0	41
Hour Total	0	172	16	0	4	2	0	1	3	0	0	0	0	198
10:00 PM	0	39	3	0	0	0	0	0	0	0	0	0	0	42
10:15 PM	0	38	5	1	1	0	0	0	0	0	0	0	0	45
10:30 PM	0	26	2	0	1	0	0	0	1	0	0	0	0	30
10:45 PM	0	40	4	0	0	0	0	0	1	0	0	0	0	45
Hour Total	0	143	14	1	2	0	0	0	2	0	0	0	0	162
11:00 PM	0	37	1	0	1	0	0	0	1	0	0	0	0	40
11:15 PM	0	24	3	0	1	0	0	1	0	0	0	0	0	29
11:30 PM	0	17	2	0	0	0	0	0	1	0	0	0	0	20
11:45 PM	0	12	3	0	1	0	0	1	1	0	0	0	0	18
Hour Total	0	90	9	0	3	0	0	2	3	0	0	0	0	107
Totals	15	4496	591	35	169	55	0	66	107	0	0	0	0	5534
Percent	0.3%	81.2%	10.7%	0.6%	3.1%	1.0%	0.0%	1.2%	1.9%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/4/2009

City: Oakland

Project #: 09-7224-032s

Location: Edes Avenue north of 85th Avenue

Start Time	Southbound		Hour Totals		Northbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	10	38			8	43				
12:15	7	41			5	52				
12:30	7	36			11	49				
12:45	4	44	28	159	6	56	30	200	58	359
1:00	0	40			8	52				
1:15	7	32			6	57				
1:30	4	34			5	59				
1:45	0	42	11	148	8	54	27	222	38	370
2:00	5	35			5	65				
2:15	2	41			18	57				
2:30	7	35			20	63				
2:45	3	49	17	160	7	65	50	250	67	410
3:00	3	44			4	58				
3:15	5	33			3	48				
3:30	1	35			5	63				
3:45	7	44	16	156	4	59	16	228	32	384
4:00	7	50			7	51				
4:15	0	38			6	50				
4:30	6	45			9	70				
4:45	10	54	23	187	7	56	29	227	52	414
5:00	10	52			8	53				
5:15	5	49			8	46				
5:30	5	45			9	47				
5:45	13	40	33	186	24	50	49	196	82	382
6:00	13	37			23	51				
6:15	25	38			18	39				
6:30	26	24			30	35				
6:45	21	39	85	138	33	25	104	150	189	288
7:00	20	28			30	26				
7:15	26	26			40	35				
7:30	26	29			61	39				
7:45	35	32	107	115	53	23	184	123	291	238
8:00	37	23			65	31				
8:15	29	21			55	27				
8:30	33	20			52	24				
8:45	33	15	132	79	43	15	215	97	347	176
9:00	23	25			57	22				
9:15	32	27			49	27				
9:30	23	27			43	29				
9:45	22	25	100	104	25	16	174	94	274	198
10:00	26	26			37	16				
10:15	23	23			46	22				
10:30	40	14			43	16				
10:45	35	16	124	79	47	29	173	83	297	162
11:00	37	19			39	21				
11:15	40	11			40	18				
11:30	31	9			42	11				
11:45	33	11	141	50	57	7	178	57	319	107
Total	817	1561	817	1561	1229	1927	1229	1927	2046	3488
Combined Total	2378		2378		3156		3156		5534	
AM Peak	10:30 AM				7:30 AM					
Vol.	152				234					
P.H.F.	0.950				0.900					
PM Peak	4:30 PM				2:00 PM					
Vol.	200				250					
P.H.F.	0.926				0.962					
Percentage	34.4%	65.6%			38.9%	61.1%				

Class Report - Prepared by: NDS/ATD

Bancroft Avenue south of 73rd Avenue
Oakland
Project #:09-7224-033n

Date: 6/9/2009 TUESDAY

North Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	28	2	0	0	0	0	0	0	0	0	0	0	30
12:15 AM	0	17	3	0	0	0	0	0	0	0	0	0	0	20
12:30 AM	0	14	1	0	0	0	0	0	0	0	0	0	0	15
12:45 AM	0	17	1	0	0	0	0	1	0	0	0	0	0	19
Hour Total	0	76	7	0	0	0	0	1	0	0	0	0	0	84
1:00 AM	0	13	1	0	0	0	0	0	0	0	0	0	0	14
1:15 AM	0	7	1	0	0	0	0	0	1	0	0	0	0	9
1:30 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	15
1:45 AM	0	9	1	0	0	0	0	0	0	0	0	0	0	10
Hour Total	0	44	3	0	0	0	0	0	1	0	0	0	0	48
2:00 AM	0	8	1	0	2	0	0	0	0	0	0	0	0	11
2:15 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
2:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
2:45 AM	0	5	2	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	25	3	0	2	0	0	0	0	0	0	0	0	30
3:00 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
3:15 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	2
3:30 AM	0	7	0	0	0	0	0	0	0	0	0	0	0	7
3:45 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	21	2	0	0	0	0	0	0	0	0	0	0	23
4:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
4:15 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	15
4:30 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
4:45 AM	0	12	0	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	36	1	0	0	0	0	0	0	0	0	0	0	37
5:00 AM	0	11	6	0	1	0	0	0	0	0	0	0	0	18
5:15 AM	0	11	5	1	0	1	0	0	0	0	0	0	0	18
5:30 AM	0	20	6	0	0	0	0	0	0	0	0	0	0	26
5:45 AM	0	35	9	1	0	1	0	0	0	0	0	0	0	46
Hour Total	0	77	26	2	1	2	0	0	0	0	0	0	0	108
6:00 AM	2	24	8	0	0	0	0	1	0	0	0	0	0	35
6:15 AM	0	39	4	1	1	0	0	0	0	0	0	0	0	45
6:30 AM	0	47	4	0	2	1	0	0	0	0	0	0	0	54
6:45 AM	1	39	6	1	2	0	0	0	0	0	0	0	0	49
Hour Total	3	149	22	2	5	1	0	1	0	0	0	0	0	183
7:00 AM	0	52	8	2	1	0	0	0	0	0	0	0	0	63
7:15 AM	0	65	13	0	2	0	0	1	0	0	0	0	0	81
7:30 AM	0	96	16	4	1	0	0	1	0	0	0	0	0	118
7:45 AM	0	107	18	1	8	0	0	1	0	0	0	0	0	135
Hour Total	0	320	55	7	12	0	0	3	0	0	0	0	0	397

8:00 AM	1	146	23	1	1	0	0	2	0	0	0	0	0	174
8:15 AM	0	132	12	1	2	0	0	0	0	0	0	0	0	147
8:30 AM	0	128	14	1	2	0	0	4	0	0	0	0	0	149
8:45 AM	0	106	14	1	2	0	0	0	0	0	0	0	0	123
Hour Total	1	512	63	4	7	0	0	6	0	0	0	0	0	593
9:00 AM	0	88	13	1	3	0	0	1	0	0	0	0	0	106
9:15 AM	0	91	9	2	2	0	0	1	0	0	0	0	0	105
9:30 AM	0	88	16	0	2	1	0	0	0	0	0	0	0	107
9:45 AM	0	86	17	0	0	1	0	2	0	0	0	0	0	106
Hour Total	0	353	55	3	7	2	0	4	0	0	0	0	0	424
10:00 AM	0	74	12	0	2	1	0	1	0	0	0	0	0	90
10:15 AM	1	87	17	0	2	0	0	1	0	0	0	0	0	108
10:30 AM	0	70	8	2	2	0	0	0	0	0	0	0	0	82
10:45 AM	0	81	14	1	3	1	0	1	1	0	0	0	0	102
Hour Total	1	312	51	3	9	2	0	3	1	0	0	0	0	382
11:00 AM	0	81	15	1	4	0	0	0	0	0	0	0	0	101
11:15 AM	0	90	12	1	2	1	0	0	0	0	0	0	0	106
11:30 AM	1	116	8	0	1	0	0	2	0	0	0	0	0	128
11:45 AM	1	85	10	1	0	0	0	0	0	0	0	0	0	97
Hour Total	2	372	45	3	7	1	0	2	0	0	0	0	0	432
12:00 PM	0	83	11	1	1	0	0	1	0	0	0	0	0	97
12:15 PM	0	97	13	0	2	1	0	1	0	0	0	0	0	114
12:30 PM	2	95	22	0	3	0	0	0	0	0	0	0	0	122
12:45 PM	0	114	18	2	2	1	0	0	0	0	0	0	0	137
Hour Total	2	389	64	3	8	2	0	2	0	0	0	0	0	470
1:00 PM	0	124	21	1	4	0	0	2	0	0	0	0	0	152
1:15 PM	2	117	29	2	2	1	0	2	0	0	0	0	0	155
1:30 PM	0	115	15	0	2	0	0	2	0	0	0	0	0	134
1:45 PM	0	92	27	0	4	0	0	1	0	0	0	0	0	124
Hour Total	2	448	92	3	12	1	0	7	0	0	0	0	0	565
2:00 PM	0	96	20	1	3	1	0	1	0	0	0	0	0	122
2:15 PM	0	100	20	0	5	0	0	2	0	0	0	0	0	127
2:30 PM	2	114	22	0	4	1	0	1	0	0	0	0	0	144
2:45 PM	0	126	16	1	4	0	0	3	0	0	0	0	0	150
Hour Total	2	436	78	2	16	2	0	7	0	0	0	0	0	543
3:00 PM	1	104	17	3	2	1	0	1	0	0	0	0	0	129
3:15 PM	0	103	20	0	4	0	0	1	0	0	0	0	0	128
3:30 PM	1	134	14	1	3	0	0	0	0	0	0	0	0	153
3:45 PM	0	128	25	0	0	0	0	1	0	0	0	0	0	154
Hour Total	2	469	76	4	9	1	0	3	0	0	0	0	0	564

4:00 PM	0	130	15	1	2	0	0	0	0	0	0	0	0	148
4:15 PM	1	146	11	0	1	1	0	0	0	0	0	0	0	160
4:30 PM	0	118	16	2	2	0	0	2	0	0	0	0	0	140
4:45 PM	0	107	17	0	1	0	0	2	0	0	0	0	0	127
Hour Total	1	501	59	3	6	1	0	4	0	0	0	0	0	575
5:00 PM	1	120	20	1	1	0	0	0	0	0	0	0	0	143
5:15 PM	0	148	18	0	6	0	0	2	0	0	0	0	0	174
5:30 PM	0	119	26	1	0	0	0	0	0	0	0	0	0	146
5:45 PM	0	108	19	1	3	0	0	0	0	0	0	0	0	131
Hour Total	1	495	83	3	10	0	0	2	0	0	0	0	0	594
6:00 PM	0	128	8	1	2	0	0	1	0	0	0	0	0	140
6:15 PM	0	130	9	0	1	0	0	0	0	0	0	0	0	140
6:30 PM	1	116	6	0	5	0	0	1	0	0	0	0	0	129
6:45 PM	1	90	15	1	1	0	0	0	0	0	0	0	0	108
Hour Total	2	464	38	2	9	0	0	2	0	0	0	0	0	517
7:00 PM	0	105	13	0	1	0	0	0	0	0	0	0	0	119
7:15 PM	0	96	19	1	1	0	0	0	0	0	0	0	0	117
7:30 PM	0	104	11	1	3	0	0	0	0	0	0	0	0	119
7:45 PM	0	75	8	2	1	0	0	1	0	0	0	0	0	87
Hour Total	0	380	51	4	6	0	0	1	0	0	0	0	0	442
8:00 PM	0	75	7	1	2	0	0	0	0	0	0	0	0	85
8:15 PM	1	70	10	0	0	0	0	0	0	0	0	0	0	81
8:30 PM	1	64	7	0	1	0	0	0	0	0	0	0	0	73
8:45 PM	0	65	5	0	1	0	0	0	0	0	0	0	0	71
Hour Total	2	274	29	1	4	0	0	0	0	0	0	0	0	310
9:00 PM	0	117	5	0	0	0	0	0	0	0	0	0	0	122
9:15 PM	0	73	8	0	2	0	0	1	0	0	0	0	0	84
9:30 PM	0	79	5	1	1	0	0	0	0	0	0	0	0	86
9:45 PM	0	58	11	0	0	0	0	0	0	0	0	0	0	69
Hour Total	0	327	29	1	3	0	0	1	0	0	0	0	0	361
10:00 PM	0	59	8	0	0	0	0	1	0	0	0	0	0	68
10:15 PM	0	47	4	0	0	0	0	0	0	0	0	0	0	51
10:30 PM	0	39	5	0	2	0	0	0	0	0	0	0	0	46
10:45 PM	1	37	3	0	0	0	0	0	0	0	0	0	0	41
Hour Total	1	182	20	0	2	0	0	1	0	0	0	0	0	206
11:00 PM	0	45	6	0	0	0	0	0	0	0	0	0	0	51
11:15 PM	0	32	2	1	1	0	0	0	0	0	0	0	0	36
11:30 PM	0	17	2	0	0	0	0	0	0	0	0	0	0	19
11:45 PM	0	24	1	0	0	0	0	0	0	0	0	0	0	25
Hour Total	0	118	11	1	1	0	0	0	0	0	0	0	0	131
Totals	22	6780	963	51	136	15	0	50	2	0	0	0	0	8019
Percent	0.3%	84.5%	12.0%	0.6%	1.7%	0.2%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Bancroft Avenue south of 73rd Avenue
Oakland
Project #:09-7224-033s

Date: 6/9/2009 TUESDAY

South Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	18	9	0	0	0	0	0	0	0	0	0	0	27
12:15 AM	0	15	5	0	0	0	0	0	0	0	0	0	0	20
12:30 AM	0	10	6	0	0	1	0	0	0	0	0	0	0	17
12:45 AM	0	9	5	0	0	0	0	0	0	0	0	0	0	14
Hour Total	0	52	25	0	0	1	0	0	0	0	0	0	0	78
1:00 AM	0	10	5	0	0	0	0	0	0	0	0	0	0	15
1:15 AM	0	9	8	0	1	0	0	0	0	0	0	0	0	18
1:30 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
1:45 AM	0	5	7	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	28	22	0	1	0	0	0	0	0	0	0	0	51
2:00 AM	0	6	6	0	0	0	0	0	0	0	0	0	0	12
2:15 AM	0	3	3	0	0	0	0	0	0	0	0	0	0	6
2:30 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
2:45 AM	0	3	3	0	0	1	0	0	0	0	0	0	0	7
Hour Total	0	16	14	0	0	1	0	0	0	0	0	0	0	31
3:00 AM	1	5	0	0	0	0	0	0	0	0	0	0	0	6
3:15 AM	0	3	3	0	0	0	0	0	0	0	0	0	0	6
3:30 AM	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:45 AM	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Hour Total	1	15	3	0	0	0	0	0	0	0	0	0	0	19
4:00 AM	0	4	4	0	0	0	0	0	0	0	0	0	0	8
4:15 AM	0	5	3	0	0	0	0	0	0	0	0	0	0	8
4:30 AM	0	3	3	0	1	0	0	0	0	0	0	0	0	7
4:45 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
Hour Total	0	15	11	0	1	0	0	0	0	0	0	0	0	27
5:00 AM	0	6	5	0	0	0	0	0	0	0	0	0	0	11
5:15 AM	0	13	5	0	0	0	0	0	0	0	0	0	0	18
5:30 AM	0	8	7	0	0	0	0	0	0	0	0	0	0	15
5:45 AM	1	10	4	0	2	0	0	0	0	0	0	0	0	17
Hour Total	1	37	21	0	2	0	0	0	0	0	0	0	0	61
6:00 AM	0	5	4	0	0	0	0	0	0	0	0	0	0	9
6:15 AM	0	16	8	0	0	0	0	1	0	0	0	0	0	25
6:30 AM	0	23	8	0	1	0	0	0	0	0	0	0	0	32
6:45 AM	2	22	12	1	0	0	0	0	0	0	0	0	0	37
Hour Total	2	66	32	1	1	0	0	1	0	0	0	0	0	103
7:00 AM	0	29	17	1	1	0	0	1	0	0	0	0	0	49
7:15 AM	0	27	17	0	3	0	0	1	1	0	0	0	0	49
7:30 AM	0	45	17	1	3	3	0	0	0	0	0	0	0	69
7:45 AM	0	73	27	1	2	2	0	1	0	0	0	0	0	106
Hour Total	0	174	78	3	9	5	0	3	1	0	0	0	0	273

8:00 AM	0	115	29	1	6	2	0	1	0	0	0	0	0	154
8:15 AM	1	102	30	0	7	0	0	1	0	0	0	0	0	141
8:30 AM	0	75	22	1	2	0	0	0	0	0	0	0	0	100
8:45 AM	0	74	20	0	7	0	0	1	1	0	0	0	0	103
Hour Total	1	366	101	2	22	2	0	3	1	0	0	0	0	498
9:00 AM	0	58	13	0	4	0	0	1	0	0	0	0	0	76
9:15 AM	0	66	27	0	2	2	1	2	0	0	0	0	0	100
9:30 AM	0	58	15	1	2	0	0	0	0	0	0	0	0	76
9:45 AM	1	78	26	2	4	2	0	0	0	0	0	0	0	113
Hour Total	1	260	81	3	12	4	1	3	0	0	0	0	0	365
10:00 AM	0	57	13	1	1	0	0	0	0	0	0	0	0	72
10:15 AM	0	66	21	0	5	2	0	1	0	0	0	0	0	95
10:30 AM	0	68	25	0	3	0	0	2	0	0	0	0	0	98
10:45 AM	0	94	25	2	1	1	0	0	0	0	0	0	0	123
Hour Total	0	285	84	3	10	3	0	3	0	0	0	0	0	388
11:00 AM	0	60	24	1	4	1	0	1	0	0	0	0	0	91
11:15 AM	0	91	30	0	8	0	0	0	0	0	0	0	0	129
11:30 AM	0	86	27	0	4	0	0	2	0	0	0	0	0	119
11:45 AM	1	107	19	1	1	1	0	2	0	0	0	0	0	132
Hour Total	1	344	100	2	17	2	0	5	0	0	0	0	0	471
12:00 PM	1	104	25	0	4	0	0	1	1	0	0	0	0	136
12:15 PM	0	89	30	2	2	0	0	0	0	0	0	0	0	123
12:30 PM	1	84	27	1	6	1	0	0	0	0	0	0	0	120
12:45 PM	0	90	26	5	2	0	0	1	0	0	0	0	0	124
Hour Total	2	367	108	8	14	1	0	2	1	0	0	0	0	503
1:00 PM	0	96	24	0	3	0	0	2	0	0	0	0	0	125
1:15 PM	0	118	36	2	2	1	1	2	0	0	0	0	0	162
1:30 PM	0	118	38	1	2	0	0	1	0	0	0	0	0	160
1:45 PM	0	93	32	1	4	1	0	1	1	0	0	0	0	133
Hour Total	0	425	130	4	11	2	1	6	1	0	0	0	0	580
2:00 PM	0	116	29	0	5	0	0	2	0	0	0	0	0	152
2:15 PM	0	112	33	1	1	1	0	0	0	0	0	0	0	148
2:30 PM	0	104	31	0	2	0	0	2	0	0	0	0	0	139
2:45 PM	0	104	22	1	4	1	0	1	0	0	0	0	0	133
Hour Total	0	436	115	2	12	2	0	5	0	0	0	0	0	572
3:00 PM	0	117	36	0	8	0	1	1	0	0	0	0	0	163
3:15 PM	0	124	27	0	7	0	0	1	0	0	0	0	0	159
3:30 PM	2	118	39	2	8	1	0	2	0	0	0	0	0	172
3:45 PM	1	148	42	1	8	1	0	1	0	0	0	0	0	202
Hour Total	3	507	144	3	31	2	1	5	0	0	0	0	0	696

4:00 PM	0	134	38	0	7	0	0	1	0	0	0	0	0	180
4:15 PM	0	116	37	3	4	1	0	0	0	0	0	0	0	161
4:30 PM	0	131	43	1	9	0	0	1	0	0	0	0	0	185
4:45 PM	0	121	35	1	9	0	0	1	0	0	0	0	0	167
Hour Total	0	502	153	5	29	1	0	3	0	0	0	0	0	693
5:00 PM	0	120	50	0	1	1	0	0	0	0	0	0	0	172
5:15 PM	0	114	48	0	1	0	0	0	0	0	0	0	0	163
5:30 PM	1	134	44	3	2	1	0	1	0	0	0	0	0	186
5:45 PM	0	127	46	0	8	0	0	2	0	0	0	0	0	183
Hour Total	1	495	188	3	12	2	0	3	0	0	0	0	0	704
6:00 PM	0	117	30	3	3	0	0	2	0	0	0	0	0	155
6:15 PM	0	115	48	1	3	0	0	1	0	0	0	0	0	168
6:30 PM	0	102	32	1	2	1	0	0	0	0	0	0	0	138
6:45 PM	0	97	36	1	1	0	0	1	0	0	0	0	0	136
Hour Total	0	431	146	6	9	1	0	4	0	0	0	0	0	597
7:00 PM	0	98	24	1	1	0	0	0	0	0	0	0	0	124
7:15 PM	1	92	36	0	4	0	0	0	0	0	0	0	0	133
7:30 PM	0	81	34	1	2	0	0	1	0	0	0	0	0	119
7:45 PM	0	74	27	0	3	0	0	1	0	0	0	0	0	105
Hour Total	1	345	121	2	10	0	0	2	0	0	0	0	0	481
8:00 PM	0	73	18	0	2	0	0	2	0	0	0	0	0	95
8:15 PM	0	68	24	0	1	1	0	1	0	0	0	0	0	95
8:30 PM	0	69	25	0	3	0	0	0	0	0	0	0	0	97
8:45 PM	0	64	20	0	3	0	0	0	0	0	0	0	0	87
Hour Total	0	274	87	0	9	1	0	3	0	0	0	0	0	374
9:00 PM	0	74	29	0	2	0	0	0	0	0	0	0	0	105
9:15 PM	0	71	21	0	2	1	0	1	0	0	0	0	0	96
9:30 PM	0	63	26	0	1	0	0	0	0	0	0	0	0	90
9:45 PM	0	50	27	0	1	1	0	0	0	0	0	0	0	79
Hour Total	0	258	103	0	6	2	0	1	0	0	0	0	0	370
10:00 PM	0	49	15	0	2	0	0	0	0	0	0	0	0	66
10:15 PM	0	30	18	0	3	0	0	0	0	0	0	0	0	51
10:30 PM	0	27	8	0	1	1	0	0	0	0	0	0	0	37
10:45 PM	0	31	17	0	0	0	0	0	0	0	0	0	0	48
Hour Total	0	137	58	0	6	1	0	0	0	0	0	0	0	202
11:00 PM	0	18	16	0	2	0	0	0	0	0	0	0	0	36
11:15 PM	1	14	14	0	1	0	0	0	0	0	0	0	0	30
11:30 PM	0	22	16	0	0	1	0	0	0	0	0	0	0	39
11:45 PM	0	23	9	0	1	0	0	0	0	0	0	0	0	33
Hour Total	1	77	55	0	4	1	0	0	0	0	0	0	0	138
Totals	15	5912	1980	47	228	34	3	52	4	0	0	0	0	8275
Percent	0.2%	71.4%	23.9%	0.6%	2.8%	0.4%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Bancroft Avenue south of 73rd Avenue
Oakland
Project #:09-7224-033s

Date: 6/9/2009 TUESDAY

North Bound, South Bound															
Begin	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle		
Time	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Total	
12:00 AM	0	46	11	0	0	0	0	0	0	0	0	0	0	57	
12:15 AM	0	32	8	0	0	0	0	0	0	0	0	0	0	40	
12:30 AM	0	24	7	0	0	1	0	0	0	0	0	0	0	32	
12:45 AM	0	26	6	0	0	0	0	1	0	0	0	0	0	33	
Hour Total	0	128	32	0	0	1	0	1	0	0	0	0	0	162	
1:00 AM	0	23	6	0	0	0	0	0	0	0	0	0	0	29	
1:15 AM	0	16	9	0	1	0	0	0	1	0	0	0	0	27	
1:30 AM	0	19	2	0	0	0	0	0	0	0	0	0	0	21	
1:45 AM	0	14	8	0	0	0	0	0	0	0	0	0	0	22	
Hour Total	0	72	25	0	1	0	0	0	1	0	0	0	0	99	
2:00 AM	0	14	7	0	2	0	0	0	0	0	0	0	0	23	
2:15 AM	0	9	3	0	0	0	0	0	0	0	0	0	0	12	
2:30 AM	0	10	2	0	0	0	0	0	0	0	0	0	0	12	
2:45 AM	0	8	5	0	0	1	0	0	0	0	0	0	0	14	
Hour Total	0	41	17	0	2	1	0	0	0	0	0	0	0	61	
3:00 AM	1	12	1	0	0	0	0	0	0	0	0	0	0	14	
3:15 AM	0	4	4	0	0	0	0	0	0	0	0	0	0	8	
3:30 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
3:45 AM	0	10	0	0	0	0	0	0	0	0	0	0	0	10	
Hour Total	1	36	5	0	0	0	0	0	0	0	0	0	0	42	
4:00 AM	0	8	5	0	0	0	0	0	0	0	0	0	0	13	
4:15 AM	0	20	3	0	0	0	0	0	0	0	0	0	0	23	
4:30 AM	0	8	3	0	1	0	0	0	0	0	0	0	0	12	
4:45 AM	0	15	1	0	0	0	0	0	0	0	0	0	0	16	
Hour Total	0	51	12	0	1	0	0	0	0	0	0	0	0	64	
5:00 AM	0	17	11	0	1	0	0	0	0	0	0	0	0	29	
5:15 AM	0	24	10	1	0	1	0	0	0	0	0	0	0	36	
5:30 AM	0	28	13	0	0	0	0	0	0	0	0	0	0	41	
5:45 AM	1	45	13	1	2	1	0	0	0	0	0	0	0	63	
Hour Total	1	114	47	2	3	2	0	0	0	0	0	0	0	169	
6:00 AM	2	29	12	0	0	0	0	1	0	0	0	0	0	44	
6:15 AM	0	55	12	1	1	0	0	1	0	0	0	0	0	70	
6:30 AM	0	70	12	0	3	1	0	0	0	0	0	0	0	86	
6:45 AM	3	61	18	2	2	0	0	0	0	0	0	0	0	86	
Hour Total	5	215	54	3	6	1	0	2	0	0	0	0	0	286	
7:00 AM	0	81	25	3	2	0	0	1	0	0	0	0	0	112	
7:15 AM	0	92	30	0	5	0	0	2	1	0	0	0	0	130	
7:30 AM	0	141	33	5	4	3	0	1	0	0	0	0	0	187	
7:45 AM	0	180	45	2	10	2	0	2	0	0	0	0	0	241	
Hour Total	0	494	133	10	21	5	0	6	1	0	0	0	0	670	

8:00 AM	1	261	52	2	7	2	0	3	0	0	0	0	0	328
8:15 AM	1	234	42	1	9	0	0	1	0	0	0	0	0	288
8:30 AM	0	203	36	2	4	0	0	4	0	0	0	0	0	249
8:45 AM	0	180	34	1	9	0	0	1	1	0	0	0	0	226
Hour Total	2	878	164	6	29	2	0	9	1	0	0	0	0	1091
9:00 AM	0	146	26	1	7	0	0	2	0	0	0	0	0	182
9:15 AM	0	157	36	2	4	2	1	3	0	0	0	0	0	205
9:30 AM	0	146	31	1	4	1	0	0	0	0	0	0	0	183
9:45 AM	1	164	43	2	4	3	0	2	0	0	0	0	0	219
Hour Total	1	613	136	6	19	6	1	7	0	0	0	0	0	789
10:00 AM	0	131	25	1	3	1	0	1	0	0	0	0	0	162
10:15 AM	1	153	38	0	7	2	0	2	0	0	0	0	0	203
10:30 AM	0	138	33	2	5	0	0	2	0	0	0	0	0	180
10:45 AM	0	175	39	3	4	2	0	1	1	0	0	0	0	225
Hour Total	1	597	135	6	19	5	0	6	1	0	0	0	0	770
11:00 AM	0	141	39	2	8	1	0	1	0	0	0	0	0	192
11:15 AM	0	181	42	1	10	1	0	0	0	0	0	0	0	235
11:30 AM	1	202	35	0	5	0	0	4	0	0	0	0	0	247
11:45 AM	2	192	29	2	1	1	0	2	0	0	0	0	0	229
Hour Total	3	716	145	5	24	3	0	7	0	0	0	0	0	903
12:00 PM	1	187	36	1	5	0	0	2	1	0	0	0	0	233
12:15 PM	0	186	43	2	4	1	0	1	0	0	0	0	0	237
12:30 PM	3	179	49	1	9	1	0	0	0	0	0	0	0	242
12:45 PM	0	204	44	7	4	1	0	1	0	0	0	0	0	261
Hour Total	4	756	172	11	22	3	0	4	1	0	0	0	0	973
1:00 PM	0	220	45	1	7	0	0	4	0	0	0	0	0	277
1:15 PM	2	235	65	4	4	2	1	4	0	0	0	0	0	317
1:30 PM	0	233	53	1	4	0	0	3	0	0	0	0	0	294
1:45 PM	0	185	59	1	8	1	0	2	1	0	0	0	0	257
Hour Total	2	873	222	7	23	3	1	13	1	0	0	0	0	1145
2:00 PM	0	212	49	1	8	1	0	3	0	0	0	0	0	274
2:15 PM	0	212	53	1	6	1	0	2	0	0	0	0	0	275
2:30 PM	2	218	53	0	6	1	0	3	0	0	0	0	0	283
2:45 PM	0	230	38	2	8	1	0	4	0	0	0	0	0	283
Hour Total	2	872	193	4	28	4	0	12	0	0	0	0	0	1115
3:00 PM	1	221	53	3	10	1	1	2	0	0	0	0	0	292
3:15 PM	0	227	47	0	11	0	0	2	0	0	0	0	0	287
3:30 PM	3	252	53	3	11	1	0	2	0	0	0	0	0	325
3:45 PM	1	276	67	1	8	1	0	2	0	0	0	0	0	356
Hour Total	5	976	220	7	40	3	1	8	0	0	0	0	0	1260

4:00 PM	0	264	53	1	9	0	0	1	0	0	0	0	0	328
4:15 PM	1	262	48	3	5	2	0	0	0	0	0	0	0	321
4:30 PM	0	249	59	3	11	0	0	3	0	0	0	0	0	325
4:45 PM	0	228	52	1	10	0	0	3	0	0	0	0	0	294
Hour Total	1	1003	212	8	35	2	0	7	0	0	0	0	0	1268
5:00 PM	1	240	70	1	2	1	0	0	0	0	0	0	0	315
5:15 PM	0	262	66	0	7	0	0	2	0	0	0	0	0	337
5:30 PM	1	253	70	4	2	1	0	1	0	0	0	0	0	332
5:45 PM	0	235	65	1	11	0	0	2	0	0	0	0	0	314
Hour Total	2	990	271	6	22	2	0	5	0	0	0	0	0	1298
6:00 PM	0	245	38	4	5	0	0	3	0	0	0	0	0	295
6:15 PM	0	245	57	1	4	0	0	1	0	0	0	0	0	308
6:30 PM	1	218	38	1	7	1	0	1	0	0	0	0	0	267
6:45 PM	1	187	51	2	2	0	0	1	0	0	0	0	0	244
Hour Total	2	895	184	8	18	1	0	6	0	0	0	0	0	1114
7:00 PM	0	203	37	1	2	0	0	0	0	0	0	0	0	243
7:15 PM	1	188	55	1	5	0	0	0	0	0	0	0	0	250
7:30 PM	0	185	45	2	5	0	0	1	0	0	0	0	0	238
7:45 PM	0	149	35	2	4	0	0	2	0	0	0	0	0	192
Hour Total	1	725	172	6	16	0	0	3	0	0	0	0	0	923
8:00 PM	0	148	25	1	4	0	0	2	0	0	0	0	0	180
8:15 PM	1	138	34	0	1	1	0	1	0	0	0	0	0	176
8:30 PM	1	133	32	0	4	0	0	0	0	0	0	0	0	170
8:45 PM	0	129	25	0	4	0	0	0	0	0	0	0	0	158
Hour Total	2	548	116	1	13	1	0	3	0	0	0	0	0	684
9:00 PM	0	191	34	0	2	0	0	0	0	0	0	0	0	227
9:15 PM	0	144	29	0	4	1	0	2	0	0	0	0	0	180
9:30 PM	0	142	31	1	2	0	0	0	0	0	0	0	0	176
9:45 PM	0	108	38	0	1	1	0	0	0	0	0	0	0	148
Hour Total	0	585	132	1	9	2	0	2	0	0	0	0	0	731
10:00 PM	0	108	23	0	2	0	0	1	0	0	0	0	0	134
10:15 PM	0	77	22	0	3	0	0	0	0	0	0	0	0	102
10:30 PM	0	66	13	0	3	1	0	0	0	0	0	0	0	83
10:45 PM	1	68	20	0	0	0	0	0	0	0	0	0	0	89
Hour Total	1	319	78	0	8	1	0	1	0	0	0	0	0	408
11:00 PM	0	63	22	0	2	0	0	0	0	0	0	0	0	87
11:15 PM	1	46	16	1	2	0	0	0	0	0	0	0	0	66
11:30 PM	0	39	18	0	0	1	0	0	0	0	0	0	0	58
11:45 PM	0	47	10	0	1	0	0	0	0	0	0	0	0	58
Hour Total	1	195	66	1	5	1	0	0	0	0	0	0	0	269
Totals	37	12692	2943	98	364	49	3	102	6	0	0	0	0	16294
Percent	0.2%	77.9%	18.1%	0.6%	2.2%	0.3%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/9/2009

City: Oakland

Project #: 09-7224-033s

Location: Bancroft Avenue south of 73rd Avenue

Start Time	Southbound		Hour Totals		Northbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	27	136			30	97				
12:15	20	123			20	114				
12:30	17	120			15	122				
12:45	14	124	78	503	19	137	84	470	162	973
1:00	15	125			14	152				
1:15	18	162			9	155				
1:30	6	160			15	134				
1:45	12	133	51	580	10	124	48	565	99	1145
2:00	12	152			11	122				
2:15	6	148			6	127				
2:30	6	139			6	144				
2:45	7	133	31	572	7	150	30	543	61	1115
3:00	6	163			8	129				
3:15	6	159			2	128				
3:30	3	172			7	153				
3:45	4	202	19	696	6	154	23	564	42	1260
4:00	8	180			5	148				
4:15	8	161			15	160				
4:30	7	185			5	140				
4:45	4	167	27	693	12	127	37	575	64	1268
5:00	11	172			18	143				
5:15	18	163			18	174				
5:30	15	186			26	146				
5:45	17	183	61	704	46	131	108	594	169	1298
6:00	9	155			35	140				
6:15	25	168			45	140				
6:30	32	138			54	129				
6:45	37	136	103	597	49	108	183	517	286	1114
7:00	49	124			63	119				
7:15	49	133			81	117				
7:30	69	119			118	119				
7:45	106	105	273	481	135	87	397	442	670	923
8:00	154	95			174	85				
8:15	141	95			147	81				
8:30	100	97			149	73				
8:45	103	87	498	374	123	71	593	310	1091	684
9:00	76	105			106	122				
9:15	100	96			105	84				
9:30	76	90			107	86				
9:45	113	79	365	370	106	69	424	361	789	731
10:00	72	66			90	68				
10:15	95	51			108	51				
10:30	98	37			82	46				
10:45	123	48	388	202	102	41	382	206	770	408
11:00	91	36			101	51				
11:15	129	30			106	36				
11:30	119	39			128	19				
11:45	132	33	471	138	97	25	432	131	903	269
Total	2365	5910	2365	5910	2741	5278	2741	5278	5106	11188
Combined Total	8275		8275		8019		8019		16294	
AM Peak	11:15 AM				7:45 AM					
Vol.	516				605					
P.H.F.	0.949				0.869					
PM Peak	3:45 PM				3:30 PM					
Vol.	728				615					
P.H.F.	0.901				0.961					
Percentage	28.6%	71.4%			34.2%	65.8%				

Class Report - Prepared by: NDS/ATD

Bancroft Avenue south of 73rd Avenue
Oakland
Project #:09-7224-033n

Date: 6/10/2009 WEDNESDAY

North Bound

Begin Time	Cars & 2 Axle			2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	24	1	0	0	0	0	0	0	0	0	0	0	25
12:15 AM	0	12	3	0	0	0	0	0	0	0	0	0	0	15
12:30 AM	0	13	0	0	0	0	0	0	0	0	0	0	0	13
12:45 AM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	62	6	0	0	0	0	0	0	0	0	0	0	68
1:00 AM	0	15	0	0	0	0	0	0	0	0	0	0	0	15
1:15 AM	0	14	0	0	0	0	0	0	0	0	0	0	0	14
1:30 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	13
1:45 AM	0	5	1	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	46	2	0	0	0	0	0	0	0	0	0	0	48
2:00 AM	0	13	1	0	0	0	0	0	1	0	0	0	0	15
2:15 AM	0	8	2	0	0	0	0	0	0	0	0	0	0	10
2:30 AM	0	7	1	0	0	0	0	0	0	0	0	0	0	8
2:45 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	32	6	0	0	0	0	0	1	0	0	0	0	39
3:00 AM	0	3	1	0	0	0	0	0	0	0	0	0	0	4
3:15 AM	0	4	1	0	1	0	0	0	0	0	0	0	0	6
3:30 AM	0	6	0	0	0	0	0	0	0	0	0	0	0	6
3:45 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
Hour Total	0	19	3	0	1	0	0	0	0	0	0	0	0	23
4:00 AM	0	8	0	0	0	0	0	0	0	0	0	0	0	8
4:15 AM	0	10	1	0	0	0	0	0	0	0	0	0	0	11
4:30 AM	0	8	3	0	1	0	0	0	0	0	0	0	0	12
4:45 AM	0	13	2	0	0	0	0	0	0	0	0	0	0	15
Hour Total	0	39	6	0	1	0	0	0	0	0	0	0	0	46
5:00 AM	0	10	3	0	0	0	0	0	0	0	0	0	0	13
5:15 AM	0	17	5	1	0	0	0	0	0	0	0	0	0	23
5:30 AM	0	24	4	0	0	0	0	0	0	0	0	0	0	28
5:45 AM	0	25	5	1	2	0	0	0	0	0	0	0	0	33
Hour Total	0	76	17	2	2	0	0	0	0	0	0	0	0	97
6:00 AM	0	16	5	0	0	0	0	1	0	0	0	0	0	22
6:15 AM	1	41	5	1	1	0	0	0	0	0	0	0	0	49
6:30 AM	0	35	6	0	1	0	0	1	0	0	0	0	0	43
6:45 AM	0	47	8	1	1	0	0	0	0	0	0	0	0	57
Hour Total	1	139	24	2	3	0	0	2	0	0	0	0	0	171
7:00 AM	0	49	9	1	2	0	0	0	0	0	0	0	0	61
7:15 AM	0	85	18	0	1	0	0	1	0	0	0	0	0	105
7:30 AM	1	67	15	2	3	0	0	1	0	0	0	0	0	89
7:45 AM	0	153	14	1	6	0	0	1	0	0	0	0	0	175
Hour Total	1	354	56	4	12	0	0	3	0	0	0	0	0	430

8:00 AM	0	136	18	1	1	0	0	3	0	0	0	0	0	159
8:15 AM	0	131	16	1	1	1	0	2	0	0	0	0	0	152
8:30 AM	1	109	23	0	5	0	0	0	1	0	0	0	0	139
8:45 AM	0	100	16	1	3	0	0	0	1	0	0	0	0	121
Hour Total	1	476	73	3	10	1	0	5	2	0	0	0	0	571
9:00 AM	0	68	16	1	1	0	1	0	0	0	0	0	0	87
9:15 AM	1	87	14	0	4	0	0	1	0	0	0	0	0	107
9:30 AM	0	83	13	1	0	1	0	0	0	0	0	0	0	98
9:45 AM	0	73	21	0	2	0	0	1	0	0	0	0	0	97
Hour Total	1	311	64	2	7	1	1	2	0	0	0	0	0	389
10:00 AM	0	78	15	1	4	0	0	0	0	0	0	0	0	98
10:15 AM	0	70	11	0	3	0	0	0	0	0	0	0	0	84
10:30 AM	0	71	16	1	2	0	0	1	0	0	0	0	0	91
10:45 AM	0	93	12	2	1	1	0	1	0	0	0	0	0	110
Hour Total	0	312	54	4	10	1	0	2	0	0	0	0	0	383
11:00 AM	0	76	14	1	3	0	0	0	0	0	0	0	0	94
11:15 AM	0	95	19	0	4	0	0	1	0	0	0	0	0	119
11:30 AM	0	67	16	0	4	0	0	1	0	0	0	0	0	88
11:45 AM	0	78	22	2	3	0	0	2	0	0	0	0	0	107
Hour Total	0	316	71	3	14	0	0	4	0	0	0	0	0	408
12:00 PM	0	99	15	1	3	1	0	0	0	0	0	0	0	119
12:15 PM	1	85	18	0	5	0	0	1	0	0	0	0	0	110
12:30 PM	1	107	18	3	4	0	0	1	0	0	0	0	0	134
12:45 PM	0	109	27	1	3	0	0	1	0	0	0	0	0	141
Hour Total	2	400	78	5	15	1	0	3	0	0	0	0	0	504
1:00 PM	1	142	20	1	2	0	0	4	0	0	0	0	0	170
1:15 PM	0	111	20	2	5	0	0	3	0	0	0	0	0	141
1:30 PM	0	109	18	0	6	0	0	2	0	0	0	0	0	135
1:45 PM	0	97	25	1	3	0	0	2	0	0	0	0	0	128
Hour Total	1	459	83	4	16	0	0	11	0	0	0	0	0	574
2:00 PM	0	97	15	1	3	0	0	0	0	0	0	0	0	116
2:15 PM	0	102	21	1	3	0	0	1	0	0	0	0	0	128
2:30 PM	0	101	17	1	6	1	0	0	0	0	0	0	0	126
2:45 PM	0	114	19	1	2	0	0	1	0	0	0	0	0	137
Hour Total	0	414	72	4	14	1	0	2	0	0	0	0	0	507
3:00 PM	0	102	23	1	4	0	0	0	0	0	0	0	0	130
3:15 PM	0	124	14	1	2	0	0	1	0	0	0	0	0	142
3:30 PM	0	109	19	1	9	1	0	1	0	0	0	0	0	140
3:45 PM	0	111	24	0	5	0	0	2	0	0	0	0	0	142
Hour Total	0	446	80	3	20	1	0	4	0	0	0	0	0	554

4:00 PM	0	102	26	1	0	0	0	0	0	0	0	0	0	129
4:15 PM	1	107	22	0	1	0	0	0	0	0	0	0	0	131
4:30 PM	0	124	20	0	4	0	0	1	0	0	0	0	0	149
4:45 PM	0	111	25	0	5	0	0	1	0	0	0	0	0	142
Hour Total	1	444	93	1	10	0	0	2	0	0	0	0	0	551
5:00 PM	1	132	21	2	4	0	0	1	0	0	0	0	0	161
5:15 PM	1	114	15	0	4	0	0	0	0	0	0	0	0	134
5:30 PM	0	134	25	1	3	1	0	1	0	0	0	0	0	165
5:45 PM	0	92	15	1	5	0	0	2	0	0	0	0	0	115
Hour Total	2	472	76	4	16	1	0	4	0	0	0	0	0	575
6:00 PM	0	107	20	0	1	0	0	2	0	0	0	0	0	130
6:15 PM	0	122	16	0	2	0	0	0	0	0	0	0	0	140
6:30 PM	0	114	14	0	3	0	0	3	0	0	0	0	0	134
6:45 PM	0	109	21	1	3	0	0	1	0	0	0	0	0	135
Hour Total	0	452	71	1	9	0	0	6	0	0	0	0	0	539
7:00 PM	0	110	18	1	1	0	0	0	0	0	0	0	0	130
7:15 PM	0	109	14	0	4	0	0	1	0	0	0	0	0	128
7:30 PM	1	83	20	1	1	0	0	1	0	0	0	0	0	107
7:45 PM	0	82	11	1	1	0	0	0	0	0	0	0	0	95
Hour Total	1	384	63	3	7	0	0	2	0	0	0	0	0	460
8:00 PM	1	81	10	1	2	0	0	0	0	0	0	0	0	95
8:15 PM	0	66	18	0	1	0	0	0	0	0	0	0	0	85
8:30 PM	0	90	10	0	1	0	0	1	0	0	0	0	0	102
8:45 PM	0	73	19	0	2	0	0	0	0	0	0	0	0	94
Hour Total	1	310	57	1	6	0	0	1	0	0	0	0	0	376
9:00 PM	0	71	11	0	2	0	0	0	0	0	0	0	0	84
9:15 PM	0	79	17	0	0	0	0	0	0	0	0	0	0	96
9:30 PM	0	75	10	0	0	0	0	0	0	0	0	0	0	85
9:45 PM	0	58	8	0	2	0	0	0	0	0	0	0	0	68
Hour Total	0	283	46	0	4	0	0	0	0	0	0	0	0	333
10:00 PM	0	53	4	0	1	0	0	0	0	0	0	0	0	58
10:15 PM	0	60	10	0	1	0	0	0	0	0	0	0	0	71
10:30 PM	0	46	7	0	1	0	0	0	0	0	0	0	0	54
10:45 PM	0	51	5	0	0	0	0	0	0	0	0	0	0	56
Hour Total	0	210	26	0	3	0	0	0	0	0	0	0	0	239
11:00 PM	0	37	3	0	1	0	0	0	0	0	0	0	0	41
11:15 PM	0	38	3	0	0	0	0	0	0	0	0	0	0	41
11:30 PM	0	30	0	0	0	0	0	0	0	0	0	0	0	30
11:45 PM	0	24	2	0	1	0	0	0	0	0	0	0	0	27
Hour Total	0	129	8	0	2	0	0	0	0	0	0	0	0	139
Totals	12	6585	1135	46	182	7	1	53	3	0	0	0	0	8024
Percent	0.1%	82.1%	14.1%	0.6%	2.3%	0.1%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Bancroft Avenue south of 73rd Avenue
Oakland
Project #:09-7224-033s

Date: 6/10/2009 WEDNESDAY

South Bound

Begin Time	Cars & 2 Axle				2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	
12:00 AM	0	19	5	0	1	1	0	0	0	0	0	0	0	26
12:15 AM	0	15	11	0	2	0	0	0	0	0	0	0	0	28
12:30 AM	0	11	7	0	1	0	0	0	0	0	0	0	0	19
12:45 AM	0	9	9	0	0	1	0	0	0	0	0	0	0	19
Hour Total	0	54	32	0	4	2	0	0	0	0	0	0	0	92
1:00 AM	0	7	6	0	1	0	0	0	0	0	0	0	0	14
1:15 AM	0	6	4	0	0	0	0	0	0	0	0	0	0	10
1:30 AM	0	3	2	0	2	0	0	0	0	0	0	0	0	7
1:45 AM	0	10	2	0	3	0	0	1	0	0	0	0	0	16
Hour Total	0	26	14	0	6	0	0	1	0	0	0	0	0	47
2:00 AM	0	6	2	0	0	0	0	0	0	0	0	0	0	8
2:15 AM	0	8	4	0	0	0	0	0	0	0	0	0	0	12
2:30 AM	0	5	1	0	2	0	0	0	0	0	0	0	0	8
2:45 AM	0	4	2	0	0	0	0	0	0	0	0	0	0	6
Hour Total	0	23	9	0	2	0	0	0	0	0	0	0	0	34
3:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
3:15 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	4
3:30 AM	0	6	1	0	0	0	0	0	0	0	0	0	0	7
3:45 AM	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Hour Total	0	17	4	0	0	0	0	0	0	0	0	0	0	21
4:00 AM	0	4	1	0	0	0	0	0	0	0	0	0	0	5
4:15 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	4
4:30 AM	0	5	2	0	2	0	0	0	0	0	0	0	0	9
4:45 AM	0	5	0	0	2	0	0	0	0	0	0	0	0	7
Hour Total	0	16	4	0	5	0	0	0	0	0	0	0	0	25
5:00 AM	0	7	4	0	0	1	0	0	0	0	0	0	0	12
5:15 AM	0	10	5	0	2	0	0	0	0	0	0	0	0	17
5:30 AM	0	6	4	0	1	0	0	0	0	0	0	0	0	11
5:45 AM	0	8	3	0	1	0	0	0	0	0	0	0	0	12
Hour Total	0	31	16	0	4	1	0	0	0	0	0	0	0	52
6:00 AM	0	9	8	0	1	0	0	0	0	0	0	0	0	18
6:15 AM	0	19	5	0	1	1	0	1	0	0	0	0	0	27
6:30 AM	0	26	11	0	2	0	0	0	0	0	0	0	0	39
6:45 AM	0	25	10	1	3	0	0	0	1	0	0	0	0	40
Hour Total	0	79	34	1	7	1	0	1	1	0	0	0	0	124
7:00 AM	0	27	11	2	1	0	0	1	0	0	0	0	0	42
7:15 AM	0	33	17	0	4	1	0	1	0	0	0	0	0	56
7:30 AM	0	46	13	0	2	0	0	0	0	0	0	0	0	61
7:45 AM	0	61	25	1	4	1	0	1	0	0	0	0	0	93
Hour Total	0	167	66	3	11	2	0	3	0	0	0	0	0	252

8:00 AM	1	105	29	1	7	0	0	2	1	0	0	0	0	146
8:15 AM	0	113	19	0	1	1	0	2	0	0	0	0	0	136
8:30 AM	2	86	28	1	8	0	0	0	1	0	0	0	0	126
8:45 AM	0	84	31	0	3	0	0	1	1	0	0	0	0	120
Hour Total	3	388	107	2	19	1	0	5	3	0	0	0	0	528
9:00 AM	0	60	19	1	2	0	0	1	0	0	0	0	0	83
9:15 AM	0	44	24	0	2	1	0	0	0	0	0	0	0	71
9:30 AM	1	64	24	1	7	0	0	0	0	0	0	0	0	97
9:45 AM	0	66	29	2	4	0	0	1	0	0	0	0	0	102
Hour Total	1	234	96	4	15	1	0	2	0	0	0	0	0	353
10:00 AM	0	71	36	1	5	0	0	1	0	0	0	0	0	114
10:15 AM	1	59	23	0	6	1	0	1	0	0	0	0	0	91
10:30 AM	0	62	21	0	4	0	0	1	0	0	0	0	0	88
10:45 AM	0	72	27	2	4	1	0	0	0	0	0	0	0	106
Hour Total	1	264	107	3	19	2	0	3	0	0	0	0	0	399
11:00 AM	1	77	27	1	3	0	0	1	0	0	0	0	0	110
11:15 AM	0	81	26	1	8	1	0	1	0	0	0	0	0	118
11:30 AM	0	103	32	0	4	0	0	2	0	0	0	0	0	141
11:45 AM	1	98	38	1	4	0	0	0	0	0	0	0	0	142
Hour Total	2	359	123	3	19	1	0	4	0	0	0	0	0	511
12:00 PM	1	104	20	0	5	0	0	0	0	0	0	0	0	130
12:15 PM	0	114	31	1	7	1	0	0	0	0	0	0	0	154
12:30 PM	0	98	30	1	2	0	0	1	0	0	0	0	0	132
12:45 PM	0	116	29	2	3	0	0	1	0	0	0	0	0	151
Hour Total	1	432	110	4	17	1	0	2	0	0	0	0	0	567
1:00 PM	0	100	24	1	5	0	0	2	0	0	0	0	0	132
1:15 PM	0	99	36	3	2	1	0	2	0	0	0	0	0	143
1:30 PM	0	117	39	1	4	0	0	0	0	0	0	0	0	161
1:45 PM	0	94	34	2	6	0	0	2	0	0	0	0	0	138
Hour Total	0	410	133	7	17	1	0	6	0	0	0	0	0	574
2:00 PM	1	116	31	2	5	0	0	3	0	0	0	0	0	158
2:15 PM	0	113	28	0	1	0	0	1	0	0	0	0	0	143
2:30 PM	0	93	33	1	2	0	0	3	0	0	0	0	0	132
2:45 PM	1	121	37	0	0	0	0	1	0	0	0	0	0	160
Hour Total	2	443	129	3	8	0	0	8	0	0	0	0	0	593
3:00 PM	0	101	34	2	1	1	0	2	0	0	0	0	0	141
3:15 PM	0	123	38	0	1	1	0	3	0	0	0	0	0	166
3:30 PM	0	110	41	2	0	0	0	1	0	0	0	0	0	154
3:45 PM	1	111	36	3	2	0	0	3	0	0	0	0	0	156
Hour Total	1	445	149	7	4	2	0	9	0	0	0	0	0	617

4:00 PM	0	119	45	1	3	0	0	1	0	0	0	0	0	169
4:15 PM	0	129	32	1	6	2	0	0	0	0	0	0	0	170
4:30 PM	0	121	42	1	5	0	0	0	0	0	0	0	0	169
4:45 PM	0	137	32	0	9	0	0	1	0	0	0	0	0	179
Hour Total	0	506	151	3	23	2	0	2	0	0	0	0	0	687
5:00 PM	0	132	49	0	10	0	0	0	0	0	0	0	0	191
5:15 PM	0	121	63	1	5	0	0	1	0	0	0	0	0	191
5:30 PM	0	118	38	1	6	0	0	1	0	0	0	0	0	164
5:45 PM	2	119	66	0	4	0	0	2	0	0	0	0	0	193
Hour Total	2	490	216	2	25	0	0	4	0	0	0	0	0	739
6:00 PM	0	112	43	2	4	0	0	1	0	0	0	0	0	162
6:15 PM	0	126	46	1	1	0	0	1	0	0	0	0	0	175
6:30 PM	0	96	32	1	4	0	0	0	0	0	0	0	0	133
6:45 PM	0	106	41	1	2	1	0	1	0	0	0	0	0	152
Hour Total	0	440	162	5	11	1	0	3	0	0	0	0	0	622
7:00 PM	0	85	21	0	4	0	0	0	0	0	0	0	0	110
7:15 PM	0	88	38	3	2	0	0	1	0	0	0	0	0	132
7:30 PM	1	99	39	0	7	0	0	1	0	0	0	0	0	147
7:45 PM	0	74	28	0	2	0	0	2	0	0	0	0	0	106
Hour Total	1	346	126	3	15	0	0	4	0	0	0	0	0	495
8:00 PM	0	87	25	0	5	1	0	0	0	0	0	0	0	118
8:15 PM	1	34	26	0	3	0	0	1	0	0	0	0	0	65
8:30 PM	0	73	34	0	5	0	0	1	1	0	0	0	0	114
8:45 PM	0	63	28	0	4	0	0	0	0	0	0	0	0	95
Hour Total	1	257	113	0	17	1	0	2	1	0	0	0	0	392
9:00 PM	0	79	31	0	5	1	0	0	0	0	0	0	0	116
9:15 PM	1	81	25	0	4	0	0	0	0	0	0	0	0	111
9:30 PM	0	66	24	0	2	1	0	2	0	0	0	0	0	95
9:45 PM	0	50	20	0	3	0	0	0	0	0	0	0	0	73
Hour Total	1	276	100	0	14	2	0	2	0	0	0	0	0	395
10:00 PM	0	41	19	0	3	0	0	0	0	0	0	0	0	63
10:15 PM	0	41	21	0	0	0	0	0	0	0	0	0	0	62
10:30 PM	0	39	19	0	2	0	0	0	0	0	0	0	0	60
10:45 PM	0	29	13	0	1	0	0	0	0	0	0	0	0	43
Hour Total	0	150	72	0	6	0	0	0	0	0	0	0	0	228
11:00 PM	0	33	13	0	1	0	0	0	0	0	0	0	0	47
11:15 PM	0	17	14	0	2	1	0	1	0	0	0	0	0	35
11:30 PM	0	29	9	0	0	0	0	0	0	0	0	0	0	38
11:45 PM	0	13	6	0	0	0	0	0	0	0	0	0	0	19
Hour Total	0	92	42	0	3	1	0	1	0	0	0	0	0	139
Totals	16	5945	2115	50	271	22	0	62	5	0	0	0	0	8486
Percent	0.2%	70.1%	24.9%	0.6%	3.2%	0.3%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	

Class Report - Prepared by: NDS/ATD

Bancroft Avenue south of 73rd Avenue
Oakland
Project #:09-7224-033s

Date: 6/10/2009 WEDNESDAY

North Bound, South Bound															
Begin	Cars & 2 Axle				2 Axle		3 Axle	4 Axle	<5 Axle	5 Axle	>5 Axle	<6 Axle	6 Axle	>6 Axle	Total
Time	Bikes	Tlrs	Long	Buses	6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Multi	Total
12:00 AM	0	43	6	0	1	1	0	0	0	0	0	0	0	0	51
12:15 AM	0	27	14	0	2	0	0	0	0	0	0	0	0	0	43
12:30 AM	0	24	7	0	1	0	0	0	0	0	0	0	0	0	32
12:45 AM	0	22	11	0	0	1	0	0	0	0	0	0	0	0	34
Hour Total	0	116	38	0	4	2	0	0	0	0	0	0	0	0	160
1:00 AM	0	22	6	0	1	0	0	0	0	0	0	0	0	0	29
1:15 AM	0	20	4	0	0	0	0	0	0	0	0	0	0	0	24
1:30 AM	0	15	3	0	2	0	0	0	0	0	0	0	0	0	20
1:45 AM	0	15	3	0	3	0	0	1	0	0	0	0	0	0	22
Hour Total	0	72	16	0	6	0	0	1	0	0	0	0	0	0	95
2:00 AM	0	19	3	0	0	0	0	0	1	0	0	0	0	0	23
2:15 AM	0	16	6	0	0	0	0	0	0	0	0	0	0	0	22
2:30 AM	0	12	2	0	2	0	0	0	0	0	0	0	0	0	16
2:45 AM	0	8	4	0	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	55	15	0	2	0	0	0	1	0	0	0	0	0	73
3:00 AM	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
3:15 AM	0	6	3	0	1	0	0	0	0	0	0	0	0	0	10
3:30 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13
3:45 AM	0	11	1	0	0	0	0	0	0	0	0	0	0	0	12
Hour Total	0	36	7	0	1	0	0	0	0	0	0	0	0	0	44
4:00 AM	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13
4:15 AM	0	12	2	0	1	0	0	0	0	0	0	0	0	0	15
4:30 AM	0	13	5	0	3	0	0	0	0	0	0	0	0	0	21
4:45 AM	0	18	2	0	2	0	0	0	0	0	0	0	0	0	22
Hour Total	0	55	10	0	6	0	0	0	0	0	0	0	0	0	71
5:00 AM	0	17	7	0	0	1	0	0	0	0	0	0	0	0	25
5:15 AM	0	27	10	1	2	0	0	0	0	0	0	0	0	0	40
5:30 AM	0	30	8	0	1	0	0	0	0	0	0	0	0	0	39
5:45 AM	0	33	8	1	3	0	0	0	0	0	0	0	0	0	45
Hour Total	0	107	33	2	6	1	0	0	0	0	0	0	0	0	149
6:00 AM	0	25	13	0	1	0	0	1	0	0	0	0	0	0	40
6:15 AM	1	60	10	1	2	1	0	1	0	0	0	0	0	0	76
6:30 AM	0	61	17	0	3	0	0	1	0	0	0	0	0	0	82
6:45 AM	0	72	18	2	4	0	0	0	1	0	0	0	0	0	97
Hour Total	1	218	58	3	10	1	0	3	1	0	0	0	0	0	295
7:00 AM	0	76	20	3	3	0	0	1	0	0	0	0	0	0	103
7:15 AM	0	118	35	0	5	1	0	2	0	0	0	0	0	0	161
7:30 AM	1	113	28	2	5	0	0	1	0	0	0	0	0	0	150
7:45 AM	0	214	39	2	10	1	0	2	0	0	0	0	0	0	268
Hour Total	1	521	122	7	23	2	0	6	0	0	0	0	0	0	682

8:00 AM	1	241	47	2	8	0	0	5	1	0	0	0	0	305
8:15 AM	0	244	35	1	2	2	0	4	0	0	0	0	0	288
8:30 AM	3	195	51	1	13	0	0	0	2	0	0	0	0	265
8:45 AM	0	184	47	1	6	0	0	1	2	0	0	0	0	241
Hour Total	4	864	180	5	29	2	0	10	5	0	0	0	0	1099
9:00 AM	0	128	35	2	3	0	1	1	0	0	0	0	0	170
9:15 AM	1	131	38	0	6	1	0	1	0	0	0	0	0	178
9:30 AM	1	147	37	2	7	1	0	0	0	0	0	0	0	195
9:45 AM	0	139	50	2	6	0	0	2	0	0	0	0	0	199
Hour Total	2	545	160	6	22	2	1	4	0	0	0	0	0	742
10:00 AM	0	149	51	2	9	0	0	1	0	0	0	0	0	212
10:15 AM	1	129	34	0	9	1	0	1	0	0	0	0	0	175
10:30 AM	0	133	37	1	6	0	0	2	0	0	0	0	0	179
10:45 AM	0	165	39	4	5	2	0	1	0	0	0	0	0	216
Hour Total	1	576	161	7	29	3	0	5	0	0	0	0	0	782
11:00 AM	1	153	41	2	6	0	0	1	0	0	0	0	0	204
11:15 AM	0	176	45	1	12	1	0	2	0	0	0	0	0	237
11:30 AM	0	170	48	0	8	0	0	3	0	0	0	0	0	229
11:45 AM	1	176	60	3	7	0	0	2	0	0	0	0	0	249
Hour Total	2	675	194	6	33	1	0	8	0	0	0	0	0	919
12:00 PM	1	203	35	1	8	1	0	0	0	0	0	0	0	249
12:15 PM	1	199	49	1	12	1	0	1	0	0	0	0	0	264
12:30 PM	1	205	48	4	6	0	0	2	0	0	0	0	0	266
12:45 PM	0	225	56	3	6	0	0	2	0	0	0	0	0	292
Hour Total	3	832	188	9	32	2	0	5	0	0	0	0	0	1071
1:00 PM	1	242	44	2	7	0	0	6	0	0	0	0	0	302
1:15 PM	0	210	56	5	7	1	0	5	0	0	0	0	0	284
1:30 PM	0	226	57	1	10	0	0	2	0	0	0	0	0	296
1:45 PM	0	191	59	3	9	0	0	4	0	0	0	0	0	266
Hour Total	1	869	216	11	33	1	0	17	0	0	0	0	0	1148
2:00 PM	1	213	46	3	8	0	0	3	0	0	0	0	0	274
2:15 PM	0	215	49	1	4	0	0	2	0	0	0	0	0	271
2:30 PM	0	194	50	2	8	1	0	3	0	0	0	0	0	258
2:45 PM	1	235	56	1	2	0	0	2	0	0	0	0	0	297
Hour Total	2	857	201	7	22	1	0	10	0	0	0	0	0	1100
3:00 PM	0	203	57	3	5	1	0	2	0	0	0	0	0	271
3:15 PM	0	247	52	1	3	1	0	4	0	0	0	0	0	308
3:30 PM	0	219	60	3	9	1	0	2	0	0	0	0	0	294
3:45 PM	1	222	60	3	7	0	0	5	0	0	0	0	0	298
Hour Total	1	891	229	10	24	3	0	13	0	0	0	0	0	1171

4:00 PM	0	221	71	2	3	0	0	1	0	0	0	0	0	298
4:15 PM	1	236	54	1	7	2	0	0	0	0	0	0	0	301
4:30 PM	0	245	62	1	9	0	0	1	0	0	0	0	0	318
4:45 PM	0	248	57	0	14	0	0	2	0	0	0	0	0	321
Hour Total	1	950	244	4	33	2	0	4	0	0	0	0	0	1238
5:00 PM	1	264	70	2	14	0	0	1	0	0	0	0	0	352
5:15 PM	1	235	78	1	9	0	0	1	0	0	0	0	0	325
5:30 PM	0	252	63	2	9	1	0	2	0	0	0	0	0	329
5:45 PM	2	211	81	1	9	0	0	4	0	0	0	0	0	308
Hour Total	4	962	292	6	41	1	0	8	0	0	0	0	0	1314
6:00 PM	0	219	63	2	5	0	0	3	0	0	0	0	0	292
6:15 PM	0	248	62	1	3	0	0	1	0	0	0	0	0	315
6:30 PM	0	210	46	1	7	0	0	3	0	0	0	0	0	267
6:45 PM	0	215	62	2	5	1	0	2	0	0	0	0	0	287
Hour Total	0	892	233	6	20	1	0	9	0	0	0	0	0	1161
7:00 PM	0	195	39	1	5	0	0	0	0	0	0	0	0	240
7:15 PM	0	197	52	3	6	0	0	2	0	0	0	0	0	260
7:30 PM	2	182	59	1	8	0	0	2	0	0	0	0	0	254
7:45 PM	0	156	39	1	3	0	0	2	0	0	0	0	0	201
Hour Total	2	730	189	6	22	0	0	6	0	0	0	0	0	955
8:00 PM	1	168	35	1	7	1	0	0	0	0	0	0	0	213
8:15 PM	1	100	44	0	4	0	0	1	0	0	0	0	0	150
8:30 PM	0	163	44	0	6	0	0	2	1	0	0	0	0	216
8:45 PM	0	136	47	0	6	0	0	0	0	0	0	0	0	189
Hour Total	2	567	170	1	23	1	0	3	1	0	0	0	0	768
9:00 PM	0	150	42	0	7	1	0	0	0	0	0	0	0	200
9:15 PM	1	160	42	0	4	0	0	0	0	0	0	0	0	207
9:30 PM	0	141	34	0	2	1	0	2	0	0	0	0	0	180
9:45 PM	0	108	28	0	5	0	0	0	0	0	0	0	0	141
Hour Total	1	559	146	0	18	2	0	2	0	0	0	0	0	728
10:00 PM	0	94	23	0	4	0	0	0	0	0	0	0	0	121
10:15 PM	0	101	31	0	1	0	0	0	0	0	0	0	0	133
10:30 PM	0	85	26	0	3	0	0	0	0	0	0	0	0	114
10:45 PM	0	80	18	0	1	0	0	0	0	0	0	0	0	99
Hour Total	0	360	98	0	9	0	0	0	0	0	0	0	0	467
11:00 PM	0	70	16	0	2	0	0	0	0	0	0	0	0	88
11:15 PM	0	55	17	0	2	1	0	1	0	0	0	0	0	76
11:30 PM	0	59	9	0	0	0	0	0	0	0	0	0	0	68
11:45 PM	0	37	8	0	1	0	0	0	0	0	0	0	0	46
Hour Total	0	221	50	0	5	1	0	1	0	0	0	0	0	278
Totals	28	12530	3250	96	453	29	1	115	8	0	0	0	0	16510
Percent	0.2%	75.9%	19.7%	0.6%	2.7%	0.2%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	

Prepared by NDS/ATD

6/10/2009

City: Oakland

Project #: 09-7224-033s

Location: Bancroft Avenue south of 73rd Avenue

Start Time	Southbound		Hour Totals		Northbound		Hour Totals		Combined Totals	
	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon	Morning	Afternoon
12:00	26	130			25	119				
12:15	28	154			15	110				
12:30	19	132			13	134				
12:45	19	151	92	567	15	141	68	504	160	1071
1:00	14	132			15	170				
1:15	10	143			14	141				
1:30	7	161			13	135				
1:45	16	138	47	574	6	128	48	574	95	1148
2:00	8	158			15	116				
2:15	12	143			10	128				
2:30	8	132			8	126				
2:45	6	160	34	593	6	137	39	507	73	1100
3:00	5	141			4	130				
3:15	4	166			6	142				
3:30	7	154			6	140				
3:45	5	156	21	617	7	142	23	554	44	1171
4:00	5	169			8	129				
4:15	4	170			11	131				
4:30	9	169			12	149				
4:45	7	179	25	687	15	142	46	551	71	1238
5:00	12	191			13	161				
5:15	17	191			23	134				
5:30	11	164			28	165				
5:45	12	193	52	739	33	115	97	575	149	1314
6:00	18	162			22	130				
6:15	27	175			49	140				
6:30	39	133			43	134				
6:45	40	152	124	622	57	135	171	539	295	1161
7:00	42	110			61	130				
7:15	56	132			105	128				
7:30	61	147			89	107				
7:45	93	106	252	495	175	95	430	460	682	955
8:00	146	118			159	95				
8:15	136	65			152	85				
8:30	126	114			139	102				
8:45	120	95	528	392	121	94	571	376	1099	768
9:00	83	116			87	84				
9:15	71	111			107	96				
9:30	97	95			98	85				
9:45	102	73	353	395	97	68	389	333	742	728
10:00	114	63			98	58				
10:15	91	62			84	71				
10:30	88	60			91	54				
10:45	106	43	399	228	110	56	383	239	782	467
11:00	110	47			94	41				
11:15	118	35			119	41				
11:30	141	38			88	30				
11:45	142	19	511	139	107	27	408	139	919	278
Total	2438	6048	2438	6048	2673	5351	2673	5351	5111	11399
Combined Total	8486		8486		8024		8024		16510	
AM Peak	11:30 AM				7:45 AM					
Vol.	567				625					
P.H.F.	0.920				0.893					
PM Peak	5:00 PM				4:45 PM					
Vol.	739				602					
P.H.F.	0.957				0.912					
Percentage	28.7%	71.3%			33.3%	66.7%				

Appendix E-2

Traffic Counts (Caltrans-State Highways)

State Highway Count Locations/Segments							
			<u>Lanes each direction</u>				
<u>Route</u>	<u>Location</u>	<u>Postmile</u>		<u>Notes/Comments</u>			
13	n/o Jct 580	4.26	2F				
24	e/o Jct 580	1.85	4F	east=north at this location			
77	e/o Jct 880	0.1	2C	42nd Avenue/High Street			
80	e/o Powell Street	3.79	5F	actually in Emeryville, n/o Powell			
185	at Oakland South city limit	5.73	2C	=International Blvd= E. 14th Street			
260	at Jct 880		2F	Posey-Webster tubes to Alameda			
580	s/o Edwards Avenue		4F				
880	n/o 66th Avenue		4F				
980	14th Street overcrossing		4F	add count from ACCMA Truck Model			

* Read Before Using Any Census/TSN Count Data *

Notes regarding this data:

These counts are Raw Data Only. All material is the direct product of field studies and machine processing. Mechanical errors may not have been corrected. This raw data is not to be considered the results of a professional Traffic Engineer's evaluation of validity or reliability. It is the user's responsibility to determine the accuracy and usability of the data prior to using or release to others.

Location Description Codes:

Traffic Volumes Data users must understand the codes used to describe count location in order to correctly identify the location of the count they are using.

Traffic Volumes Count Location

Description Definitions

Note: Description of a location is not the exact point where counted. The count location is specified by the "Leg" code.

Leg: Indicates the approximate location on a ramp or on a state highway relative to an I/C or I/S.

N - On-ramp count location.

F – Off-ramp count location

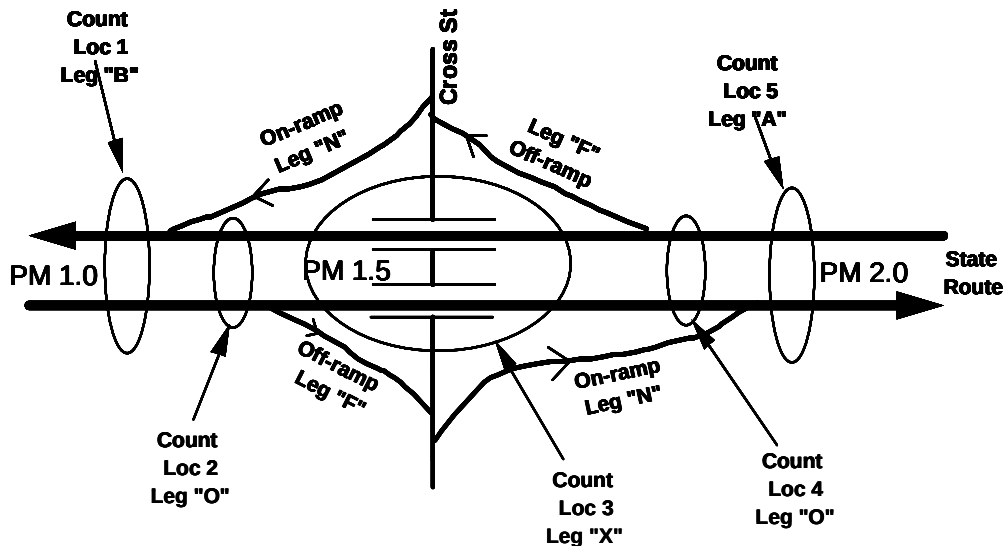
A - Ahead of you when facing the increasing postmile direction. Count location usually
* North or East of all ramps of either direction of that interchange or intersection. See Loc 5

B - Behind you when facing the increasing postmile direction. Count location usually
* South or West of all ramps of either direction of that interchange or intersection. See Loc 1

O - Count location that is inside of the interchange ramps either direction. See Loc 2 and Loc 4

X - Count location in the middle of the interchange. See Loc 3

***Note:** Normally PM increase S to N and W to E. Some Routes such as Rte 580 and 780 don't.



Traffic Volumes Counts

Traffic Volumes Counts										24 hour Period Hourly Counts			
Dist	Cnty	Rte	Pre	PM	Leg	Dir	Description	Date	Day	0-1	1-2	2-3	3-4
4	SCL	101		0.028	O	N	SAN BENITO/SANTA CLARA COU	5/26/2004	WED	130 A	120 A	106 A	201 A
4	SCL	101		0.028	O	N	SAN BENITO/SANTA CLARA COU	5/25/2004	TUE	154 A	94 A	139 A	178 A
4	SCL	101		0.028	O	N	SAN BENITO/SANTA CLARA COU	5/24/2004	MON	195 A	120 A	132 C	200 C

Data type code:
 "A" = Actual collected data
 "C" = Calculated or Estimated values

Traffic Volumes Counts

Cnty	Rte	Prefi	PM	Leg Dir	Description	Date	Day	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	24hr total
4 ALA	123		0 A	N	OAKLAND - JCT. RTE. 580	8/21/2003 THU		234 A	146 A	110 A	103 A	127 A	258 A	397 A	701 A	906 A	799 A	764 A	830 A	853 C	838 C	890 C	947 C	1,461 C	1,515 C	1,534 C	1,347 C	547 C	447 C	396 C	313 C	16463
4 ALA	123		0 A	N	OAKLAND - JCT. RTE. 580	8/20/2003 WED		209 A	146 A	93 A	78 A	91 A	254 A	365 A	711 A	865 A	827 A	718 A	799 A	892 A	937 A	840 A	872 A	1,075 A	1,308 A	1,224 A	697 A	526 A	404 A	315 A	255 A	14501
4 ALA	123		0 A	N	OAKLAND - JCT. RTE. 580	8/19/2003 TUE		180 A	135 A	101 A	91 A	117 A	256 A	418 A	659 A	872 A	768 A	757 A	766 A	827 A	901 A	812 A	916 A	1,004 A	1,158 A	916 A	650 A	473 A	402 A	304 A	228 A	13711
4 ALA	123		0 A	N	OAKLAND - JCT. RTE. 580	8/18/2003 MON		162 A	124 A	113 A	84 A	113 A	215 A	363 A	691 A	813 A	758 A	842 A	931 A	874 A	837 A	909 A	1,011 A	1,063 A	854 A	674 A	511 A	364 A	316 A	216 A	13816	
4 ALA	123		0 A	N	OAKLAND - JCT. RTE. 580	8/17/2003 SUN		321 A	308 A	187 A	109 A	91 A	94 A	146 A	196 A	281 A	401 A	642 A	773 A	826 A	1,092 A	1,147 A	897 A	818 A	702 A	548 A	507 A	428 A	355 A	324 A	235 A	11428
4 ALA	123		0 A	N	OAKLAND - JCT. RTE. 580	8/16/2003 SAT		359 A	266 A	195 A	145 A	118 A	157 A	209 A	265 A	404 A	584 A	1,106 A	1,445 A	1,405 A	1,421 A	1,261 A	1,109 A	1,075 A	1,078 A	1,137 A	870 A	500 A	448 A	418 A	362 A	16337
4 ALA	123		0 A	N	OAKLAND - JCT. RTE. 580	8/15/2003 FRI		207 A	159 A	112 A	103 A	104 A	210 A	385 A	603 A	840 A	800 A	794 A	859 A	960 A	1,073 A	1,164 A	1,048 A	1,076 A	1,189 A	935 A	756 A	622 A	509 A	467 A	446 A	15421
4 ALA	123		0 A	N	OAKLAND - JCT. RTE. 580	8/14/2003 THU		229 A	145 A	98 A	85 A	102 A	221 A	374 A	693 A	849 A	819 A	750 A	782 A	853 A	838 A	890 A	947 A	1,461 A	1,515 A	1,534 A	1,347 A	547 A	447 A	396 A	313 A	16235
4 ALA	123		0 A	N	OAKLAND - JCT. RTE. 580	8/13/2003 WED												725 A	778 A	920 A	881 A	908 A	957 A	1,007 A	1,130 A	909 A	636 A	553 A	448 A	353 A	309 A	10514
4 ALA	123		0 A	N	OAKLAND - JCT. RTE. 580	5/9/2003 FRI		143 A	92 A	101 A	106 A	214 A	399 A	700 A	930 A	829 A	874 A	912 A	958 A	920 A	960 A	1,144 A	1,190 A	1,233 A	951 A	766 A	590 A	457 A	399 A	365 A	317 A	15550
4 ALA	123		0 A	N	OAKLAND - JCT. RTE. 580	5/8/2003 THU		106 A	93 A	91 A	78 A	200 A	387 A	669 A	931 A	1,131 A	781 A	801 A	917 A	874 A	866 A	946 A	1,033 A	1,296 A	903 A	630 A	540 A	410 A	320 A	250 A	204 A	14457
4 ALA	123		0 A	N	OAKLAND - JCT. RTE. 580	5/7/2003 WED		114 A	107 A	86 A	83 A	213 A	376 A	768 A	954 A	847 A	776 A	820 A	827 A	893 A	891 A	973 A	1,001 A	1,167 A	935 A	671 A	515 A	395 A	302 A	248 A	202 A	14164
4 ALA	123		0 A	N	OAKLAND - JCT. RTE. 580	5/6/2003 TUE		111 A	113 A	75 A	92 A	210 A	386 A	711 A	1,004 A	909 A	759 A	874 A	862 A	814 A	862 A	903 A	1,077 A	1,424 A	1,102 A	647 A	480 A	358 A	317 A	239 A	174 A	14503
4 ALA	123		0 A	N	OAKLAND - JCT. RTE. 580	5/5/2003 MON		119 A	84 A	76 A	114 A	207 A	361 A	668 A	930 A	903 A	773 A	828 A	850 A	894 A	811 A	945 A	1,008 A	1,126 A	885 A	689 A	451 A	345 A	302 A	226 A	164 A	13759
4 ALA	123		0 A	N	OAKLAND - JCT. RTE. 580	5/4/2003 SUN		275 A	212 A	144 A	97 A	113 A	133 A	210 A	281 A	442 A	677 A	775 A	800 A	959 A	981 A	819 A	804 A	737 A	615 A	511 A	451 A	371 A	275 A	225 A	193 A	11100
4 ALA	123		0 A	N	OAKLAND - JCT. RTE. 580	5/3/2003 SAT		193 A	182 A	109 A	111 A	131 A	179 A	277 A	449 A	645 A	770 A	1,052 A	950 A	964 A	1,336 A	1,167 A	1,127 A	944 A	800 A	679 A	534 A	433 A	422 A	356 A	293 A	14103
4 ALA	123		0 A	N	OAKLAND - JCT. RTE. 580	5/2/2003 FRI												971 A	980 A	986 A	1,139 A	1,306 A	1,521 A	1,298 A	1,011 A	586 A	455 A	448 A	351 A	257 A	11309	
4 ALA	123		0 A	N	OAKLAND - JCT. RTE. 580	2/11/2003 TUE		148 A	153 A	119 A	130 A	331 A	609 A	1,057 A	1,349 A	1,028 A	1,034 A	1,138 A	1,087 A	1,081 A	1,171 A	1,013 A	1,253 A	1,545 A	1,286 A	792 A	513 A	478 A	381 A	258 A	218 A	18172
4 ALA	123		0 A	N	OAKLAND - JCT. RTE. 580	2/10/2003 MON		181 A	110 A	117 A	180 A	315 A	598 A	1,062 A	1,390 A	1,085 A	910 A	1,109 A	1,270 A	935 A	1,125 A	1,084 A	1,296 A	1,605 A	1,142 A	752 A	596 A	488 A	347 A	351 A	282 A	18330
4 ALA	123		0 A	N	OAKLAND - JCT. RTE. 580	2/9/2003 SUN		327 A	269 A	188 A	169 A	166 A	202 A	336 A	377 A	607 A	729 A	864 A	941 A	1,071 A	1,108 A	1,019 A	1,015 A	864 A	785 A	568 A	479 A	491 A	468 A	349 A	244 A	13636
4 ALA	123		0 A	N	OAKLAND - JCT. RTE. 580	2/8/2003 SAT		384 A	289 A	171 A	133 A	173 A	236 A	377 A	531 A	769 A	900 A	1,353 A	1,539 A	1,500 A	1,385 A	1,382 A	1,232 A	1,207 A	1,044 A	854 A	653 A	602 A	585 A	575 A	421 A	18295
4 ALA	123		0 A	N	OAKLAND - JCT. RTE. 580	2/7/2003 FRI		180 A	139 A	128 A	165 A	277 A	531 A	926 A	1,232 A	1,095 A	1,000 A	1,003 A	1,073 A	1,139 A	1,141 A	1,365 A	1,579 A	1,755 A	1,377 A	1,011 A	860 A	640 A	578 A	555 A	427 A	20176
4 ALA	123		0 A	N	OAKLAND - JCT. RTE. 580	2/6/2003 THU		123 A	88 A	106 A	95 A	227 A	419 A	758 A	990 A	915 A	769 A	878 A	1,021 A	920 A	977 A	1,172 A	1,481 A	1,683 A	1,250 A	841 A	559 A	549 A	441 A	335 A	264 A	16861
4 ALA	123		0 A	N	OAKLAND - JCT. RTE. 580	2/5/2003 WED		108 A	95 A	79 A	81 A	226 A	369 A	723 A	933 A	878 A	796 A	781 A	859 A	937 A	944 A	1,074 A	1,166 A	1,186 A	966 A	687 A	441 A	393 A	336 A	221 A	202 A	14481
4 ALA	123		0 A	N	OAKLAND - JCT. RTE. 580	2/4/2003 TUE											700 A	773 A	864 A	872 A	897 A	988 A	1,085 A	1,248 A	962 A	593 A	469 A	406 A	300 A	196 A	149 A	10502
4 ALA	123		0 A	N	OAKLAND - JCT. RTE. 580	11/21/2002 THU		153 A	105 A	69 A	58 A	120 A	281 A	462 A	802 A	1,115 A	945 C	770 C	842 C	925 C	956 C	857 C	1,047 C	1,140 C	926 C	684 C	457 C	376 C	303 C	200 C	14623	
4 ALA	123		0 A	N	OAKLAND - JCT. RTE. 580	11/20/2002 WED		122 A	91 A	83 A	56 A	86 A	248 A	448 A	802 A	1,001 A	909 A	737 A	809 A	850 A	912 A	903 A	997 A	1,113 A	1,191 A	933 A	630 A	435 A	375 A	281 A	172 A	14184
4 ALA	123		0 A	N	OAKLAND - JCT. RTE. 580	11/19/2002 TUE		117 A	87 A	76 A	59 A	103 A	268 A	470 A	782 A	1,037 A	899 A	752 A	802 A	837 A	833 A	849 A	980 A	1,069 A	1,147 A	898 A	599 A	439 A	368 A	279 A	158 A	13908
4 ALA	123		0 A	N	OAKLAND - JCT. RTE. 580	11/18/2002 MON		157 A	97 A	90 A	97 A	117 A	258 A	429 A	790 A	1,052 A	821 A	787 A	859 A	835 A	815 A	871 A	905 A	1,019 A	1,144 A	921 A	555 A	381 A	285 A	316 A	163 A	13764
4 ALA	123		0 A	N	OAKLAND - JCT. RTE. 580	11/17/2002 SUN		270 A	241 A	195 A	105 A	81 A	104 A	152 A	224 A	319 A	512 A	698 A	766 A	771 A	896 A	912 A	870 A	788 A	673 A	600 A	431 A	325 A	346 A	243 A	194 A	10716
4 ALA	123		0 A	N	OAKLAND - JCT. RTE. 580	11/16/2002 SAT		282 A	220 A	218 A	109 A	126 A	175 A	214 A	320 A	479 A	668 A	831 A	967 A	1,175 A	1,135 A	1,204 A	982 A	1,011 A	834 A	707 A	552 A	406 A	377 A	352 A	342 A	13686
4 ALA	123		0 A	N	OAKLAND - JCT. RTE. 580	11/15/2002 FRI		183 A	104 A	71 A	67 A	113 A	255 A	504 A	789 A	1,097 A	871 A	795 A	883 A	929 A	950 A	991 A	1,092 A	1,240 A	1,234 A	995 A	748 A	515 A	435 A	439 A	322 A	15622
4 ALA	123		0 A	N	OAKLAND - JCT. RTE. 580	11/14/2002 THU		159 A	134 A	94 A	90 A	103 A	236 A	485 A	801 A	981 A	945 A	770 A	842 A	925 A	956 A	897 A	1,030 A	1,047 A	1,140 A	926 A	684 A	457 A	376 A	303 A	200 A	14541
4 ALA	123		0 A	N	OAKLAND - JCT. RTE. 580	11/13/2002 WED																1,050 A	1,090 A	1,198 A	898 A	616 A	429 A	385 A	302 A	254 A	6222	
4 ALA	123		0 A	S	OAKLAND - JCT. RTE. 580	8/21/2003 THU		370 A	279 C	187 C	129 C	113 C	110 C	206 C	331 C	542 C	776 C	781 C	775 C	968 C	1,641 C	1,519 C	1,607 C	1,798 C	1,691 C	1,833 C	1,825 C	1,551 C	1,139 C	812 C	582 C	21565
4 ALA	123		0 A	S	OAKLAND - JCT. RTE. 580	8/20/2003 WED		320 A	243 A	183 A	138 A	123 A	119 A	167 A	386 A	622 A	920 A	1,006 A	839 A	982 A	1,353 A	1,378 A	1,419 A	1,633 A	1,713 A	1,694 A	1,621 A	1,184 A	915 A	772 A	517 A	20247
4 ALA	123		0 A	S	OAKLAND - JCT. RTE. 580	8/19/2003 TUE		327 A	209 A	159 A	136 A	114 A	131 A	200 A	389 A	633 A	927 A	897 A	828 A	1,096 A	1,358 A	1,552 A	1,505 A	1,506 A	1,516 A	1,664 A	1,405 A	1,073 A	961 A	715 A	479 A	19780
4 ALA	123		0 A	S	OAKLAND - JCT. RTE. 580	8/18/2003 MON		356 A	229 A	191 A	137 A	111 A	126 A	203 A	360 A	575 A	906 A	761 A	786 A	1,047 A	1,366 A	1,313 A	1,466 A	1,514 A	1,588 A	1,664 A	1,333 A	1,090 A	903 A	706 A	456 A	19187
4 ALA	123		0 A	S	OAKLAND - JCT. RTE. 580	8/17/2003 SUN		586 A	523 A	326 A	238 A	175 A	142 A	127 A	161 A	219 A	285 A	421 A	611 A	756 A	921 A	1,069 A	1,229 A	1,361 A	1,319 A	1,277 A	1,457 A	1,068 A	856 A	666 A	536 A	16329
4 ALA	123		0 A	S	OAKLAND - JCT. RTE. 580	8/16/2003 SAT		650 A	458 A	358 A	258 A	166 A	150 A	201 A	220 A	295 A	376 A	533 A	785 A	1,022 A	1,314 A	1,274 A	1,370 A	1,401 A	1,512 A	1,593 A	1,508 A	1,585 A	1,530 A	1,264 A	852 A	20675
4 ALA	123		0 A	S	OAKLAND - JCT. RTE. 580	8/15/2003 FRI		438 A																								

Traffic Volumes Counts

Traffic Volumes Counts								24 hour Period Hourly Counts																											
Dist	Cnty	Rte	Prefi	PM	Leg	Dir	Description	Date	Day	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	24hr total	
4	ALA	123		1.12	A	N	OAKLAND- STANDFORD AVENUE	11/22/2002	FRI	132 A	107 A	65 A	70 A	82 A	115 A	243 A	408 A	569 A	539 A	535 A	563 A	609 A	679 A	682 A	865 A	1,011 A	1,030 A	938 A	560 A	376 A	333 A	286 A	238 A	11035	
4	ALA	123		1.12	A	N	OAKLAND- STANDFORD AVENUE	11/21/2002	THU	128 A	92 A	74 A	52 A	61 A	137 A	216 A	416 A	570 A	529 A	513 A	557 A	673 A	655 A	940 A	1,006 A	1,044 A	854 A	905 A	658 A	403 A	319 A	218 A	182 A	11202	
4	ALA	123		1.12	A	N	OAKLAND- STANDFORD AVENUE	11/20/2002	WED	134 A	74 A	65 A	52 A	59 A	110 A	232 A	390 A	561 A	504 A	515 A	557 A	627 A	629 A	627 A	755 A	946 A	1,049 A	914 A	533 A	362 A	299 A	200 A	185 A	10379	
4	ALA	123		1.12	A	N	OAKLAND- STANDFORD AVENUE	11/19/2002	TUE	119 A	75 A	67 A	58 A	75 A	128 A	229 A	370 A	554 A	485 A	509 A	558 A	576 A	617 A	632 A	828 A	1,020 A	1,040 A	875 A	454 A	342 A	333 A	214 A	155 A	10313	
4	ALA	123		1.12	A	N	OAKLAND- STANDFORD AVENUE	11/18/2002	MON																								7133		
4	ALA	123		1.12	B	S	OAKLAND- STANDFORD AVENUE	11/26/2002	TUE	255 A	161 A	131 A	114 A	122 A	291 A	515 A	1,080 A	1,527 A	737 C	646 C	698 C	785 C	756 C	742 C	904 C	981 C	1,027 C	773 C	559 C	392 C	367 C	282 C	186 C	14031	
4	ALA	123		1.12	B	S	OAKLAND- STANDFORD AVENUE	11/25/2002	MON	248 A	170 A	118 A	96 A	146 A	292 A	552 A	1,113 A	1,632 A	1,398 A	870 A	672 A	719 A	758 A	864 A	960 A	1,131 A	2,061 A	1,849 A	1,278 A	709 A	660 A	476 A	328 A	19100	
4	ALA	123		1.12	B	S	OAKLAND- STANDFORD AVENUE	11/24/2002	SUN	446 A	340 A	301 A	165 A	133 A	139 A	163 A	281 A	452 A	609 A	854 A	1,021 A	1,165 A	1,283 A	1,419 A	1,432 A	1,337 A	1,332 A	1,036 A	797 A	548 A	540 A	416 A	334 A	16543	
4	ALA	123		1.12	B	S	OAKLAND- STANDFORD AVENUE	11/23/2002	SAT	472 A	303 A	282 A	160 A	140 A	179 A	236 A	372 A	614 A	858 A	1,110 A	1,433 A	1,456 A	1,569 A	1,604 A	1,698 A	1,891 A	1,367 A	1,667 A	1,334 A	724 A	701 A	669 A	571 A	21912	
4	ALA	123		1.12	B	S	OAKLAND- STANDFORD AVENUE	11/22/2002	FRI	149 A	158 A	160 A	160 A	171 A	280 A	545 A	1,058 A	1,573 A	1,405 A	1,234 A	1,298 A	1,621 A	1,677 A	1,827 A	2,110 A	2,075 A	2,129 A	1,697 A	1,206 A	833 A	763 A	676 A	575 A	25380	
4	ALA	123		1.12	B	S	OAKLAND- STANDFORD AVENUE	11/21/2002	THU	158 A	115 A	74 A	72 A	91 A	146 A	346 A	601 A	874 A	701 A	605 A	660 A	713 A	883 A	933 A	957 A	1,103 A	1,052 A	809 A	560 A	425 A	376 A	270 A	206 A	12730	
4	ALA	123		1.12	B	S	OAKLAND- STANDFORD AVENUE	11/20/2002	WED	143 A	84 A	78 A	69 A	80 A	132 A	355 A	602 A	906 A	682 A	614 A	661 A	715 A	780 A	728 A	972 A	1,042 A	1,116 A	949 A	557 A	422 A	390 A	305 A	207 A	12589	
4	ALA	123		1.12	B	S	OAKLAND- STANDFORD AVENUE	11/19/2002	TUE	149 A	94 A	83 A	77 A	86 A	144 A	332 A	587 A	835 A	737 A	646 A	698 A	785 A	756 A	742 A	904 A	981 A	1,027 A	773 A	559 A	392 A	367 A	282 A	186 A	12222	
4	ALA	123		1.12	B	S	OAKLAND- STANDFORD AVENUE	11/18/2002	MON																								8081		
4	ALA	123		1.906	A	N	BERKELEY- JCT. RTE. 13	2/5/2003	WED	143 A	89 A	67 A	76 A	85 A	130 A	261 A	474 A	747 A	677 A	676 A	642 C	771 C	762 C	714 C	851 C	994 C	1,186 C	881 C	599 C	437 C	364 C	263 C	204 C	12092	
4	ALA	123		1.906	A	N	BERKELEY- JCT. RTE. 13	2/4/2003	TUE	125 A	100 A	80 A	73 A	88 A	139 A	244 A	465 A	763 A	763 A	644 A	703 A	824 A	844 A	793 A	982 A	1,073 A	1,151 A	1,041 A	556 A	442 A	409 A	282 A	194 A	12778	
4	ALA	123		1.906	A	N	BERKELEY- JCT. RTE. 13	2/3/2003	MON	144 A	98 A	71 A	62 A	87 A	112 A	261 A	397 A	783 A	753 A	689 A	705 A	846 A	765 A	871 A	1,128 A	1,083 A	1,200 A	1,024 A	557 A	462 A	368 A	267 A	168 A	12901	
4	ALA	123		1.906	A	N	BERKELEY- JCT. RTE. 13	2/2/2003	SUN	221 A	158 A	160 A	83 A	93 A	72 A	107 A	176 A	273 A	407 A	509 A	625 A	720 A	788 A	802 A	723 A	754 A	643 A	551 A	452 A	368 A	296 A	257 A	189 A	9427	
4	ALA	123		1.906	A	N	BERKELEY- JCT. RTE. 13	2/1/2003	SAT	254 A	190 A	159 A	111 A	98 A	97 A	129 A	239 A	389 A	511 A	656 A	806 A	876 A	969 A	974 A	918 A	887 A	810 A	632 A	472 A	438 A	396 A	304 A	312 A	11627	
4	ALA	123		1.906	A	N	BERKELEY- JCT. RTE. 13	1/31/2003	FRI	137 A	116 A	79 A	69 A	92 A	134 A	282 A	483 A	751 A	681 A	671 A	743 A	831 A	852 A	789 A	1,039 A	1,273 A	1,263 A	1,184 A	803 A	501 A	488 A	391 A	288 A	13940	
4	ALA	123		1.906	A	N	BERKELEY- JCT. RTE. 13	1/30/2003	THU	154 A	93 A	79 A	63 A	67 A	136 A	224 A	443 A	742 A	708 A	578 A	675 A	756 A	754 A	756 A	857 A	1,030 A	1,158 A	983 A	565 A	414 A	358 A	299 A	209 A	12101	
4	ALA	123		1.906	A	N	BERKELEY- JCT. RTE. 13	1/29/2003	WED	124 A	69 A	82 A	76 A	77 A	128 A	235 A	466 A	721 A	704 A	646 A	642 A	771 A	761 A	714 A	851 A	994 A	1,186 A	881 A	599 A	437 A	364 A	263 A	204 A	11995	
4	ALA	123		1.906	A	N	BERKELEY- JCT. RTE. 13	1/28/2003	TUE	120 A	90 A	84 A	69 A	58 A	145 A	251 A	443 A	723 A	681 A	576 A	690 A	719 A	720 A	715 A	906 A	991 A	1,202 A	942 A	528 A	399 A	351 A	263 A	178 A	11844	
4	ALA	123		1.906	A	N	BERKELEY- JCT. RTE. 13	1/27/2003	MON	162 A	109 A	83 A	86 A	70 A	144 A	241 A	432 A	732 A	665 A	587 A	656 A	683 A	748 A	731 A	885 A	965 A	1,167 A	894 A	522 A	380 A	336 A	246 A	189 A	11713	
4	ALA	123		1.906	A	N	BERKELEY- JCT. RTE. 13	1/26/2003	SUN	259 A	193 A	156 A	126 A	85 A	90 A	94 A	166 A	213 A	339 A	462 A	515 A	648 A	699 A	744 A	565 A	422 A	385 A	312 A	390 A	378 A	292 A	256 A	183 A	7972	
4	ALA	123		1.906	A	N	BERKELEY- JCT. RTE. 13	1/25/2003	SAT	227 A	199 A	136 A	125 A	84 A	97 A	129 A	228 A	354 A	494 A	647 A	766 A	918 A	884 A	855 A	798 A	756 A	715 A	626 A	480 A	414 A	373 A	352 A	332 A	10989	
4	ALA	123		1.906	A	N	BERKELEY- JCT. RTE. 13	1/24/2003	FRI	138 A	120 A	86 A	94 A	81 A	133 A	235 A	482 A	731 A	637 A	651 A	754 A	832 A	764 A	793 A	984 A	1,099 A	1,167 A	932 A	573 A	470 A	421 A	368 A	310 A	12855	
4	ALA	123		1.906	A	N	BERKELEY- JCT. RTE. 13	1/23/2003	THU																								8493		
4	ALA	123		1.906	A	S	BERKELEY- JCT. RTE. 13	2/5/2003	WED	126 A	87 A	66 A	54 A	80 A	168 A	362 A	774 A	1,156 A	847 A	720 A	849 C	923 C	758 C	971 C	1,068 C	1,185 C	1,280 C	1,582 C	1,062 C	635 C	433 C	441 C	327 C	214 C	15410
4	ALA	123		1.906	A	S	BERKELEY- JCT. RTE. 13	2/4/2003	TUE	120 A	94 A	52 A	58 A	100 A	150 A	368 A	876 A	1,134 A	953 A	707 A	789 A	984 A	968 A	907 A	1,077 A	1,201 A	1,379 A	960 A	599 A	449 A	423 A	299 A	176 A	14823	
4	ALA	123		1.906	A	S	BERKELEY- JCT. RTE. 13	2/3/2003	MON	134 A	77 A	55 A	55 A	87 A	143 A	341 A	766 A	1,089 A	797 A	743 A	903 A	950 A	940 A	1,013 A	1,081 A	1,165 A	1,220 A	914 A	558 A	425 A	435 A	274 A	174 A	14339	
4	ALA	123		1.906	A	S	BERKELEY- JCT. RTE. 13	2/2/2003	SUN	276 A	169 A	117 A	73 A	66 A	67 A	107 A	176 A	241 A	434 A	578 A	651 A	758 A	919 A	1,011 A	947 A	1,059 A	998 A	813 A	521 A	401 A	348 A	258 A	189 A	11177	
4	ALA	123		1.906	A	S	BERKELEY- JCT. RTE. 13	2/1/2003	SAT	297 A	180 A	124 A	90 A	75 A	122 A	146 A	281 A	407 A	556 A	793 A	954 A	1,087 A	1,119 A	1,353 A	1,393 A	1,412 A	1,545 A	1,253 A	937 A	533 A	429 A	390 A	292 A	15728	
4	ALA	123		1.906	A	S	BERKELEY- JCT. RTE. 13	1/31/2003	FRI	141 A	100 A	66 A	70 A	104 A	168 A	412 A	745 A	1,058 A	911 A	768 A	877 A	1,032 A	1,189 A	1,218 A	1,561 A	1,549 A	1,574 A	1,225 A	781 A	582 A	501 A	446 A	312 A	17390	
4	ALA	123		1.906	A	S	BERKELEY- JCT. RTE. 13	1/30/2003	THU	140 A	97 A	57 A	57 A	86 A	168 A	390 A	804 A	1,139 A	875 A	690 A	794 A	967 A	982 A	1,078 A	1,176 A	1,515 A	1,637 A	1,048 A	582 A	418 A	441 A	318 A	191 A	15650	
4	ALA	123		1.906	A	S	BERKELEY- JCT. RTE. 13	1/29/2003	WED	133 A	86 A	64 A	57 A	91 A	173 A	414 A	925 A	1,162 A	927 A	780 A	849 A	923 A	971 A	1,068 A	1,185 A	1,280 A	1,582 A	1,062 A	635 A	433 A	441 A	327 A	214 A	15782	
4	ALA	123		1.906	A	S	BERKELEY- JCT. RTE. 13	1/28/2003	TUE	141 A	98 A	65 A	65 A	95 A	217 A	418 A	909 A	1,269 A	904 A	728 A	773 A	971 A	997 A	923 A	1,174 A	1,262 A	1,368 A	962 A	578 A	450 A	477 A	312 A	187 A	15343	
4	ALA	123		1.906	A	S	BERKELEY- JCT. RTE. 13	1/27/2003	MON	157 A	265 A	124 A	67 A	79 A	169 A	413 A	838 A	1,265 A	1,033 A	817 A	817 A	997 A	1,027 A	963 A	1,251 A	1,253 A	1,356 A	995 A	624 A	504 A	417 A	301 A	224 A	15956	
4	ALA	123		1.906	A	S	BERKELEY- JCT. RTE. 13	1/26/2003	SUN	336 A	218 A	178 A	145 A	76 A	92 A	145 A	186 A	305 A	430 A	586 A	636 A	734 A	934 A	1,080 A	967 A	564 A	522 A	403 A	478 A	440 A	366 A	284 A	218 A	10323	
4	ALA	123		1.906	A	S	BERKELEY- JCT. RTE. 13	1/25/2003	SAT	276 A	254 A	151 A	144 A	82 A	119 A	206 A	211 A	437 A	597 A	845 A															

Traffic Volumes Counts

Traffic Volumes Counts										24 hour Period Hourly Counts																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
Dist	Cnty	Rte	Prefi	PM	Leg	Dir	Description	Date	Day	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	24hr total																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
4	ALA	13		4.262	A	N	OAKLAND- JCT. RTE. 580	3/18/2009	WED	111	62	43	40	93	387	894	2,255	2,676	E	1,488	E	1,110	E	1,188	E	873	A	1,045	A	1,531	E	2,020	E	2,009	E	2,586	E	1,849	E	1,124	E	709	A	597	A	379	A	211	A	25,280																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
4	ALA	13		4.262	A	N	OAKLAND- JCT. RTE. 580	3/17/2009	TUE	145	87	51	48	107	402	1,037	2,328	2,600	A	1,424	A	1,042	A	1,001	A	1,129	A	1,178	A	1,570	A	2,073	A	1,944	A	2,114	A	1,703	A	1,168	A	798	A	614	A	522	A	274	A	25,359																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
4	ALA	13		4.262	A	N	OAKLAND- JCT. RTE. 580	3/16/2009	MON	127	81	45	46	101	368	947	2,136	2,610	A	1,400	A	1,023	A	982	A	1,063	A	1,139	A	1,474	A	1,886	A	2,002	A	2,417	A	1,876	A	1,225	A	727	A	622	A	386	A	253	A	24,946																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
4	ALA	13		4.262	A	N	OAKLAND- JCT. RTE. 580	3/15/2009	SUN	246	152	150	104	74	88	207	389	557	A	715	A	977	A	1,040	A	1,148	A	1,267	A	1,230	A	1,190	A	1,207	A	1,152	A	1,095	A	816	A	813	A	684	A	460	A	269	A	16,030																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
4	ALA	13		4.262	A	N	OAKLAND- JCT. RTE. 580	3/14/2009	SAT	228	155	124	79	118	168	417	712	1,229	A	1,274	A	1,107	A	1,240	A	1,495	A	1,456	A	1,442	A	1,445	A	1,437	A	1,399	A	1,275	A	972	A	818	A	736	A	692	A	437	A	20,455																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
4	ALA	13		4.262	A	N	OAKLAND- JCT. RTE. 580	3/13/2009	FRI	154	97	47	50	117	393	938	2,093	2,556	A	1,418	A	1,111	A	1,171	A	1,202	A	1,498	A	1,780	A	2,109	A	2,180	A	2,247	A	2,067	A	1,300	A	994	A	754	A	820	A	416	A	27,512																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
4	ALA	13		4.262	A	N	OAKLAND- JCT. RTE. 580	3/12/2009	THU	130	91	45	45	103	386	986	2,280	2,611	A	1,481	A	1,169	A	1,147	A	1,245	A	1,265	A	1,614	A	2,060	A	2,127	A	2,528	A	2,085	A	1,432	A	983	A	848	A	490	A	277	A	27,428																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
4	ALA	13		4.262	A	N	OAKLAND- JCT. RTE. 580	3/11/2009	WED																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									

Traffic Volumes Counts

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Dist	Cnty	Rte	Prefi	PM	Leg	Dir	Description	Date	Day	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	24hr total							
4	ALA	13		13.906	B	N	BERKELEY- JCT. RTE. 80	3/27/2009	FRI	188 A	145 A	80 A	58 A	106 A	212 A	312 A	621 A	932 A	911 A	956 A	1,142 A	1,192 A	1,254 A	1,314 A	1,344 A	1,396 A	1,316 A	1,130 A	868 A	658 A	641 A	590 A	470 A	17,836							
4	ALA	13		13.906	B	N	BERKELEY- JCT. RTE. 80	3/26/2009	THU	181 A	107 A	67 A	52 A	101 A	210 A	337 A	689 A	1,037 A	922 A	893 A	1,107 A	1,129 A	1,095 A	1,225 A	1,370 A	1,501 A	1,613 A	1,342 A	854 A	642 A	700 A	535 A	373 A	18,082							
4	ALA	13		13.906	B	N	BERKELEY- JCT. RTE. 80	3/25/2009	WED	197 A	87 A	68 A	58 A	83 A	224 A	348 A	659 A	864 A	887 A	924 A	1,037 A	1,078 A	1,107 A	1,215 A	1,343 A	1,436 A	1,414 A	1,091 A	949 A	735 A	589 A	491 A	267 A	17,151							
4	ALA	13		13.906	B	N	BERKELEY- JCT. RTE. 80	3/24/2009	TUE	156 A	100 A	55 A	59 A	104 A	210 A	324 A	668 A	940 A	773 A	870 A	1,043 A	1,049 A	1,035 A	1,110 A	1,365 A	1,308 A	1,478 A	1,144 A	818 A	659 A	592 A	407 A	244 A	16,511							
4	ALA	13		13.906	B	N	BERKELEY- JCT. RTE. 80	3/23/2009	MON									706 A	812 A	931 A	1,044 A	986 A	1,090 A	1,276 A	1,329 A	1,383 A	1,060 A	742 A	566 A	506 A	389 A	227 A	13,047								
4	ALA	13		13.906	B	N	BERKELEY- JCT. RTE. 80	12/23/2008	TUE	163 A	115 A	83 A	51 A	82 A	220 A	312 A	522 A	717 A	842 A	958 A	1,043 C	1,049 C	1,035 C	1,210 C	1,365 C	1,308 C	1,478 C	1,144 C	818 C	659 C	592 C	407 C	244 C	16,417							
4	ALA	13		13.906	B	N	BERKELEY- JCT. RTE. 80	12/22/2008	MON	135 A	89 A	66 A	58 A	97 A	212 A	282 A	501 A	745 A	775 A	911 A	1,047 A	1,126 A	1,152 A	1,315 A	1,307 A	1,373 A	1,319 A	965 A	673 A	552 A	535 A	418 A	312 A	15,965							
4	ALA	13		13.906	B	N	BERKELEY- JCT. RTE. 80	12/21/2008	SUN	298 A	212 A	143 A	92 A	81 A	112 A	142 A	210 A	323 A	459 A	643 A	743 A	800 A	898 A	891 A	873 A	766 A	691 A	639 A	512 A	470 A	458 A	352 A	234 A	11,042							
4	ALA	13		13.906	B	N	BERKELEY- JCT. RTE. 80	12/20/2008	SAT	234 A	234 A	131 A	100 A	86 A	118 A	157 A	289 A	417 A	609 A	799 A	953 A	1,053 A	1,051 A	1,055 A	1,114 A	1,073 A	1,046 A	864 A	760 A	610 A	591 A	544 A	443 A	14,331							
4	ALA	13		13.906	B	N	BERKELEY- JCT. RTE. 80	12/19/2008	FRI	188 A	145 A	80 A	58 A	106 A	212 A	312 A	621 A	932 A	911 A	956 A	1,142 A	1,192 A	1,254 A	1,314 A	1,344 A	1,396 A	1,316 A	1,030 A	868 A	658 A	641 A	590 A	470 A	17,736							
4	ALA	13		13.906	B	N	BERKELEY- JCT. RTE. 80	12/18/2008	THU	181 A	107 A	67 A	52 A	101 A	210 A	337 A	689 A	1,037 A	922 A	893 A	1,107 A	1,129 A	1,095 A	1,225 A	1,370 A	1,501 A	1,613 A	1,342 A	854 A	642 A	700 A	535 A	373 A	18,082							
4	ALA	13		13.906	B	N	BERKELEY- JCT. RTE. 80	12/17/2008	WED	197 A	87 A	68 A	58 A	83 A	224 A	348 A	659 A	974 A	887 A	924 A	1,037 A	1,078 A	1,107 A	1,215 A	1,343 A	1,436 A	1,414 A	1,091 A	949 A	735 A	689 A	491 A	267 A	17,361							
4	ALA	13		13.906	B	N	BERKELEY- JCT. RTE. 80	12/16/2008	TUE	156 A	100 A	55 A	59 A	104 A	210 A	324 A	668 A	940 A	773 A	870 A	1,043 A	1,049 A	1,035 A	1,210 A	1,365 A	1,308 A	1,478 A	1,144 A	818 A	659 A	592 A	407 A	244 A	16,611							
4	ALA	13		13.906	B	N	BERKELEY- JCT. RTE. 80	12/15/2008	MON									861 A	812 A	931 A	1,044 A	986 A	1,090 A	1,276 A	1,329 A	1,383 A	1,060 A	742 A	566 A	506 A	389 A	227 A	13,202								
4	ALA	13		13.906	B	S	BERKELEY- JCT. RTE. 80	3/31/2009	TUE	125 A	100 A	80 A	75 A	151 A	492 A	809 A	1,301 A	1,392 A	1,210 A	1,130 A														6,865							
4	ALA	13		13.906	B	S	BERKELEY- JCT. RTE. 80	3/30/2009	MON	135 A	98 A	79 A	63 A	162 A	442 A	849 A	1,315 A	1,486 A	1,220 A	1,115 A	1,164 A	1,308 A	1,188 A	1,115 A	943 A	887 A	882 A	832 A	805 A	538 A	425 A	400 A	230 A	17,681							
4	ALA	13		13.906	B	S	BERKELEY- JCT. RTE. 80	3/29/2009	SUN	325 A	227 A	201 A	132 A	130 A	133 A	179 A	252 A	446 A	671 A	825 A	876 A	858 A	920 A	992 A	1,027 A	907 A	908 A	624 A	500 A	476 A	491 A	399 A	296 A	12,795							
4	ALA	13		13.906	B	S	BERKELEY- JCT. RTE. 80	3/28/2009	SAT	299 A	218 A	204 A	140 A	141 A	157 A	300 A	430 A	655 A	889 A	1,106 A	1,114 A	1,139 A	1,215 A	1,169 A	1,052 A	902 A	894 A	782 A	742 A	597 A	561 A	524 A	463 A	15,693							
4	ALA	13		13.906	B	S	BERKELEY- JCT. RTE. 80	3/27/2009	FRI	182 A	132 A	90 A	90 A	176 A	410 A	807 A	1,415 A	1,846 A	1,361 A	1,160 A	1,241 A	1,207 A	1,261 A	1,215 A	1,035 A	981 A	985 A	998 A	851 A	610 A	645 A	550 A	428 A	19,676							
4	ALA	13		13.906	B	S	BERKELEY- JCT. RTE. 80	3/26/2009	THU	187 A	107 A	66 A	72 A	177 A	464 A	950 A	1,473 A	1,721 A	1,408 A	1,164 A	1,212 A	1,165 A	1,204 A	1,125 A	1,049 A	893 A	875 A	994 A	930 A	620 A	554 A	498 A	312 A	19,220							
4	ALA	13		13.906	B	S	BERKELEY- JCT. RTE. 80	3/25/2009	WED	144 A	79 A	69 A	71 A	191 A	450 A	929 A	1,442 A	1,588 A	1,422 A	1,208 A	1,179 A	1,191 A	1,112 A	1,103 A	1,020 A	872 A	839 A	947 A	915 A	611 A	569 A	459 A	237 A	18,647							
4	ALA	13		13.906	B	S	BERKELEY- JCT. RTE. 80	3/24/2009	TUE	121 A	66 A	59 A	85 A	186 A	428 A	756 A	1,416 A	1,739 A	1,460 A	1,173 A	1,156 A	1,176 A	1,109 A	1,121 A	1,036 A	951 A	885 A	898 A	754 A	564 A	560 A	394 A	229 A	18,322							
4	ALA	13		13.906	B	S	BERKELEY- JCT. RTE. 80	3/23/2009	MON									1,315 A	1,071 A	1,048 A	1,037 A	1,118 A	1,099 A	1,023 A	904 A	888 A	869 A	678 A	487 A	426 A	393 A	222 A	12,578								
4	ALA	13		13.906	B	S	BERKELEY- JCT. RTE. 80	12/22/2008	MON	135 A	98 A	79 A	63 A	162 A	442 A	849 A	1,285 A	1,486 A	1,220 A	1,115 A	1,164 A	1,308 A	1,188 A	1,115 A	943 A	887 A	882 A	832 A	805 A	538 A	425 A	400 A	230 A	17,651							
4	ALA	13		13.906	B	S	BERKELEY- JCT. RTE. 80	12/21/2008	SUN	325 A	227 A	201 A	146 A	130 A	133 A	179 A	252 A	446 A	671 A	825 A	876 A	858 A	920 A	992 A	1,027 A	907 A	908 A	624 A	500 A	476 A	491 A	399 A	296 A	12,809							
4	ALA	13		13.906	B	S	BERKELEY- JCT. RTE. 80	12/20/2008	SAT	299 A	218 A	204 A	140 A	141 A	157 A	300 A	430 A	655 A	889 A	1,076 A	1,114 A	1,139 A	1,215 A	1,169 A	1,052 A	902 A	894 A	782 A	742 A	597 A	561 A	524 A	463 A	15,663							
4	ALA	13		13.906	B	S	BERKELEY- JCT. RTE. 80	12/19/2008	FRI	182 A	132 A	90 A	90 A	176 A	410 A	807 A	1,415 A	1,846 A	1,361 A	1,160 A	1,241 A	1,207 A	1,261 A	1,204 A	1,035 A	981 A	985 A	998 A	851 A	610 A	645 A	550 A	428 A	19,665							
4	ALA	13		13.906	B	S	BERKELEY- JCT. RTE. 80	12/18/2008	THU	187 A	107 A	66 A	72 A	177 A	464 A	950 A	1,473 A	1,721 A	1,408 A	1,164 A	1,212 A	1,165 A	1,204 A	1,125 A	1,049 A	893 A	882 A	994 A	930 A	620 A	554 A	498 A	312 A	19,227							
4	ALA	13		13.906	B	S	BERKELEY- JCT. RTE. 80	12/17/2008	WED	144 A	80 A	69 A	71 A	191 A	450 A	929 A	1,442 A	1,588 A	1,422 A	1,208 A	1,179 A	1,191 A	1,112 A	1,103 A	1,020 A	872 A	839 A	947 A	915 A	611 A	569 A	451 A	237 A	18,640							
4	ALA	13		13.906	B	S	BERKELEY- JCT. RTE. 80	12/16/2008	TUE	121 A	66 A	59 A	85 A	174 A	428 A	756 A	1,416 A	1,739 A	1,460 A	1,173 A	1,156 A	1,176 A	1,109 A	1,121 A	1,036 A	951 A	885 A	898 A	754 A	564 A	560 A	394 A	229 A	18,310							
4	ALA	13		13.906	B	S	BERKELEY- JCT. RTE. 80	12/15/2008	MON									1,255 A	1,071 A	1,048 A	1,037 A	1,118 A	1,099 A	1,023 A	904 A	888 A	869 A	678 A	487 A	426 A	393 A	222 A	12,518								

Traffic Volumes Counts

Dist	Cnty	Rte	Prefi	PM	Leg	Dir	Description	Date	Day	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	24hr total	
4	ALA	185		5.728	A	N	JCT. RTE. 112 WEST	11/15/2005	TUE	78 A	37 A	34 A	41 A	52 A	120 A	225 A	427 A	521 A	508 A	532 A	563 A	680 A	631 A	698 A	672 A	681 A	767 A	705 A	543 A	359 A	305 A	176 A	139 A	9494	
4	ALA	185		5.728	A	N	JCT. RTE. 112 WEST	11/14/2005	MON	70 A	40 A	33 A	29 A	47 A	115 A	203 A	393 A	519 A	565 A	627 A	599 A	671 A	665 A	695 A	747 A	791 A	653 A	491 A	326 A	276 A	182 A	115 A	9511		
4	ALA	185		5.728	A	N	JCT. RTE. 112 WEST	11/13/2005	SUN	140 A	118 A	72 A	41 A	37 A	64 A	91 A	168 A	244 A	387 A	507 A	540 A	671 A	604 A	586 A	657 A	692 A	652 A	628 A	450 A	347 A	241 A	169 A	129 A	8235	
4	ALA	185		5.728	A	N	JCT. RTE. 112 WEST	11/12/2005	SAT	113 A	93 A	59 A	42 A	35 A	87 A	127 A	230 A	359 A	669 A	719 A	809 A	797 A	936 A	773 A	767 A	761 A	649 A	607 A	482 A	388 A	335 A	313 A	234 A	10384	
4	ALA	185		5.728	A	N	JCT. RTE. 112 WEST	11/11/2005	FRI	87 A	79 A	57 A	57 A	44 A	109 A	166 A	289 A	382 A	479 A	653 A	639 A	737 A	817 A	745 A	768 A	871 A	730 A	703 A	581 A	459 A	365 A	296 A	211 A	10324	
4	ALA	185		5.728	A	N	JCT. RTE. 112 WEST	11/10/2005	THU	78 A	32 A	30 A	49 A	48 A	121 A	217 A	405 A	483 A	523 A	541 A	574 A	647 A	666 A	698 A	740 A	736 A	750 A	663 A	513 A	420 A	366 A	240 A	181 A	9721	
4	ALA	185		5.728	A	N	JCT. RTE. 112 WEST	11/9/2005	WED	62 A	39 A	49 A	45 A	60 A	126 A	217 A	403 A	506 A	499 A	490 A	580 A	672 A	680 A	730 A	702 A	714 A	668 A	633 A	464 A	361 A	305 A	227 A	134 A	9366	
4	ALA	185		5.728	A	N	JCT. RTE. 112 WEST	11/8/2005	TUE																									5657	
4	ALA	185		5.728	A	S	JCT. RTE. 112 WEST	11/18/2005	FRI	78 A	53 A	38 A	34 A	60 A	139 A	269 A	451 A	515 A	605 C	689 C	737 C	766 C	752 C	749 C	759 C	777 C	759 C	695 C	583 C	403 C	336 C	338 C	170 C	10755	
4	ALA	185		5.728	A	S	JCT. RTE. 112 WEST	11/17/2005	THU	69 A	38 A	32 A	38 A	57 A	192 A	259 A	466 A	496 A	537 A	591 A	705 A	686 A	690 A	734 A	713 A	835 A	837 A	710 A	568 A	379 A	300 A	264 A	145 A	10341	
4	ALA	185		5.728	A	S	JCT. RTE. 112 WEST	11/16/2005	WED	61 A	62 A	35 A	35 A	49 A	153 A	253 A	503 A	477 A	532 A	605 A	710 A	684 A	713 A	764 A	737 A	813 A	803 A	680 A	489 A	356 A	261 A	251 A	112 A	10138	
4	ALA	185		5.728	A	S	JCT. RTE. 112 WEST	11/15/2005	TUE	70 A	40 A	49 A	32 A	60 A	138 A	284 A	485 A	525 A	528 A	624 A	721 A	769 A	725 A	691 A	742 A	788 A	826 A	692 A	525 A	328 A	325 A	206 A	120 A	10293	
4	ALA	185		5.728	A	S	JCT. RTE. 112 WEST	11/14/2005	MON	63 A	32 A	38 A	48 A	64 A	160 A	218 A	448 A	543 A	657 A	687 A	692 A	722 A	723 A	702 A	819 A	737 A	825 A	642 A	474 A	307 A	275 A	208 A	114 A	10198	
4	ALA	185		5.728	A	S	JCT. RTE. 112 WEST	11/13/2005	SUN	139 A	90 A	70 A	33 A	52 A	69 A	118 A	187 A	330 A	380 A	618 A	602 A	708 A	759 A	725 A	663 A	724 A	746 A	546 A	420 A	314 A	252 A	156 A	120 A	8821	
4	ALA	185		5.728	A	S	JCT. RTE. 112 WEST	11/12/2005	SAT	117 A	93 A	72 A	33 A	54 A	100 A	183 A	284 A	447 A	694 A	886 A	911 A	987 A	966 A	863 A	847 A	725 A	741 A	595 A	475 A	381 A	311 A	278 A	188 A	11231	
4	ALA	185		5.728	A	S	JCT. RTE. 112 WEST	11/11/2005	FRI	93 A	63 A	57 A	62 A	55 A	146 A	227 A	337 A	430 A	605 A	689 A	737 A	766 A	752 A	749 A	759 A	777 A	759 A	695 A	583 A	403 A	336 A	338 A	170 A	10588	
4	ALA	185		5.728	A	S	JCT. RTE. 112 WEST	11/10/2005	THU																									8138	
4	ALA	185		5.728	B	N	JCT. RTE. 112 WEST	3/19/2009	THU	76 A	42 A	13 A	27 A	50 A	142 A	335 A	718 A	1,114 A	822 A																3339
4	ALA	185		5.728	B	N	JCT. RTE. 112 WEST	3/18/2009	WED	59 A	37 A	24 A	21 A	45 A	121 A	332 A	731 A	1,022 A	727 A	847 A	840 A	903 A	1,037 A	1,068 A	1,234 A	1,055 A	1,188 A	1,025 A	875 A	595 A	390 A	272 A	133 A	14581	
4	ALA	185		5.728	B	N	JCT. RTE. 112 WEST	3/17/2009	TUE	55 A	41 A	36 A	26 A	52 A	130 A	272 A	620 A	752 A	660 A	740 A	698 A	800 A	821 A	820 A	871 A	842 A	868 A	779 A	540 A	388 A	331 A	185 A	105 A	11432	
4	ALA	185		5.728	B	N	JCT. RTE. 112 WEST	3/16/2009	MON	59 A	33 A	26 A	20 A	63 A	150 A	272 A	566 A	750 A	658 A	700 A	771 A	830 A	790 A	828 A	919 A	841 A	970 A	734 A	491 A	394 A	286 A	187 A	100 A	11438	
4	ALA	185		5.728	B	N	JCT. RTE. 112 WEST	3/15/2009	SUN	120 A	90 A	60 A	42 A	32 A	45 A	74 A	113 A	231 A	370 A	487 A	586 A	764 A	751 A	734 A	787 A	781 A	754 A	643 A	418 A	364 A	273 A	174 A	111 A	8804	
4	ALA	185		5.728	B	N	JCT. RTE. 112 WEST	3/14/2009	SAT	100 A	80 A	51 A	38 A	40 A	60 A	119 A	233 A	394 A	657 A	792 A	921 A	973 A	1,101 A	915 A	891 A	950 A	826 A	652 A	590 A	400 A	425 A	311 A	190 A	11709	
4	ALA	185		5.728	B	N	JCT. RTE. 112 WEST	3/13/2009	FRI	71 A	34 A	31 A	28 A	52 A	142 A	250 A	620 A	800 A	690 A	810 A	800 A	860 A	933 A	946 A	1,010 A	1,080 A	1,143 A	913 A	722 A	574 A	480 A	290 A	190 A	13469	
4	ALA	185		5.728	B	N	JCT. RTE. 112 WEST	3/12/2009	THU	55 A	34 A	18 A	25 A	51 A	111 A	222 A	439 A	648 A	553 A	614 A	685 A	753 A	819 A	810 A	854 A	856 A	829 A	742 A	625 A	450 A	360 A	205 A	129 A	10887	
4	ALA	185		5.728	B	N	JCT. RTE. 112 WEST	3/11/2009	WED																									7994	
4	ALA	185		5.728	B	N	JCT. RTE. 112 WEST	12/10/2008	WED	59 A	37 A	24 A	21 A	45 A	125 A	273 A	658 A	989 A	933 A	987 A	815 C	841 C	841 C	851 C	1,003 C	1,050 C	1,029 C	797 C	576 C	413 C	315 C	184 C	113 C	12979	
4	ALA	185		5.728	B	N	JCT. RTE. 112 WEST	12/9/2008	TUE	55 A	40 A	33 A	23 A	51 A	126 A	272 A	617 A	758 A	665 A	713 A	702 A	789 A	815 A	821 A	869 A	839 A	867 A	779 A	540 A	388 A	331 A	184 A	105 A	11382	
4	ALA	185		5.728	B	N	JCT. RTE. 112 WEST	12/8/2008	MON	58 A	33 A	26 A	20 A	63 A	147 A	272 A	566 A	750 A	657 A	697 A	771 A	827 A	790 A	822 A	919 A	934 A	971 A	735 A	493 A	397 A	287 A	189 A	105 A	11529	
4	ALA	185		5.728	B	N	JCT. RTE. 112 WEST	12/7/2008	SUN	122 A	91 A	56 A	44 A	31 A	43 A	72 A	131 A	230 A	369 A	488 A	588 A	766 A	751 A	734 A	787 A	781 A	754 A	643 A	418 A	364 A	273 A	174 A	111 A	8821	
4	ALA	185		5.728	B	N	JCT. RTE. 112 WEST	12/6/2008	SAT	108 A	80 A	56 A	37 A	39 A	61 A	118 A	232 A	395 A	656 A	791 A	920 A	972 A	1,000 A	913 A	894 A	952 A	825 A	657 A	586 A	395 A	427 A	313 A	194 A	11621	
4	ALA	185		5.728	B	N	JCT. RTE. 112 WEST	12/5/2008	FRI	53 A	47 A	27 A	22 A	56 A	117 A	251 A	624 A	808 A	685 A	811 A	808 A	867 A	932 A	945 A	1,012 A	1,075 A	1,145 A	913 A	722 A	573 A	480 A	289 A	189 A	13451	
4	ALA	185		5.728	B	N	JCT. RTE. 112 WEST	12/4/2008	THU	59 A	32 A	25 A	24 A	75 A	159 A	281 A	618 A	840 A	724 A	659 A	732 A	813 A	839 A	841 A	980 A	1,046 A	896 A	716 A	570 A	450 A	328 A	218 A	115 A	12040	
4	ALA	185		5.728	B	N	JCT. RTE. 112 WEST	12/3/2008	WED	43 A	30 A	27 A	29 A	51 A	141 A	243 A	571 A	822 A	743 A	679 A	815 A	841 A	841 A	851 A	1,003 A	1,050 A	1,029 A	797 A	576 A	413 A	315 A	184 A	113 A	10207	
4	ALA	185		5.728	B	N	JCT. RTE. 112 WEST	12/2/2008	TUE	63 A	30 A	22 A	23 A	55 A	125 A	249 A	526 A	722 A	575 A	625 A	636 A	740 A	835 A	806 A	824 A	850 A	882 A	705 A	533 A	493 A	317 A	187 A	95 A	10820	
4	ALA	185		5.728	B	N	JCT. RTE. 112 WEST	12/1/2008	MON																									6558	
4	ALA	185		5.728	B	N	JCT. RTE. 112 WEST	8/8/2006	TUE	93 A	40 A	23 A	37 A	47 A	131 A	235 A	461 A	517 A	586 A	685 A	841 A	871 A	933 A	812 A	831 A	975 A	962 A	841 A	685 A	562 A	435 A	317 A	170 A	12090	
4	ALA	185		5.728	B	N	JCT. RTE. 112 WEST	8/7/2006	MON	82 A	55 A	22 A	37 A	46 A	140 A	264 A	433 A	531 A	609 A	758 A	834 A	918 A	924 A	958 A	921 A	906 A	966 A	842 A	652 A	567 A	395 A	265 A	134 A	12259	
4	ALA	185		5.728	B	N	JCT. RTE. 112 WEST	8/6/2006	SUN	153 A	117 A	93 A	57 A	44 A	38 A	105 A	156 A	256 A	412 A	539 A	671 A	691 A	726 A	793 A	760 A	729 A	735 A	657 A	612 A	539 A	407 A	272 A	163 A	9725	
4	ALA	185		5.728	B	N	JCT. RTE. 112 WEST	8/5/2006	SAT	179 A	107 A	67 A	53 A	39 A	63 A	150 A	226 A	433 A	673 A	872 A	1,012 A	999 A	1,018 A	977 A	910 A	879 A	806 A	730 A	635 A	616 A	540 A	379 A	238 A	12601	
4	ALA	185		5.728	B	N	JCT. RTE. 112 WEST	8/4/2006	FRI	87 A	52 A	54 A	37 A	64 A	145 A	251 A	445 A	573 A	639 A	759 A	806 A	992 A	1,073 A	1,110 A	1,047 A	1,077 A	1,095 A	928 A	746 A	652 A	591 A	369 A	262 A	13854	
4	ALA	185		5.728	B	N	JCT. RTE. 112 WEST	8/3/2006	THU	95 A	45 A	41 A	32 A	52 A	131 A	2																			

Traffic Volumes Counts

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Traffic Volumes Counts

Traffic Volumes Counts										24 hour Period Hourly Counts																								
Dist	Cnty	Rte	Prefi	PM	Leg	Dir	Description	Date	Day	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	24hr total
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	2/2/2006	THU	80 A	29 A	44 A	41 A	48 A	148 A	223 A	506 A	501 A	594 A	657 A	725 A	810 A	835 A	774 A	841 A	878 A	930 A	792 A	575 A	419 A	311 A	224 A	133 A	11118
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	2/1/2006	WED																								7986	
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	11/10/2005	THU	81 A	42 C	48 C	39 C	61 C	145 C	264 C	542 C	513 C	583 C	586 C	786 A	816 A	815 A	833 A	751 A	844 A	902 A	741 A	532 A	373 A	308 A	183 A	102 A	11044
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	11/9/2005	WED	67 A	49 A	49 A	50 A	62 A	161 A	259 A	556 A	582 A	593 A	596 A	739 A	773 A	737 A	788 A	778 A	845 A	874 A	730 A	507 A	354 A	288 A	216 A	123 A	10776
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	11/8/2005	TUE	64 A	43 A	34 A	30 A	43 A	127 A	263 A	555 A	554 A	598 A	651 A	700 A	814 A	776 A	784 A	788 A	896 A	953 A	761 A	516 A	382 A	257 A	196 A	119 A	10904
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	11/7/2005	MON	49 A	43 A	33 A	33 A	55 A	130 A	238 A	550 A	575 A	621 A	680 A	760 A	816 A	812 A	775 A	872 A	890 A	897 A	688 A	438 A	333 A	226 A	189 A	107 A	10810
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	11/6/2005	SUN	134 A	88 A	88 A	59 A	40 A	50 A	133 A	197 A	316 A	451 A	601 A	664 A	810 A	809 A	777 A	790 A	789 A	679 A	607 A	466 A	346 A	234 A	191 A	114 A	9433
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	11/5/2005	SAT	130 A	98 A	84 A	49 A	57 A	82 A	169 A	279 A	451 A	614 A	660 A	706 A	845 A	926 A	827 A	854 A	778 A	836 A	703 A	560 A	406 A	376 A	315 A	182 A	10987
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	11/4/2005	FRI	99 A	52 A	44 A	33 A	60 A	171 A	279 A	565 A	567 A	639 A	718 A	840 A	883 A	867 A	824 A	944 A	997 A	1,000 A	867 A	656 A	430 A	359 A	315 A	193 A	12402
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	11/3/2005	THU	73 A	42 A	48 A	39 A	61 A	145 A	264 A	542 A	513 A	583 A	586 A	647 A	672 A	858 A	848 A	869 A	893 A	963 A	811 A	579 A	379 A	290 A	194 A	137 A	11036
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	11/2/2005	WED	67 A	40 A	33 A	34 A	60 A	146 A	286 A	550 A	613 A	641 A	691 A	758 A	822 A	829 A	835 A	845 A	968 A	944 A	742 A	516 A	355 A	265 A	206 A	130 A	11370
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	11/1/2005	TUE																								5886	
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	8/13/2003	WED	92 A	60 A	41 A	44 A	54 A	127 A	213 A	387 A	497 A	560 A	694 A	743 A	871 C	874 C	841 C	871 C	893 C	956 C	823 C	663 C	512 C	347 C	294 C	157 C	11614
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	8/12/2003	TUE	102 A	74 A	48 A	39 A	57 A	117 A	246 A	373 A	499 A	590 A	725 A	724 A	801 A	803 A	804 A	803 A	849 A	911 A	813 A	617 A	519 A	426 A	305 A	147 A	11392
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	8/11/2003	MON	92 A	62 A	52 A	35 A	61 A	127 A	208 A	381 A	504 A	628 A	774 A	789 A	830 A	888 A	858 A	837 A	948 A	963 A	792 A	665 A	507 A	392 A	336 A	165 A	11894
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	8/10/2003	SUN	160 A	129 A	102 A	60 A	47 A	64 A	120 A	164 A	325 A	405 A	592 A	659 A	733 A	792 A	784 A	712 A	698 A	642 A	646 A	649 A	527 A	404 A	230 A	156 A	9800
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	8/9/2003	SAT	159 A	131 A	95 A	59 A	54 A	74 A	167 A	277 A	486 A	695 A	889 A	916 A	943 A	925 A	833 A	812 A	797 A	787 A	709 A	669 A	510 A	450 A	330 A	249 A	12016
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	8/8/2003	FRI	122 A	56 A	49 A	43 A	57 A	128 A	253 A	428 A	490 A	641 A	761 A	894 A	968 A	872 A	858 A	881 A	978 A	993 A	902 A	719 A	627 A	641 A	349 A	293 A	13003
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	8/7/2003	THU	99 A	46 A	50 A	34 A	59 A	120 A	223 A	397 A	503 A	600 A	666 A	754 A	862 A	830 A	881 A	844 A	860 A	979 A	825 A	740 A	566 A	384 A	279 A	195 A	11796
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	8/6/2003	WED	99 A	46 A	30 A	34 A	48 A	137 A	250 A	375 A	470 A	617 A	645 A	769 A	871 A	874 A	841 A	871 A	893 A	956 A	823 A	663 A	512 A	347 A	294 A	157 A	11622
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	8/5/2003	TUE																								7182	
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	5/9/2003	FRI	104 A	59 A	46 A	38 A	48 A	129 A	214 A	508 A	608 A	668 A	763 A														3185
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	5/8/2003	THU	75 A	48 A	38 A	39 A	46 A	124 A	222 A	474 A	599 A	617 A	669 A	758 A	814 A	802 A	820 A	935 A	874 A	984 A	781 A	653 A	488 A	351 A	252 A	155 A	11618
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	5/7/2003	WED	82 A	44 A	44 A	42 A	49 A	127 A	241 A	520 A	576 A	625 A	612 A	763 A	825 A	843 A	866 A	814 A	860 A	906 A	852 A	642 A	467 A	389 A	280 A	159 A	11628
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	5/6/2003	TUE	80 A	57 A	32 A	37 A	46 A	130 A	229 A	495 A	606 A	655 A	633 A	776 A	870 A	834 A	833 A	837 A	839 A	898 A	708 A	581 A	449 A	361 A	249 A	124 A	11359
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	5/5/2003	MON	108 A	55 A	52 A	31 A	46 A	115 A	230 A	501 A	610 A	657 A	725 A	886 A	911 A	890 A	877 A	931 A	971 A	926 A	801 A	718 A	521 A	371 A	201 A	143 A	12277
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	5/4/2003	SUN	170 A	116 A	85 A	45 A	38 A	53 A	101 A	168 A	270 A	371 A	615 A	640 A	713 A	822 A	735 A	759 A	796 A	720 A	708 A	624 A	513 A	356 A	239 A	141 A	9798
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	5/3/2003	SAT	151 A	122 A	70 A	49 A	49 A	56 A	142 A	313 A	491 A	652 A	896 A	1,056 A	996 A	998 A	920 A	862 A	876 A	840 A	761 A	693 A	500 A	432 A	307 A	236 A	12468
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	5/2/2003	FRI	120 A	71 A	51 A	37 A	45 A	127 A	225 A	478 A	648 A	739 A	762 A														13154
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	5/1/2003	THU																								5719	
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	2/10/2003	MON	40 A	34 A	25 A	55 A	113 A	195 A	380 A	508 A	605 A	760 A	765 A	873 A	813 A	886 A	858 A	918 A	941 A	748 A	502 A	327 A	298 A	206 A	104 A	83 A	11037
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	2/9/2003	SUN	99 A	89 A	50 A	49 A	36 A	90 A	189 A	283 A	394 A	587 A	687 A	778 A	837 A	833 A	787 A	814 A	725 A	615 A	470 A	335 A	288 A	202 A	99 A	71 A	9407
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	2/8/2003	SAT	95 A	75 A	44 A	47 A	63 A	136 A	273 A	474 A	700 A	824 A	981 A	1,015 A	968 A	964 A	893 A	873 A	816 A	759 A	630 A	399 A	360 A	286 A	225 A	144 A	12044
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	2/7/2003	FRI	50 A	40 A	36 A	46 A	145 A	207 A	568 A	626 A	676 A	668 A	859 A	917 A	902 A	848 A	869 A	956 A	1,038 A	839 A	643 A	501 A	418 A	304 A	220 A	154 A	12530
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	2/6/2003	THU	52 A	32 A	42 A	47 A	132 A	239 A	554 A	543 A	596 A	633 A	774 A	860 A	833 A	784 A	837 A	900 A	917 A	791 A	538 A	403 A	276 A	218 A	137 A	71 A	11209
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	2/5/2003	WED	69 A	45 A	39 A	47 A	149 A	218 A	540 A	588 A	655 A	648 A	821 A	843 A	820 A	832 A	915 A	881 A	937 A	802 A	602 A	372 A	297 A	219 A	140 A	79 A	11558
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	2/4/2003	TUE	43 A	32 A	29 A	53 A	126 A	228 A	544 A	596 A	611 A	695 A	744 A	834 A	805 A	817 A	884 A	917 A	955 A	768 A	587 A	392 A	339 A	210 A	113 A	102 A	11424
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	2/3/2003	MON																								6137	
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	11/20/2002	WED	112 A	75 A	52 A	27 A	30 A	62 A	137 A	241 A	545 A	643 A	599 A	659 C	779 C	784 C	802 C	847 C	897 C	893 C	900 C	375 C	505 C	385 C	336 C	191 C	11238
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	11/19/2002	TUE	136 A	83 A	39 A	44 A	28 A	66 A	128 A	262 A	560 A	583 A	622 A	679 A	783 A	758 A	759 A	821 A	903 A	884 A	937 A	713 A	507 A	388 A	286 A	211 A	11180
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	11/18/2002	MON	118 A	73 A	40 A	39 A	32 A	60 A	135 A	247 A	521 A	639 A	675 A	709 A	811 A	831 A	810 A	806 A	886 A	878 A	911 A	707 A	548 A	378 A	296 A	221 A	11371
4	ALA	185		5.728	B	S	JCT. RTE. 112 WEST	11/17/2002	SUN	220 A	143 A	96 A	78 A	50 A	57 A	58 A	120 A	203 A	325 A	461 A	739 A	733 A	773 A	905 A	809 A	771 A	799 A	742 A	574 A	450 A	345 A	435 A	197 A	10083
4	ALA	185		5.728																														

Traffic Volumes Counts

Traffic Volumes Counts										24 hour Period Hourly Counts																																																
Dist	Cnty	Rte	Prefi	PM	Leg	Dir	Description	Date	Day	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	24hr total																								
4	ALA	24	R	1.848	A	E	OAKLAND- JCT RTE 580	3/19/2009	THU	1300	A	994	A	778	A	773	A	838	A	1,262	A	2,137	A	3,702	A	3,689	A	3,585	A	3,776	A	3,956	A	4,349	A	4,674	A	5,952	A	6,798	A	7,072	A	6,762	A	6,372	A	5,319	A	4,334	A	3,371	A	2,814	A	1,909	A	86516
4	ALA	24	R	1.848	A	E	OAKLAND- JCT RTE 580	3/18/2009	WED	1385	A	1,001	A	740	A	655	A	676	A	1,069	A	2,252	A	3,849	A	3,876	A	3,625	A	3,524	A	3,874	A	4,145	A	4,814	A	5,900	A	6,885	A	7,231	A	6,880	A	6,423	A	5,237	A	3,929	A	3,381	A	2,715	A	1,761	A	85827
4	ALA	24	R	1.848	A	E	OAKLAND- JCT RTE 580	3/17/2009	TUE	1089	A	890	A	784	A	699	A	812	A	1,222	A	2,138	A	3,640	A	3,950	A	3,344	A	3,406	A	3,722	A	4,213	A	4,737	A	5,884	A	7,046	A	7,100	A	6,913	A	6,123	A	4,900	A	3,572	A	3,156	A	3,087	A	1,805	A	84282
4	ALA	24	R	1.848	A	E	OAKLAND- JCT RTE 580	3/16/2009	MON	1111	A	799	A	660	A	657	A	778	A	1,150	A	2,153	A	3,468	A	3,718	A	3,302	A	3,293	A	3,452	A	3,946	A	4,363	A	5,584	A	6,794	A	6,942	A	7,164	A	6,004	A	4,603	A	3,276	A	2,809	A	2,165	A	1,492	A	79683
4	ALA	24	R	1.848	A	E	OAKLAND- JCT RTE 580	3/15/2009	SUN	1974	A	1,589	A	1,415	A	973	A	759	A	743	A	916	A	1,446	A	1,681	A	2,408	A	3,047	A	3,634	A	3,942	A	4,285	A	4,544	A	4,569	A	4,615	A	4,307	A	3,752	A	3,196	A	3,567	A	3,124	A	2,187	A	1,543	A	64216
4	ALA	24	R	1.848	A	E	OAKLAND- JCT RTE 580	3/14/2009	SAT	1891	A	1,369	A	1,199	A	752	A	624	A	860	A	1,297	A	1,993	A	2,849	A	3,297	A	3,719	A	4,241	A	4,356	A	4,555	A	4,774	A	4,991	A	5,058	A	4,814	A	4,190	A	3,633	A	3,202	A	3,113	A	3,177	A	2,722	A	72676
4	ALA	24	R	1.848	A	E	OAKLAND- JCT RTE 580	3/13/2009	FRI	1329	A	1,057	A	830	A	696	A	679	A	1,148	A	2,072	A	3,547	A	3,966	A	3,611	A	3,734	A	3,956	A	4,399	A	5,144	A	5,998	A	5,930	A	6,253	A	6,339	A	5,940	A	4,776	A	3,916	A	3,518	A	3,725	A	2,443	A	85006
4	ALA	24	R	1.848	A	E	OAKLAND- JCT RTE 580	12/15/2008	MON	888	A	599	A	406	A	407	A	513	A	929	A	1,857	A	3,272	A	3,430	A	3,249	A	3,372	A	3,762	A	4,132	A	4,463	A	5,462	A	6,440	A	6,523	A	6,087	A	5,849	A	4,788	A	3,359	A	3,236	A	2,892	A	1,947	A	77862
4	ALA	24	R	1.848	A	E	OAKLAND- JCT RTE 580	12/14/2008	SUN	2168	A	1,542	A	1,547	A	924	A	654	A	790	A	892	A	1,163	A	1,733	A	2,635	A	3,283	A	3,644	A	3,899	A	4,210	A	4,322	A	4,839	A	5,141	A	4,543	A	3,977	A	3,242	A	2,919	A	2,740	A	2,091	A	1,439	A	64337
4	ALA	24	R	1.848	A	E	OAKLAND- JCT RTE 580	12/13/2008	SAT	2137	A	1,686	A	1,228	A	703	A	734	A	829	A	1,084	A	1,904	A	2,881	A	3,387	A	3,929	A	4,166	A	4,643	A	4,566	A	4,894	A	5,115	A	5,049	A	5,018	A	4,535	A	3,814	A	3,133	A	3,365	A	3,732	A	3,286	A	75818
4	ALA	24	R	1.848	A	E	OAKLAND- JCT RTE 580	12/12/2008	FRI	1663	A	1,072	A	801	A	632	A	706	A	1,025	A	1,927	A	3,776	A	3,984	A	3,797	A	3,747	A	4,108	A	4,628	A	5,165	A	6,517	A	6,837	A	6,256	A	6,494	A	5,578	A	4,401	A	3,686	A	3,495	A	3,945	A	2,698	A	86938
4	ALA	24	R	1.848	A	E	OAKLAND- JCT RTE 580	12/11/2008	THU	1246	A	839	A	677	A	569	A	764	A	1,095	A	2,136	A	3,666	A	4,099	A	3,696	A	3,566	A	3,839	A	4,243	A	4,859	A	6,185	A	6,815	A	6,713	A	6,394	A	6,145	A	5,028	A	4,034	A	3,601	A	3,147	A	2,170	A	85526
4	ALA	24	R	1.848	A	E	OAKLAND- JCT RTE 580	12/10/2008	WED	1207	A	849	A	654	A	558	A	636	A	1,100	A	2,051	A	3,857	A	3,924	A	3,644	A	3,515	A	3,786	A	4,038	A	4,765	A	6,200	A	6,799	A	7,144	A	5,988	A	5,984	A	4,901	A	3,861	A	3,627	A	3,397	A	1,843	A	84328
4	ALA	24	R	1.848	A	E	OAKLAND- JCT RTE 580	12/9/2008	TUE	1011	A	712	A	522	A	502	A	604	A	1,080	A	2,167	A	3,841	A	4,033	A	3,387	A	3,488	A	3,578	A	4,038	A	4,573	A	6,027	A	7,190	A	6,941	A	6,301	A	6,018	A	4,904	A	3,624	A	3,326	A	2,541	A	1,678	A	82086
4	ALA	24	R	1.848	A	W	OAKLAND- JCT RTE 580	3/19/2009	THU	372	A	237	A	232	A	465	A	1,284	A	3,657	A	5,920	A	7,420	A	7,064	A	6,361	A	4,809	A	4,085	A	3,991	A	3,921	A	3,842	A	3,810	A	3,620	A	3,536	A	3,436	A	2,746	A	2,553	A	2,142	A	1,630	A	870	A	78003
4	ALA	24	R	1.848	A	W	OAKLAND- JCT RTE 580	3/18/2009	WED	410	A	262	A	251	A	445	A	1,227	A	3,668	A	5,978	A	7,205	A	7,186	A	6,013	A	4,794	A	4,039	A	3,904	A	3,931	A	3,727	A	3,740	A	3,596	A	3,481	A	3,380	A	2,689	A	2,164	A	2,118	A	1,418	A	695	A	76321
4	ALA	24	R	1.848	A	W	OAKLAND- JCT RTE 580	3/17/2009	TUE	312	A	228	A	206	A	427	A	1,268	A	3,713	A	5,961	A	7,142	A	7,116	A	6,154	A	4,574	A	4,040	A	3,846	A	3,500	A	3,564	A	3,627	A	3,614	A	3,432	A	3,411	A	2,750	A	2,101	A	2,002	A	1,522	A	796	A	75306
4	ALA	24	R	1.848	A	W	OAKLAND- JCT RTE 580	3/16/2009	MON	360	A	214	A	241	A	402	A	1,259	A	3,653	A	5,651	A	6,585	A	6,845	A	5,973	A	4,386	A	3,869	A	3,579	A	3,474	A	3,296	A	3,577	A	3,321	A	3,311	A	2,826	A	2,318	A	1,865	A	1,718	A	1,327	A	596	A	70646
4	ALA	24	R	1.848	A	W	OAKLAND- JCT RTE 580	3/15/2009	SUN	806	A	504	A	326	A	282	A	414	A	689	A	1,131	A	1,349	A	1,910	A	2,904	A	3,803	A	3,908	A	3,926	A	3,946	A	3,612	A	3,542	A	3,531	A	3,651	A	2,859	A	2,385	A	2,356	A	2,102	A	1,409	A	711	A	52056
4	ALA	24	R	1.848	A	W	OAKLAND- JCT RTE 580	3/14/2009	SAT	693	A	435	A	343	A	288	A	494	A	970	A	1,610	A	2,140	A	3,349	A	4,245	A	4,569	A	4,225	A	4,311	A	3,954	A	3,856	A	3,862	A	3,714	A	3,886	A	3,818	A	2,872	A	2,519	A	2,412	A	2,532	A	1,562	A	62659
4	ALA	24	R	1.848	A	W	OAKLAND- JCT RTE 580	3/13/2009	FRI	461	A	265	A	276	A	430	A	1,154	A	3,385	A	5,428	A	6,787	A	7,377	A	5,675	A	4,695	A	4,479	A	3,890	A	3,975	A	3,804	A	3,782	A	3,537	A	3,436	A	3,528	A	2,424	A	2,681	A	2,077	A	1,199	A	77880		
4	ALA	24	R	1.848	A	W	OAKLAND- JCT RTE 580	12/15/2008	MON	356	A	232	A	214	A	438	A	1,335	A	3,899	A	5,623	A	6,295	A	7,245	A	6,289	A	4,385	A	3,998	A	3,614	A	3,423	A	3,243	A	3,510	A	3,401	A	3,160	A	3,019	A	2,297	A	1,836	A	1,627	A	1,167	A	637	A	71243
4	ALA	24	R	1.848	A	W	OAKLAND- JCT RTE 580	12/14/2008	SUN	1070	A	564	A	342	A	253	A	402	A	645	A	1,020	A	1,370	A	2,138	A	3,344	A	3,887	A	4,138	A	4,022	A	3,809	A	3,430	A	3,360	A	3,234	A	3,034	A	2,428	A	2,247	A	2,192	A	2,039	A	1,286	A	646	A	50900
4	ALA	24	R	1.848	A	W	OAKLAND- JCT RTE 580	12/13/2008	SAT	794	A	483	A	330	A	313	A	467	A	1,040	A	1,559	A	2,082	A	3,267	A	4,210	A	4,454	A	4,379	A	4,378	A	3,995	A	3,969	A	3,765	A	4,181	A	3,886	A	4,442	A	3,170	A	2,347	A	2,681	A	2,669	A	1,846	A	64707
4	ALA	24	R	1.848	A	W	OAKLAND- JCT RTE 580	12/12/2008	FRI	515	A	314	A	313	A	463	A	1,221	A	3,582	A	5,632	A	6,900	A	7,487	A	5,578	A	4,965	A	4,614	A	4,007	A	3,951	A	3,813	A	3,618	A	3,228	A	3,443	A	3,696	A	3,598	A	2,391	A	2,147	A	2,282	A	1,357	A	79115
4	ALA	24	R	1.848	A	W	OAKLAND- JCT RTE 580	12/11/2008	THU	376	A	275	A	235	A	464	A	1,298	A	3,803	A	6,136	A	7,104	A	7,129	A	6,152	A	4,887	A	4,450	A	3,913	A	3,842	A	3,796	A	3,790	A	3,645	A	3,554	A	3,458	A	2,918	A	2,088	A	2,099	A	1,664	A	836	A	77912
4	ALA	24	R	1.848	A	W	OAKLAND- JCT RTE 580	12/10/2008	WED	333	A	225	A	249	A	445	A	1,325	A	3,876	A	6,121	A	7,139	A	6,428	A	6,288	A	4,963	A	4,309	A	3,823	A	3,802	A	3,819	A	3,523	A	3,523	A	3,455	A	3,458	A	2,827	A	2,014	A	1,933	A	1,455	A	666	A	75981
4	ALA	24	R	1.848	A</																																																					

Traffic Volumes Counts

Traffic Volumes Counts										24 hour Period Hourly Counts																																																
Dist	Cnty	Rte	Prefi	PM	Leg	Dir	Description	Date	Day	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	24hr total																								
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	9/9/2003	TUE	547	A	377	A	251	A	249	A	634	A	1,813	A	3,836	A	3,775	C	3,615	C	3,397	C	3,321	C	3,679	C	4,170	C	5,189	C	6,525	C	7,406	C	7,592	C	7,438	C	5,436	C	3,661	C	3,030	C	3,265	C	1,894	C	1,215	C	82315
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	9/8/2003	MON	482	A	309	A	230	A	219	A	586	A	1,786	A	3,756	A	3,889	A	3,683	A	3,309	A	3,318	A	3,632	A	4,051	A	5,184	A	6,534	A	6,622	A	7,232	A	7,287	A	5,196	A	3,647	A	2,987	A	2,754	A	1,552	A	1,086	A	79331
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	9/7/2003	SUN	1410	A	1,089	A	711	A	418	A	563	A	515	A	1,083	A	1,540	A	2,053	A	2,693	A	3,248	A	3,537	A	4,629	A	4,369	A	4,537	A	4,835	A	4,864	A	4,216	A	3,836	A	3,438	A	2,812	A	2,338	A	1,494	A	971	A	60999
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	9/6/2003	SAT	1226	A	927	A	627	A	421	A	453	A	796	A	1,678	A	2,571	A	2,936	A	3,452	A	3,604	A	4,436	A	4,205	A	5,134	A	4,450	A	5,635	A	5,001	A	4,600	A	4,507	A	3,384	A	3,140	A	3,148	A	3,007	A	2,137	A	71475
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	9/5/2003	FRI	764	A	522	A	387	A	314	A	592	A	1,644	A	3,617	A	3,822	A	3,669	A	3,612	A	3,493	A	3,345	A	4,730	A	6,180	A	6,974	A	7,537	A	7,359	A	6,911	A	5,764	A	3,998	A	3,394	A	3,485	A	3,268	A	2,087	A	87468
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	9/4/2003	THU	707	A	442	A	326	A	289	A	567	A	1,759	A	3,662	A	3,816	A	3,680	A	3,558	A	3,586	A	3,572	A	4,848	A	5,459	A	6,728	A	7,469	A	6,615	A	7,087	A	6,314	A	4,213	A	3,261	A	3,032	A	2,133	A	1,332	A	84455
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	9/3/2003	WED	602	A	440	A	293	A	284	A	601	A	1,673	A	3,684	A	3,808	A	3,662	A	3,477	A	3,468	A	3,817	A	4,208	A	5,266	A	6,776	A	7,212	A	7,184	A	7,279	A	6,231	A	4,072	A	3,334	A	2,774	A	1,915	A	1,257	A	83317
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	9/2/2003	TUE	498	A	347	A	205	A	213	A	532	A	1,636	A	3,597	A	3,775	A	3,615	A	3,397	A	3,321	A	3,679	A	4,170	A	5,189	A	6,525	A	7,406	A	7,592	A	7,438	A	5,436	A	3,661	A	3,030	A	3,265	A	1,894	A	1,215	A	81636
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	9/1/2003	MON	886	A	641	A	503	A	428	A	260	A	493	A	903	A	1,344	A	1,569	A	2,347	A	2,930	A	3,312	A	3,706	A	5,183	A	3,955	A	3,990	A	3,720	A	3,322	A	3,059	A	2,889	A	2,488	A	2,031	A	1,426	A	961	A	50936
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	8/31/2003	SUN	1233	A	944	A	727	A	402	A	312	A	474	A	822	A	1,272	A	1,726	A	2,424	A	3,234	A	3,394	A	3,997	A	4,263	A	4,573	A	5,402	A	4,611	A	3,766	A	3,481	A	3,327	A	2,928	A	2,612	A	2,039	A	1,450	A	59413
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	8/30/2003	SAT	1333	A	1,062	A	721	A	456	A	461	A	707	A	1,363	A	1,980	A	2,500	A	3,237	A	3,440	A	3,777	A	4,222	A	4,470	A	4,704	A	5,012	A	5,117	A	4,392	A	3,837	A	3,196	A	4,174	A	2,719	A	1,969	A	86211		
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	8/29/2003	FRI	863	A	1,094	A	439	A	337	A	592	A	1,343	A	3,235	A	3,734	A	3,622	A	3,480	A	3,616	A	3,593	A	5,727	A	5,880	A	6,716	A	7,289	A	6,908	A	6,357	A	5,065	A	4,009	A	3,154	A	3,642	A	2,626	A	1,885	A	85206
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	8/28/2003	THU	849	A	517	A	347	A	296	A	567	A	1,504	A	3,445	A	3,732	A	3,763	A	3,593	A	3,518	A	3,987	A	4,283	A	5,153	A	6,765	A	7,358	A	7,413	A	7,116	A	6,642	A	4,760	A	3,562	A	2,311	A	1,628	A	1,335	A	84444
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	8/27/2003	WED	801	A	514	A	306	A	279	A	511	A	1,480	A	3,434	A	3,845	A	3,753	A	3,468	A	3,471	A	3,978	A	4,251	A	5,190	A	6,340	A	7,565	A	7,413	A	7,360	A	6,397	A	4,558	A	3,680	A	3,797	A	2,266	A	1,406	A	86063
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	8/26/2003	TUE	778	A	484	A	304	A	252	A	464	A	1,380	A	3,433	A	3,770	A	3,691	A	3,512	A	3,447	A	3,881	A	4,218	A	5,186	A	6,436	A	7,632	A	7,482	A	5,382	A	7,109	A	4,344	A	3,407	A	3,095	A	2,237	A	1,596	A	83520
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	8/25/2003	MON	675	A	436	A	284	A	232	A	455	A	1,335	A	3,192	A	3,814	A	3,641	A	3,267	A	3,439	A	3,606	A	4,077	A	4,892	A	6,121	A	7,376	A	7,522	A	7,227	A	5,691	A	4,008	A	3,115	A	2,571	A	1,826	A	1,271	A	80073
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	8/24/2003	SUN	1630	A	1,142	A	928	A	506	A	401	A	515	A	1,043	A	1,556	A	1,939	A	2,601	A	3,365	A	3,566	A	4,079	A	4,287	A	4,456	A	5,039	A	4,554	A	4,189	A	3,812	A	3,600	A	3,395	A	2,874	A	2,043	A	1,453	A	62973
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	8/23/2003	SAT	1521	A	1,167	A	803	A	473	A	404	A	686	A	1,350	A	2,249	A	2,874	A	3,312	A	3,534	A	3,621	A	4,630	A	4,975	A	5,092	A	5,286	A	5,416	A	4,301	A	4,496	A	3,665	A	3,410	A	3,550	A	3,313	A	2,524	A	72652
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	8/22/2003	FRI	1020	A	612	A	472	A	366	A	483	A	1,272	A	3,009	A	3,796	A	3,756	A	3,416	A	3,565	A	4,237	A	4,766	A	5,420	A	6,490	A	7,199	A	7,360	A	6,796	A	5,429	A	4,127	A	3,852	A	3,945	A	3,510	A	2,406	A	87304
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	8/21/2003	THU	1017	A	632	A	471	A	310	A	506	A	1,390	A	3,133	A	3,919	A	3,754	A	3,524	A	3,587	A	3,990	A	4,302	A	5,057	A	6,202	A	7,394	A	7,186	A	6,733	A	6,790	A	4,213	A	3,352	A	3,391	A	2,949	A	1,955	A	85757
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	8/20/2003	WED	999	A	565	A	407	A	287	A	444	A	1,380	A	3,122	A	3,284	A	3,802	A	3,728	A	3,649	A	3,610	A	4,500	A	4,874	A	6,274	A	7,432	A	7,665	A	7,252	A	6,338	A	4,281	A	3,668	A	3,354	A	2,917	A	1,951	A	85783
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	8/19/2003	TUE	947	A	504	A	386	A	266	A	447	A	1,273	A	2,973	A	3,922	A	3,776	A	3,587	A	3,411	A	3,665	A	4,259	A	4,869	A	6,224	A	7,324	A	7,356	A	7,265	A	6,443	A	4,093	A	3,436	A	3,160	A	2,621	A	1,767	A	83974
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	8/18/2003	MON	804	A	477	A	312	A	236	A	394	A	1,248	A	2,818	A	3,876	A	3,656	A	3,287	A	3,455	A	3,421	A	4,048	A	5,824	A	7,102	A	7,467	A	7,467	A	5,960	A	4,121	A	3,000	A	2,627	A	1,925	A	1,371	A	79518		
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	8/17/2003	SUN	2095	A	1,235	A	1,040	A	610	A	366	A	493	A	797	A	1,355	A	1,713	A	2,323	A	3,013	A	3,494	A	3,898	A	4,622	A	4,384	A	5,289	A	5,017	A	4,221	A	3,806	A	3,431	A	3,198	A	2,658	A	2,177	A	1,368	A	62287
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	8/16/2003	SAT	1660	A	1,106	A	840	A	434	A	434	A	636	A	1,215	A	2,023	A	2,775	A	3,170	A	3,474	A	3,532	A	4,969	A	4,642	A	5,061	A	5,309	A	6,009	A	4,813	A	4,089	A	3,350	A	3,164	A	3,080	A	3,149	A	3,040	A	72076
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	8/15/2003	FRI	1171	A	687	A	429	A	358	A	430	A	1,131	A	2,715	A	3,772	A	3,732	A	3,540	A	3,538	A	3,578	A	5,286	A	5,357	A	6,241	A	7,118	A	7,435	A	6,832	A	5,631	A	4,221	A	3,547	A	3,408	A	3,609	A	2,707	A	86473
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	8/14/2003	THU	1032	A	617	A	426	A	298	A	422	A	1,146	A	2,800	A	3,791	A	3,717	A	3,465	A	3,514	A	3,781	A	4,373	A	4,866	A	6,240	A	7,471	A	7,238	A	7,022	A	7,030	A	4,705	A	4,009	A	3,677	A	3,151	A	2,022	A	86813
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	8/13/2003	WED	1019	A	563	A	328	A	292	A	389	A	1																																						

Traffic Volumes Counts

Traffic Volumes Counts										24 hour Period Hourly Counts																																																
Dist	Cnty	Rte	Prefi	PM	Leg	Dir	Description	Date	Day	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	24hr total																								
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	6/26/2003	THU	1002	A	580	A	381	A	332	A	525	A	1,491	A	3,365	A	3,730	A	3,676	A	3,572	A	3,467	A	3,315	A	4,733	A	5,236	A	6,339	A	7,086	A	7,062	A	6,890	A	6,294	A	4,447	A	3,741	A	3,482	A	2,702	A	1,839	A	85287
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	6/25/2003	WED	844	A	554	A	342	A	247	A	473	A	1,442	A	3,389	A	3,738	A	3,659	A	3,131	A	3,557	A	4,330	A	4,298	A	5,014	A	6,355	A	7,382	A	7,200	A	7,047	A	5,975	A	4,134	A	3,718	A	3,540	A	2,900	A	1,801	A	85070
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	6/24/2003	TUE	781	A	455	A	304	A	227	A	467	A	1,361	A	3,219	A	3,721	A	3,651	A	3,540	A	3,457	A	4,094	A	4,371	A	4,853	A	6,368	A	7,462	A	7,348	A	7,218	A	5,860	A	4,054	A	3,386	A	3,358	A	2,820	A	1,654	A	84029
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	6/23/2003	MON	748	A	448	A	290	A	231	A	450	A	1,306	A	3,154	A	3,750	A	3,662	A	3,538	A	3,440	A	3,666	A	4,226	A	4,674	A	6,126	A	7,280	A	7,409	A	7,125	A	5,458	A	3,788	A	2,986	A	2,814	A	2,293	A	1,686	A	80548
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	6/22/2003	SUN	1514	A	1,168	A	902	A	490	A	382	A	568	A	897	A	1,428	A	1,871	A	2,479	A	3,275	A	3,511	A	3,660	A	4,625	A	4,727	A	5,223	A	5,424	A	4,314	A	3,754	A	3,204	A	3,166	A	2,772	A	2,087	A	1,334	A	62775
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	6/21/2003	SAT	1549	A	1,055	A	800	A	471	A	430	A	711	A	1,377	A	2,262	A	2,746	A	3,370	A	3,624	A	3,557	A	5,152	A	5,131	A	5,045	A	5,144	A	5,372	A	4,331	A	4,140	A	3,477	A	3,241	A	3,567	A	4,060	A	2,794	A	73406
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	6/20/2003	FRI	1096	A	697	A	432	A	360	A	429	A	1,291	A	2,932	A	3,657	A	3,459	A	3,271	A	3,602	A	4,414	A	4,805	A	5,376	A	6,492	A	7,332	A	7,382	A	6,798	A	5,450	A	4,360	A	3,577	A	3,518	A	4,355	A	2,587	A	87672
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	6/19/2003	THU	1037	A	601	A	416	A	274	A	400	A	1,216	A	3,076	A	3,907	A	3,736	A	3,483	A	3,629	A	4,028	A	4,318	A	5,051	A	6,437	A	7,418	A	7,198	A	7,280	A	6,820	A	4,793	A	3,667	A	3,620	A	2,683	A	1,870	A	86958
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	6/18/2003	WED	930	A	504	A	371	A	279	A	413	A	1,222	A	2,954	A	3,893	A	3,838	A	3,618	A	3,543	A	3,742	A	4,303	A	4,957	A	6,419	A	7,388	A	7,347	A	7,258	A	6,311	A	4,422	A	3,589	A	3,645	A	2,801	A	2,068	A	85815
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	6/17/2003	TUE	919	A	491	A	345	A	243	A	417	A	1,150	A	2,916	A	3,949	A	3,710	A	3,564	A	3,466	A	3,627	A	4,352	A	4,909	A	6,362	A	7,470	A	7,507	A	7,267	A	6,384	A	4,314	A	3,592	A	4,042	A	2,495	A	1,629	A	85120
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	6/16/2003	MON	830	A	464	A	312	A	238	A	403	A	1,174	A	2,790	A	3,742	A	3,599	A	3,571	A	3,551	A	3,474	A	4,036	A	4,790	A	6,252	A	7,281	A	7,162	A	6,427	A	3,940	A	3,186	A	2,901	A	2,134	A	1,417	A	81099		
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	6/15/2003	SUN	1785	A	1,164	A	935	A	585	A	408	A	528	A	847	A	1,361	A	1,910	A	2,684	A	3,356	A	3,686	A	4,781	A	4,847	A	5,027	A	5,306	A	5,423	A	4,330	A	3,821	A	3,662	A	3,465	A	3,144	A	2,407	A	1,457	A	66679
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	6/14/2003	SAT	1711	A	1,129	A	853	A	503	A	409	A	727	A	1,218	A	2,237	A	2,833	A	3,260	A	3,590	A	3,709	A	5,070	A	5,037	A	5,114	A	5,430	A	5,994	A	4,992	A	4,322	A	3,565	A	3,165	A	3,260	A	3,286	A	2,604	A	74018
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	6/13/2003	FRI	1116	A	665	A	448	A	411	A	410	A	1,104	A	2,614	A	3,859	A	3,732	A	3,685	A	3,634	A	4,310	A	4,904	A	5,443	A	6,240	A	7,357	A	7,233	A	7,093	A	5,708	A	4,451	A	3,627	A	3,768	A	3,401	A	2,471	A	87684
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	6/12/2003	THU	1020	A	559	A	434	A	270	A	381	A	1,069	A	2,762	A	4,007	A	3,696	A	3,585	A	3,585	A	3,760	A	4,578	A	4,931	A	6,445	A	7,159	A	7,007	A	6,997	A	7,093	A	4,869	A	3,962	A	3,534	A	2,710	A	2,089	A	86425
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	6/11/2003	WED	951	A	591	A	376	A	241	A	378	A	1,014	A	2,741	A	3,926	A	3,777	A	3,654	A	3,472	A	3,325	A	4,694	A	4,579	A	6,490	A	7,442	A	7,338	A	7,226	A	6,993	A	4,801	A	3,940	A	3,768	A	3,348	A	1,687	A	86752
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	6/10/2003	TUE	859	A	519	A	290	A	229	A	341	A	1,016	A	2,729	A	3,842	A	3,821	A	3,449	A	3,516	A	3,604	A	4,202	A	4,934	A	6,146	A	7,189	A	7,186	A	7,190	A	7,235	A	4,539	A	3,493	A	3,462	A	3,097	A	1,615	A	84503
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	6/9/2003	MON	564	A	328	A	242	A	274	A	632	A	1,736	A	3,478	A	3,625	C	3,798	A	3,472	A	3,267	A	3,480	A	4,252	A	4,437	A	6,023	A	7,311	A	7,532	A	7,478	A	6,522	A	4,172	A	3,105	A	2,675	A	2,128	A	1,441	A	81972
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	6/8/2003	SUN	1206	A	1,073	A	743	A	425	A	402	A	582	A	986	A	1,594	A	1,988	A	3,120	A	3,446	A	3,716	A	4,583	A	4,581	A	4,710	A	4,841	A	4,664	A	4,142	A	3,678	A	3,238	A	2,924	A	2,358	A	1,664	A	1,117	A	61781
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	6/7/2003	SAT	1227	A	972	A	693	A	414	A	478	A	836	A	1,683	A	2,648	A	3,124	A	3,343	A	3,501	A	4,623	A	4,700	A	5,076	A	5,036	A	5,281	A	4,935	A	4,716	A	4,353	A	3,265	A	3,348	A	3,411	A	2,843	A	2,142	A	72648
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	6/6/2003	FRI	903	A	532	A	423	A	322	A	666	A	1,698	A	3,572	A	3,754	A	3,556	A	3,569	A	3,656	A	4,484	A	4,902	A	5,882	A	6,984	A	7,458	A	7,453	A	6,469	A	5,067	A	3,770	A	3,425	A	3,414	A	3,410	A	2,597	A	87966
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	6/5/2003	THU	811	A	487	A	363	A	252	A	586	A	1,763	A	3,664	A	3,919	A	3,630	A	3,555	A	3,223	A	4,393	A	4,532	A	5,484	A	6,502	A	6,691	A	7,088	A	6,995	A	6,443	A	4,040	A	3,527	A	3,575	A	2,462	A	1,426	A	85411
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	6/4/2003	WED	661	A	427	A	288	A	293	A	576	A	1,701	A	3,690	A	3,870	A	3,726	A	3,583	A	3,567	A	3,737	A	4,484	A	5,484	A	6,683	A	7,350	A	7,269	A	7,102	A	6,111	A	4,080	A	3,363	A	3,142	A	2,568	A	1,401	A	85156
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	6/3/2003	TUE	649	A	400	A	257	A	220	A	586	A	1,684	A	3,637	A	3,764	A	3,667	A	3,482	A	3,429	A	3,891	A	4,368	A	5,494	A	6,614	A	7,454	A	7,385	A	7,190	A	5,853	A	3,864	A	3,187	A	3,130	A	2,143	A	1,263	A	83611
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	6/2/2003	MON	681	A	373	A	254	A	246	A	522	A	1,601	A	3,507	A	3,625	A	3,635	A	3,493	A	3,378	A	3,552	A	4,094	A	5,231	A	6,319	A	7,485	A	7,310	A	7,157	A	5,254	A	3,558	A	2,975	A	2,657	A	2,063	A	1,258	A	80228
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	6/1/2003	SUN	1516	A	1,158	A	872	A	465	A	362	A	586	A	1,048	A	2,493	A	2,069	A	2,858	A	3,558	A	3,642	A	4,991	A	4,531	A	4,647	A	4,839	A	4,634	A	3,902	A	3,576	A	3,245	A	2,904	A	2,605	A	1,775	A	1,187	A	62643
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	5/31/2003	SAT	1403	A	1,077	A	763	A	443	A	423	A	808	A	1,509	A	1,917	A	2,969	A	3,473	A	3,598	A	4,381	A	4,710	A	4,905	A	4,901	A	5,145	A	4,983	A	4,430	A	3,739	A	3,075	A	2,947	A	3,248	A	3,114	A	2,243	A	70604
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	5/30/2003	FRI	872	A	497	A	370	A	329	A																																									

Traffic Volumes Counts

Traffic Volumes Counts										24 hour Period Hourly Counts																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
Dist	Cnty	Rte	Prefi	PM	Leg	Dir	Description	Date	Day	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	24hr total																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	4/12/2003	SAT	1625	A	1,058	A	854	A	500	A	335	A	551	A	908	A	1,673	A	2,455	A	2,808	A	3,327	A	3,459	A	4,129	A	4,233	A	4,329	A	4,471	A	4,235	A	4,273	A	3,783	A	2,757	A	2,505	A	2,463	A	2,702	A	2,340	A	61773																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	4/11/2003	FRI	1037	A	571	A	414	A	346	A	356	A	961	A	2,487	A	3,985	A	3,871	A	3,782	A	3,679	A	4,062	A	4,623	A	5,286	A	6,381	A	7,463	A	7,617	A	7,377	A	5,667	A	4,318	A	3,286	A	3,281	A	3,634	A	2,833	A	87317																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	4/10/2003	THU	926	A	480	A	366	A	285	A	337	A	912	A	2,592	A	3,900	A	3,970	A	3,688	A	3,504	A	3,719	A	4,070	A	4,757	A	6,032	A	7,403	A	7,434	A	7,567	A	6,868	A	4,476	A	3,593	A	3,505	A	3,263	A	1,897	A	85544																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	4/9/2003	WED	974	A	527	A	333	A	237	A	345	A	927	A	2,597	A	3,907	A	3,917	A	3,830	A	3,572	A	3,700	A	4,132	A	4,650	A	6,030	A	7,516	A	7,477	A	7,560	A	6,772	A	4,713	A	3,599	A	3,062	A	2,477	A	1,639	A	84493																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	4/8/2003	TUE	807	A	445	A	306	A	221	A	309	A	897	A	2,554	A	3,960	A	3,752	A	3,745	A	3,527	A	3,548	A	4,284	A	4,493	A	6,186	A	7,309	A	7,582	A	7,568	A	6,511	A	4,418	A	3,412	A	3,213	A	1,862	A	84023																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	4/7/2003	MON	425	A	291	A	223	A	329	A	1,008	A	2,690	A	3,790	A	3,739	A	3,319	A	3,441	A	3,932	A	4,466	A	5,738	A	7,277	A	7,718	A	7,743	A	6,522	A	4,337	A	3,090	A	2,115	A	2,072	A	1,334	A	76059																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																										
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	4/6/2003	SUN	1844	A	1,136	A	942	A	492	A	503	A	720	A	1,033	A	1,547	A	2,029	A	2,709	A	3,376	A	3,706	A	4,426	A	4,212	A	4,558	A	4,496	A	4,377	A	3,921	A	3,291	A	3,713	A	2,956	A	1,899	A	1,281	A	788	A	59955																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	4/5/2003	SAT	1449	A	974	A	814	A	458	A	344	A	552	A	1,181	A	2,085	A	2,747	A	3,136	A	3,605	A	3,800	A	4,354	A	4,447	A	4,830	A	5,137	A	5,654	A	4,871	A	4,042	A	3,208	A	2,766	A	2,913	A	3,009	A	2,481	A	68857																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	4/4/2003	FRI	937	A	630	A	400	A	295	A	345	A	964	A	2,518	A	3,889	A	3,817	A	3,473	A	3,657	A	4,037	A	4,397	A	5,195	A	6,179	A	7,327	A	7,403	A	7,087	A	5,536	A	4,070	A	3,302	A	3,278	A	4,008	A	2,477	A	85121																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	4/3/2003	THU	900	A	474	A	332	A	276	A	344	A	1,016	A	2,767	A	3,843	A	3,829	A	3,697	A	3,365	A	3,592	A	3,991	A	4,748	A	6,260	A	7,513	A	7,440	A	6,726	A	6,928	A	4,341	A	3,261	A	3,205	A	2,371	A	1,525	A	82744																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	4/2/2003	WED	848	A	491	A	343	A	237	A	320	A	1,011	A	2,716	A	3,967	A	3,927	A	3,608	A	3,342	A	3,161	A	4,371	A	4,561	A	5,774	A	7,152	A	7,352	A	6,529	A	6,692	A	4,405	A	3,174	A	3,215	A	2,583	A	1,482	A	81261																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	4/1/2003	TUE																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							

Traffic Volumes Counts

Traffic Volumes Counts									24 hour Period Hourly Counts																																																	
Dist	Cnty	Rte	Prefi	PM	Leg	Dir	Description	Date	Day	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	24hr total																								
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	12/30/2002	MON	680	A	481	A	288	A	254	A	449	A	1,213	A	2,418	A	3,268	A	2,954	A	3,063	A	3,268	A	3,631	A	4,217	A	4,987	A	6,167	A	6,949	A	6,836	A	6,197	A	4,218	A	2,987	A	2,306	A	2,733	A	2,206	A	1,330	A	73100
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	12/29/2002	SUN	1025	A	949	A	683	A	378	A	313	A	507	A	1,399	A	2,025	A	2,685	A	3,177	A	3,691	A	3,968	A	4,142	A	4,377	A	4,081	A	3,694	A	3,167	A	2,757	A	2,592	A	2,286	A	1,816	A	1,253	A	52735				
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	12/28/2002	SAT	1265	A	1,019	A	746	A	449	A	361	A	539	A	986	A	1,464	A	1,922	A	2,519	A	2,918	A	3,458	A	3,965	A	4,292	A	4,451	A	3,173	A	2,337	A	2,146	A	2,325	A	2,091	A	1,696	A	54982						
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	12/27/2002	FRI	934	A	615	A	455	A	301	A	400	A	1,124	A	1,975	A	2,814	A	2,770	A	3,044	A	2,724	A	4,296	A	4,429	A	5,109	A	5,742	A	6,640	A	6,244	A	5,343	A	3,981	A	3,034	A	2,664	A	2,786	A	2,792	A	1,895	A	72111
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	12/26/2002	THU	639	A	413	A	262	A	211	A	372	A	1,044	A	1,995	A	2,677	A	2,642	A	2,886	A	3,254	A	3,491	A	3,951	A	4,388	A	5,474	A	6,126	A	6,227	A	5,105	A	3,590	A	2,550	A	2,276	A	2,170	A	1,937	A	1,481	A	65161
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	12/25/2002	WED	1335	A	969	A	434	A	236	A	171	A	298	A	484	A	876	A	1,266	A	1,901	A	2,589	A	3,327	A	4,085	A	4,703	A	4,791	A	4,524	A	3,653	A	3,002	A	2,799	A	3,120	A	3,718	A	3,407	A	2,335	A	1,337	A	55360
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	12/24/2002	TUE	953	A	618	A	402	A	281	A	378	A	1,006	A	1,964	A	2,803	A	2,861	A	3,215	A	3,815	A	5,168	A	6,730	A	6,502	A	6,332	A	6,321	A	5,663	A	4,746	A	3,702	A	2,788	A	2,918	A	3,374	A	3,039	A	2,342	A	77921
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	12/23/2002	MON	859	A	567	A	336	A	290	A	437	A	1,132	A	2,460	A	3,442	A	3,370	A	3,442	A	3,658	A	3,948	A	4,808	A	5,542	A	6,455	A	7,040	A	7,508	A	6,863	A	5,407	A	4,141	A	3,371	A	2,797	A	2,327	A	1,710	A	81910
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	12/22/2002	SUN	1693	A	1,260	A	905	A	514	A	432	A	496	A	730	A	1,242	A	1,764	A	2,423	A	3,065	A	3,433	A	3,966	A	4,348	A	4,381	A	4,709	A	5,576	A	5,330	A	3,892	A	3,165	A	3,131	A	3,066	A	2,138	A	1,534	A	63143
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	12/21/2002	SAT	1748	A	1,159	A	809	A	424	A	404	A	591	A	1,110	A	1,704	A	2,422	A	3,153	A	3,608	A	3,766	A	4,871	A	4,804	A	4,612	A	5,039	A	4,862	A	4,528	A	4,144	A	3,209	A	3,137	A	3,334	A	3,502	A	2,980	A	69920
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	12/20/2002	FRI	1126	A	677	A	438	A	299	A	437	A	1,086	A	2,566	A	3,685	A	3,695	A	3,351	A	3,481	A	3,379	A	5,111	A	5,353	A	6,414	A	7,260	A	6,658	A	6,482	A	5,641	A	3,838	A	3,240	A	3,394	A	3,238	A	2,656	A	83507
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	12/19/2002	THU	1081	A	653	A	371	A	341	A	405	A	1,250	A	2,986	A	3,859	A	3,582	A	3,346	A	3,358	A	3,730	A	4,087	A	4,551	A	5,604	A	6,634	A	6,427	A	6,695	A	6,206	A	4,146	A	3,273	A	3,066	A	2,363	A	1,747	A	77971
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	12/18/2002	WED	903	A	528	A	364	A	357	A	421	A	1,168	A	2,900	A	3,841	A	3,796	A	3,626	A	3,596	A	3,717	A	4,704	A	5,248	A	6,781	A	7,297	A	7,253	A	7,081	A	6,971	A	4,889	A	3,945	A	3,500	A	2,874	A	1,709	A	87469
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	12/17/2002	TUE	774	A	469	A	297	A	236	A	410	A	1,040	A	2,715	A	3,626	A	3,583	A	3,379	A	3,443	A	3,607	A	4,487	A	5,059	A	6,441	A	7,600	A	7,540	A	7,139	A	6,507	A	4,322	A	3,535	A	2,943	A	2,289	A	1,725	A	83166
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	12/16/2002	MON	753	A	393	A	285	A	190	A	332	A	1,025	A	2,557	A	3,673	A	3,426	A	3,259	A	3,132	A	3,453	A	3,965	A	4,582	A	5,953	A	6,800	A	7,191	A	6,724	A	5,147	A	3,503	A	2,777	A	2,446	A	1,908	A	1,337	A	74811
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	12/15/2002	SUN	1787	A	1,055	A	852	A	486	A	301	A	362	A	556	A	1,019	A	1,523	A	2,264	A	2,874	A	3,252	A	3,444	A	3,848	A	4,178	A	4,001	A	4,403	A	4,041	A	3,491	A	3,011	A	2,625	A	2,609	A	1,731	A	1,191	A	54904
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	12/14/2002	SAT	1643	A	1,077	A	680	A	392	A	330	A	471	A	910	A	1,649	A	2,434	A	3,053	A	3,518	A	3,749	A	4,392	A	4,193	A	3,956	A	4,156	A	4,139	A	3,988	A	3,529	A	2,750	A	2,218	A	2,582	A	2,931	A	3,000	A	61740
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	12/13/2002	FRI	1053	A	684	A	430	A	288	A	363	A	1,046	A	2,536	A	3,374	A	3,359	A	3,093	A	3,258	A	3,623	A	4,188	A	4,851	A	5,872	A	6,332	A	5,981	A	5,129	A	5,284	A	3,557	A	2,955	A	2,971	A	2,868	A	2,339	A	75434
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	12/12/2002	THU	1014	A	513	A	367	A	261	A	375	A	1,046	A	2,744	A	3,881	A	3,844	A	3,604	A	3,417	A	3,843	A	4,399	A	5,025	A	6,607	A	7,436	A	7,406	A	6,987	A	6,854	A	4,756	A	3,687	A	3,507	A	2,857	A	1,834	A	86264
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	12/11/2002	WED	902	A	505	A	368	A	237	A	324	A	1,023	A	2,765	A	3,900	A	3,797	A	3,686	A	3,428	A	3,592	A	4,102	A	4,971	A	6,557	A	7,384	A	7,459	A	7,011	A	7,093	A	4,602	A	3,513	A	3,274	A	2,601	A	1,607	A	84701
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	12/10/2002	TUE	782	A	450	A	311	A	204	A	330	A	986	A	2,559	A	3,560	A	3,625	A	3,260	A	3,557	A	3,416	A	4,207	A	4,667	A	6,398	A	7,460	A	7,503	A	7,228	A	6,486	A	4,345	A	3,416	A	3,458	A	2,941	A	1,601	A	82750
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	12/9/2002	MON	732	A	388	A	224	A	219	A	283	A	1,039	A	2,568	A	3,554	A	3,445	A	3,317	A	3,100	A	3,444	A	3,954	A	4,478	A	5,693	A	6,954	A	7,285	A	7,120	A	6,332	A	4,192	A	2,834	A	2,481	A	1,859	A	1,278	A	76773
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	12/8/2002	SUN	1981	A	1,313	A	1,077	A	505	A	323	A	387	A	579	A	1,062	A	1,684	A	2,352	A	3,118	A	3,427	A	3,971	A	4,201	A	4,542	A	4,509	A	4,541	A	4,374	A	3,487	A	3,139	A	2,916	A	2,554	A	2,027	A	1,278	A	59347
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	12/7/2002	SAT	1954	A	1,122	A	899	A	498	A	348	A	476	A	956	A	1,914	A	2,717	A	3,119	A	3,604	A	3,679	A	4,743	A	4,685	A	4,859	A	5,021	A	4,618	A	5,046	A	4,903	A	3,841	A	3,203	A	3,361	A	4,528	A	3,243	A	73337
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	12/6/2002	FRI	739	A	501	A	385	A	371	A	514	A	1,540	A	3,378	A	3,789	A	3,674	A	3,614	A	3,676	A	4,393	A	3,782	C	4,046	C	6,914	A	6,947	A	6,939	A	6,799	A	6,431	A	4,556	A	3,425	A	3,208	A	3,264	A	2,754	A	85639
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	12/5/2002	THU	655	A	466	A	290	A	291	A	511	A	1,622	A	3,613	A	3,779	A	3,840	A	3,631	A	3,445	A	3,936	A	4,399	A	5,162	A	6,857	A	7,231	A	7,007	A	6,969	A	6,324	A	4,044	A	3,635	A	3,440	A	2,433	A	1,612	A	85192
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	12/4/2002	WED	673	A	394	A	261	A	248	A	488	A	1,604	A	3,594	A	3,914	A	3,750	A	3,607	A	3,502	A	3,865	A	4,289	A	5,327	A	6,924	A	7,786	A	7,541	A	5,007	A	6,447	A	4,525	A	3,444	A	2,981	A	2,019	A	1,283	A	83473
4	ALA	24	R	5.887	O	E	OAKLAND- CALDECOTT TUNNEL	12/3/2002	TUE	661	A	418	A	264	A	237	A	504	A	1,585	A	3,573	A																																			

24 hour Period Hourly Counts

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Traffic Volumes Counts

Traffic Volumes Counts										24 hour Period Hourly Counts																																																
Dist	Cnty	Rte	Prefi	PM	Leg	Dir	Description	Date	Day	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	24hr total																								
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	7/12/2003	SAT	1137	A	553	A	342	A	360	A	707	A	1,273	A	2,069	A	2,867	A	4,105	A	4,696	A	5,109	A	5,156	A	4,509	A	4,400	A	4,398	A	4,378	A	4,387	A	4,335	A	4,182	A	3,372	A	2,988	A	3,228	A	3,174	A	2,003	A	73728
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	7/11/2003	FRI	522	A	359	A	324	A	646	A	1,757	A	4,820	A	6,996	A	8,240	A	7,654	A	5,723	A	5,139	A	4,390	A	4,360	A	4,204	A	4,509	A	5,132	A	5,249	A	5,319	A	5,037	A	3,334	A	2,758	A	2,722	A	2,522	A	1,851	A	93567
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	7/10/2003	THU	437	A	275	A	292	A	604	A	1,831	A	4,964	A	7,262	A	8,327	A	8,090	A	6,515	A	5,159	A	4,586	A	4,344	A	4,434	A	4,943	A	5,089	A	5,451	A	5,640	A	5,035	A	3,249	A	2,703	A	2,892	A	1,970	A	1,005	A	94647
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	7/9/2003	WED	442	A	269	A	283	A	553	A	1,778	A	4,931	A	7,598	A	8,625	A	8,135	A	6,075	A	5,164	A	4,726	A	4,218	A	4,257	A	4,457	A	4,949	A	5,359	A	5,619	A	4,878	A	2,966	A	2,685	A	2,642	A	1,946	A	911	A	93466
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	7/8/2003	TUE	414	A	246	A	284	A	564	A	1,705	A	4,881	A	7,760	A	8,422	A	8,092	A	5,985	A	5,073	A	4,721	A	4,189	A	4,343	A	4,395	A	4,955	A	5,372	A	5,597	A	5,332	A	3,053	A	2,607	A	2,548	A	2,099	A	877	A	93514
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	7/7/2003	MON	556	A	297	A	245	A	556	A	1,697	A	4,638	A	7,355	A	8,353	A	7,191	A	5,436	A	4,434	A	4,220	A	3,998	A	4,062	A	4,136	A	4,644	A	4,871	A	5,282	A	4,144	A	2,884	A	2,392	A	2,437	A	1,557	A	807	A	86192
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	7/6/2003	SUN	815	A	453	A	301	A	270	A	440	A	714	A	1,160	A	1,418	A	1,912	A	2,980	A	3,920	A	4,175	A	4,045	A	3,653	A	3,686	A	3,517	A	3,644	A	3,598	A	3,272	A	2,969	A	2,783	A	2,711	A	2,069	A	1,055	A	55560
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	7/5/2003	SAT	1089	A	540	A	286	A	299	A	481	A	809	A	1,326	A	1,701	A	2,364	A	3,275	A	3,741	A	3,931	A	4,107	A	3,940	A	3,982	A	3,945	A	4,127	A	4,241	A	3,420	A	2,977	A	2,984	A	2,657	A	1,614	A	60712		
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	7/4/2003	FRI	663	A	421	A	337	A	293	A	581	A	900	A	1,343	A	1,372	A	1,860	A	2,377	A	2,791	A	3,064	A	3,100	A	3,376	A	3,743	A	3,624	A	3,405	A	2,889	A	3,054	A	3,082	A	2,876	A	2,649	A	3,178	A	2,241	A	53447
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	7/3/2003	THU	565	A	317	A	286	A	522	A	1,461	A	4,148	A	6,814	A	8,063	A	7,040	A	5,743	A	5,075	A	4,847	A	4,312	A	4,434	A	4,587	A	5,088	A	5,229	A	4,937	A	3,737	A	2,951	A	2,675	A	2,664	A	2,199	A	1,292	A	88986
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	7/2/2003	WED	499	A	282	A	276	A	471	A	1,395	A	4,235	A	7,246	A	8,346	A	8,196	A	6,255	A	4,871	A	4,493	A	4,285	A	4,260	A	4,657	A	4,875	A	5,313	A	5,510	A	5,150	A	3,512	A	2,630	A	2,698	A	2,068	A	1,046	A	92566
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	7/1/2003	TUE	357	A	257	A	308	A	772	A	2,430	A	5,798	A	8,192	A	8,546	A	7,222	A	5,587	A	4,930	A	4,219	A	4,297	A	4,127	C	4,307	C	4,793	A	5,453	A	5,600	A	5,345	A	3,223	A	2,613	A	2,594	A	1,897	A	990	A	93857
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	6/30/2003	MON	431	A	298	A	336	A	737	A	2,415	A	5,736	A	7,917	A	8,352	A	6,983	A	5,293	A	4,513	A	4,329	A	4,102	A	4,049	A	4,448	A	4,815	A	5,317	A	5,490	A	4,114	A	2,584	A	2,556	A	2,305	A	1,390	A	679	A	89189
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	6/29/2003	SUN	899	A	521	A	348	A	331	A	626	A	906	A	1,435	A	1,873	A	2,624	A	3,803	A	4,214	A	4,216	A	3,943	A	3,886	A	3,856	A	3,811	A	3,945	A	3,810	A	3,501	A	3,055	A	3,082	A	2,854	A	1,832	A	908	A	60279
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	6/28/2003	SAT	740	A	487	A	351	A	415	A	836	A	1,434	A	2,280	A	3,051	A	4,149	A	4,438	A	5,041	A	4,537	A	4,676	A	4,297	A	4,244	A	4,273	A	4,257	A	4,222	A	4,089	A	3,121	A	3,159	A	3,307	A	2,837	A	1,761	A	72002
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	6/27/2003	FRI	483	A	338	A	380	A	718	A	2,135	A	5,390	A	7,461	A	8,108	A	6,686	A	5,989	A	4,930	A	4,493	A	4,242	A	4,374	A	4,637	A	5,013	A	5,240	A	4,956	A	4,315	A	2,991	A	2,717	A	2,665	A	2,371	A	1,415	A	92047
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	6/26/2003	THU	427	A	310	A	347	A	723	A	2,268	A	5,588	A	7,866	A	8,447	A	6,710	A	5,729	A	5,415	A	4,560	A	4,213	A	4,172	A	4,576	A	5,132	A	5,424	A	5,674	A	4,705	A	3,085	A	2,780	A	2,689	A	1,802	A	893	A	93535
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	6/25/2003	WED	440	A	285	A	316	A	690	A	2,206	A	5,618	A	8,091	A	8,477	A	7,802	A	5,822	A	4,793	A	4,436	A	4,182	A	4,402	A	4,514	A	5,040	A	5,540	A	5,638	A	4,567	A	3,312	A	2,728	A	2,587	A	1,778	A	807	A	94071
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	6/24/2003	TUE	335	A	262	A	318	A	641	A	2,200	A	5,618	A	8,323	A	8,530	A	7,650	A	5,779	A	4,702	A	4,331	A	4,072	A	4,127	A	4,307	A	5,000	A	5,529	A	5,640	A	4,821	A	2,828	A	2,645	A	2,413	A	1,679	A	796	A	92546
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	6/23/2003	MON	439	A	263	A	267	A	657	A	2,193	A	5,505	A	7,994	A	8,330	A	6,944	A	5,504	A	4,606	A	4,080	A	4,210	A	4,069	A	4,324	A	4,856	A	5,296	A	5,481	A	3,866	A	2,691	A	2,377	A	2,299	A	1,493	A	718	A	88462
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	6/22/2003	SUN	948	A	487	A	356	A	297	A	604	A	875	A	1,446	A	1,711	A	2,396	A	3,603	A	4,472	A	5,380	A	4,381	A	4,110	A	4,280	A	4,093	A	4,016	A	4,061	A	3,694	A	3,295	A	3,161	A	2,954	A	1,788	A	874	A	63282
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	6/21/2003	SAT	728	A	492	A	343	A	375	A	724	A	1,333	A	2,084	A	2,724	A	3,851	A	4,338	A	4,761	A	4,768	A	4,481	A	4,485	A	4,498	A	4,525	A	4,532	A	5,721	A	4,376	A	3,469	A	3,238	A	3,164	A	3,153	A	1,786	A	73949
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	6/20/2003	FRI	463	A	346	A	350	A	624	A	1,915	A	4,999	A	7,326	A	8,120	A	7,070	A	5,899	A	4,875	A	4,657	A	4,408	A	4,409	A	4,592	A	5,165	A	5,405	A	5,082	A	4,861	A	3,658	A	2,663	A	2,653	A	2,529	A	1,338	A	93359
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	6/19/2003	THU	429	A	264	A	300	A	614	A	1,929	A	5,167	A	7,916	A	8,766	A	7,356	A	6,083	A	5,122	A	4,749	A	4,406	A	4,350	A	4,557	A	5,231	A	5,357	A	5,579	A	5,061	A	3,179	A	2,837	A	2,712	A	1,956	A	990	A	94958
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	6/18/2003	WED	407	A	279	A	322	A	548	A	1,847	A	5,307	A	7,887	A	8,834	A	8,100	A	5,795	A	4,879	A	4,503	A	4,294	A	4,229	A	4,516	A	5,081	A	5,541	A	5,324	A	5,163	A	3,507	A	2,665	A	2,607	A	1,877	A	834	A	94346
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	6/17/2003	TUE	404	A	273	A	296	A	613	A	1,928	A	5,284	A	8,021	A	8,300	A	7,845	A	6,259	A	4,991	A	4,433	A	4,280	A	4,250	A	4,513	A	5,029	A	5,368	A	5,516	A	5,165	A	3,056	A	2,625	A	2,497	A	1,816	A	817	A	93579
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	6/16/2003	MON	523	A	295	A	272	A	598	A	1,934	A	5,163	A	7,713	A	8,630	A	7,217	A	5,797	A	4,814	A	4,397	A	4,122	A	4,149	A	4,351	A	4,924	A	5,264	A	5,480	A	4,164	A	2,978	A	2,540	A	2,476	A	1,619	A	823	A	90243
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	6/15/2003	SUN	1042	A	593	A																																													

Traffic Volumes Counts

Traffic Volumes Counts										24 hour Period Hourly Counts																																																		
Dist	Cnty	Rte	Prefi	PM	Leg	Dir	Description	Date	Day	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	24hr total																										
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	4/28/2003	MON	311	A	206	A	291	A	677	A	2,339	A	5,589	A	8,338	A	9,027	A	6,947	A	5,117	A	4,335	A	3,939	A	3,781	A	3,698	A	3,882	A	4,687	A	4,943	A	5,022	A	3,792	A	2,382	A	2,173	A	2,019	A	1,179	A	555	A	85229		
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	4/27/2003	SUN	748	A	528	A	277	A	270	A	533	A	807	A	1,384	A	1,791	A	2,627	A	4,456	A	3,902	A	4,456	A	4,742	A	4,398	A	4,279	A	4,209	A	4,360	A	4,181	A	3,849	A	3,362	A	3,153	A	2,725	A	2,177	A	1,304	A	651	A	60713
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	4/26/2003	SAT	601	A	373	A	264	A	355	A	748	A	1,242	A	2,102	A	3,050	A	4,208	A	4,879	A	4,908	A	5,046	A	5,024	A	4,397	A	4,340	A	4,395	A	4,512	A	4,375	A	4,043	A	3,073	A	2,916	A	2,871	A	2,718	A	1,551	A	71991		
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	4/25/2003	FRI	393	A	269	A	333	A	624	A	2,013	A	4,944	A	7,373	A	8,579	A	6,921	A	5,732	A	4,885	A	4,152	A	4,023	A	4,270	A	4,461	A	4,742	A	5,203	A	4,986	A	3,970	A	2,985	A	2,466	A	2,528	A	1,989	A	1,113	A	88954		
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	4/24/2003	THU	329	A	205	A	290	A	619	A	2,074	A	4,895	A	4,771	A	4,103	A	5,675	A	5,217	A	6,194	A	4,500	A	4,167	A	3,950	A	4,322	A	4,829	A	4,157	A	5,687	A	4,538	A	2,851	A	2,376	A	2,395	A	1,446	A	733	A	80323		
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	4/23/2003	WED	354	A	244	A	288	A	641	A	2,005	A	5,205	A	8,076	A	9,064	A	7,579	A	5,907	A	4,982	A	4,430	A	4,234	A	4,111	A	4,387	A	5,154	A	5,619	A	5,242	A	4,902	A	2,817	A	2,266	A	2,316	A	1,359	A	676	A	91858		
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	4/22/2003	TUE	334	A	225	A	290	A	633	A	2,060	A	5,360	A	8,143	A	8,870	A	7,640	A	5,958	A	4,931	A	4,401	A	4,115	A	4,011	A	4,381	A	5,196	A	5,230	A	5,615	A	4,580	A	2,884	A	2,283	A	2,192	A	1,338	A	623	A	91293		
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	4/21/2003	MON	405	A	234	A	250	A	624	A	2,007	A	5,086	A	7,584	A	8,663	A	7,584	A	5,540	A	4,536	A	4,177	A	3,991	A	3,824	A	4,005	A	4,674	A	4,902	A	4,841	A	3,681	A	2,602	A	2,130	A	1,981	A	1,247	A	563	A	85095		
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	4/20/2003	SUN	755	A	485	A	291	A	258	A	397	A	667	A	1,061	A	1,289	A	2,048	A	3,661	A	4,293	A	4,073	A	4,403	A	4,274	A	4,434	A	4,413	A	4,395	A	3,997	A	4,192	A	4,105	A	4,254	A	3,953	A	2,028	A	892	A	64618		
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	4/19/2003	SAT	631	A	439	A	305	A	383	A	638	A	1,122	A	1,784	A	2,425	A	3,365	A	4,248	A	4,747	A	5,244	A	4,497	A	4,456	A	4,331	A	4,126	A	4,046	A	4,153	A	3,946	A	3,175	A	2,825	A	2,939	A	2,739	A	1,559	A	68123		
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	4/18/2003	FRI	474	A	321	A	315	A	505	A	1,580	A	4,235	A	6,884	A	8,005	A	7,069	A	5,677	A	5,018	A	4,570	A	4,492	A	4,484	A	4,898	A	5,106	A	4,936	A	4,478	A	3,147	A	2,584	A	2,560	A	2,110	A	1,284	A	89211				
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	4/17/2003	THU	410	A	255	A	285	A	573	A	1,771	A	4,866	A	7,718	A	8,669	A	7,872	A	6,063	A	4,984	A	4,448	A	4,264	A	4,209	A	4,484	A	5,142	A	5,133	A	5,743	A	4,578	A	3,114	A	2,655	A	2,690	A	1,866	A	957	A	92705		
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	4/16/2003	WED	369	A	224	A	281	A	526	A	1,745	A	4,924	A	7,681	A	8,778	A	7,609	A	6,002	A	5,001	A	4,441	A	4,132	A	4,159	A	4,429	A	4,649	A	5,192	A	5,413	A	5,383	A	3,214	A	2,408	A	2,521	A	1,879	A	883	A	91843		
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	4/15/2003	TUE	364	A	232	A	275	A	506	A	1,778	A	4,990	A	7,614	A	8,689	A	8,170	A	6,122	A	4,936	A	4,500	A	4,244	A	4,357	A	5,089	A	5,477	A	5,651	A	4,598	A	2,796	A	2,370	A	2,372	A	1,544	A	746	A	91444				
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	4/14/2003	MON	422	A	257	A	221	A	541	A	1,703	A	4,841	A	7,637	A	8,555	A	7,668	A	6,539	A	4,565	A	4,229	A	3,958	A	4,024	A	4,086	A	4,631	A	5,274	A	5,639	A	4,634	A	2,809	A	2,223	A	2,231	A	1,515	A	703	A	87801		
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	4/13/2003	SUN	800	A	450	A	308	A	270	A	388	A	698	A	1,144	A	1,390	A	1,939	A	2,937	A	3,795	A	3,893	A	3,925	A	3,977	A	4,119	A	3,966	A	3,965	A	3,694	A	3,157	A	2,566	A	2,571	A	2,393	A	1,699	A	857	A	54901		
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	4/12/2003	SAT	714	A	458	A	301	A	364	A	624	A	1,076	A	1,762	A	2,613	A	3,755	A	4,220	A	4,380	A	4,651	A	3,796	A	3,785	A	3,827	A	3,892	A	3,765	A	4,077	A	3,909	A	2,774	A	2,291	A	2,360	A	2,336	A	1,547	A	63277		
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	4/11/2003	FRI	415	A	293	A	304	A	519	A	1,498	A	4,342	A	7,074	A	8,490	A	8,336	A	6,003	A	5,081	A	4,532	A	4,435	A	4,365	A	4,549	A	5,033	A	5,397	A	5,192	A	4,949	A	3,717	A	2,694	A	2,506	A	2,162	A	1,355	A	93241		
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	4/10/2003	THU	467	A	255	A	273	A	513	A	1,550	A	4,625	A	7,379	A	8,314	A	8,536	A	7,016	A	5,173	A	4,472	A	4,268	A	4,243	A	4,382	A	5,126	A	5,405	A	5,441	A	5,140	A	3,190	A	2,511	A	2,512	A	1,791	A	926	A	93508		
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	4/9/2003	WED	413	A	248	A	266	A	468	A	1,487	A	4,512	A	7,514	A	8,516	A	6,835	A	5,124	A	4,644	A	4,140	A	4,028	A	4,262	A	4,482	A	5,389	A	5,521	A	4,839	A	3,263	A	2,407	A	2,513	A	1,986	A	894	A	92714				
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	4/8/2003	TUE	402	A	240	A	259	A	460	A	1,502	A	4,504	A	7,453	A	8,558	A	6,895	A	6,735	A	5,022	A	4,307	A	3,963	A	4,136	A	4,273	A	4,896	A	5,461	A	5,593	A	5,177	A	3,345	A	2,424	A	2,608	A	1,827	A	856	A	92696		
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	4/7/2003	MON	246	A	262	A	530	A	1,776	A	4,899	A	7,510	A	8,567	A	6,528	A	5,029	A	4,532	A	3,892	A	3,781	A	3,928	A	4,710	A	4,995	A	5,474	A	4,133	A	2,869	A	2,172	A	2,321	A	1,601	A	706	A	80461						
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	4/6/2003	SUN	758	A	422	A	344	A	435	A	697	A	1,154	A	1,543	A	2,230	A	3,008	A	3,860	A	3,930	A	4,260	A	4,223	A	4,398	A	4,346	A	4,399	A	3,983	A	3,400	A	3,021	A	2,835	A	2,637	A	1,643	A	867	A	430	A	58941		
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	4/5/2003	SAT	642	A	405	A	290	A	453	A	604	A	1,236	A	2,017	A	2,776	A	3,830	A	4,591	A	4,707	A	4,954	A	4,740	A	4,353	A	4,333	A	4,223	A	4,322	A	4,477	A	4,373	A	2,484	A	2,688	A	2,756	A	2,484	A	1,601	A	70221		
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	4/4/2003	FRI	384	A	247	A	263	A	511	A	1,491	A	4,505	A	7,360	A	8,677	A	7,290	A	5,721	A	4,826	A	4,539	A	4,205	A	4,239	A	4,341	A	4,894	A	5,165	A	5,213	A	4,800	A	3,730	A	2,386	A	2,305	A	2,004	A	1,273	A	90369		
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	4/3/2003	THU	339	A	199	A	250	A	519	A	1,619	A	4,850	A	7,777	A	8,893	A	7,990	A	6,050	A	5,048	A	4,535	A	4,080	A	4,010	A	4,325	A	4,984	A	5,515	A	5,474	A	4,783	A	2,918	A	2,294	A	2,290	A	1,565	A	875	A	91182		
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	4/2/2003	WED	331	A	240	A	241	A	453	A	1,575	A	4,731	A	7,989	A	8,867	A	7,779	A	6,091	A	4,798	A	4,312	A	3,886	A	4,067	A	4,231	A	4,609	A	5,289	A	5,671	A	4,596	A	2,990	A	2,251	A	2,100	A	1,606	A	713	A	89416		
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	4/1/2003	TUE	267	A	202	A	338	A	891	A	2,827	A	6,319																																								

Traffic Volumes Counts

Traffic Volumes Counts									24 hour Period Hourly Counts																																																	
Dist	Cnty	Rte	Prefi	PM	Leg	Dir	Description	Date	Day	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	24hr total																								
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	1/15/2003	WED	278	A	257	A	409	A	1,150	A	3,554	A	6,937	A	8,572	A	8,804	A	6,843	A	5,215	A	4,666	A	4,192	A	3,993	A	4,103	A	4,545	A	5,168	A	5,521	A	5,318	A	4,204	A	2,430	A	2,389	A	2,004	A	1,009	A	436	A	91997
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	1/14/2003	TUE	240	A	236	A	372	A	1,151	A	3,718	A	6,947	A	7,543	A	8,046	A	8,530	A	5,217	A	4,364	A	4,120	A	3,912	A	4,012	A	4,837	A	5,217	A	5,595	A	5,046	A	3,420	A	2,255	A	2,354	A	1,900	A	876	A	502	A	90410
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	1/13/2003	MON	266	A	238	A	375	A	1,185	A	3,645	A	6,903	A	8,466	A	8,916	A	6,504	A	4,912	A	4,266	A	3,865	A	3,762	A	3,799	A	4,179	A	5,087	A	5,341	A	5,083	A	3,229	A	2,148	A	2,174	A	1,738	A	793	A	462	A	87300
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	1/12/2003	SUN	661	A	358	A	268	A	330	A	582	A	1,052	A	1,519	A	2,153	A	3,095	A	4,164	A	4,206	A	3,950	A	3,722	A	3,557	A	3,403	A	3,358	A	3,461	A	3,259	A	2,739	A	2,420	A	2,294	A	1,614	A	957	A	438	A	53560
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	1/11/2003	SAT	527	A	376	A	308	A	445	A	853	A	1,540	A	2,283	A	2,947	A	3,863	A	4,461	A	4,541	A	4,575	A	4,428	A	4,232	A	4,088	A	4,272	A	4,436	A	4,755	A	3,320	A	2,434	A	2,495	A	2,713	A	1,954	A	1,181	A	66907
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	1/10/2003	FRI	314	A	243	A	353	A	953	A	3,024	A	5,952	A	7,555	A	7,996	A	7,347	A	5,178	A	4,547	A	4,366	A	4,161	A	3,986	A	4,485	A	5,011	A	5,238	A	4,921	A	3,724	A	2,526	A	2,105	A	2,166	A	1,538	A	879	A	88568
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	1/9/2003	THU	304	A	223	A	351	A	1,015	A	3,269	A	6,572	A	8,317	A	8,141	A	7,682	A	5,395	A	4,651	A	4,247	A	3,963	A	3,884	A	4,295	A	4,723	A	4,789	A	4,747	A	2,526	A	3,334	A	2,596	A	1,797	A	1,065	A	654	A	88540
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	1/8/2003	WED	292	A	257	A	380	A	917	A	3,225	A	6,679	A	8,445	A	8,640	A	7,525	A	5,434	A	4,582	A	4,123	A	3,903	A	4,095	A	4,534	A	5,223	A	5,277	A	5,408	A	4,126	A	2,362	A	2,101	A	1,818	A	1,022	A	547	A	90915
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	1/7/2003	TUE	258	A	230	A	327	A	965	A	3,235	A	6,565	A	8,609	A	8,862	A	7,188	A	5,335	A	4,486	A	4,096	A	3,953	A	3,994	A	4,527	A	4,977	A	5,222	A	5,414	A	4,053	A	2,390	A	2,137	A	1,870	A	1,029	A	518	A	90540
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	1/6/2003	MON	296	A	214	A	347	A	994	A	3,225	A	6,583	A	8,532	A	8,779	A	6,679	A	4,855	A	4,258	A	3,930	A	3,810	A	3,762	A	4,321	A	4,728	A	5,249	A	5,001	A	3,300	A	2,215	A	1,824	A	1,642	A	909	A	508	A	85961
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	1/5/2003	SUN	563	A	376	A	253	A	332	A	605	A	960	A	1,339	A	1,805	A	2,958	A	4,208	A	4,650	A	4,188	A	3,895	A	3,751	A	3,634	A	3,507	A	3,347	A	3,718	A	2,825	A	2,455	A	2,314	A	1,797	A	1,131	A	553	A	5516
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	1/4/2003	SAT	523	A	353	A	280	A	438	A	792	A	1,260	A	1,821	A	2,389	A	3,405	A	4,141	A	4,430	A	4,642	A	4,461	A	4,356	A	4,177	A	4,178	A	4,245	A	4,332	A	3,886	A	2,733	A	2,595	A	2,481	A	1,907	A	1,115	A	64942
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	1/3/2003	FRI	359	A	301	A	338	A	788	A	2,348	A	5,059	A	6,761	A	7,025	A	5,974	A	5,374	A	3,755	A	4,848	A	4,432	A	4,338	A	4,492	A	4,637	A	5,152	A	4,712	A	3,425	A	2,506	A	2,232	A	2,248	A	1,567	A	939	A	83610
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	1/2/2003	THU	341	A	233	A	312	A	710	A	2,472	A	5,203	A	6,830	A	6,992	A	5,723	A	4,988	A	4,431	A	4,176	A	4,066	A	3,770	A	4,352	A	4,366	A	4,834	A	4,596	A	3,069	A	2,172	A	2,144	A	1,854	A	1,264	A	700	A	79598
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	1/1/2003	WED	1471	A	1,134	A	658	A	506	A	544	A	644	A	870	A	822	A	1,176	A	1,703	A	2,456	A	3,048	A	3,384	A	3,501	A	3,437	A	3,163	A	3,066	A	2,958	A	2,433	A	2,165	A	2,137	A	1,843	A	1,206	A	681	A	45006
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	12/31/2002	TUE	369	A	294	A	340	A	615	A	1,921	A	4,188	A	5,333	A	5,796	A	4,947	A	4,111	A	4,081	A	4,065	A	4,088	A	4,091	A	4,414	A	4,503	A	4,171	A	3,892	A	3,519	A	2,904	A	2,523	A	2,112	A	1,705	A	807	A	74789
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	12/30/2002	MON	397	A	270	A	325	A	683	A	2,331	A	5,002	A	6,325	A	6,407	A	5,468	A	4,831	A	4,627	A	3,938	A	4,003	A	4,172	A	3,929	A	4,155	A	4,539	A	4,470	A	3,155	A	2,156	A	1,852	A	1,785	A	1,167	A	687	A	76674
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	12/29/2002	SUN	621	A	395	A	260	A	291	A	553	A	828	A	1,053	A	1,298	A	2,008	A	3,185	A	4,000	A	4,130	A	4,242	A	3,964	A	4,025	A	3,800	A	3,742	A	3,441	A	2,802	A	2,306	A	2,172	A	1,948	A	1,359	A	765	A	53188
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	12/28/2002	SAT	617	A	390	A	339	A	390	A	777	A	1,151	A	1,551	A	1,985	A	2,985	A	3,736	A	4,379	A	4,387	A	3,636	A	4,310	A	3,338	A	3,076	A	3,161	A	3,108	A	2,678	A	2,229	A	2,070	A	2,183	A	1,912	A	1,080	A	55468
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	12/27/2002	FRI	502	A	278	A	348	A	561	A	1,861	A	3,868	A	5,155	A	5,188	A	5,085	A	4,720	A	4,573	A	4,244	A	3,886	A	4,352	A	4,245	A	4,370	A	4,411	A	4,188	A	3,613	A	2,470	A	2,261	A	2,227	A	1,859	A	1,057	A	75322
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	12/26/2002	THU	574	A	304	A	301	A	578	A	1,806	A	3,754	A	4,679	A	4,871	A	4,506	A	4,309	A	4,249	A	4,206	A	3,901	A	3,874	A	4,171	A	4,366	A	4,217	A	3,807	A	2,951	A	2,242	A	2,132	A	1,976	A	1,556	A	836	A	70166
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	12/25/2002	WED	1065	A	726	A	385	A	301	A	342	A	516	A	711	A	743	A	1,130	A	1,988	A	2,629	A	3,391	A	3,911	A	4,085	A	4,264	A	4,116	A	3,484	A	3,275	A	3,329	A	3,900	A	4,008	A	4,624	A	3,066	A	1,417	A	57406
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	12/24/2002	TUE	578	A	302	A	346	A	559	A	1,715	A	3,686	A	4,736	A	5,138	A	4,521	A	4,234	A	4,303	A	4,442	A	4,593	A	4,488	A	4,440	A	4,337	A	4,230	A	3,890	A	3,062	A	2,225	A	2,411	A	3,221	A	2,929	A	1,867	A	76153
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	12/23/2002	MON	521	A	279	A	340	A	653	A	2,066	A	5,030	A	6,538	A	6,924	A	6,103	A	5,834	A	5,708	A	5,096	A	4,318	A	4,418	A	4,497	A	4,883	A	5,313	A	4,872	A	3,444	A	2,623	A	2,358	A	2,282	A	1,756	A	1,047	A	86903
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	12/22/2002	SUN	1011	A	622	A	342	A	354	A	529	A	803	A	1,287	A	1,843	A	2,763	A	4,009	A	4,974	A	5,130	A	4,513	A	4,213	A	4,026	A	4,083	A	4,187	A	4,161	A	3,409	A	2,787	A	2,900	A	2,585	A	1,820	A	1,057	A	63408
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	12/21/2002	SAT	794	A	468	A	332	A	457	A	720	A	1,155	A	1,769	A	2,197	A	3,275	A	4,062	A	4,584	A	4,573	A	4,394	A	4,092	A	4,986	A	4,287	A	4,391	A	4,245	A	4,379	A	3,869	A	2,660	A	3,072	A	2,955	A	1,931	A	69647
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	12/20/2002	FRI	524	A	304	A	342	A	595	A	2,032	A	5,307	A	7,056	A	7,942	A	7,221	A	5,572	A	5,065	A	4,017	A	4,069	A	4,310	A	4,358	A	4,919	A	4,732	A	5,141	A	4,551	A	3,331	A	2,426	A	2,536	A	2,339	A	1,466	A	90155
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	12/19/2002	THU	423	A																																															

Traffic Volumes Counts

24 hour Period Hourly Counts																																																										
Dist	Cnty	Rte	Prefi	PM	Leg	Dir	Description	Date	Day	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	24hr total																								
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	11/1/2002	FRI	526	A	364	A	355	A	551	A	1,625	A	4,884	A	7,723	A	8,911	A	7,918	A	5,737	A	5,028	A	4,456	A	4,345	A	4,330	A	4,516	A	4,970	A	5,423	A	5,401	A	4,645	A	3,923	A	2,364	A	2,314	A	2,179	A	1,312	A	93800
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	10/31/2002	THU	385	A	225	A	269	A	497	A	1,628	A	4,873	A	7,801	A	8,615	A	7,420	A	7,377	A	4,846	A	4,307	A	4,191	A	3,916	A	4,480	A	5,142	A	5,592	A	5,640	A	4,904	A	2,731	A	2,561	A	2,690	A	1,874	A	965	A	92929
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	10/30/2002	WED	402	A	259	A	269	A	480	A	1,653	A	4,758	A	7,647	A	8,785	A	8,520	A	6,892	A	4,921	A	4,301	A	4,208	A	4,096	A	4,394	A	4,919	A	5,464	A	5,713	A	5,410	A	3,661	A	2,251	A	2,422	A	1,744	A	832	A	94001
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	10/29/2002	TUE	436	A	258	A	257	A	361	A	930	A	3,494	A	7,136	A	8,856	A	8,694	A	7,969	A	4,848	A	4,197	A	4,092	A	3,839	A	4,429	A	4,839	A	5,462	A	5,598	A	5,212	A	2,943	A	2,214	A	2,429	A	1,563	A	699	A	90755
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	10/28/2002	MON	451	A	235	A	216	A	345	A	1,015	A	3,338	A	6,933	A	8,791	A	8,550	A	7,202	A	5,263	A	4,286	A	3,936	A	3,809	A	3,816	A	4,381	A	4,833	A	5,452	A	5,120	A	3,584	A	2,283	A	2,153	A	1,885	A	861	A	88738
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	10/27/2002	SUN	739	A	509	A	269	A	232	A	318	A	642	A	1,045	A	1,729	A	2,458	A	3,428	A	4,686	A	5,048	A	4,409	A	4,294	A	4,204	A	4,132	A	3,983	A	4,118	A	3,616	A	2,798	A	2,445	A	2,954	A	1,789	A	930	A	60775
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	10/26/2002	SAT	533	A	369	A	303	A	379	A	908	A	1,544	A	2,510	A	3,333	A	4,169	A	4,512	A	4,489	A	4,646	A	4,465	A	4,426	A	4,425	A	4,348	A	4,153	A	5,232	A	3,710	A	2,615	A	2,954	A	3,051	A	2,246	A	1,391	A	70711
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	10/25/2002	FRI	337	A	286	A	336	A	877	A	2,837	A	6,089	A	7,511	A	8,694	A	7,350	A	5,549	A	4,900	A	4,328	A	4,314	A	4,380	A	4,741	A	5,071	A	5,173	A	5,041	A	4,473	A	3,040	A	2,566	A	2,555	A	1,791	A	1,126	A	93365
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	10/24/2002	THU	307	A	243	A	343	A	844	A	2,964	A	6,394	A	8,330	A	8,763	A	7,766	A	5,695	A	4,871	A	4,241	A	4,199	A	4,276	A	4,809	A	5,471	A	5,839	A	5,644	A	3,894	A	2,470	A	2,339	A	2,391	A	1,246	A	622	A	93961
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	10/23/2002	WED	304	A	233	A	321	A	851	A	2,908	A	6,407	A	8,180	A	8,543	A	8,132	A	5,656	A	4,827	A	4,229	A	4,259	A	4,226	A	4,798	A	5,388	A	5,675	A	5,503	A	4,012	A	2,379	A	2,214	A	2,149	A	1,144	A	616	A	92954
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	10/22/2002	TUE	292	A	225	A	316	A	856	A	2,942	A	6,435	A	8,420	A	8,821	A	8,145	A	5,539	A	4,622	A	4,226	A	4,058	A	4,183	A	4,793	A	5,425	A	5,446	A	5,252	A	3,639	A	2,425	A	2,153	A	2,149	A	1,036	A	535	A	91933
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	10/21/2002	MON	316	A	223	A	325	A	858	A	2,903	A	6,311	A	8,234	A	8,617	A	7,658	A	5,291	A	4,412	A	4,127	A	3,854	A	3,771	A	4,310	A	4,954	A	5,195	A	5,198	A	3,737	A	2,470	A	2,136	A	2,075	A	1,039	A	529	A	88543
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	10/20/2002	SUN	712	A	434	A	290	A	303	A	571	A	1,012	A	1,655	A	2,209	A	3,076	A	4,222	A	4,858	A	4,910	A	4,432	A	2,774	A	5,221	A	4,003	A	3,852	A	3,705	A	3,160	A	2,948	A	2,603	A	2,401	A	1,279	A	587	A	61217
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	10/19/2002	SAT	606	A	424	A	319	A	401	A	860	A	1,476	A	2,254	A	3,249	A	4,362	A	4,778	A	4,659	A	4,781	A	4,491	A	4,861	A	5,196	A	4,335	A	4,273	A	4,416	A	4,313	A	2,956	A	2,824	A	3,231	A	2,567	A	1,411	A	73043
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	10/18/2002	FRI	435	A	286	A	319	A	795	A	2,426	A	5,763	A	7,870	A	8,820	A	7,401	A	5,622	A	4,854	A	4,463	A	4,266	A	4,242	A	4,774	A	5,341	A	5,380	A	5,258	A	4,516	A	3,340	A	2,528	A	2,483	A	1,941	A	1,172	A	94295
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	10/17/2002	THU	323	A	224	A	295	A	771	A	2,468	A	6,155	A	8,290	A	8,599	A	8,096	A	6,312	A	4,784	A	4,336	A	4,286	A	4,085	A	4,757	A	5,294	A	5,594	A	5,610	A	4,678	A	2,793	A	2,528	A	2,365	A	1,340	A	701	A	94684
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	10/16/2002	WED	340	A	238	A	292	A	728	A	2,501	A	6,091	A	8,274	A	8,735	A	8,041	A	5,719	A	4,780	A	4,277	A	4,146	A	4,125	A	4,719	A	5,305	A	5,417	A	5,561	A	4,637	A	2,858	A	2,373	A	2,267	A	1,205	A	707	A	93336
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	10/15/2002	TUE	333	A	244	A	300	A	734	A	2,541	A	6,003	A	7,973	A	8,826	A	8,271	A	6,132	A	4,851	A	4,221	A	4,149	A	4,011	A	4,939	A	5,193	A	5,374	A	5,667	A	5,192	A	2,792	A	2,295	A	2,221	A	1,176	A	665	A	94103
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	10/14/2002	MON	335	A	210	A	268	A	652	A	2,265	A	5,445	A	7,754	A	8,440	A	6,711	A	5,267	A	4,580	A	4,079	A	4,036	A	4,045	A	4,426	A	4,817	A	5,016	A	4,939	A	3,577	A	2,489	A	2,159	A	2,236	A	1,144	A	617	A	85507
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	10/13/2002	SUN	831	A	465	A	325	A	264	A	534	A	819	A	1,283	A	1,728	A	2,787	A	3,893	A	4,700	A	4,598	A	4,393	A	4,506	A	4,495	A	4,258	A	3,778	A	3,817	A	3,430	A	3,036	A	2,657	A	2,402	A	1,435	A	738	A	61172
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	10/12/2002	SAT	629	A	431	A	303	A	393	A	810	A	1,375	A	2,158	A	3,128	A	4,319	A	5,156	A	5,533	A	5,760	A	5,235	A	5,194	A	4,243	A	4,214	A	4,084	A	4,306	A	4,249	A	3,305	A	2,798	A	2,769	A	2,408	A	1,521	A	74321
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	10/11/2002	FRI	420	A	302	A	306	A	691	A	2,151	A	5,456	A	7,716	A	8,847	A	5,412	A	7,264	A	5,114	A	4,477	A	4,284	A	4,401	A	4,824	A	4,993	A	5,101	A	4,966	A	4,665	A	3,616	A	2,553	A	2,543	A	2,045	A	1,204	A	93351
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	10/10/2002	THU	366	A	235	A	295	A	687	A	2,204	A	5,730	A	7,945	A	8,821	A	8,488	A	6,021	A	4,891	A	4,431	A	4,217	A	4,051	A	4,631	A	5,272	A	5,419	A	5,583	A	4,858	A	2,956	A	2,363	A	2,633	A	1,630	A	1,015	A	94742
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	10/9/2002	WED	359	A	242	A	307	A	622	A	2,116	A	5,828	A	8,248	A	9,012	A	8,140	A	5,847	A	4,834	A	4,372	A	4,150	A	4,096	A	4,392	A	5,209	A	5,496	A	5,526	A	4,818	A	2,909	A	2,260	A	2,494	A	1,462	A	648	A	93387
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	10/8/2002	TUE	343	A	226	A	295	A	644	A	2,139	A	5,745	A	8,020	A	8,440	A	8,012	A	6,743	A	4,991	A	4,226	A	4,073	A	4,033	A	4,473	A	5,094	A	5,281	A	5,546	A	4,428	A	3,429	A	2,372	A	2,474	A	1,374	A	661	A	93062
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	10/7/2002	MON	348	A	232	A	268	A	657	A	2,165	A	5,466	A	7,673	A	8,656	A	8,263	A	5,807	A	4,612	A	4,182	A	3,836	A	3,757	A	4,323	A	5,042	A	5,199	A	5,191	A	4,331	A	2,668	A	2,121	A	2,305	A	1,352	A	586	A	89040
4	ALA	24	R	5.887	O	W	OAKLAND- CALDECOTT TUNNEL	10/6/2002	SUN	894	A	497	A	355	A	314	A	492	A	892	A	1,403	A	2,144	A	2,934	A	4,334	A	5,386	A	5,487	A	4,372																								

Traffic Volumes Counts

Traffic Volumes Counts									24 hour Period Hourly Counts																									
Dist	Cnty	Rte	Prefi	PM	Leg	Dir	Description	Date	Day	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	24hr total
4	ALA	260	R	1.924	B	N	OAKLNAD- JCT. RTE. 880	8/9/2006	WED	182 A	111 A	62 A	89 A	200 A	577 A	1,316 A	2,218 A	2,368 A	1,659 A	1,453 A	1,516 C	1,610 C	1,675 C	1,660 C	1,877 C	1,910 C	1,915 C	1,667 C	1,315 C	1,095 C	844 C	568 C	299 C	28186
4	ALA	260	R	1.924	B	N	OAKLNAD- JCT. RTE. 880	8/8/2006	TUE	152 A	86 A	64 A	79 A	205 A	552 A	1,294 A	2,201 A	2,328 A	1,746 A	1,442 A	1,518 A	1,611 A	1,628 A	1,737 A	1,796 A	1,941 A	1,895 A	1,518 A	1,168 A	1,046 A	722 A	592 A	272 A	27593
4	ALA	260	R	1.924	B	N	OAKLNAD- JCT. RTE. 880	8/7/2006	MON	153 A	84 A	69 A	76 A	207 A	536 A	1,226 A	1,970 A	2,203 A	1,674 A	1,412 A	1,485 A	1,608 A	1,700 A	1,696 A	1,900 A	1,833 A	1,914 A	1,511 A	1,154 A	927 A	754 A	534 A	341 A	26967
4	ALA	260	R	1.924	B	N	OAKLNAD- JCT. RTE. 880	8/6/2006	SUN	313 A	216 A	145 A	99 A	118 A	160 A	311 A	558 A	858 A	1,470 A	1,773 A	2,042 A	2,180 A	2,265 A	2,216 A	2,230 A	1,747 A	1,449 A	1,127 A	1,008 A	986 A	800 A	531 A	310 A	24912
4	ALA	260	R	1.924	B	N	OAKLNAD- JCT. RTE. 880	8/5/2006	SAT	284 A	194 A	133 A	92 A	137 A	246 A	450 A	756 A	1,166 A	1,461 A	1,632 A	1,721 A	1,737 A	1,694 A	1,600 A	1,490 A	1,551 A	1,423 A	1,383 A	1,210 A	1,016 A	921 A	701 A	517 A	23515
4	ALA	260	R	1.924	B	N	OAKLNAD- JCT. RTE. 880	8/4/2006	FRI	189 A	109 A	80 A	98 A	189 A	523 A	1,152 A	2,085 A	2,181 A	1,796 A	1,618 A	1,618 A	1,737 A	1,733 A	1,818 A	1,929 A	1,851 A	1,880 A	1,638 A	1,338 A	1,096 A	922 A	732 A	510 A	28782
4	ALA	260	R	1.924	B	N	OAKLNAD- JCT. RTE. 880	8/3/2006	THU	159 A	101 A	65 A	90 A	212 A	575 A	1,274 A	2,121 A	2,346 A	1,664 A	1,458 A	1,499 A	1,603 A	1,711 A	1,738 A	1,874 A	1,840 A	1,906 A	1,653 A	1,314 A	1,112 A	859 A	622 A	355 A	28151
4	ALA	260	R	1.924	B	N	OAKLNAD- JCT. RTE. 880	8/2/2006	WED	148 A	91 A	64 A	64 A	183 A	569 A	1,236 A	2,156 A	2,282 A	1,732 A	1,487 A	1,516 A	1,610 A	1,675 A	1,660 A	1,877 A	1,910 A	1,915 A	1,667 A	1,315 A	1,095 A	844 A	568 A	299 A	27963
4	ALA	260	R	1.924	B	N	OAKLNAD- JCT. RTE. 880	8/1/2006	TUE																									12812
4	ALA	260	R	1.924	B	N	OAKLNAD- JCT. RTE. 880	5/9/2006	TUE	124 A	69 A	51 A	54 A	175 A	514 A	1,240 A	2,318 A	2,718 A	1,757 A	1,555 A	1,460 C	1,689 C	1,665 C	1,752 C	2,135 C	1,906 C	2,055 C	1,672 C	1,332 C	1,056 C	798 C	638 C	280 C	29011
4	ALA	260	R	1.924	B	N	OAKLNAD- JCT. RTE. 880	5/8/2006	MON	125 A	68 A	47 A	66 A	179 A	530 A	1,192 A	2,301 A	2,504 A	1,736 A	1,511 A	1,503 A	1,619 A	1,601 A	1,698 A	2,005 A	1,832 A	2,026 A	1,556 A	1,272 A	1,033 A	819 A	554 A	282 A	28059
4	ALA	260	R	1.924	B	N	OAKLNAD- JCT. RTE. 880	5/7/2006	SUN	293 A	169 A	134 A	101 A	95 A	154 A	322 A	568 A	878 A	1,381 A	1,786 A	1,976 A	2,190 A	2,260 A	2,217 A	2,219 A	2,124 A	1,722 A	1,524 A	1,072 A	932 A	785 A	540 A	257 A	25699
4	ALA	260	R	1.924	B	N	OAKLNAD- JCT. RTE. 880	5/6/2006	SAT	292 A	217 A	136 A	101 A	111 A	204 A	463 A	758 A	1,217 A	1,541 A	1,713 A	1,760 A	1,852 A	1,690 A	1,658 A	1,585 A	1,703 A	1,593 A	1,449 A	1,164 A	933 A	915 A	757 A	489 A	24301
4	ALA	260	R	1.924	B	N	OAKLNAD- JCT. RTE. 880	5/5/2006	FRI	188 A	99 A	77 A	82 A	168 A	488 A	1,176 A	2,236 A	2,483 A	1,817 A	1,560 A	1,688 A	1,734 A	1,797 A	1,793 A	2,118 A	1,958 A	2,053 A	1,808 A	1,355 A	1,028 A	955 A	821 A	496 A	29978
4	ALA	260	R	1.924	B	N	OAKLNAD- JCT. RTE. 880	5/4/2006	THU	158 A	94 A	63 A	86 A	168 A	543 A	1,249 A	2,338 A	2,529 A	1,763 A	1,505 A	1,548 A	1,690 A	1,622 A	1,758 A	2,036 A	1,855 A	1,990 A	1,747 A	1,318 A	1,151 A	922 A	618 A	341 A	29092
4	ALA	260	R	1.924	B	N	OAKLNAD- JCT. RTE. 880	5/3/2006	WED	166 A	86 A	61 A	78 A	187 A	539 A	1,274 A	2,372 A	2,660 A	1,829 A	1,469 A	1,507 A	1,692 A	1,725 A	1,754 A	1,991 A	1,895 A	2,011 A	1,712 A	1,339 A	1,144 A	941 A	556 A	281 A	29269
4	ALA	260	R	1.924	B	N	OAKLNAD- JCT. RTE. 880	5/2/2006	TUE	211 A	113 A	56 A	73 A	168 A	522 A	1,317 A	2,326 A	2,654 A	1,757 A	1,484 A	1,460 A	1,689 A	1,665 A	1,752 A	2,135 A	1,906 A	2,055 A	1,672 A	1,332 A	1,056 A	798 A	638 A	280 A	29119
4	ALA	260	R	1.924	B	N	OAKLNAD- JCT. RTE. 880	5/1/2006	MON																									14742
4	ALA	260	R	1.924	B	N	OAKLNAD- JCT. RTE. 880	2/9/2006	THU	133 A	74 A	66 A	69 A	207 A	555 A	1,301 A	2,375 A	2,742 A	1,842 C	1,583 C	1,662 C	1,804 C	1,700 C	1,691 C	2,162 C	1,974 C	2,091 C	1,763 C	1,147 C	1,098 C	771 C	502 C	316 C	29628
4	ALA	260	R	1.924	B	N	OAKLNAD- JCT. RTE. 880	2/8/2006	WED	145 A	78 A	45 A	86 A	192 A	576 A	1,277 A	2,609 A	3,719 A	1,852 A	1,499 A	1,599 A	1,829 A	1,734 A	1,834 A	2,101 A	2,004 A	2,374 A	1,791 A	1,339 A	1,111 A	852 A	497 A	293 A	31436
4	ALA	260	R	1.924	B	N	OAKLNAD- JCT. RTE. 880	2/7/2006	TUE	104 A	65 A	63 A	91 A	207 A	533 A	1,317 A	2,500 A	3,994 A	1,833 A	1,564 A	1,605 A	1,784 A	1,618 A	1,783 A	2,167 A	1,899 A	2,158 A	1,727 A	1,269 A	1,033 A	845 A	520 A	234 A	30913
4	ALA	260	R	1.924	B	N	OAKLNAD- JCT. RTE. 880	2/6/2006	MON	149 A	64 A	47 A	72 A	181 A	543 A	1,188 A	2,436 A	3,389 A	1,938 A	1,466 A	1,497 A	1,755 A	1,655 A	1,825 A	2,109 A	1,968 A	2,091 A	1,695 A	1,185 A	973 A	746 A	491 A	284 A	29747
4	ALA	260	R	1.924	B	N	OAKLNAD- JCT. RTE. 880	2/5/2006	SUN	283 A	192 A	165 A	92 A	91 A	153 A	293 A	477 A	869 A	1,413 A	1,786 A	2,017 A	2,313 A	2,560 A	2,580 A	2,046 A	1,339 A	1,053 A	921 A	1,166 A	827 A	670 A	401 A	252 A	23959
4	ALA	260	R	1.924	B	N	OAKLNAD- JCT. RTE. 880	2/4/2006	SAT	314 A	204 A	120 A	124 A	122 A	215 A	430 A	680 A	1,185 A	1,430 A	1,503 A	1,677 A	1,785 A	1,761 A	1,679 A	1,652 A	1,584 A	1,576 A	1,358 A	1,093 A	950 A	903 A	773 A	555 A	23673
4	ALA	260	R	1.924	B	N	OAKLNAD- JCT. RTE. 880	2/3/2006	FRI	173 A	85 A	65 A	77 A	171 A	529 A	1,218 A	2,275 A	2,754 A	1,831 A	1,644 A	1,654 A	2,113 A	1,895 A	1,797 A	2,266 A	2,008 A	2,133 A	1,786 A	1,352 A	949 A	944 A	679 A	631 A	31029
4	ALA	260	R	1.924	B	N	OAKLNAD- JCT. RTE. 880	2/2/2006	THU	128 A	90 A	50 A	94 A	199 A	507 A	1,280 A	2,462 A	3,227 A	1,842 A	1,583 A	1,662 A	1,804 A	1,700 A	1,691 A	2,162 A	1,974 A	2,091 A	1,763 A	1,147 A	1,098 A	771 A	502 A	316 A	30143
4	ALA	260	R	1.924	B	N	OAKLNAD- JCT. RTE. 880	2/1/2006	WED																									16826
4	ALA	260	R	1.924	B	N	OAKLNAD- JCT. RTE. 880	11/9/2005	WED	207 A	80 A	62 A	81 A	161 A	545 A	1,293 A	2,400 A	2,777 A	1,837 A	1,603 C	1,589 C	1,779 C	1,738 C	1,793 C	2,153 C	2,025 C	2,183 C	1,677 C	1,285 C	996 A	802 A	512 A	267 A	29768
4	ALA	260	R	1.924	B	N	OAKLNAD- JCT. RTE. 880	11/8/2005	TUE	140 A	63 A	52 A	71 A	178 A	567 A	1,264 A	2,442 A	3,019 A	1,718 A	1,543 A	1,488 A	1,756 A	1,732 A	1,700 A	2,205 A	2,057 A	2,114 A	1,682 A	1,132 A	829 A	632 A	495 A	303 A	29182
4	ALA	260	R	1.924	B	N	OAKLNAD- JCT. RTE. 880	11/7/2005	MON	109 A	76 A	72 A	76 A	171 A	492 A	1,248 A	2,423 A	2,941 A	1,832 A	1,575 A	1,620 A	1,641 A	1,663 A	1,673 A	2,213 A	1,906 A	2,070 A	1,447 A	1,083 A	818 A	768 A	505 A	288 A	28710
4	ALA	260	R	1.924	B	N	OAKLNAD- JCT. RTE. 880	11/6/2005	SUN	316 A	216 A	160 A	102 A	76 A	162 A	338 A	536 A	891 A	1,478 A	1,840 A	2,005 A	2,349 A	2,333 A	2,335 A	2,124 A	2,040 A	1,694 A	1,231 A	820 A	691 A	604 A	412 A	233 A	24986
4	ALA	260	R	1.924	B	N	OAKLNAD- JCT. RTE. 880	11/5/2005	SAT	246 A	195 A	104 A	92 A	113 A	199 A	490 A	828 A	1,323 A	1,567 A	1,743 A	2,003 A	2,112 A	1,954 A	2,055 A	1,946 A	1,865 A	1,933 A	1,365 A	1,029 A	786 A	664 A	683 A	363 A	25658
4	ALA	260	R	1.924	B	N	OAKLNAD- JCT. RTE. 880	11/4/2005	FRI	160 A	79 A	87 A	72 A	160 A	519 A	1,266 A	2,289 A	2,627 A	1,837 A	1,637 A	1,704 A	1,937 A	1,811 A	1,896 A	2,208 A	2,003 A	2,260 A	1,852 A	1,317 A	928 A	797 A	703 A	461 A	30610
4	ALA	260	R	1.924	B	N	OAKLNAD- JCT. RTE. 880	11/3/2005	THU	109 A	65 A	52 A	56 A	170 A	558 A	1,317 A	2,433 A	2,935 A	1,906 A	1,541 A	1,638 A	1,831 A	1,762 A	1,723 A	2,348 A	2,100 A	2,171 A	1,713 A	1,374 A	1,027 A	750 A	452 A	240 A	30271
4	ALA	260	R	1.924	B	N	OAKLNAD- JCT. RTE. 880	11/2/2005	WED	126 A	67 A	48 A	57 A	165 A	553 A	1,327 A	2,461 A	3,120 A	2,270 A	1,603 A	1,589 A	1,779 A	1,738 A	1,793 A	2,153 A	2,025 A	2,183 A	1,677 A	1,189 A	985 A	787 A	568 A	256 A	30519
4	ALA	260	R	1.924	B	N	OAKLNAD- JCT. RTE. 880	11/1/2005	TUE																									9728
4	ALA	260	R	1.924	B	S	OAKLNAD- JCT. RTE. 880	8/9/2006	WED	272 A	185 A	104 A	100 A	103 A	297 A	919 A	1,330 A	1,638 A	1,432 A	1,383 A	1,404 C	1,675 C	1,594 C	1,541 C	1,841 C	2,228 C	2,990 C	2,241 C	1,609 C	1,311 C	1,052 C	780 C	469 C	28498
4	ALA	260	R	1.924	B	S	OAKLNAD- JCT. RTE. 880	8/8/2006	TUE	263 A	131 A	93 A	76 A	113																				

Traffic Volumes Counts

Traffic Volumes Counts							24 hour Period Hourly Counts																											
Dist	Cnty	Rte	Prefi	PM	Leg Dir	Description	Date	Day	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	24hr total	
4	ALA	580	R	30.589	A	E	JCT RTE 238	7/15/2008	TUE	650 A	332 A	259 A	261 A	585 A	1,425 A	2,988 A	5,166 A	5,193 A	4,085 A	3,241 A	3,339 A	3,566 A	3,844 C	4,317 C	5,452 C	6,015 C	6,406 C	4,683 C	3,404 C	2,696 C	2,309 C	1,725 C	1,175 C	73116
4	ALA	580	R	30.589	A	E	JCT RTE 238	7/14/2008	MON	752 A	411 A	284 A	269 A	573 A	1,419 A	2,991 A	5,092 A	5,205 A	3,832 A	3,286 A	3,242 A	3,602 A	3,773 A	4,383 A	5,379 A	5,968 A	6,243 A	4,718 A	3,402 A	2,557 A	2,080 A	1,588 A	1,021 A	72070
4	ALA	580	R	30.589	A	E	JCT RTE 238	7/13/2008	SUN	1307 A	860 A	771 A	515 A	441 A	465 A	832 A	1,342 A	1,758 A	2,404 A	3,132 A	3,630 A	3,863 A	4,201 A	4,193 A	4,142 A	4,167 A	4,000 A	3,513 A	3,014 A	2,727 A	2,500 A	1,979 A	1,196 A	56952
4	ALA	580	R	30.589	A	E	JCT RTE 238	7/12/2008	SAT	1115 A	781 A	702 A	537 A	499 A	752 A	1,273 A	1,989 A	2,745 A	3,266 A	3,763 A	4,039 A	4,551 A	4,515 A	4,602 A	4,669 A	4,404 A	4,354 A	4,036 A	3,264 A	2,844 A	2,989 A	2,691 A	1,967 A	66347
4	ALA	580	R	30.589	A	E	JCT RTE 238	7/11/2008	FRI	757 A	484 A	428 A	373 A	620 A	1,412 A	2,829 A	4,759 A	4,881 A	3,887 A	3,403 A	3,525 A	3,925 A	4,404 A	4,867 A	5,481 A	5,948 A	6,123 A	4,938 A	4,095 A	3,122 A	2,864 A	2,373 A	1,878 A	77376
4	ALA	580	R	30.589	A	E	JCT RTE 238	7/10/2008	THU	731 A	434 A	348 A	286 A	580 A	1,446 A	3,030 A	5,254 A	5,319 A	4,065 A	3,489 A	3,452 A	3,631 A	3,925 A	4,463 A	5,427 A	6,287 A	6,553 A	5,163 A	3,781 A	3,028 A	2,630 A	1,943 A	1,243 A	76508
4	ALA	580	R	30.589	A	E	JCT RTE 238	7/9/2008	WED	736 A	406 A	317 A	298 A	608 A	1,488 A	3,043 A	5,222 A	5,188 A	3,956 A	3,166 A	3,293 A	3,556 A	3,712 A	4,372 A	5,495 A	6,132 A	6,484 A	4,929 A	3,515 A	2,787 A	2,599 A	1,952 A	1,202 A	74456
4	ALA	580	R	30.589	A	E	JCT RTE 238	7/8/2008	TUE	587 A	368 A	304 A	294 A	578 A	1,449 A	3,108 A	5,290 A	5,106 A	3,944 A	3,202 A	3,299 A	3,499 A	3,844 A	4,317 A	5,452 A	6,015 A	6,406 A	4,683 A	3,404 A	2,696 A	2,309 A	1,725 A	1,175 A	73054
4	ALA	580	R	30.589	A	E	JCT RTE 238	7/7/2008	MON																5,793 A	6,098 A	4,419 A	3,205 A	2,457 A	2,169 A	1,705 A	1,030 A	26876	
4	ALA	580	R	30.589	A	E	JCT RTE 238	4/9/2008	WED	654 A	335 A	261 A	245 A	496 A	1,405 A	3,113 A	6,016 A	5,940 A	3,950 A	3,449 C	3,474 C	3,622 C	3,865 C	4,563 C	5,841 C	6,727 C	6,994 C	5,167 C	3,376 C	2,854 C	2,332 C	1,599 C	1,078 C	77356
4	ALA	580	R	30.589	A	E	JCT RTE 238	4/8/2008	TUE	565 A	319 A	256 A	243 A	521 A	1,421 A	3,213 A	6,105 A	5,842 A	4,210 A	3,282 A	3,577 A	3,502 A	3,808 A	4,616 A	6,068 A	6,372 A	6,600 A	5,539 A	3,469 A	2,591 A	2,189 A	1,747 A	1,198 A	77255
4	ALA	580	R	30.589	A	E	JCT RTE 238	4/7/2008	MON	550 A	347 A	236 A	244 A	504 A	1,380 A	3,199 A	5,873 A	6,031 A	3,848 A	3,288 A	3,205 A	3,401 A	3,648 A	4,498 A	5,643 A	6,330 A	6,543 A	4,940 A	3,499 A	2,463 A	2,099 A	1,574 A	930 A	74273
4	ALA	580	R	30.589	A	E	JCT RTE 238	4/6/2008	SUN	1174 A	867 A	769 A	492 A	366 A	455 A	746 A	1,306 A	1,824 A	2,324 A	3,070 A	3,341 A	3,813 A	4,131 A	4,314 A	4,162 A	4,177 A	3,811 A	3,423 A	3,073 A	2,823 A	2,283 A	1,618 A	1,076 A	55438
4	ALA	580	R	30.589	A	E	JCT RTE 238	4/5/2008	SAT	1120 A	800 A	734 A	488 A	463 A	702 A	1,319 A	2,339 A	3,055 A	3,497 A	3,806 A	4,011 A	4,249 A	4,388 A	4,656 A	4,537 A	5,003 A	4,469 A	4,228 A	3,504 A	3,102 A	2,676 A	2,411 A	1,977 A	67534
4	ALA	580	R	30.589	A	E	JCT RTE 238	4/4/2008	FRI	738 A	491 A	382 A	335 A	546 A	1,370 A	2,947 A	5,558 A	5,708 A	4,016 A	3,584 A	3,719 A	4,146 A	4,353 A	5,184 A	5,982 A	6,384 A	6,324 A	5,348 A	3,992 A	3,407 A	2,821 A	2,382 A	1,745 A	81462
4	ALA	580	R	30.589	A	E	JCT RTE 238	4/3/2008	THU	691 A	352 A	314 A	289 A	534 A	1,442 A	3,252 A	6,120 A	6,062 A	4,367 A	3,423 A	3,336 A	3,571 A	3,921 A	4,794 A	6,047 A	6,496 A	6,588 A	5,510 A	3,830 A	2,963 A	2,510 A	1,874 A	1,207 A	79493
4	ALA	580	R	30.589	A	E	JCT RTE 238	4/2/2008	WED	667 A	358 A	267 A	263 A	516 A	1,412 A	3,190 A	6,016 A	5,961 A	3,911 A	3,449 A	3,474 A	3,622 A	3,865 A	4,563 A	5,841 A	6,727 A	6,994 A	5,167 A	3,376 A	2,854 A	2,332 A	1,599 A	1,078 A	77502
4	ALA	580	R	30.589	A	E	JCT RTE 238	4/1/2008	TUE																5,965 A	6,402 A	6,544 A	5,682 A	3,869 A	2,767 A	2,286 A	1,877 A	1,117 A	36509
4	ALA	580	R	30.589	A	E	JCT RTE 238	1/10/2008	THU	673 A	376 A	291 A	247 A	520 A	1,397 A	3,184 A	5,945 A	5,893 A	4,332 A	3,463 C	3,426 C	3,866 C	3,997 C	4,409 C	5,123 C	5,577 C	6,160 C	4,588 C	3,200 C	2,211 C	1,912 C	1,489 C	1,047 C	73326
4	ALA	580	R	30.589	A	E	JCT RTE 238	1/9/2008	WED	571 A	336 A	256 A	257 A	509 A	1,389 A	3,183 A	5,959 A	5,923 A	4,084 A	3,256 A	3,261 A	3,774 A	4,690 A	5,942 A	6,760 A	6,716 A	6,021 A	4,642 A	2,989 A	2,242 A	1,493 A	1,003 A	82022	
4	ALA	580	R	30.589	A	E	JCT RTE 238	1/8/2008	TUE	588 A	351 A	266 A	270 A	497 A	1,382 A	3,226 A	6,059 A	5,868 A	4,118 A	3,154 A	3,358 A	3,336 A	3,562 A	4,273 A	5,342 A	5,756 A	5,963 A	5,230 A	3,267 A	2,193 A	1,865 A	1,333 A	911 A	72168
4	ALA	580	R	30.589	A	E	JCT RTE 238	1/7/2008	MON	530 A	351 A	247 A	267 A	616 A	1,402 A	3,130 A	5,959 A	5,989 A	3,942 A	3,316 A	3,267 A	3,303 A	3,681 A	4,446 A	5,560 A	6,078 A	6,631 A	4,918 A	3,050 A	2,070 A	1,785 A	1,386 A	951 A	72875
4	ALA	580	R	30.589	A	E	JCT RTE 238	1/6/2008	SUN	964 A	706 A	608 A	382 A	304 A	363 A	547 A	920 A	1,328 A	1,859 A	2,599 A	2,913 A	3,330 A	3,712 A	3,945 A	3,908 A	3,510 A	3,384 A	2,776 A	2,368 A	2,040 A	1,626 A	1,227 A	922 A	46241
4	ALA	580	R	30.589	A	E	JCT RTE 238	1/5/2008	SAT	836 A	566 A	507 A	337 A	369 A	491 A	835 A	1,494 A	2,170 A	2,681 A	3,246 A	3,568 A	3,479 A	3,356 A	3,378 A	3,577 A	3,567 A	3,474 A	3,095 A	2,388 A	1,991 A	1,833 A	1,619 A	1,370 A	50227
4	ALA	580	R	30.589	A	E	JCT RTE 238	1/4/2008	FRI	666 A	411 A	323 A	271 A	512 A	1,165 A	2,279 A	4,051 A	3,954 A	2,991 A	2,600 A	2,663 A	2,995 A	3,205 A	3,591 A	4,462 A	4,653 A	4,714 A	3,463 A	2,578 A	1,983 A	1,803 A	1,674 A	1,249 A	58256
4	ALA	580	R	30.589	A	E	JCT RTE 238	1/3/2008	THU	654 A	394 A	314 A	280 A	529 A	1,259 A	2,785 A	4,706 A	4,855 A	3,686 A	3,463 A	3,426 A	3,866 A	3,997 A	4,409 A	5,123 A	5,577 A	6,160 A	4,588 A	3,200 A	2,211 A	1,912 A	1,489 A	1,047 A	69930
4	ALA	580	R	30.589	A	E	JCT RTE 238	1/2/2008	WED																4,526 A	6,107 A	6,413 A	4,526 A	3,131 A	2,329 A	2,039 A	1,362 A	1,123 A	48059
4	ALA	580	R	30.589	A	E	JCT RTE 238	10/17/2007	TUE	573 A	339 A	284 A	281 A	609 A	1,575 A	3,775 A	6,442 A	5,893 A	4,644 A	3,649 A	3,566 A	3,761 A	3,986 C	4,857 C	5,928 C	6,281 C	6,850 C	5,761 C	3,810 C	2,655 C	2,396 C	1,672 C	1,092 C	80679
4	ALA	580	R	30.589	A	E	JCT RTE 238	10/16/2007	TUE	557 A	317 A	274 A	306 A	611 A	1,558 A	3,748 A	6,759 A	6,062 A	4,273 A	3,364 A	3,381 A	3,591 A	3,941 A	4,934 A	5,709 A	6,598 A	6,817 A	5,229 A	3,416 A	2,457 A	2,133 A	1,420 A	1,030 A	78485
4	ALA	580	R	30.589	A	E	JCT RTE 238	10/15/2007	MON	597 A	361 A	269 A	290 A	608 A	1,580 A	3,670 A	6,560 A	6,053 A	4,129 A	3,545 A	3,433 A	3,540 A	3,906 A	4,755 A	5,850 A	6,340 A	6,778 A	4,937 A	3,284 A	2,330 A	1,955 A	1,312 A	863 A	76945
4	ALA	580	R	30.589	A	E	JCT RTE 238	10/14/2007	SUN	1353 A	915 A	761 A	513 A	408 A	501 A	767 A	1,256 A	1,849 A	2,580 A	3,356 A	3,511 A	4,130 A	4,244 A	4,244 A	4,082 A	4,155 A	4,016 A	3,859 A	3,301 A	2,894 A	2,252 A	1,568 A	1,082 A	57597
4	ALA	580	R	30.589	A	E	JCT RTE 238	10/13/2007	SAT	1112 A	712 A	663 A	478 A	407 A	717 A	1,247 A	2,215 A	3,230 A	3,656 A	3,806 A	4,174 A	4,588 A	4,510 A	4,640 A	4,840 A	4,762 A	4,526 A	4,327 A	3,720 A	3,419 A	3,051 A	2,592 A	2,058 A	69442
4	ALA	580	R	30.589	A	E	JCT RTE 238	10/12/2007	FRI	663 A	403 A	385 A	371 A	590 A	1,452 A	3,279 A	6,179 A	5,639 A	4,204 A	3,954 A	4,181 A	4,163 A	4,510 A	5,089 A	5,469 A	6,068 A	5,982 A	5,417 A	3,941 A	2,981 A	2,563 A	2,102 A	1,650 A	81235
4	ALA	580	R	30.589	A	E	JCT RTE 238	10/11/2007	THU	654 A	381 A	314 A	305 A	622 A	1,506 A	3,504 A	6,517 A	6,200 A	5,518 A	4,651 A	3,872 A	3,748 A	4,134 A	4,993 A	6,038 A	6,673 A	6,735 A	6,034 A	3,902 A	2,858 A	2,547 A	1,736 A	1,230 A	84672
4	ALA	580	R	30.589	A	E	JCT RTE 238	10/10/2007	WED	608 A	328 A	297 A	252 A	563 A	1,426 A	3,454 A	6,492 A	6,244 A	4,453 A	3,711 A	3,696 A	3,662 A	3,986 A	4,857 A	5,928 A	6,281 A	6,850 A	5,761 A	3,810 A	2,655 A	2,396 A	1,672 A	1,092 A	80474
4	ALA	580	R	30.589	A	E	JCT RTE 238	10/9/2007	TUE																5,987 A	6,605 A	6,882 A	5,553 A	3,600 A	2,631 A	2,158 A	1,481 A	982 A	52019
4	ALA	580	R	30.589	W	JCT RTE 238	7/15/200																											

Traffic Volumes Counts

City	Rte	Prefix	PM	Leg	Dir	Description	Date	Day	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	24hr total																									
4	ALA	580	R	38.309	B	E	OAKLAND- EDWARDS AVENUE	7/12/2008	SAT	1934	A	1,386	A	1,174	A	785	A	667	A	901	A	1,590	A	2,797	A	6,806	A	4,533	A	5,084	A	5,654	A	6,040	A	6,252	A	6,140	A	6,364	A	5,778	A	5,586	A	5,627	A	4,745	A	4,156	A	4,184	A	4,032	A	3,093	A	92308
4	ALA	580	R	38.309	B	E	OAKLAND- EDWARDS AVENUE	7/11/2008	FRI	1230	A	810	A	688	A	498	A	653	A	1,573	A	3,288	A	5,645	A	6,084	A	5,160	A	4,745	A	4,840	A	5,451	A	5,914	A	6,769	A	7,637	A	8,316	A	8,629	A	7,066	A	5,782	A	4,517	A	4,146	A	3,626	A	2,780	A	105847
4	ALA	580	R	38.309	B	E	OAKLAND- EDWARDS AVENUE	7/10/2008	THU	1208	A	709	A	533	A	382	A	613	A	1,618	A	3,476	A	6,255	A	6,678	A	5,279	A	4,581	A	4,763	A	5,038	A	5,371	A	6,245	A	7,634	A	8,141	A	8,274	A	7,219	A	5,530	A	4,494	A	4,136	A	3,031	A	2,008	A	103216
4	ALA	580	R	38.309	B	E	OAKLAND- EDWARDS AVENUE	7/9/2008	WED	1338	A	707	A	496	A	388	A	633	A	1,625	A	3,542	A	6,159	A	6,534	A	5,203	A	4,249	A	4,505	A	4,958	A	5,195	A	6,019	A	7,625	A	8,303	A	8,514	A	6,991	A	5,236	A	4,251	A	3,858	A	2,867	A	1,995	A	101191
4	ALA	580	R	38.309	B	E	OAKLAND- EDWARDS AVENUE	7/8/2008	TUE	997	A	640	A	470	A	373	A	623	A	1,537	A	3,488	A	6,277	A	6,413	A	5,098	A	4,473	A	4,494	A	4,709	A	5,163	A	6,008	A	7,435	A	8,339	A	8,607	A	6,624	A	5,031	A	4,050	A	3,465	A	2,561	A	2,007	A	98882
4	ALA	580	R	38.309	B	E	OAKLAND- EDWARDS AVENUE	7/7/2008	MON																																													45880				
4	ALA	580	R	38.309	B	E	OAKLAND- EDWARDS AVENUE	4/9/2008	WED	826	A			327	A	445	A			1,249	A	2,625	A	4,859	A	5,221	A	4,038	A	3,820	C	4,068	C	4,303	C	4,655	C	5,600	C	7,140	C	7,996	C	8,000	C	6,133	C	3,807	C	3,321	C	2,836	C	1,971	C	1,335	C	85308
4	ALA	580	R	38.309	B	E	OAKLAND- EDWARDS AVENUE	4/8/2008	TUE	697	A	421	A	304	A	240	A	415	A	1,224	A	2,682	A	4,875	A	5,089	A	4,048	A	3,673	A	3,927	A	4,109	A	4,526	A	5,500	A	7,372	A	7,619	A	7,374	A	6,169	A	3,714	A	3,066	A	2,641	A	2,044	A	1,463	A	83192
4	ALA	580	R	38.309	B	E	OAKLAND- EDWARDS AVENUE	4/7/2008	MON	752	A	409	A	300	A	250	A	433	A	1,203	A	2,721	A	4,842	A	5,250	A	4,084	A	3,702	A	3,704	A	4,090	A	4,300	A	5,526	A	7,035	A	7,828	A	7,639	A	6,084	A	3,864	A	2,895	A	2,630	A	1,923	A	1,200	A	82664
4	ALA	580	R	38.309	B	E	OAKLAND- EDWARDS AVENUE	4/6/2008	SUN	1469	A	1,154	A	1,012	A	555	A	416	A	1,248	A	3,053	A	5,934	A	6,517	A	4,115	A	3,677	A	3,742	A	4,463	A	4,887	A	5,291	A	4,975	A	4,809	A	4,562	A	4,025	A	3,325	A	3,067	A	2,744	A	1,989	A	1,327	A	64148
4	ALA	580	R	38.309	B	E	OAKLAND- EDWARDS AVENUE	4/5/2008	SAT	1447	A	1,098	A	902	A	559	A	435	A	643	A	1,270	A	2,192	A	2,954	A	4,731	A	5,013	A	5,210	A	5,535	A	5,323	A	5,559	A	5,385	A	4,961	A	3,737	A	3,265	A	3,074	A	2,736	A	2,329	A	76495				
4	ALA	580	R	38.309	B	E	OAKLAND- EDWARDS AVENUE	4/4/2008	FRI	913	A	640	A	492	A	335	A	469	A	1,124	A	2,476	A	4,524	A	5,027	A	3,949	A	3,933	A	4,382	A	4,820	A	5,184	A	6,243	A	7,511	A	7,791	A	7,711	A	6,187	A	4,128	A	3,597	A	3,111	A	2,767	A	2,065	A	89339
4	ALA	580	R	38.309	B	E	OAKLAND- EDWARDS AVENUE	4/3/2008	THU	767	A	461	A	373	A	283	A	429	A	1,206	A	2,758	A	4,860	A	5,751	A	4,616	A	3,923	A	3,798	A	4,317	A	4,614	A	5,767	A	7,547	A	7,786	A	7,439	A	6,797	A	4,391	A	3,356	A	2,985	A	2,340	A	1,477	A	88041
4	ALA	580	R	38.309	B	E	OAKLAND- EDWARDS AVENUE	4/2/2008	WED	818	A	474	A	309	A	251	A	422	A	1,192	A	2,640	A	4,852	A	5,170	A	3,929	A	3,820	A	4,068	A	4,303	A	4,655	A	5,600	A	7,140	A	7,996	A	8,000	A	6,133	A	3,807	A	3,321	A	2,836	A	1,971	A	1,335	A	85042
4	ALA	580	R	38.309	B	E	OAKLAND- EDWARDS AVENUE	4/1/2008	TUE																																																43180	
4	ALA	580	R	38.309	B	E	OAKLAND- EDWARDS AVENUE	1/10/2008	THU	820	A	495	A	329	A	267	A	460	A	1,188	A	2,951	A	6,247	A	6,376	A	4,534	A	3,862	C	3,889	C	4,405	C	4,551	C	5,441	C	5,780	C	6,288	C	7,029	C	5,718	C	3,753	C	2,721	C	2,374	C	1,958	C	1,284	C	82720
4	ALA	580	R	38.309	B	E	OAKLAND- EDWARDS AVENUE	1/9/2008	WED	716	A	450	A	317	A	230	A	435	A	1,225	A	3,023	A	6,300	A	6,325	A	4,304	A	3,664	A	3,859	A	4,316	A	5,370	A	6,747	A	7,716	A	7,508	A	6,793	A	7,105	A	5,179	A	3,464	A	2,735	A	1,896	A	1,298	A	90975
4	ALA	580	R	38.309	B	E	OAKLAND- EDWARDS AVENUE	1/8/2008	TUE	726	A	460	A	308	A	277	A	436	A	1,203	A	3,080	A	6,371	A	6,416	A	4,310	A	3,601	A	3,755	A	3,844	A	4,087	A	5,308	A	6,479	A	6,614	A	6,691	A	6,482	A	3,772	A	2,681	A	2,367	A	1,611	A	1,157	A	82036
4	ALA	580	R	38.309	B	E	OAKLAND- EDWARDS AVENUE	1/7/2008	MON	723	A	424	A	310	A	287	A	419	A	1,248	A	3,053	A	5,934	A	6,517	A	4,115	A	3,677	A	3,742	A	4,463	A	4,887	A	5,291	A	4,975	A	4,809	A	4,562	A	4,025	A	3,325	A	3,067	A	2,744	A	1,989	A	1,327	A	64148
4	ALA	580	R	38.309	B	E	OAKLAND- EDWARDS AVENUE	1/6/2008	SUN	1286	A	913	A	827	A	460	A	315	A	643	A	1,270	A	2,192	A	2,954	A	4,731	A	5,013	A	5,210	A	5,535	A	5,323	A	5,559	A	5,385	A	4,961	A	3,737	A	3,265	A	3,074	A	2,736	A	2,329	A	76495				
4	ALA	580	R	38.309	B	E	OAKLAND- EDWARDS AVENUE	1/5/2008	SAT	1090	A	742	A	588	A	387	A	340	A	478	A	819	A	1,596	A	2,272	A	2,836	A	3,604	A	3,896	A	4,173	A	4,138	A	4,115	A	4,313	A	4,182	A	4,293	A	3,687	A	2,923	A	2,387	A	2,306	A	2,238	A	1,686	A	59089
4	ALA	580	R	38.309	B	E	OAKLAND- EDWARDS AVENUE	1/4/2008	FRI	826	A	555	A	414	A	278	A	431	A	1,023	A	2,149	A	3,814	A	3,984	A	3,074	A	2,959	A	3,050	A	3,594	A	3,817	A	4,534	A	5,413	A	5,685	A	5,771	A	4,262	A	3,077	A	2,428	A	2,177	A	1,968	A	1,576	A	66859
4	ALA	580	R	38.309	B	E	OAKLAND- EDWARDS AVENUE	1/3/2008	THU	836	A	528	A	343	A	294	A	446	A	1,130	A	2,600	A	4,504	A	4,791	A	3,898	A	3,889	A	4,405	A	4,551	A	5,441	A	5,780	A	6,288	A	7,029	A	5,718	A	3,753	A	2,721	A	2,374	A	1,958	A	1,284	A	78423		
4	ALA	580	R	38.309	B	E	OAKLAND- EDWARDS AVENUE	1/2/2008	WED																																																	56757
4	ALA	580	R	38.309	B	E	OAKLAND- EDWARDS AVENUE	10/17/2007	WED	897	A	601	A	395	A	321	A	582	A	1,631	A	4,015	A	7,203	A	6,980	A	6,159	A	4,794	A	4,712	A	5,051	A	5,460	C	6,395	C	7,897	C	8,274	C	8,881	C	7,588	C	5,232	C	4,050	C	3,588	C	2,520	C	1,748	C	104974
4	ALA	580	R	38.309	B	E	OAKLAND- EDWARDS AVENUE	10/16/2007	TUE	869	A	543	A	403	A	365	A	577	A	1,665	A	4,020	A	7,840	A	7,732	A	5,419	A	4,438	A	4,557	A	4,720	A	5,417	A	6,438	A	7,565	A	8,611	A	8,807	A	7,105	A	4,878	A	3,822	A	3,268	A	2,351	A	1,574	A	102984
4	ALA	580	R	38.309	B	E	OAKLAND- EDWARDS AVENUE	10/15/2007	MON	924	A	565	A	376	A	354	A	604	A	1,678	A	3,914	A	7,728	A	7,718	A	5,359	A	4,593	A	4,556	A	4,810	A	5,177	A	6,378	A	8,018	A	8,487	A	8,724	A	6,719	A	4,609	A	3,628	A	2,994	A	2,043	A	1,369	A	101325
4	ALA	580	R	38.309	B	E	OAKLAND- EDWARDS AVENUE	10/14/2007	SUN	2200	A	1,527	A	1,262	A	735	A	515	A	618	A	818	A	1,557	A	2,347	A	4,372	A	4,387	A	4,649	A	5,514	A	5,782	A	5,792	A	5,639	A	5,397	A	5,336	A	5,440	A	4,652	A	4,079	A	3,445	A	2,408	A	1,633	A	79306
4	ALA	580	R	38.309	B	E	OAKLAND- EDWARDS AVENUE	10/13/2007	SAT	1832	A	1,244	A	1,014	A	605	A	564	A	874	A	1,461	A	2,817	A	3,982	A	4,627	A	5,003	A	5,666	A	5,899																								

Traffic Volumes Counts

Traffic Volumes Counts							24 hour Period Hourly Counts																											
Dist	Cnty	Rte	Prefi	PM	Leg Dir	Description	Date	Day	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	24hr total	
4	ALA	580	R	39.24	A	W	OAKLAND- JCT. RTE. 13 NORTH	7/9/2008	WED	636 A	338 A	259 A	296 A	645 A	2,261 A	3,904 A	5,900 A	5,574 A	4,314 A	3,510 A	3,244 A	3,474 A	3,564 A	3,635 A	3,810 A	4,348 A	4,906 A	4,212 A	3,002 A	2,468 A	2,301 A	1,783 A	1,109 A	69493
4	ALA	580	R	39.24	A	W	OAKLAND- JCT. RTE. 13 NORTH	7/8/2008	TUE	608 A	328 A	256 A	279 A	702 A	2,172 A	3,800 A	5,820 A	5,281 A	4,425 A	3,559 A	3,093 A	3,407 A	3,424 A	3,519 A	3,720 A	4,324 A	4,842 A	3,973 A	2,919 A	2,249 A	2,144 A	1,745 A	1,112 A	67701
4	ALA	580	R	39.24	A	W	OAKLAND- JCT. RTE. 13 NORTH	7/7/2008	MON																								26846	
4	ALA	580	R	39.24	A	W	OAKLAND- JCT. RTE. 13 NORTH	4/9/2008	WED	459 A	295 A	218 A	253 A	662 A	2,431 A	4,032 A	6,579 A	5,591 A	4,396 A	3,590 C	3,267 C	3,499 C	3,799 C	3,741 C	4,300 C	4,966 C	5,434 C	4,467 C	3,143 C	2,449 C	2,155 C	1,566 C	979 C	72271
4	ALA	580	R	39.24	A	W	OAKLAND- JCT. RTE. 13 NORTH	4/8/2008	TUE	487 A	300 A	200 A	261 A	640 A	2,380 A	3,943 A	6,596 A	6,101 A	4,462 A	3,517 A	3,219 A	3,358 A	3,348 A	3,804 A	4,317 A	4,843 A	5,587 A	4,456 A	3,084 A	2,303 A	2,086 A	1,608 A	1,005 A	71905
4	ALA	580	R	39.24	A	W	OAKLAND- JCT. RTE. 13 NORTH	4/7/2008	MON	558 A	344 A	237 A	299 A	696 A	2,305 A	3,854 A	6,350 A	5,734 A	4,380 A	3,781 A	3,431 A	3,337 A	3,471 A	3,801 A	4,318 A	4,659 A	5,222 A	4,283 A	3,036 A	2,331 A	2,116 A	1,514 A	942 A	70999
4	ALA	580	R	39.24	A	W	OAKLAND- JCT. RTE. 13 NORTH	4/6/2008	SUN	1019 A	699 A	520 A	350 A	335 A	426 A	826 A	1,228 A	1,870 A	2,902 A	3,450 A	3,548 A	3,462 A	3,707 A	3,749 A	3,862 A	3,898 A	3,534 A	3,386 A	3,154 A	2,853 A	2,526 A	1,824 A	1,137 A	54265
4	ALA	580	R	39.24	A	W	OAKLAND- JCT. RTE. 13 NORTH	4/5/2008	SAT	931 A	653 A	525 A	337 A	390 A	774 A	1,306 A	2,001 A	2,958 A	3,630 A	4,104 A	4,365 A	4,497 A	4,258 A	4,380 A	4,326 A	4,281 A	4,303 A	4,234 A	3,351 A	3,019 A	2,735 A	2,612 A	1,897 A	65867
4	ALA	580	R	39.24	A	W	OAKLAND- JCT. RTE. 13 NORTH	4/4/2008	FRI	559 A	356 A	294 A	292 A	650 A	2,254 A	3,640 A	6,319 A	5,664 A	4,357 A	3,812 A	3,643 A	3,863 A	4,048 A	4,342 A	4,901 A	5,453 A	5,533 A	4,865 A	3,898 A	2,949 A	2,668 A	2,269 A	1,599 A	78228
4	ALA	580	R	39.24	A	W	OAKLAND- JCT. RTE. 13 NORTH	4/3/2008	THU	477 A	290 A	260 A	278 A	652 A	2,315 A	3,850 A	6,454 A	5,849 A	4,497 A	3,720 A	3,405 A	3,514 A	3,530 A	4,034 A	4,563 A	5,212 A	5,458 A	4,762 A	3,503 A	2,722 A	2,341 A	1,798 A	1,091 A	74575
4	ALA	580	R	39.24	A	W	OAKLAND- JCT. RTE. 13 NORTH	4/2/2008	WED	515 A	323 A	232 A	263 A	660 A	2,297 A	3,950 A	6,506 A	5,763 A	4,399 A	3,590 A	3,267 A	3,499 A	3,799 A	3,741 A	4,300 A	4,966 A	5,434 A	4,467 A	3,143 A	2,449 A	2,155 A	1,566 A	979 A	72263
4	ALA	580	R	39.24	A	W	OAKLAND- JCT. RTE. 13 NORTH	4/1/2008	TUE																								30186	
4	ALA	580	R	39.24	A	W	OAKLAND- JCT. RTE. 13 NORTH	1/30/2008	WED	420 A	271 A	206 A	270 A	645 A	2,453 A	4,012 A	6,316 A	5,524 C	4,422 C	3,504 C	3,270 C	3,401 C	3,649 C	3,829 C	4,406 C	4,825 C	5,191 C	4,313 C	2,863 C	2,121 C	1,943 C	1,328 C	808 C	69990
4	ALA	580	R	39.24	A	W	OAKLAND- JCT. RTE. 13 NORTH	1/29/2008	TUE	415 A	250 A	181 A	278 A	689 A	2,374 A	4,118 A	6,480 A	5,209 A	4,235 A	3,323 A	3,139 A	3,178 A	3,217 A	3,813 A	4,145 A	4,780 A	5,070 A	4,164 A	2,689 A	2,174 A	1,899 A	1,345 A	792 A	67957
4	ALA	580	R	39.24	A	W	OAKLAND- JCT. RTE. 13 NORTH	1/28/2008	MON	500 A	265 A	233 A	295 A	715 A	2,372 A	3,702 A	6,266 A	5,324 A	4,489 A	3,619 A	3,226 A	3,728 A	4,042 A	4,368 A	4,867 A	5,373 A	5,406 A	4,119 A	2,804 A	2,070 A	1,888 A	1,443 A	824 A	71938
4	ALA	580	R	39.24	A	W	OAKLAND- JCT. RTE. 13 NORTH	1/27/2008	SUN	923 A	570 A	432 A	339 A	288 A	390 A	808 A	1,119 A	1,831 A	2,693 A	3,147 A	3,200 A	3,240 A	3,565 A	3,566 A	3,466 A	3,397 A	3,391 A	2,995 A	2,365 A	2,123 A	1,748 A	1,443 A	902 A	47941
4	ALA	580	R	39.24	A	W	OAKLAND- JCT. RTE. 13 NORTH	1/26/2008	SAT	761 A	504 A	408 A	284 A	382 A	619 A	1,239 A	1,824 A	2,901 A	3,543 A	3,523 A	3,959 A	4,000 A	3,996 A	3,959 A	4,097 A	4,161 A	3,994 A	3,702 A	2,946 A	2,499 A	2,465 A	2,184 A	1,536 A	59486
4	ALA	580	R	39.24	A	W	OAKLAND- JCT. RTE. 13 NORTH	1/25/2008	FRI	442 A	273 A	240 A	252 A	673 A	2,337 A	3,693 A	6,138 A	5,042 A	4,002 A	3,471 A	3,263 A	3,380 A	3,451 A	3,972 A	3,824 A	4,280 A	4,779 A	4,422 A	2,939 A	2,189 A	2,102 A	1,724 A	1,236 A	68124
4	ALA	580	R	39.24	A	W	OAKLAND- JCT. RTE. 13 NORTH	1/24/2008	THU	370 A	260 A	207 A	278 A	657 A	2,429 A	4,079 A	5,373 A	4,766 A	4,615 A	3,438 A	3,230 A	3,333 A	3,254 A	3,854 A	4,216 A	4,974 A	5,212 A	4,333 A	2,840 A	2,176 A	1,945 A	1,534 A	900 A	68273
4	ALA	580	R	39.24	A	W	OAKLAND- JCT. RTE. 13 NORTH	1/23/2008	WED	413 A	259 A	198 A	249 A	678 A	2,398 A	3,910 A	6,242 A	5,524 A	4,422 A	3,504 A	3,270 A	3,401 A	3,649 A	3,829 A	4,406 A	4,825 A	5,191 A	4,313 A	2,863 A	2,121 A	1,943 A	1,328 A	808 A	69744
4	ALA	580	R	39.24	A	W	OAKLAND- JCT. RTE. 13 NORTH	1/22/2008	TUE																								40873	
4	ALA	580	R	39.24	A	W	OAKLAND- JCT. RTE. 13 NORTH	10/17/2007	WED	406 A	280 A	214 A	329 A	840 A	2,804 A	4,284 A	5,523 A	4,620 A	4,932 A	3,684 A	3,393 A	3,606 A	3,741 C	3,930 C	4,437 C	5,161 C	5,796 C	4,843 C	3,332 C	2,406 C	2,192 C	1,557 C	921 C	73231
4	ALA	580	R	39.24	A	W	OAKLAND- JCT. RTE. 13 NORTH	10/16/2007	TUE	435 A	270 A	235 A	311 A	780 A	2,365 A	4,418 A	6,553 A	5,534 A	4,216 A	3,677 A	3,464 A	3,951 A	4,295 A	4,915 A	5,212 A	5,371 A	5,522 A	4,426 A	2,913 A	2,219 A	2,015 A	1,457 A	806 A	75360
4	ALA	580	R	39.24	A	W	OAKLAND- JCT. RTE. 13 NORTH	10/15/2007	MON	576 A	392 A	275 A	284 A	843 A	2,547 A	3,994 A	6,436 A	5,546 A	4,270 A	3,552 A	3,306 A	3,453 A	3,604 A	4,083 A	4,639 A	4,966 A	5,529 A	4,215 A	2,874 A	2,209 A	1,861 A	1,503 A	830 A	71487
4	ALA	580	R	39.24	A	W	OAKLAND- JCT. RTE. 13 NORTH	10/14/2007	SUN	1047 A	714 A	497 A	355 A	295 A	441 A	874 A	1,222 A	2,060 A	3,026 A	3,511 A	3,475 A	3,657 A	3,832 A	3,753 A	3,605 A	3,716 A	3,911 A	3,823 A	3,188 A	2,752 A	2,307 A	1,800 A	976 A	54837
4	ALA	580	R	39.24	A	W	OAKLAND- JCT. RTE. 13 NORTH	10/13/2007	SAT	996 A	716 A	493 A	332 A	404 A	896 A	1,454 A	2,043 A	3,122 A	3,741 A	4,045 A	4,227 A	4,391 A	4,576 A	4,654 A	4,439 A	4,298 A	4,180 A	4,193 A	3,331 A	3,006 A	2,780 A	2,462 A	1,706 A	66375
4	ALA	580	R	39.24	A	W	OAKLAND- JCT. RTE. 13 NORTH	10/12/2007	FRI	540 A	350 A	278 A	330 A	770 A	2,382 A	3,817 A	5,746 A	4,951 A	4,463 A	3,927 A	3,884 A	3,732 A	3,827 A	4,369 A	4,939 A	4,503 A	4,982 A	5,073 A	3,698 A	2,733 A	2,474 A	2,171 A	1,535 A	76474
4	ALA	580	R	39.24	A	W	OAKLAND- JCT. RTE. 13 NORTH	10/11/2007	THU	493 A	323 A	251 A	310 A	742 A	2,447 A	4,213 A	6,472 A	5,624 A	4,541 A	3,904 A	3,493 A	3,692 A	3,554 A	4,133 A	4,696 A	5,399 A	5,746 A	4,969 A	3,405 A	2,524 A	2,251 A	1,709 A	1,030 A	75921
4	ALA	580	R	39.24	A	W	OAKLAND- JCT. RTE. 13 NORTH	10/10/2007	WED	448 A	291 A	227 A	293 A	731 A	2,483 A	4,161 A	6,334 A	5,478 A	4,631 A	3,647 A	3,320 A	3,378 A	3,741 A	3,930 A	4,437 A	5,161 A	5,796 A	4,843 A	3,332 A	2,406 A	2,192 A	1,557 A	921 A	73738
4	ALA	580	R	39.24	A	W	OAKLAND- JCT. RTE. 13 NORTH	10/9/2007	TUE																								43748	
4	ALA	580	R	40.647	E	OAKLAND- 35TH AVENUE	7/15/2008	TUE	1091 A	604 A	426 A	302 A	373 A	899 A	1,836 A	4,010 A	4,736 A	3,980 A	3,736 A	4,111 A	4,602 A	5,040 C	5,745 C	7,049 C	8,004 C	8,502 C	6,609 C	5,211 C	4,036 C	3,510 C	2,645 C	1,869 C	88926	
4	ALA	580	R	40.647	E	OAKLAND- 35TH AVENUE	7/14/2008	MON	1136 A	668 A	446 A	347 A	394 A	908 A	1,980 A	3,957 A	4,786 A	3,921 A	3,775 A	4,081 A	4,836 A	5,478 A	5,625 A	7,111 A	8,025 A	8,413 A	6,716 A	5,412 A	4,825 A	3,816 A	3,358 A	2,798 A	1,728 A	88036
4	ALA	580	R	40.647	E	OAKLAND- 35TH AVENUE	7/13/2008	SUN	2040 A	1,515 A	1,506 A	827 A	556 A	519 A	804 A	1,394 A	1,994 A	2,777 A	3,815 A	4,308 A	4,610 A	5,278 A	5,450 A	5,263 A	4,829 A	4,873 A	4,617 A	4,252 A	3,662 A	3,422 A	2,712 A	1,889 A		72912
4	ALA	580	R	40.647	E	OAKLAND- 35TH AVENUE	7/12/2008	SAT	2014 A	1,510 A	1,222 A	736 A	558 A	665 A	1,143 A	1,986 A	2,830 A	3,523 A	4,180 A	4,759 A	5,318 A	5,491 A	5,503 A	5,718 A	5,588 A	5,374 A	5,165 A	4,392 A	3,850 A	3,866 A	3,579 A	2,891 A		81861
4	ALA	580	R	40.647	E	OAKLAND- 35TH AVENUE	7/11/2008	FRI	1318 A	830 A	717 A	418 A	558 A	962 A	1,965 A	3,757 A	4,670 A	4,131 A	4,050 A	4,289 A	5,181 A	5,596 A	6,320 A	7,250 A	8,062 A	8,422 A	6,754 A	5,615 A	4,413 A	3,934 A	3,369 A	2,837 A		95318
4	ALA	580	R	40.647	E	OAKLAND- 35TH AVENUE	7/10/2008	THU	1238 A	752 A	539 A	345 A	426 A	943 A	1,997 A	4,106 A	4,960 A	4,162 A	3,866 A	4,113 A	4,723 A	5,005 A	5,886 A	7,184 A	8,176 A	8,458 A	7,044 A	5,401 A	4,546 A	4,069 A	2,935 A	2,029 A		92903
4	ALA	580	R	40.647	E	OAKLAND- 35TH AVENUE	7/9/2008	WED	1260 A	709 A	520 A																							

Traffic Volumes Counts

		Rte	Prefi	PM	Leg	Dir	Description	Date	Day	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	24hr total	
4	ALA	580	R	40.647 A	W		OAKLAND- 35TH AVENUE	7/10/2008	THU	786 A	477 A	388 A	370 A	778 A	2,582 A	4,728 A	7,440 A	7,480 A	5,789 A	4,756 A	4,486 A	4,683 A	4,724 A	4,685 A	5,016 A	5,641 A	5,972 A	5,141 A	3,925 A	3,400 A	2,922 A	2,312 A	1,514 A	88995	
4	ALA	580	R	40.647 A	W		OAKLAND- 35TH AVENUE	7/9/2008	WED	791 A	454 A	322 A	364 A	812 A	2,706 A	4,796 A	7,422 A	7,468 A	5,747 A	4,537 A	4,233 A	4,574 A	4,659 A	4,680 A	4,763 A	5,239 A	5,795 A	5,200 A	3,792 A	3,281 A	2,800 A	2,214 A	1,445 A	88094	
4	ALA	580	R	40.647 A	W		OAKLAND- 35TH AVENUE	7/8/2008	TUE	779 A	420 A	325 A	360 A	834 A	2,604 A	4,579 A	7,286 A	7,208 A	6,080 A	4,657 A	4,272 A	4,495 A	4,536 A	4,570 A	4,737 A	5,267 A	5,758 A	4,830 A	3,706 A	2,892 A	2,744 A	2,174 A	1,389 A	86502	
4	ALA	580	R	40.647 A	W		OAKLAND- 35TH AVENUE	7/7/2008	MON															4,853 A	5,159 A	5,711 A	4,789 A	3,620 A	2,988 A	2,690 A	2,125 A	1,334 A	93269		
4	ALA	580	R	40.647 A	W		OAKLAND- 35TH AVENUE	4/9/2008	WED	615 A	374 A	298 A	316 A	858 A	2,923 A	4,944 A	8,050 A	7,314 A	5,943 A	4,699 C	4,373 C	4,664 C	5,187 C	4,914 C	5,490 C	6,201 C	6,578 C	5,509 C	3,952 C	3,113 C	2,795 C	1,969 C	1,258 C	92337	
4	ALA	580	R	40.647 A	W		OAKLAND- 35TH AVENUE	4/8/2008	TUE	587 A	371 A	274 A	334 A	838 A	2,899 A	4,871 A	8,045 A	7,808 A	6,038 A	4,544 A	4,260 A	4,440 A	4,500 A	4,945 A	5,720 A	5,966 A	6,831 A	5,336 A	3,816 A	2,979 A	2,598 A	2,022 A	1,264 A	91286	
4	ALA	580	R	40.647 A	W		OAKLAND- 35TH AVENUE	4/7/2008	MON	711 A	448 A	273 A	373 A	879 A	2,785 A	4,757 A	7,807 A	7,493 A	5,843 A	4,880 A	4,439 A	4,449 A	4,606 A	5,066 A	5,654 A	5,823 A	6,238 A	5,188 A	3,831 A	2,960 A	2,721 A	1,899 A	1,173 A	90296	
4	ALA	580	R	40.647 A	W		OAKLAND- 35TH AVENUE	4/6/2008	SUN	1297 A	905 A	668 A	470 A	450 A	598 A	1,130 A	1,678 A	2,519 A	3,946 A	4,733 A	4,697 A	4,607 A	5,001 A	4,997 A	4,802 A	4,916 A	4,450 A	4,271 A	3,928 A	3,485 A	3,066 A	2,199 A	1,414 A	70227	
4	ALA	580	R	40.647 A	W		OAKLAND- 35TH AVENUE	4/5/2008	SAT	1246 A	862 A	666 A	470 A	525 A	1,014 A	1,704 A	2,705 A	4,058 A	5,027 A	5,400 A	5,771 A	5,824 A	5,572 A	5,644 A	5,551 A	5,324 A	5,368 A	5,246 A	4,202 A	3,797 A	3,492 A	3,209 A	2,318 A	84995	
4	ALA	580	R	40.647 A	W		OAKLAND- 35TH AVENUE	4/4/2008	FRI	715 A	438 A	389 A	388 A	818 A	2,778 A	4,552 A	7,898 A	7,654 A	5,725 A	5,033 A	4,800 A	5,038 A	5,166 A	5,609 A	6,367 A	6,679 A	6,628 A	5,933 A	4,833 A	3,828 A	3,409 A	2,915 A	2,013 A	99606	
4	ALA	580	R	40.647 A	W		OAKLAND- 35TH AVENUE	4/3/2008	THU	643 A	410 A	322 A	349 A	837 A	2,802 A	4,787 A	8,029 A	7,572 A	6,097 A	4,890 A	4,462 A	4,722 A	4,742 A	5,249 A	5,888 A	6,393 A	6,606 A	5,858 A	4,369 A	3,450 A	3,016 A	2,257 A	1,362 A	95112	
4	ALA	580	R	40.647 A	W		OAKLAND- 35TH AVENUE	4/2/2008	WED	678 A	434 A	300 A	339 A	846 A	2,844 A	4,799 A	7,963 A	7,758 A	5,763 A	4,699 A	4,373 A	4,664 A	5,187 A	4,914 A	5,490 A	6,201 A	6,578 A	5,509 A	3,952 A	3,113 A	2,795 A	1,969 A	1,258 A	92426	
4	ALA	580	R	40.647 A	W		OAKLAND- 35TH AVENUE	4/1/2008	TUE															5,913 A	6,109 A	6,527 A	5,563 A	4,174 A	3,240 A	2,750 A	2,209 A	1,266 A	93751		
4	ALA	580	R	40.647 A	W		OAKLAND- 35TH AVENUE	1/10/2008	THU	617 A	399 A	292 A	370 A	818 A	2,848 A	4,787 A	7,445 A	6,863 A	6,210 A	4,980 C	4,475 C	4,739 C	4,722 C	4,728 C	4,680 C	4,929 C	5,277 C	4,411 C	3,193 C	2,525 C	2,153 C	1,749 C	1,106 C	84316	
4	ALA	580	R	40.647 A	W		OAKLAND- 35TH AVENUE	1/9/2008	WED	588 A	367 A	281 A	335 A	846 A	2,850 A	4,639 A	7,852 A	7,460 A	5,593 A	4,453 A	4,026 A	4,386 A	5,096 A	4,954 A	5,578 A	5,869 A	6,333 A	5,212 A	3,605 A	2,793 A	2,469 A	1,866 A	1,084 A	88535	
4	ALA	580	R	40.647 A	W		OAKLAND- 35TH AVENUE	1/8/2008	TUE	560 A	438 A	289 A	344 A	870 A	2,879 A	4,678 A	7,734 A	7,621 A	5,563 A	4,428 A	4,014 A	4,027 A	4,164 A	4,686 A	5,416 A	5,560 A	5,834 A	4,757 A	3,352 A	2,538 A	2,152 A	1,594 A	1,011 A	84509	
4	ALA	580	R	40.647 A	W		OAKLAND- 35TH AVENUE	1/7/2008	MON	641 A	402 A	371 A	352 A	896 A	2,822 A	4,630 A	7,643 A	7,300 A	5,302 A	4,618 A	4,161 A	4,405 A	4,585 A	5,005 A	5,661 A	5,817 A	6,007 A	4,726 A	3,308 A	2,652 A	2,244 A	1,834 A	1,064 A	86446	
4	ALA	580	R	40.647 A	W		OAKLAND- 35TH AVENUE	1/6/2008	SUN	993 A	722 A	606 A	404 A	353 A	515 A	974 A	1,314 A	2,040 A	3,216 A	4,068 A	4,214 A	4,263 A	4,546 A	4,585 A	4,418 A	4,247 A	4,119 A	3,508 A	3,013 A	2,619 A	2,142 A	1,751 A	1,165 A	59795	
4	ALA	580	R	40.647 A	W		OAKLAND- 35TH AVENUE	1/5/2008	SAT	930 A	672 A	495 A	408 A	438 A	805 A	1,350 A	1,973 A	3,172 A	4,060 A	4,411 A	4,324 A	4,193 A	4,366 A	4,271 A	4,207 A	4,264 A	4,263 A	3,825 A	3,085 A	2,604 A	2,552 A	2,343 A	1,772 A	64783	
4	ALA	580	R	40.647 A	W		OAKLAND- 35TH AVENUE	1/4/2008	FRI	619 A	388 A	335 A	350 A	794 A	2,482 A	3,811 A	5,338 A	4,977 A	4,479 A	3,539 A	3,400 A	3,166 A	3,659 A	4,069 A	4,269 A	4,605 A	4,547 A	4,106 A	3,143 A	2,379 A	2,260 A	2,108 A	1,472 A	70295	
4	ALA	580	R	40.647 A	W		OAKLAND- 35TH AVENUE	1/3/2008	THU	732 A	481 A	344 A	378 A	828 A	2,274 A	3,864 A	6,879 A	6,664 A	5,550 A	4,980 A	4,475 A	4,739 A	4,722 A	4,728 A	4,680 A	4,929 A	5,277 A	4,411 A	3,193 A	2,525 A	2,153 A	1,749 A	1,106 A	81661	
4	ALA	580	R	40.647 A	W		OAKLAND- 35TH AVENUE	1/2/2008	WED															5,166 A	5,196 A	5,449 A	5,831 A	4,701 A	3,519 A	2,592 A	2,444 A	1,884 A	1,265 A	56420	
4	ALA	580	R	40.647 A	W		OAKLAND- 35TH AVENUE	10/30/2007	TUE	558 A	379 A	286 A	353 A	870 A	2,870 A	4,970 A	7,755 A	7,466 A	6,043 A	4,617 A	4,232 A	4,361 A	4,328 C	5,048 C	5,533 C	6,049 C	6,391 C	5,912 C	4,149 C	2,866 C	2,627 C	1,996 C	1,188 C	90847	
4	ALA	580	R	40.647 A	W		OAKLAND- 35TH AVENUE	10/29/2007	MON	810 A	487 A	286 A	359 A	862 A	2,863 A	4,804 A	7,414 A	7,604 A	5,513 A	4,655 A	4,230 A	4,455 A	4,408 A	4,953 A	5,509 A	6,003 A	6,219 A	5,270 A	3,541 A	2,665 A	2,416 A	1,895 A	1,100 A	88321	
4	ALA	580	R	40.647 A	W		OAKLAND- 35TH AVENUE	10/28/2007	SUN	1485 A	1,018 A	743 A	613 A	463 A	650 A	1,071 A	1,540 A	2,509 A	4,127 A	5,033 A	4,962 A	4,839 A	5,090 A	5,215 A	4,998 A	4,765 A	4,821 A	4,481 A	3,783 A	3,413 A	2,865 A	2,132 A	1,296 A	71912	
4	ALA	580	R	40.647 A	W		OAKLAND- 35TH AVENUE	10/27/2007	SAT	1329 A	911 A	703 A	580 A	614 A	976 A	1,701 A	2,559 A	4,052 A	4,841 A	5,158 A	5,283 A	5,463 A	5,436 A	5,430 A	5,429 A	5,438 A	5,282 A	5,223 A	4,296 A	3,646 A	3,498 A	3,251 A	2,390 A	83489	
4	ALA	580	R	40.647 A	W		OAKLAND- 35TH AVENUE	10/26/2007	FRI	687 A	427 A	361 A	379 A	821 A	2,825 A	4,745 A	7,760 A	7,660 A	5,595 A	5,012 A	4,802 A	4,935 A	5,467 A	5,865 A	6,469 A	6,442 A	6,860 A	6,291 A	4,966 A	3,664 A	3,314 A	2,905 A	2,160 A	100412	
4	ALA	580	R	40.647 A	W		OAKLAND- 35TH AVENUE	10/25/2007	THU	640 A	427 A	303 A	347 A	882 A	2,821 A	5,071 A	7,617 A	7,414 A	5,941 A	4,706 A	4,343 A	4,515 A	4,552 A	5,361 A	5,945 A	6,279 A	6,846 A	6,045 A	4,226 A	3,229 A	2,834 A	2,199 A	1,314 A	93857	
4	ALA	580	R	40.647 A	W		OAKLAND- 35TH AVENUE	10/24/2007	WED	642 A	455 A	338 A	376 A	922 A	2,876 A	4,931 A	7,770 A	7,152 A	6,208 A	4,820 A	4,391 A	4,445 A	4,974 A	5,110 A	5,590 A	6,091 A	6,820 A	5,672 A	3,986 A	3,082 A	2,776 A	1,967 A	1,147 A	92541	
4	ALA	580	R	40.647 A	W		OAKLAND- 35TH AVENUE	10/23/2007	TUE	629 A	407 A	324 A	347 A	878 A	2,798 A	4,952 A	7,718 A	6,824 A	6,380 A	4,697 A	4,281 A	4,390 A	4,328 A	5,048 A	5,533 A	6,049 A	6,391 A	5,912 A	4,149 A	2,866 A	2,627 A	1,996 A	1,188 A	90712	
4	ALA	580	R	40.647 A	W		OAKLAND- 35TH AVENUE	10/22/2007	MON	829 A	441 A	345 A	361 A	901 A	2,800 A	4,697 A	7,562 A	7,383 A	5,643 A	4,727 A	4,151 A	4,459 A	4,428 A	4,991 A	5,799 A	6,040 A	6,333 A	5,502 A	3,872 A	2,964 A	2,478 A	2,064 A	1,077 A	89907	
4	ALA	580	R	40.647 A	W		OAKLAND- 35TH AVENUE	10/21/2007	SUN	1397 A	881 A	675 A	500 A	470 A	654 A	1,172 A	1,636 A	2,619 A	4,117 A	4,918 A	5,013 A	4,970 A	5,055 A	4,935 A	4,480 A	5,019 A	5,594 A	5,337 A	4,080 A	3,338 A	2,881 A	2,200 A	1,318 A	73259	
4	ALA	580	R	40.647 A	W		OAKLAND- 35TH AVENUE	10/20/2007	SAT	1292 A	882 A	671 A	498 A	589 A	989 A	1,757 A	2,688 A	4,207 A	4,889 A	5,115 A	5,428 A	5,711 A	5,635 A	5,604 A	5,470 A	5,466 A	5,270 A	5,342 A	4,509 A	3,521 A	3,432 A	3,145 A	2,350 A	84460	
4	ALA	580	R	40.647 A	W		OAKLAND- 35TH AVENUE	10/19/2007	FRI	752 A	498 A	344 A	415 A	814 A	2,739 A	4,765 A	7,584 A	7,642 A	5,725 A	4,842 A	4,777 A	5,039 A	5,120 A	5,725 A	6,365 A	6,453 A	6,677 A	5,876 A	4,608 A	3,445 A	3,218 A	2,783 A	1,987 A	89223	
4	ALA	580	R	40.647 A	W		OAKLAND- 35TH AVENUE	10/18/2007	THU															5,521 A	5,374 A	6,065 A	6,195 A	6,907 A	5,816 A	4,262 A	3,119 A	2,875 A	2,182 A	1,376 A	58355

Traffic Volumes Counts

Traffic Volumes Counts										24 hour Period Hourly Counts																																				
Dist	Cnty	Rte	Prefi	PM	Leg	Dir	Description	Date	Day	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	24hr total												
4	ALA	77		0.098	A	N	OAKLAND- JCT. RTE. 880	3/19/2009	THU	131 A	115 A	74 A	51 A	76 A	137 A	231 A	426 A	498 A	542 A	463 A	490 C	582 C	500 C	593 C	738 C	748 C	818 C	674 C	591 C	497 C	433 C	345 C	242 C	9995												
4	ALA	77		0.098	A	N	OAKLAND- JCT. RTE. 880	3/18/2009	WED	129 A	109 A	67 A	63 A	56 A	120 A	220 A	417 A	531 A	439 A	461 A	492 A	573 A	639 A	656 A	774 A	840 A	811 A	662 A	580 A	491 A	389 A	321 A	216 A	10056												
4	ALA	77		0.098	A	N	OAKLAND- JCT. RTE. 880	3/17/2009	TUE	130 A	100 A	74 A	53 A	53 A	111 A	213 A	421 A	484 A	425 A	472 A	526 A	541 A	621 A	698 A	797 A	831 A	801 A	652 A	570 A	458 A	398 A	335 A	214 A	9978												
4	ALA	77		0.098	A	N	OAKLAND- JCT. RTE. 880	3/16/2009	MON	118 A	57 A	42 A	41 A	69 A	109 A	184 A	368 A	470 A	436 A	431 A	525 A	556 A	579 A	675 A	846 A	767 A	814 A	653 A	567 A	468 A	423 A	277 A	197 A	9672												
4	ALA	77		0.098	A	N	OAKLAND- JCT. RTE. 880	3/15/2009	SUN	185 A	157 A	166 A	99 A	65 A	69 A	81 A	129 A	204 A	304 A	445 A	472 A	495 A	572 A	598 A	603 A	560 A	534 A	537 A	447 A	428 A	344 A	256 A	182 A	7932												
4	ALA	77		0.098	A	N	OAKLAND- JCT. RTE. 880	3/14/2009	SAT	228 A	191 A	172 A	82 A	86 A	75 A	118 A	180 A	339 A	408 A	482 A	525 A	572 A	626 A	651 A	630 A	653 A	559 A	625 A	507 A	469 A	471 A	349 A	266 A	9264												
4	ALA	77		0.098	A	N	OAKLAND- JCT. RTE. 880	3/13/2009	FRI	158 A	116 A	90 A	71 A	70 A	122 A	192 A	390 A	519 A	477 A	498 A	468 A	624 A	624 A	638 A	735 A	824 A	814 A	673 A	669 A	529 A	483 A	401 A	261 A	10446												
4	ALA	77		0.098	A	N	OAKLAND- JCT. RTE. 880	3/12/2009	THU	63 A	49 A	20 A	36 A	35 A	127 A	232 A	434 A	484 A	444 A	442 A	490 A	582 A	500 A	593 A	738 A	748 A	818 A	674 A	591 A	497 A	433 A	345 A	242 A	9617												
4	ALA	77		0.098	A	N	OAKLAND- JCT. RTE. 880	3/11/2009	WED																									6207												
4	ALA	77		0.098	A	N	OAKLAND- JCT. RTE. 880	12/10/2008	WED	112 A	97 A	70 A	67 A	60 A	100 A	202 A	391 A	439 A	430 A	434 A	473 A	520 C	583 C	630 C	736 C	764 C	807 C	662 C	534 C	385 C	376 C	336 C	215 C	9423												
4	ALA	77		0.098	A	N	OAKLAND- JCT. RTE. 880	12/9/2008	TUE	120 A	106 A	55 A	45 A	57 A	107 A	166 A	371 A	478 A	416 A	484 A	537 A	558 A	540 A	614 A	690 A	716 A	735 A	659 A	469 A	402 A	384 A	273 A	222 A	9204												
4	ALA	77		0.098	A	N	OAKLAND- JCT. RTE. 880	12/8/2008	MON	87 A	58 A	53 A	33 A	67 A	107 A	181 A	374 A	490 A	454 A	454 A	442 A	544 A	570 A	635 A	712 A	795 A	792 A	643 A	523 A	382 A	355 A	275 A	175 A	9201												
4	ALA	77		0.098	A	N	OAKLAND- JCT. RTE. 880	12/7/2008	SUN	239 A	218 A	194 A	103 A	56 A	56 A	84 A	119 A	262 A	339 A	421 A	444 A	521 A	556 A	564 A	614 A	571 A	577 A	493 A	448 A	370 A	332 A	259 A	165 A	8005												
4	ALA	77		0.098	A	N	OAKLAND- JCT. RTE. 880	12/6/2008	SAT	203 A	205 A	167 A	85 A	85 A	66 A	133 A	196 A	338 A	402 A	496 A	469 A	610 A	624 A	601 A	608 A	583 A	637 A	550 A	415 A	321 A	421 A	391 A	334 A	8940												
4	ALA	77		0.098	A	N	OAKLAND- JCT. RTE. 880	12/5/2008	FRI	138 A	112 A	87 A	70 A	46 A	141 A	199 A	401 A	489 A	437 A	463 A	506 A	573 A	596 A	576 A	711 A	744 A	796 A	625 A	522 A	468 A	424 A	392 A	284 A	9800												
4	ALA	77		0.098	A	N	OAKLAND- JCT. RTE. 880	12/4/2008	THU	124 A	122 A	74 A	64 A	69 A	118 A	225 A	389 A	436 A	438 A	458 A	462 A	497 A	588 A	528 A	720 A	717 A	732 A	607 A	534 A	415 A	352 A	345 A	226 A	9340												
4	ALA	77		0.098	A	N	OAKLAND- JCT. RTE. 880	12/3/2008	WED	116 A	100 A	79 A	50 A	59 A	108 A	231 A	394 A	467 A	431 A	466 A	441 A	520 A	583 A	630 A	736 A	764 A	807 A	662 A	534 A	385 A	376 A	336 A	215 A	9490												
4	ALA	77		0.098	A	N	OAKLAND- JCT. RTE. 880	12/2/2008	TUE	143 A	94 A	72 A	63 A	59 A	109 A	193 A	404 A	441 A	433 A	436 A	510 A	493 A	532 A	587 A	801 A	757 A	749 A	629 A	522 A	436 A	363 A	296 A	199 A	9321												
4	ALA	77		0.098	A	N	OAKLAND- JCT. RTE. 880	12/1/2008	MON																									5052												
4	ALA	77		0.098	A	S	OAKLAND- JCT. RTE. 880	3/19/2009	THU	86 A	74 A	64 A	112 A	186 A	490 A	799 A	963 A	934 A	676 A	650 A	629 C	693 C	678 C	681 C	718 C	770 C	808 C	763 C	617 C	491 C	376 C	326 C	172 C	12756												
4	ALA	77		0.098	A	S	OAKLAND- JCT. RTE. 880	3/18/2009	WED	79 A	48 A	61 A	110 A	185 A	489 A	792 A	946 A	891 A	667 A	631 A	607 A	682 A	748 A	686 A	738 A	787 A	768 A	758 A	642 A	472 A	382 A	274 A	154 A	12597												
4	ALA	77		0.098	A	S	OAKLAND- JCT. RTE. 880	3/17/2009	TUE	82 A	44 A	67 A	102 A	187 A	489 A	765 A	922 A	885 A	646 A	671 A	641 A	680 A	697 A	688 A	739 A	778 A	720 A	734 A	626 A	424 A	398 A	275 A	161 A	12421												
4	ALA	77		0.098	A	S	OAKLAND- JCT. RTE. 880	3/16/2009	MON	73 A	73 A	62 A	93 A	190 A	444 A	740 A	925 A	847 A	644 A	590 A	650 A	619 A	699 A	706 A	757 A	722 A	786 A	728 A	655 A	424 A	326 A	264 A	139 A	12156												
4	ALA	77		0.098	A	S	OAKLAND- JCT. RTE. 880	3/15/2009	SUN	189 A	112 A	92 A	104 A	92 A	117 A	139 A	251 A	337 A	503 A	615 A	704 A	783 A	815 A	833 A	752 A	660 A	583 A	581 A	475 A	476 A	380 A	249 A	157 A	9999												
4	ALA	77		0.098	A	S	OAKLAND- JCT. RTE. 880	3/14/2009	SAT	131 A	101 A	98 A	88 A	127 A	147 A	278 A	391 A	616 A	680 A	735 A	770 A	858 A	844 A	770 A	800 A	718 A	690 A	664 A	614 A	520 A	458 A	372 A	283 A	11753												
4	ALA	77		0.098	A	S	OAKLAND- JCT. RTE. 880	3/13/2009	FRI	123 A	73 A	64 A	101 A	177 A	449 A	725 A	828 A	885 A	686 A	631 A	646 A	706 A	721 A	782 A	772 A	801 A	824 A	760 A	756 A	572 A	489 A	352 A	262 A	13185												
4	ALA	77		0.098	A	S	OAKLAND- JCT. RTE. 880	3/12/2009	THU	100 A	58 A	56 A	117 A	196 A	476 A	806 A	912 A	933 A	705 A	630 A	629 A	693 A	678 A	681 A	718 A	770 A	808 A	763 A	617 A	491 A	376 A	326 A	172 A	12711												
4	ALA	77		0.098	A	S	OAKLAND- JCT. RTE. 880	3/11/2009	WED																									6379												
4	ALA	77		0.098	A	S	OAKLAND- JCT. RTE. 880	12/10/2008	WED	95 A	55 A	57 A	104 A	206 A	516 A	779 A	889 A	864 A	635 A	595 A	579 A	610 C	706 C	665 C	643 C	665 C	753 C	649 C	513 C	371 C	377 C	224 C	155 C	11705												
4	ALA	77		0.098	A	S	OAKLAND- JCT. RTE. 880	12/9/2008	TUE	67 A	67 A	63 A	107 A	221 A	494 A	795 A	856 A	829 A	629 A	572 A	546 A	608 A	671 A	633 A	709 A	752 A	745 A	645 A	491 A	364 A	307 A	224 A	142 A	11537												
4	ALA	77		0.098	A	S	OAKLAND- JCT. RTE. 880	12/8/2008	MON	78 A	50 A	49 A	85 A	217 A	473 A	797 A	902 A	872 A	609 A	628 A	573 A	642 A	644 A	660 A	726 A	734 A	757 A	695 A	507 A	375 A	300 A	222 A	125 A	11720												
4	ALA	77		0.098	A	S	OAKLAND- JCT. RTE. 880	12/7/2008	SUN	164 A	123 A	117 A	119 A	89 A	113 A	169 A	306 A	374 A	554 A	640 A	686 A	787 A	777 A	839 A	746 A	705 A	610 A	608 A	444 A	329 A	303 A	213 A	142 A	9957												
4	ALA	77		0.098	A	S	OAKLAND- JCT. RTE. 880	12/6/2008	SAT	141 A	115 A	96 A	106 A	134 A	196 A	322 A	450 A	575 A	654 A	703 A	744 A	762 A	818 A	742 A	734 A	804 A	771 A	690 A	480 A	352 A	435 A	355 A	247 A	11426												
4	ALA	77		0.098	A	S	OAKLAND- JCT. RTE. 880	12/5/2008	FRI	100 A	62 A	68 A	123 A	209 A	509 A	785 A	906 A	912 A	650 A	634 A	622 A	672 A	655 A	699 A	758 A	775 A	803 A	754 A	591 A	470 A	442 A	350 A	247 A	12796												
4	ALA	77		0.098	A	S	OAKLAND- JCT. RTE. 880	12/4/2008	THU	92 A	60 A	68 A	92 A	238 A	530 A	805 A	914 A	865 A	660 A	570 A	561 A	647 A	658 A	685 A	688 A	737 A	740 A	693 A	524 A	394 A	351 A	247 A	147 A	11966												
4	ALA	77		0.098	A	S	OAKLAND- JCT. RTE. 880	12/3/2008	WED	96 A	55 A	79 A	90 A	221 A	529 A	791 A	907 A	904 A	631 A	559 A	589 A	610 A	706 A	665 A	643 A	665 A	753 A	649 A	513 A	371 A	377 A	224 A	155 A	11782												
4	ALA	77		0.098	A	S	OAKLAND- JCT. RTE. 880	12/2/2008	TUE	74 A	62 A	66 A	92 A	211 A	538 A	809 A	889 A	878 A	610 A	527 A	549 A	629 A	637 A	610 A	688 A	735 A	743 A	687 A	527 A	360 A	344 A	234 A	134 A	11633												
4	ALA	77		0.098	A	S	OAKLAND- JCT. RTE. 880	12/1/2008	MON																									4956												

Traffic Volumes Counts

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Dist	Cnty	Rte	Prefi	PM	Leg	Dir	Description	Date	Day	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	24hr total																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																
4	ALA	80		3.786	A	W	EMERYVILLE- POWELL STREET	6/11/2009	THU	1247	A	792	A	807	A	924	A	1,873	A	4,658	A	7,986	A	8,404	A	8,438	C	7,832	C	7,409	C	7,463	C	7,566	C	7,880	C	7,962	C	7,426	C	7,080	C	6,339	C	7,230	C	5,887	C	5,226	C	5,120	C	3,990	C	2,444	C	131983																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
4	ALA	80		3.786	A	W	EMERYVILLE- POWELL STREET	6/10/2009	WED	1278	A	944	A	710	A	935	A	1,812	A	4,650	A	7,825	A	8,524	A	8,471	A	7,402	A	7,357	A	7,537	A	7,714	A	7,483	A	7,931	A	7,576	A	7,340	A	7,151	A	7,609	A	5,933	A	5,159	A	4,896	A	3,774	A	2,132	A	132143																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
4	ALA	80		3.786	A	W	EMERYVILLE- POWELL STREET	6/9/2009	TUE	1125	A	809	A	694	A	853	A	1,825	A	4,539	A	8,186	A	8,508	A	7,959	A	7,810	A	7,626	A	7,207	A	7,366	A	7,984	A	8,002	A	7,512	A	7,480	A	7,160	A	7,153	A	5,634	A	4,502	A	4,579	A	3,609	A	1,959	A	130081																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
4	ALA	80		3.786	A	W	EMERYVILLE- POWELL STREET	6/8/2009	MON	1588	A	951	A	737	A	945	A	1,877	A	4,909	A	7,896	A	8,544	A	8,459	A	7,528	A	6,848	A	6,917	A	7,573	A	7,451	A	7,671	A	6,703	A	7,366	A	7,268	A	6,674	A	5,439	A	4,391	A	4,213	A	3,285	A	1,886	A	127119																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
4	ALA	80		3.786	A	W	EMERYVILLE- POWELL STREET	6/7/2009	SUN	2516	A	1,690	A	1,234	A	893	A	1,095	A	1,556	A	2,267	A	3,047	A	4,164	A	5,921	A	7,370	A	7,865	A	8,265	A	8,281	A	8,403	A	8,199	A	8,314	A	8,118	A	7,986	A	6,711	A	6,303	A	5,857	A	4,256	A	2,660	A	122971																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
4	ALA	80		3.786	A	W	EMERYVILLE- POWELL STREET	6/6/2009	SAT	2129	A	1,340	A	1,106	A	940	A	1,135	A	1,940	A	3,190	A	4,179	A	5,737	A	6,814	A	7,771	A	8,037	A	8,498	A	8,466	A	8,341	A	8,312	A	8,136	A	7,968	A	8,273	A	7,255	A	6,304	A	6,499	A	6,029	A	4,424	A	132823																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
4	ALA	80		3.786	A	W	EMERYVILLE- POWELL STREET	6/5/2009	FRI	1357	A	937	A	776	A	914	A	1,836	A	4,470	A	7,560	A	8,324	A	7,806	A	7,536	A	8,009	A	7,812	A	7,963	A	8,112	A	7,564	A	7,557	A	7,088	A	7,105	A	7,730	A	6,429	A	5,595	A	5,481	A	5,055	A	3,558	A	136574																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
4	ALA	80		3.786	A	W	EMERYVILLE- POWELL STREET	6/4/2009	THU	1278	A	817	A	793	A	848	A	1,890	A	4,610	A	7,662	A	8,388	A	8,438	A	7,832	A	7,409	A	7,463	A	7,566	A	7,880	A	7,962	A	7,426	A	7,080	A	6,339	A	7,230	A	5,887	A	5,226	A	5,120	A	3,990	A	2,444	A	131578																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
4	ALA	80		3.786	A	W	EMERYVILLE- POWELL STREET	6/3/2009	WED	1189	A	811	A	717	A	877	A	1,821	A	4,732	A	7,337	A	8,091	A	8,546	A	7,795	A	7,370	A	7,390	A	7,336	A	7,634	A	7,877	A	7,759	A	7,474	A	7,055	A	7,207	A	5,690	A	4,716	A	4,768	A	3,502	A	2,358	A	130052																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								
4	ALA	80		3.786	A	W	EMERYVILLE- POWELL STREET	6/2/2009	TUE																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																									

Traffic Volumes Counts

Traffic Volumes Counts							24 hour Period Hourly Counts																											
Dist	Cnty	Rte	Prefi	PM	Leg	Dir	Description	Date	Day	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	24hr total
4	ALA	880		26.607	A	N	OAKLAND- 66TH AVENUE	9/29/2008	MON	941 A	519 A	447 A	681 A	1,412 A	3,613 A	5,488 A	6,615 A	6,123 A	5,268 C	5,730 C	5,651 C	6,050 C	6,066 C	6,506 C	6,506 C	6,695 C	6,494 C	5,783 C	5,186 C	3,886 C	3,279 C	2,796 C	1,696 C	103431
4	ALA	880		26.607	A	N	OAKLAND- 66TH AVENUE	9/28/2008	SUN	1879 A	1,195 A	928 A	609 A	644 A	978 A	1,597 A	2,163 A	3,403 A	4,872 A	5,554 A	5,498 A	5,066 A	6,039 A	6,195 A	6,092 A	5,789 A	5,746 A	5,479 A	5,112 A	4,561 A	3,903 A	2,984 A	2,233 A	88519
4	ALA	880		26.607	A	N	OAKLAND- 66TH AVENUE	9/27/2008	SAT	1571 A	1,188 A	835 A	687 A	935 A	1,451 A	2,452 A	3,655 A	5,122 A	5,754 A	5,979 A	6,361 A	6,692 A	6,801 A	6,459 A	5,982 A	6,145 A	6,071 A	5,899 A	5,071 A	4,547 A	4,597 A	4,165 A	2,701 A	101120
4	ALA	880		26.607	A	N	OAKLAND- 66TH AVENUE	9/26/2008	FRI	1082 A	860 A	677 A	856 A	1,581 A	3,650 A	5,639 A	6,680 A	4,547 A	4,490 A	6,055 A	6,097 A	5,695 A	6,429 A	6,903 A	6,839 A	6,530 A	6,975 A	6,275 A	6,408 A	5,209 A	4,610 A	4,339 A	2,749 A	111175
4	ALA	880		26.607	A	N	OAKLAND- 66TH AVENUE	9/25/2008	THU	978 A	652 A	632 A	780 A	1,599 A	3,617 A	5,685 A	6,679 A	5,342 A	5,526 A	5,758 A	5,812 A	6,148 A	6,333 A	6,793 A	6,590 A	6,900 A	7,114 A	6,230 A	6,111 A	4,705 A	4,087 A	3,532 A	2,108 A	109711
4	ALA	880		26.607	A	N	OAKLAND- 66TH AVENUE	9/24/2008	WED	937 A	660 A	632 A	833 A	1,534 A	3,568 A	5,778 A	6,674 A	5,389 A	5,260 A	5,853 A	5,527 A	5,851 A	6,477 A	6,492 A	6,670 A	6,806 A	6,758 A	6,089 A	5,485 A	4,526 A	3,625 A	3,021 A	1,712 A	106157
4	ALA	880		26.607	A	N	OAKLAND- 66TH AVENUE	9/23/2008	TUE	932 A	655 A	613 A	767 A	1,574 A	3,599 A	5,626 A	6,742 A	4,781 A	5,540 A	5,309 A	5,327 A	5,844 A	6,026 A	6,475 A	6,688 A	6,765 A	6,907 A	5,875 A	5,316 A	4,271 A	3,410 A	2,890 A	1,691 A	103623
4	ALA	880		26.607	A	N	OAKLAND- 66TH AVENUE	9/22/2008	MON	939 A	574 A	525 A	639 A	1,480 A	3,583 A	5,342 A	6,570 A	5,116 A	5,268 A	5,730 A	5,651 A	6,050 A	6,066 A	6,506 A	6,506 A	6,695 A	6,494 A	5,783 A	5,186 A	3,886 A	3,279 A	2,796 A	1,696 A	102360
4	ALA	880		26.607	A	N	OAKLAND- 66TH AVENUE	9/21/2008	SUN	1705 A	1,070 A	962 A	586 A	645 A	914 A	1,586 A	2,210 A	3,176 A	4,477 A	5,249 A	5,679 A	6,045 A	6,346 A	6,247 A	6,269 A	6,662 A	5,872 A	5,524 A	5,203 A	4,707 A	3,872 A	3,167 A	2,012 A	90185
4	ALA	880		26.607	A	N	OAKLAND- 66TH AVENUE	9/20/2008	SAT	1609 A	1,237 A	1,109 A	730 A	877 A	1,450 A	2,328 A	3,477 A	4,837 A	5,357 A	5,862 A	6,104 A	6,282 A	6,544 A	6,344 A	6,211 A	6,460 A	6,235 A	6,021 A	5,440 A	4,414 A	4,404 A	4,094 A	2,697 A	100123
4	ALA	880		26.607	A	N	OAKLAND- 66TH AVENUE	9/19/2008	FRI	1030 A	758 A	683 A	866 A	1,481 A	3,587 A	5,555 A	6,712 A	5,838 A	5,936 A	6,078 A	6,230 A	6,577 A	6,873 A	6,852 A	7,082 A	6,980 A	6,900 A	6,363 A	6,320 A	5,061 A	4,691 A	4,911 A	2,650 A	116014
4	ALA	880		26.607	A	N	OAKLAND- 66TH AVENUE	9/18/2008	THU	1009 A	665 A	626 A	748 A	1,560 A	3,689 A	5,609 A	6,852 A	5,595 A	5,895 A	5,637 A	5,719 A	6,174 A	6,402 A	5,948 A	6,740 A	6,799 A	6,977 A	6,330 A	4,632 A	4,561 A	3,866 A	3,366 A	2,051 A	107450
4	ALA	880		26.607	A	N	OAKLAND- 66TH AVENUE	9/17/2008	WED	975 A	703 A	638 A	790 A	1,499 A	3,581 A	5,418 A	4,989 A	5,474 A	5,840 A	5,555 A	5,816 A	6,063 A	6,353 A	6,631 A	6,683 A	6,792 A	7,007 A	6,025 A	5,550 A	4,436 A	4,582 A	3,196 A	1,796 A	106392
4	ALA	880		26.607	A	N	OAKLAND- 66TH AVENUE	9/16/2008	TUE																									
4	ALA	880		26.607	A	N	OAKLAND- 66TH AVENUE	6/27/2008	FRI	849 A	823 A	844 A	1,598 A	3,798 A	5,945 A	7,090 A	6,994 A	6,412 A	6,663 A	6,920 A	5,438 A	7,293 C	7,508 C	7,206 C	7,270 C	6,958 C	6,289 C	6,162 C	5,612 C	5,475 C	5,787 C	3,745 C	2,084 C	126655
4	ALA	880		26.607	A	N	OAKLAND- 66TH AVENUE	6/26/2008	THU	830 A	727 A	850 A	1,620 A	3,754 A	6,083 A	7,275 A	6,822 A	4,104 A	3,671 A	3,696 A	3,845 A	3,886 A	4,789 A	5,576 A	4,667 A	5,186 A	5,076 A	6,206 A	4,807 A	4,230 A	3,993 A	2,528 A	1,342 A	95563
4	ALA	880		26.607	A	N	OAKLAND- 66TH AVENUE	6/25/2008	WED	749 A	691 A	845 A	1,511 A	3,696 A	5,888 A	7,163 A	6,643 A	6,325 A	6,016 A	6,222 A	6,692 A	6,964 A	7,107 A	7,697 A	7,248 A	7,377 A	6,488 A	5,767 A	4,710 A	5,241 A	4,713 A	2,225 A	1,157 A	119135
4	ALA	880		26.607	A	N	OAKLAND- 66TH AVENUE	6/24/2008	TUE	824 A	635 A	828 A	1,592 A	3,719 A	6,050 A	7,261 A	6,831 A	5,979 A	6,050 A	6,158 A	6,413 A	6,667 A	7,051 A	7,479 A	7,296 A	7,503 A	6,608 A	5,553 A	4,438 A	5,474 A	3,672 A	2,189 A	1,273 A	117543
4	ALA	880		26.607	A	N	OAKLAND- 66TH AVENUE	6/23/2008	MON	679 A	554 A	668 A	1,458 A	3,624 A	5,901 A	7,131 A	6,429 A	5,932 A	6,017 A	6,091 A	6,230 A	6,451 A	7,142 A	7,380 A	7,344 A	7,218 A	6,443 A	5,273 A	4,274 A	3,875 A	3,043 A	2,119 A	1,282 A	112558
4	ALA	880		26.607	A	N	OAKLAND- 66TH AVENUE	6/22/2008	SUN	1337 A	936 A	811 A	648 A	1,172 A	1,860 A	2,479 A	3,118 A	4,545 A	5,513 A	5,833 A	6,143 A	6,249 A	6,596 A	7,294 A	7,081 A	5,633 A	5,745 A	4,826 A	4,532 A	4,361 A	3,669 A	2,483 A	1,318 A	93982
4	ALA	880		26.607	A	N	OAKLAND- 66TH AVENUE	6/21/2008	SAT	1256 A	1,077 A	630 A	1,058 A	1,745 A	2,717 A	3,807 A	4,992 A	5,609 A	5,996 A	6,651 A	6,574 A	6,789 A	6,621 A	6,521 A	6,084 A	5,950 A	5,632 A	4,978 A	5,260 A	6,239 A	5,024 A	3,380 A	2,036 A	106826
4	ALA	880		26.607	A	N	OAKLAND- 66TH AVENUE	6/20/2008	FRI	967 A	833 A	893 A	1,646 A	3,803 A	5,817 A	6,896 A	6,727 A	6,439 A	6,677 A	6,815 A	7,434 A	7,293 A	7,508 A	7,206 A	7,270 A	6,958 A	6,289 A	6,162 A	5,612 A	5,475 A	5,787 A	3,745 A	2,084 A	126336
4	ALA	880		26.607	A	N	OAKLAND- 66TH AVENUE	6/19/2008	THU	824 A	736 A	874 A	1,599 A	3,761 A	5,992 A	6,949 A	6,569 A	5,523 A	6,170 A	6,534 A	6,740 A	6,739 A	7,032 A	7,574 A	7,190 A	7,535 A	6,745 A	6,132 A	5,120 A	4,453 A	4,021 A	2,847 A	1,749 A	120408
4	ALA	880		26.607	A	N	OAKLAND- 66TH AVENUE	6/18/2008	WED	853 A	690 A	819 A	1,537 A	3,734 A	5,762 A	6,927 A	6,618 A	6,163 A	6,123 A	6,429 A	6,550 A	6,959 A	7,161 A	7,602 A	7,383 A	7,383 A	6,488 A	5,835 A	4,573 A	4,228 A	3,551 A	2,314 A	1,410 A	117092
4	ALA	880		26.607	A	N	OAKLAND- 66TH AVENUE	6/17/2008	TUE	842 A	693 A	849 A	1,670 A	3,775 A	5,974 A	7,262 A	6,871 A	6,277 A	6,042 A	6,093 A	6,458 A	6,672 A	7,188 A	7,360 A	7,031 A	7,492 A	6,585 A	5,307 A	4,131 A	4,177 A	3,483 A	2,098 A	1,319 A	115649
4	ALA	880		26.607	A	N	OAKLAND- 66TH AVENUE	6/16/2008	MON	722 A	558 A	703 A	1,494 A	3,631 A	5,716 A	7,026 A	6,403 A	5,912 A	6,041 A	6,253 A	6,375 A	6,413 A	6,989 A	7,230 A	7,257 A	7,613 A	6,525 A	5,467 A	4,371 A	3,899 A	3,281 A	2,164 A	1,231 A	113274
4	ALA	880		26.607	A	N	OAKLAND- 66TH AVENUE	6/15/2008	SUN	1471 A	1,155 A	644 A	886 A	1,097 A	1,660 A	2,342 A	3,162 A	4,451 A	5,630 A	6,230 A	6,296 A	6,302 A	5,996 A	6,220 A	5,913 A	5,781 A	5,398 A	5,141 A	4,960 A	4,889 A	4,129 A	2,641 A	1,489 A	93683
4	ALA	880		26.607	A	N	OAKLAND- 66TH AVENUE	6/14/2008	SAT	1342 A	1,004 A	738 A	1,014 A	1,750 A	2,611 A	3,805 A	4,960 A	5,539 A	6,291 A	6,752 A	7,033 A	6,941 A	6,622 A	6,726 A	6,656 A	5,945 A	3,809 A	4,814 A	5,289 A	7,579 A	5,405 A	3,434 A	2,019 A	108078
4	ALA	880		26.607	A	N	OAKLAND- 66TH AVENUE	6/13/2008	FRI	1029 A	1,003 A	843 A	1,603 A	3,800 A	5,848 A	7,293 A	6,591 A	6,349 A	6,664 A	7,096 A	7,176 A	7,298 A	7,630 A	7,613 A	7,687 A	7,570 A	6,735 A	6,304 A	5,289 A	5,240 A	4,569 A	3,282 A	1,910 A	126422
4	ALA	880		26.607	A	N	OAKLAND- 66TH AVENUE	6/12/2008	THU	794 A	730 A	855 A	1,534 A	3,840 A	5,912 A	7,198 A	6,623 A	5,882 A	6,477 A	6,501 A	6,741 A	7,129 A	7,336 A	7,422 A	7,253 A	7,638 A	6,512 A	6,185 A	4,945 A	7,206 A	5,491 A	2,831 A	1,447 A	124760
4	ALA	880		26.607	A	N	OAKLAND- 66TH AVENUE	6/11/2008	WED	766 A	801 A	875 A	1,589 A	3,735 A	5,929 A	7,200 A	6,691 A	6,361 A	5,960 A	6,373 A	6,713 A	6,889 A	7,056 A	7,366 A	7,294 A	7,446 A	6,238 A	5,873 A	4,995 A	6,538 A	5,763 A	2,547 A	1,346 A	122344
4	ALA	880		26.607	A	N	OAKLAND- 66TH AVENUE	6/10/2008	TUE	860 A	734 A	881 A	1,634 A	3,776 A	5,982 A	7,172 A	6,794 A	6,474 A	6,033 A	6,085 A	6,772 A	6,745 A	6,447 A	7,668 A	7,210 A	7,377 A	6,421 A	5,757 A	4,471 A	5,072 A	6,048 A	2,412 A	1,267 A	120092
4	ALA	880		26.607	A	N	OAKLAND- 66TH AVENUE	6/9/2008	MON	853 A	632 A	672 A	1,424 A	3,708 A	5,816 A	7,145 A	6,613 A	6,318 A	5,843 A	6,279 A	6,129 A	6,878 A	6,844 A	7,239 A	7,274 A	7,352 A	6,511 A	5,465 A	5,254 A	4,228 A	3,372 A	2,207 A	1,437 A	115493
4	ALA	880		26.607	A	N	OAKLAND- 66TH AVENUE	6/8/2008	SUN	1345 A	949 A	577 A	628 A	1,093 A	1,824 A	2,413 A	3,313 A	4,736 A	5,363 A	5,910 A	6,195 A	6,557 A	6,588 A	6,839 A	6,828 A	7,054 A	5,669 A	4,909 A	4,571 A	4,597 A	3,574 A	2,304 A	1,458 A	95294
4	ALA	880		26.607	A	N	OAKLAND- 66TH AVENUE	6/7/2008	SAT	1280 A	1,032 A	825 A	1,012 A	1,673 A	2,821 A	3,868 A	5,149 A	5,732 A	6,243 A	6,575 A	6,458 A	6,556 A	6,56											

Traffic Volumes Counts

Traffic Volumes Counts									24 hour Period Hourly Counts																																																								
Dist	Cnty	Rte	Prefi	PM	Leg	Dir	Description	Date	Day	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	24hr total																															
4	ALA	880		26.607	A	S	OAKLAND- 66TH AVENUE	6/6/2008	FRI	1435	A	964	A	913	A	1,049	A	1,984	A	4,095	A	6,017	A	7,224	A	6,787	A	6,632	A	6,858	A	6,952	A	7,100	A	7,202	A	7,494	A	7,410	A	7,255	A	7,250	A	6,812	A	5,609	A	A	A	2,858	A	1,832	A	111732									
4	ALA	880		26.607	A	S	OAKLAND- 66TH AVENUE	6/5/2008	THU																																																66674								
4	ALA	880		26.607	A	S	OAKLAND- 66TH AVENUE	3/29/2008	SAT	1841	A	1,455	A	1,222	A	885	A	1,124	A	1,680	A	2,328	A	3,359	A	4,310	A	5,053	A	5,930	A	6,597	A	7,102	A	6,851	A	6,890	A	7,340	A	6,649	A	6,057	A	5,586	A	4,922	A	4,315	A	4,225	A	3,806	A	2,795	A	102322							
4	ALA	880		26.607	A	S	OAKLAND- 66TH AVENUE	3/28/2008	FRI	1387	A	930	A	992	A	992	A	2,002	A	3,908	A	5,811	A	6,923	A	6,754	A	6,653	A	6,600	A	6,667	A	6,952	A	7,240	A	7,321	A	7,405	A	6,853	A	7,115	A	6,449	A	5,561	A	4,475	A	4,020	A	3,866	A	3,753	A	120629							
4	ALA	880		26.607	A	S	OAKLAND- 66TH AVENUE	3/27/2008	THU	1227	A	864	A	875	A	927	A	2,002	A	4,091	A	5,842	A	7,217	A	7,004	A	6,650	A	6,629	A	6,945	A	6,930	A	7,205	A	7,355	A	7,149	A	7,147	A	6,989	A	6,675	A	6,308	A	4,436	A	4,298	A	4,515	A	2,219	A	121499							
4	ALA	880		26.607	A	S	OAKLAND- 66TH AVENUE	3/26/2008	WED	1211	A	802	A	802	A	919	A	1,917	A	4,234	A	6,197	A	7,281	A	6,920	A	6,570	A	6,311	A	6,610	A	6,692	A	7,065	A	7,420	A	6,735	A	7,419	A	6,934	A	5,895	A	4,956	A	4,240	A	3,919	A	2,843	A	2,140	A	116032							
4	ALA	880		26.607	A	S	OAKLAND- 66TH AVENUE	3/25/2008	TUE	1214	A	802	A	789	A	912	A	1,994	A	4,213	A	6,226	A	7,146	A	6,534	A	6,588	A	6,394	A	6,696	A	6,726	A	7,189	A	7,158	A	7,396	A	6,925	A	7,218	A	6,278	A	4,874	A	3,895	A	3,599	A	2,808	A	1,810	A	115384							
4	ALA	880		26.607	A	S	OAKLAND- 66TH AVENUE	3/24/2008	MON	1154	A	677	A	570	A	853	A	1,967	A	4,290	A	6,083	A	7,141	A	6,766	A	6,316	A	6,543	A	6,532	A	5,429	A	5,198	A	6,353	A	6,685	A	6,728	A	6,996	A	6,523	A	6,132	A	4,047	A	3,602	A	3,997	A	2,517	A	113099							
4	ALA	880		26.607	A	S	OAKLAND- 66TH AVENUE	3/23/2008	SUN	1876	A	1,540	A	1,468	A	954	A	845	A	966	A	1,288	A	1,986	A	2,663	A	3,848	A	5,186	A	5,892	A	6,293	A	6,665	A	6,692	A	6,293	A	5,604	A	5,568	A	5,297	A	4,955	A	4,724	A	4,302	A	3,397	A	1,874	A	90176							
4	ALA	880		26.607	A	S	OAKLAND- 66TH AVENUE	3/22/2008	SAT	1899	A	1,373	A	1,294	A	942	A	1,107	A	1,798	A	2,086	A	3,179	A	4,207	A	5,030	A	6,085	A	6,697	A	7,070	A	7,021	A	7,023	A	6,809	A	6,673	A	6,092	A	5,970	A	5,489	A	4,642	A	4,239	A	3,804	A	2,845	A	103374							
4	ALA	880		26.607	A	S	OAKLAND- 66TH AVENUE	3/21/2008	FRI																																																80362								
4	ALA	880		26.607	A	S	OAKLAND- 66TH AVENUE	12/14/2007	FRI	1356	A	1,010	A	891	A	1,027	A	1,961	A	3,973	A	5,719	A	6,632	A	6,545	A	6,504	A	6,608	C	5,529	C	6,842	C	6,622	C	6,870	C	6,669	C	6,327	C	6,832	C	6,491	C	5,897	C	4,721	C	3,925	C	4,842	C	3,131	C	116924							
4	ALA	880		26.607	A	S	OAKLAND- 66TH AVENUE	12/13/2007	THU	1233	A	814	A	743	A	971	A	2,051	A	4,048	A	6,055	A	6,293	A	6,018	A	6,431	A	6,465	A	6,240	A	6,663	A	6,522	A	6,994	A	6,868	A	6,628	A	6,278	A	6,295	A	5,166	A	4,095	A	3,775	A	3,084	A	2,008	A	111738							
4	ALA	880		26.607	A	S	OAKLAND- 66TH AVENUE	12/12/2007	WED	1214	A	836	A	759	A	953	A	2,018	A	4,144	A	6,338	A	7,185	A	6,479	A	6,532	A	5,792	A	5,964	A	6,543	A	6,711	A	6,855	A	7,234	A	6,269	A	5,238	A	6,498	A	4,764	A	3,907	A	3,604	A	2,838	A	1,712	A	110387							
4	ALA	880		26.607	A	S	OAKLAND- 66TH AVENUE	12/11/2007	TUE	1043	A	768	A	790	A	933	A	1,981	A	4,075	A	6,202	A	6,652	A	6,402	A	6,282	A	6,011	A	6,347	A	6,310	A	6,562	A	6,517	A	6,234	A	6,864	A	6,412	A	6,188	A	5,002	A	3,715	A	3,952	A	3,599	A	1,818	A	110659							
4	ALA	880		26.607	A	S	OAKLAND- 66TH AVENUE	12/10/2007	MON	1037	A	614	A	609	A	795	A	1,929	A	4,257	A	6,143	A	6,659	A	6,691	A	6,275	A	5,885	A	5,754	A	6,785	A	6,396	A	6,874	A	6,786	A	5,908	A	5,768	A	6,018	A	4,352	A	3,583	A	3,171	A	2,367	A	1,622	A	106278							
4	ALA	880		26.607	A	S	OAKLAND- 66TH AVENUE	12/9/2007	SUN	2257	A	1,639	A	1,531	A	898	A	806	A	865	A	1,355	A	2,189	A	2,706	A	3,793	A	5,163	A	5,647	A	6,229	A	6,644	A	6,647	A	6,885	A	6,375	A	5,849	A	5,123	A	4,664	A	4,068	A	3,523	A	2,581	A	1,934	A	89371							
4	ALA	880		26.607	A	S	OAKLAND- 66TH AVENUE	12/8/2007	SAT	2055	A	1,472	A	1,387	A	996	A	1,089	A	1,515	A	2,335	A	3,404	A	4,304	A	4,588	A	6,223	A	6,425	A	6,866	A	6,560	A	6,878	A	6,868	A	6,924	A	6,604	A	6,183	A	4,977	A	3,831	A	4,326	A	3,738	A	3,542	A	103090							
4	ALA	880		26.607	A	S	OAKLAND- 66TH AVENUE	12/7/2007	FRI	1240	A	888	A	862	A	958	A	1,947	A	3,808	A	5,830	A	6,816	A	6,142	A	6,557	A	6,608	A	5,529	A	6,842	A	6,622	A	6,870	A	6,669	A	6,327	A	6,832	A	6,491	A	5,897	A	4,721	A	3,925	A	4,842	A	3,131	A	116354							
4	ALA	880		26.607	A	S	OAKLAND- 66TH AVENUE	12/6/2007	THU	1159	A	813	A	810	A	953	A	2,044	A	4,076	A	5,991	A	6,868	A	6,203	A	5,918	A	6,148	A	6,105	A	5,932	A	5,961	A	5,976	A	5,851	A	5,719	A	5,560	A	5,830	A	4,615	A	3,879	A	3,360	A	2,824	A	1,955	A	104550							
4	ALA	880		26.607	A	S	OAKLAND- 66TH AVENUE	12/5/2007	WED																																																								64420

Traffic Volumes Counts

Traffic Volumes Counts									24 hour Period Hourly Counts																									
Dist	Cnty	Rte	Prefi	PM	Leg	Dir	Description	Date	Day	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9	9-10	10-11	11-12	12-13	13-14	14-15	15-16	16-17	17-18	18-19	19-20	20-21	21-22	22-23	23-24	24hr total
4	ALA	980		2.036	B	E	OAKLAND- JCT. RTE. 580	12/18/2002	WED	A	A	A	A	1 A	3 A	4 A	2 A	4 A	6 A	5 A	4 A	3 A	3 A	3 A	7 A	7 A	4 A	3 A	2 A	2 A	3 A	A	A	66
4	ALA	980		2.036	B	E	OAKLAND- JCT. RTE. 580	12/17/2002	TUE	A	A	A	A	A	1 A	4 A	3 A	3 A	3 A	4 A	3 A	3 A	5 A	3 A	3 A	2 A	6 A	6 A	1 A	1 A	3 A	1 A	A	55
4	ALA	980		2.036	B	E	OAKLAND- JCT. RTE. 580	12/16/2002	MON	A	A	A	A	1 A	1 A	4 A	2 A	2 A	2 A	11 A	7 A	4 A	A	8 A	6 A	5 A	4 A	5 A	1 A	2 A	3 A	1 A	1 A	70
4	ALA	980		2.036	B	E	OAKLAND- JCT. RTE. 580	12/15/2002	SUN	1 A	A	A	A	A	2 A	A	A	A	1 A	2 A	3 A	7 A	1 A	4 A	1 A	6 A	1 A	4 A	1 A	A	A	A	A	34
4	ALA	980		2.036	B	E	OAKLAND- JCT. RTE. 580	12/14/2002	SAT	A	1 A	A	A	A	1 A	A	1 A	3 A	3 A	6 A	1 A	5 A	8 A	5 A	4 A	3 A	1 A	3 A	3 A	A	2 A	1 A	54	
4	ALA	980		2.036	B	E	OAKLAND- JCT. RTE. 580	12/13/2002	FRI	A	A	1 A	A	A	4 A	A	2 A	5 A	5 A	6 A	6 A	5 A	6 A	4 A	4 A	3 A	4 A	2 A	1 A	A	5 A	A	A	63
4	ALA	980		2.036	B	E	OAKLAND- JCT. RTE. 580	12/12/2002	THU	A	A	A	A	A	5 A	4 A	6 A	3 A	3 A	8 A	2 A	7 A	6 A	8 A	7 A	4 A	13 A	4 A	2 A	1 A	1 A	1 A	A	85
4	ALA	980		2.036	B	W	OAKLAND- JCT. RTE. 580	12/18/2002	WED	A	A	A	A	A	5 A	5 A	4 A	3 A	3 A	5 A	3 A	3 A	1 A	10 A	6 A	6 A	11 A	2 A	2 A	2 A	A	2 A	1 A	74
4	ALA	980		2.036	B	W	OAKLAND- JCT. RTE. 580	12/17/2002	TUE	1 A	A	A	A	A	1 A	2 A	6 A	2 A	1 A	5 A	4 A	7 A	2 A	6 A	7 A	4 A	7 A	1 A	1 A	A	A	2 A	1 A	60
4	ALA	980		2.036	B	W	OAKLAND- JCT. RTE. 580	12/16/2002	MON	A	A	A	A	A	A	3 A	4 A	8 A	5 A	2 A	8 A	3 A	6 A	A	5 A	3 A	4 A	3 A	1 A	A	A	1 A	A	56
4	ALA	980		2.036	B	W	OAKLAND- JCT. RTE. 580	12/15/2002	SUN	1 A	A	A	A	A	1 A	1 A	1 A	1 A	2 A	3 A	1 A	2 A	2 A	1 A	3 A	3 A	8 A	3 A	2 A	A	4 A	A	A	39
4	ALA	980		2.036	B	W	OAKLAND- JCT. RTE. 580	12/14/2002	SAT	A	2 A	A	A	2 A	1 A	A	2 A	6 A	1 A	5 A	6 A	4 A	6 A	1 A	6 A	3 A	3 A	2 A	4 A	A	1 A	1 A	2 A	58
4	ALA	980		2.036	B	W	OAKLAND- JCT. RTE. 580	12/13/2002	FRI	A	A	A	A	A	2 A	3 A	5 A	11 A	2 A	5 A	4 A	4 A	5 A	6 A	1 A	12 A	A	4 A	2 A	A	2 A	1 A	1 A	70
4	ALA	980		2.036	B	W	OAKLAND- JCT. RTE. 580	12/12/2002	THU	A	A	A	A	A	2 A	3 A	5 A	4 A	1 A	12 A	6 A	5 A	8 A	7 A	6 A	5 A	5 A	5 A	3 A	1 A	4 A	A	A	82

Appendix E-3

Trip Generation and Distribution

Table 1. Vehicle Trip Generation Rates for Oakland Housing Element Update														
PRELIMINARY SUBJECT TO REVISION					7/8/2009									
Revised based on transit adjustments; all figures rounded (trip generation to two digits; volumes to nearest whole number)														
ITE Landuse Code-Annual Household Income Level-		Vehicle trips/household			Number of D U s	Vehicle trips generated			TOTAL VEHICLE TRIPS GENERATED					
Areas of Use in Oakland		Weekday	AM Peak	PM Peak		Weekday	AM Peak	PM Peak	Weekday	AM Peak	PM Peak			
Baseline (ITE Trip Generation -8th Edition)														
	220- Apartment	6.65	0.51	0.62										
	222- High-rise Apartment	4.20	0.30	0.35										
After Transit Adjustment (-20% for All Areas)														
	Outside Central/Downtown/Chinatown	5.32	0.41	0.50										
	Central/Downtown/Chinatown	3.36	0.24	0.28										
OC Oakland Central (all subdistricts, such as JLD, CC, etc.)														
	Approved/Pre-Development	3.36	0.24	0.28	4,392		14,757	1,054	1,230					
	Opportunity Sites	3.36	0.24	0.28	484		1,626	116	136					
										16,383	1,170	1,365		
FV Fruitvale														
	Approved/Pre-Development	5.32	0.41	0.50	1,713		9,113	699	850					
	Opportunity Sites	5.32	0.41	0.50	64		340	26	32					
										9,454	725	881		
CE Central East														
	Approved/Pre-Development	5.32	0.41	0.50	57		303	23	28					
	Opportunity Sites	5.32	0.41	0.50	538		2,862	220	267					
										3,165	243	295		
EH Elmhurst														
	Approved/Pre-Development	5.32	0.41	0.50	1,130		6,012	461	560					
	Opportunity Sites	5.32	0.41	0.50	39		207	16	19					
										6,219	477	580		
LH Lower Hills														
	Approved/Pre-Development	5.32	0.41	0.50	611		3,251	249	303					
	Opportunity Sites	5.32	0.41	0.50	15		80	6	7					
										3,330	255	310		
NO North Oakland														
	Approved/Pre-Development	5.32	0.41	0.50	798		4,245	326	396					
	Opportunity Sites	5.32	0.41	0.50	74		394	30	37					
										4,639	356	433		
SA San Antonio														
	Approved/Pre-Development	5.32	0.41	0.50	295		1,569	120	146					
	Opportunity Sites	5.32	0.41	0.50	16		85	7	8					
										1,655	127	154		
SH South Hills														
	Approved/Pre-Development	5.32	0.41	0.50	1,046		5,565	427	519					
	Opportunity Sites	5.32	0.41	0.50	0		0	0	0					
										5,565	427	519		
WO West Oakland														
	Approved/Pre-Development	5.32	0.41	0.50	1,893		10,071	772	939					
	Opportunity Sites	5.32	0.41	0.50	193		1,027	79	96					
										11,098	851	1,035		
AP	Airport	Approved/Pre-Development	5.32	0.41	0.50	70		372	29	35		372	29	35
NH	North Hills	Opportunity Sites	5.32	0.41	0.50	3		16	1	1		16	1	1
		TOTALS				13,431 DU		61,896 trips	4,661 trips	5,609 trips				

[illegible]

Appendix E-4

Volume Computation

Link Name		Northbound/Eastbound Direction										Southbound/Westbound Direction									
		Traffic Count	ACCMA 2015 Volume	ACCMA 2035 Volume	Project Trip Generation	Existing No Project Volume	Existing+ Project Volume	2015 No Project Volume	2015 Project Volume	2035 No Project Volume	2035 Project Volume	Traffic Count	ACCMA 2015 Volume	ACCMA 2035 Volume	Project Trip Generation	Existing No Project Volume	Existing Project Volume	2015 No Project Volume	2015 Project Volume	2035 No Project Volume	2035 Project Volume
Arterials																					
1	Mandela Parkway n/o 7th St	192	60	122	66	192	258	192	258	192	258	202	40	80	66	202	268	202	268	202	268
2	7th Street e/o Mandela Parkway	274	258	568	91	274	365	274	365	477	568	641	526	1,310	91	641	732	641	732	1,219	1,310
3	7th Street w/o Peralta St	399	105	267	151	399	550	399	550	399	550	358	256	1,078	151	358	509	358	509	927	1,078
4	Peralta Street n/o 7th St	52	71	91	43	52	95	28	71	48	91	65	88	137	43	65	108	45	88	94	137
5	San Pablo Ave (SR 123) s/o Stanford Avenue	834	1,068	1,768	73	834	907	995	1,068	1,695	1,768	734	1,462	1,786	73	734	807	1,389	1,462	1,713	1,786
6	Stanford Avenue e/o San Pablo Avenue	299	658	757	13	299	312	645	658	744	757	538	1,247	1,357	13	538	551	1,234	1,247	1,344	1,357
7	MacArthur Blvd w/o Martin Luther King Way	394	434	970	88	394	482	346	434	882	970	479	1,268	2,120	88	479	567	1,180	1,268	2,032	2,120
8	Martin Luther King Way n/o MacArthur Blvd	262	15	394	85	262	347	262	347	309	394	176	46	479	85	176	261	394	261	394	479
9	W. Grand Avenue w/o Martin Luther King Way	800	409	788	111	800	911	800	911	800	911	722	1,057	1,932	111	722	833	946	1,057	1,821	1,932
10	Claremont Avenue s/o College Avenue	489	733	985	8	489	497	725	733	977	985	459	876	1,579	8	459	467	868	876	1,571	1,579
11	Telegraph Avenue s/o 51st Street	581	376	596	106	581	687	581	687	490	596	622	828	1,582	106	622	728	722	828	1,476	1,582
12	Piedmont Avenue n/o MacArthur Blvd	307	511	407	43	307	350	468	511	364	407	381	530	639	43	381	424	487	530	596	639
13	Mountain Blvd s/o Snake Road	960	752	1,169	13	960	973	960	973	1,156	1,169	825	1,209	1,520	13	825	838	1,196	1,209	1,507	1,520
14	7th Street b/w Clay & Jefferson (EB One-Way)	677	643	1,563	93	677	770	677	770	1,470	1,563	N/A	N/A	N/A	N/A	N/A	NA	N/A	N/A	N/A	N/A
15	12th Street w/o Oak Street (WB One-Way)	N/A	N/A	N/A	N/A	N/A	NA	N/A	N/A	N/A	N/A	1,666	2,565	2,555	107	1,666	1,773	2,458	2,565	2,448	2,555
16	14th Street w/o Oak Street	346	128	491	113	346	459	346	459	378	491	813	417	521	113	813	926	813	926	813	926
17	27th Street w/o Harrison	324	386	506	66	324	390	320	386	440	506	550	199	1,272	66	550	616	550	616	1,206	1,272
18	Grand Avenue b/w Perkins & Lee Streets	486	255	561	66	486	552	486	552	495	561	1,214	1,891	2,446	66	1,214	1,280	1,825	1,891	2,380	2,446
19	5th Avenue s/o E. 12th St	209	99	270	41	209	250	209	250	229	270	287	227	648	41	287	328	297	328	607	648
20	E. 12th Street e/o 5th Avenue	388	136	600	85	388	473	388	473	515	600	572	938	1,162	85	572	657	853	938	1,077	1,162
21	Fruitvale Avenue s/o I-580	760	905	906	53</																

	Link Name	Northbound/Eastbound Direction										Southbound/Westbound Direction									
		Traffic Count	ACCMA 2015 Volume	ACCMA 2035 Volume	Project Trip Generation	Existing No Project Volume	Existing Project Volume	2015 No Project Volume	2015 Project Volume	2035 No Project Volume	2035 Project Volume	Traffic Count	ACCMA 2015 Volume	ACCMA 2035 Volume	Project Trip Generation	Existing No Project Volume	Existing Project Volume	2015 No Project Volume	2015 Project Volume	2035 No Project Volume	2035 Project Volume
Arterials																					
1	Mandela Parkway n/o 7th St	260	47	105	79	260	339	260	339	260	339	327	67	205	79	327	406	327	406	327	406
2	7th Street e/o Mandela Parkway	530	620	1,737	110	530	640	510	620	1,627	1,737	497	317	725	110	497	607	497	607	615	725
3	7th Street w/o Peralta St	385	116	1,382	183	385	568	385	568	1,199	1,382	381	345	255	183	381	564	381	564	381	564
4	Peralta Street n/o 7th St	73	90	153	52	73	125	38	90	101	153	88	91	110	52	88	140	39	91	58	110
5	San Pablo Ave (SR 123) s/o Stanford Avenue	1,320	1,329	1,811	94	1,320	1,414	1,235	1,329	1,717	1,811	1,069	1,588	1,859	94	1,069	1,163	1,494	1,588	1,765	1,859
6	Stanford Avenue e/o San Pablo Avenue	753	1,099	1,491	22	753	775	1,077	1,099	1,469	1,491	472	631	832	22	472	494	609	631	810	832
7	MacArthur Blvd w/o Martin Luther King Way	783	1,435	2,151	111	783	894	1,324	1,435	2,040	2,151	711	757	1,341	111	711	822	646	757	1,230	1,341
8	Martin Luther King Way n/o MacArthur Blvd	489	1	489	107	489	596	489	596	382	489	261	1	261	107	261	368	261	368	154	261
9	W. Grand Avenue w/o Martin Luther King Way	1,069	1,517	2,484	137	1,069	1,206	1,380	1,517	2,347	2,484	753	726	1,466	137	753	890	753	890	1,329	1,466
10	Claremont Avenue s/o College Avenue	561	1,135	1,637	13	561	574	1,122	1,135	1,624	1,637	422	1,053	1,344	13	422	435	1,040	1,053	1,331	1,344
11	Telegraph Avenue s/o 51st Street	737	1,343	1,630	131	737	868	1,212	1,343	1,499	1,630	742	440	740	131	742	873	742	873	742	873
12	Piedmont Avenue n/o MacArthur Blvd	472	545	786	54	472	526	491	545	732	786	359	529	492	54	359	413	475	529	438	492
13	Mountain Blvd s/o Snake Road	971	1,291	1,565	16	971	987	1,275	1,291	1,549	1,565	847	1,160	1,416	16	847	863	1,144	1,160	1,400	1,416
14	7th Street b/w Clay & Jefferson (EB One-Way)	925	1,196	2,590	110	925	1,035	1,086	1,196	2,480	2,590	N/A	N/A	N/A	0	N/A	NA	N/A	N/A	N/A	N/A
15	12th Street w/o Oak Street (WB One-Way)	N/A	N/A	N/A	0	N/A	N/A	N/A	N/A	N/A	N/A	1,064	1,234	2,022	128	1,064	1,192	1,106	1,234	1,894	2,022
16	14th Street w/o Oak Street	868	1,108	993	134	868	1,002	974	1,108	859	993	559	559	559	134	559	693	425	559	425	559
17	27th Street w/o Harrison	566	608	1,825	78	566	644	530	608	1,747	1,825	503	405	941	78	503	581	503	581	863	941
18	Grand Avenue b/w Perkins & Lee Streets	1,532	1,856	2,333	78	1,532	1,610	1,778	1,856	2,255	2,333	797	446	838	78	797	875	797	875	760	838
19	5th Avenue s/o E. 12th St	338	303	650	49	338	387	338	387	601	650	222	109	232	49	222	271	222	271	183	232
20	E. 12th Street e/o 5th Avenue	547	915	1,092	103	547	650	812	915	989	1,092	405	450	894	103	405					

Appendix E-5

Capacities Used in LOS Analysis

Freeway and Arterial Capacities at Service Levels From Florida Method 2002 - Based on HCM 2000

Generalized
PEAK HOUR PEAK DIRECTION VOLUMEFreeway (Interchange Spacing < 2 mi apart)
Level of Service

		A	B	C	D	E
LANES						
Freeway_2	2	1,130	1,840	2,660	3,440	3,910
Freeway_3	3	1,780	2,890	4,180	5,410	6,150
Freeway_4	4	2,340	3,940	5,700	7,380	8,380
Freeway_5	5	3,080	4,990	7,220	9,340	10,620
Freeway_6	6	3,730	6,040	8,740	11,310	12,850
		A	B	C	D	E

Mixed-flow lane volume only (no HOV)

State Two-Way Arterials

Expressway Level of Service

		A	B	C	D	E	
LANES							
Expressway_1	1	110	400	790	1,130	1,440	Undivided
Expressway_2	2	1,060	1,720	2,500	3,230	3,670	Divided
Expressway_3	3	1,600	2,590	3,740	4,840	5,500	Divided
		A	B	C	D	E	F

"State" Two-Way Arterials from Florida Tables

Class1 Level of Service

		A	B	C	D	F	
Lanes							
Class1_1	1		220	720	860	890	Undivided
Class1_2	2	250	1530	1810	1860	1860	Divided
Class1_3	3	380	2330	2720	2790	2790	Divided
Class1_4	4	490	3030	3460	3540	3540	Divided
		A	B	C	D	F	F

Class2 Level of Service

		A	B	C	D	E	
Lanes							
Class2_1	1		100	590	810	850	Undivided
Class2_2	2		220	1360	1710	1800	Divided
Class2_3	3		340	2110	2570	2710	Divided
Class2_4	4		440	2790	3330	3500	Divided
Class 1B		B	B	C	D	E	F

Class3 Level of Service

		A	B	C	D	E	
Lanes							
Class3_1	1			280	660	810	Undivided
Class3_2	2			650	1510	1720	Divided
Class3_3	3			1020	2330	2580	Divided
Class3_4	4			1350	3070	3330	Divided
		C	C	C	D	E	F

Class4 Level of Service

		A	B	C	D	E	
Lanes							
Class4_1	1			270	720	780	Undivided
Class4_2	2			650	1580	1660	Divided
Class4_3	3			1000	2390	2490	Divided
Class4_4	4			1350	3130	3250	Divided
		C	C	C	D	E	F

Facility Types

Freeway

Expressway

Class1

Class2

Class3

Class4

Arterial Classification as defined in Florida Method Manual (2002)

General characteristics of arterial classes are:

- Class I – Arterials in non-rural areas with speed limits of at least 45 mph and a signal density of less than 2 signals per mile, or arterials in rural developed areas.
- Class II – Arterials with speed limits of 35 to 45 mph and a signal density from 2 to 4.5 signals per mile.
- Class III – Arterials with speed limits of 30 to 40 mph and a signal density of at least 4.5 signals per mile.
- Class IV – Arterials in the downtowns of core cities in urbanized areas over 750,000.

Appendix E-6

LOS Analysis

Project: Oakland Housing Element Update - LOS Analysis
2015 AM Summary

	Link Location	Northbound/Eastbound								Southbound/Westbound							
		No-Project	Project	% Vol Diff	Vol Diff	No-Project	Project	Change in V/C > 3%	Change in LOS	No-Project	Project	% Vol Diff	Vol Diff	No-Project	Project	Change in V/C > 3%	Change in LOS
		2015 AM Vol	2015 AM Vol			2015 AM LOS	2015 AM LOS			2015 AM Vol	2015 AM Vol			2015 AM LOS	2015 AM LOS		
Arterials																	
1	Mandela Parkway n/o 7th St	192	258	25.6%	66	B	C	yes	change	202	268	24.6%	66	B	C	yes	change
2	7th Street e/o Mandela Parkway	274	365	25.0%	91	B	C	yes	change	641	732	12.5%	91	C	C	yes	no change
3	7th Street w/o Peralta St	399	550	27.5%	151	C	C	yes	no change	358	509	29.7%	151	C	C	yes	no change
4	Peralta Street n/o 7th St	28	71	59.9%	43	B	B	yes	no change	45	88	48.4%	43	B	B	yes	no change
5	San Pablo Ave (SR 123) s/o Stanford Avenue	995	1,068	6.9%	73	C	C	yes	no change	1,389	1,462	5.0%	73	D	D	yes	no change
6	Stanford Avenue e/o San Pablo Avenue	645	658	1.9%	13	C	C	no	no change	1,234	1,247	1.0%	13	C	C	no	no change
7	MacArthur Blvd w/o Martin Luther King Way	346	434	20.3%	88	C	C	yes	no change	1,180	1,268	7.0%	88	C	C	yes	no change
8	Martin Luther King Way n/o MacArthur Blvd	262	347	24.5%	85	C	C	yes	no change	176	261	32.6%	85	B	C	yes	change
9	W. Grand Avenue w/o Martin Luther King Way	800	911	12.2%	111	C	C	yes	no change	946	1,057	10.5%	111	C	C	yes	no change
10	Claremont Avenue s/o College Avenue	725	733	1.0%	8	C	C	no	no change	868	876	0.9%	8	C	C	no	no change
11	Telegraph Avenue s/o 51st Street	581	687	15.5%	106	C	D	yes	change	722	828	12.8%	106	D	D	yes	change
12	Piedmont Avenue n/o MacArthur Blvd	468	511	8.4%	43	C	C	yes	no change	487	530	8.1%	43	C	C	yes	no change
13	Mountain Blvd s/o Snake Road	960	973	1.3%	13	C	C	no	no change	1,196	1,209	1.1%	13	C	C	no	no change
14	7th Street b/w Clay & Jefferson (EB One-Way)	677	770	12.0%	93	C	C	no	no change	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
15	12th Street w/o Oak Street (WB One-Way)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2,458	2,565	4.2%	107	D	D	yes	change
16	14th Street w/o Oak Street	346	459	24.5%	113	C	C	yes	no change	813	926	12.2%	113	C	D	yes	change
17	27th Street w/o Harrison	320	386	17.1%	66	C	C	no	no change	550	616	10.7%	66	C	C	no	no change
18	Grand Avenue b/w Perkins & Lee Streets	486	552	12.0%	66	C	C	yes	no change	1,825	1,891	3.5%	66	F	F	yes	no change
19	5th Avenue s/o E. 12th St	209	250	16.6%	41	C	C	yes	no change	287	328	12.6%	41	C	C	yes	no change
20	E. 12th Street e/o 5th Avenue	388	473	18.0%	85	C	C	yes	no change	853	938	9.1%	85	C	C	yes	no change
21	Fruitvale Avenue s/o I-580	852	905	5.9%	53	F	F	yes	no change	817	906	9.8%	89	E	F	yes	change
22	23rd Avenue n/o Foothill Blvd	162	188	14.0%	26	C	C	yes	no change	343	369	7.1%	26	C	C	yes	no change
23	Foothill Blvd b/w Fruitvale Ave & 23rd Ave	327	345	5.2%	18	C	C	no	no change	843	861	2.1%	18	E	F	no	change
24	Foothill Blvd n/o Seminary Avenue	797	828	3.7%	31	D	E	yes	change	247	290	14.8%	43	C	C	yes	no change
25	MacArthur Blvd w/o 98th Avenue (WB Only)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	543	606	10.4%	63	C	D	yes	change
26	MacArthur Blvd e/o Lincoln Avenue	286	324	11.7%	38	C	C	yes	no change	546	584	6.5%	38	C	C	yes	no change
27	MacArthur Blvd e/o High Street	877	946	7.3%	69	C	C	yes	no change	755	824	8.4%	69	C	C	yes	no change
28	MacArthur Blvd e/o 98th Avenue (EB Only)	195	241	19.2%	46	B	C	no	change	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
29	International Blvd b/w 23rd Ave & Fruitvale	569	633	10.1%	64	C	C	yes	no change	1,464	1,528	4.2%	64	D	D	yes	no change
30	International Blvd w/o Seminary Avenue	608	686	11.3%	78	C	C	yes	no change	1,318	1,396	5.6%	78	C	D	yes	change
31	International Blvd w/o 98th Avenue	547	611	10.5%	64	C	C	yes	no change	965	1,029	6.3%	64	C	C	yes	no change
32	Edes Avenue n/e of 85th Avenue	234	259	9.7%	25	C	C	no	no change	141	166	15.2%	25	C	C	no	no change
33	Bancroft Avenue s/o 73rd Avenue	625	661	5.5%	36	C	C	no	no change	528	564	6.5%	36	C	C	no	no change
34	Oakland Avenue s/o Pearl Street (NB One-Way)	1,318	1,422	7.3%	104	C	D	yes	change	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
35	Harrison St s/o Pearl Street (SB One-Way)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1,048	1,152	9.0%	104	C	C	yes	no change
36	Harrison St n/o Grand Avenue	784	888	11.7%	104	C	C	yes	no change	667	771	13.5%	104	C	C	yes	no change
37	Broadway n/o MacArthur Blvd	474	614	22.8%	140	C	C	yes	no change	823	963	14.5%	140	C	C	yes	no change
38	Broadway n/o Grand Avenue	508	694	26.8%	186	C	D	yes	change	404	590	31.5%	186	C	C	yes	no change
39	Broadway s/o College Avenue	610	694	12.1%	84	C	C	yes	no change	1,513	1,597	5.3%	84	C	C	yes	no change
40	San Pablo Ave (SR 123) n/o W. Grand Avenue	542	606	10.5%	64	C	C	yes	no change	722	786	8.1%	64	C	C	yes	no change
41	Telegraph Avenue n/o Claremont Avenue	1,259	1,293	2.6%	34	C	C	no	no change	1,340	1,374	2.4%	34	C	D	no	change
42	Claremont Avenue e/o (n/o) 52nd Street	128	159	19.5%	31	B	B	no	no change	260	291	10.7%	31	C	C	no	no change
43	College Avenue s/o Claremont Avenue	411	447	8.1%	36	C	C	yes	no change	240	276	13.1%	36	C	C	yes	no change
44	27th Street w/o Valdez	404	447	9.6%	43	C	C	no	no change	722	765	5.6%	43	C	C	no	no change
Interstate/State Highways																	
45	CA-13 n/o Jct I-580	3,302	3,337	1.0%	35	D	D	no	no change	3,489	3,508	0.5%	19	E	E	no	no change
46	CA-24 e/o Jct I-580	3,838	3,863	0.6%	25	B	B	no	no change	7,256	7,274	0.2%	18	D	D	no	no change
47	CA-77 e/o Jct I-880	1,204	1,209	0.4%	5	B	B	no	no change	944	1,007	6.2%	63	A	A	no	no change
48	I-80 e/o Powell St	7,381	7,458	1.0%	77	D	D	no	no change	8,479	8,479	0.0%	0	D	D	no	no change
49	CA-185 at Oakland City Limit	963	970	0.7%	7	A	A	no	no change	492	509	3.4%	17	A	A	no	no change
50	CA-260 at Jct I-880	2,785	2,785	0.0%	0	D	D	no	no change	2,122	2,209	3.9%	87	C	C	no	no change
51	I-580 e/o Edwards Ave	6,542	6,542	0.0%	0	D	D	no	no change	7,942	8,031	1.1%	89	E	E	no	no change
52	I-880 n/o 66th Ave	7,520	7,542	0.3%	22	E	E	no	no change	6,800	6,908	1.6%	108	D	D	no	no change
53	I-980 at 14th St overcrossing	2,307	2,378	3.0%	71	C	C	no	no change	3,254	3,314	1.8%	60	C	C	no	no change

Source: Dowling Associates, Inc., 2009

Project: Oakland Housing Element Update - LOS Analysis
2035 AM Summary

Link Location	Northbound/Eastbound								Southbound/Westbound							
	No-Project	Project	% Vol Diff	Vol Diff	No-Project	Project	Change in V/C > 3%	Change in LOS	No-Project	Project	% Vol Diff	Vol Diff	No-Project	Project	Change in V/C > 3%	Change in LOS
	2035 AM Vol	2035 AM Vol			2035 AM LOS	2035 AM LOS			2035 AM Vol	2035 AM Vol			2035 AM LOS	2035 AM LOS		
Arterials																
1 Mandala Parkway n/o 7th St	192	258	25.6%	66	B	C	yes	change	202	268	24.6%	66	B	C	yes	change
2 7th Street e/o Mandala Parkway	477	568	16.1%	91	C	C	yes	no change	1,219	1,310	7.0%	91	C	C	yes	no change
3 7th Street w/o Peralta St	399	550	27.5%	151	C	C	yes	no change	927	1,078	14.0%	151	C	C	yes	no change
4 Peralta Street n/o 7th St	48	91	46.8%	43	B	B	yes	no change	94	137	31.1%	43	B	C	yes	change
5 San Pablo Ave (SR 123) s/o Stanford Avenue	1,695	1,768	4.2%	73	D	E	yes	change	1,713	1,786	4.1%	73	E	E	yes	no change
6 Stanford Avenue e/o San Pablo Avenue	744	757	1.7%	13	C	C	no	no change	1,344	1,357	0.9%	13	C	C	no	no change
7 MacArthur Blvd w/o Martin Luther King Way	882	970	9.1%	88	C	C	yes	no change	2,032	2,120	4.2%	88	C	D	yes	change
8 Martin Luther King Way n/o MacArthur Blvd	309	394	21.6%	85	C	C	yes	no change	394	479	17.8%	85	C	C	yes	no change
9 W. Grand Avenue w/o Martin Luther King Way	800	911	12.2%	111	C	C	yes	no change	1,821	1,932	5.8%	111	F	F	yes	no change
10 Claremont Avenue s/o College Avenue	977	985	0.8%	8	C	C	no	no change	1,571	1,579	0.5%	8	D	D	no	no change
11 Telegraph Avenue s/o 51st Street	490	596	17.9%	106	C	C	yes	no change	1,476	1,582	6.7%	106	D	E	yes	change
12 Piedmont Avenue n/o MacArthur Blvd	364	407	10.5%	43	C	C	yes	no change	596	639	6.7%	43	D	D	yes	no change
13 Mountain Blvd s/o Snake Road	1,156	1,169	1.1%	13	C	C	no	no change	1,507	1,520	0.9%	13	D	D	no	no change
14 7th Street b/w Clay & Jefferson (EB One-Way)	1,470	1,563	5.9%	93	D	D	no	no change	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
15 12th Street w/o Oak Street (WB One-Way)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	2,448	2,555	4.2%	107	D	D	yes	no change
16 14th Street w/o Oak Street	378	491	22.9%	113	C	C	yes	no change	813	926	12.2%	113	D	D	yes	no change
17 27th Street w/o Harrison	440	506	13.1%	66	C	C	no	no change	1,206	1,272	5.2%	66	D	D	no	no change
18 Grand Avenue b/w Perkins & Lee Streets	495	561	11.8%	66	C	C	yes	no change	2,380	2,446	2.7%	66	F	F	yes	no change
19 5th Avenue s/o E. 12th St	229	270	15.4%	41	C	C	yes	no change	607	648	6.4%	41	D	D	yes	no change
20 E. 12th Street e/o 5th Avenue	515	600	14.2%	85	C	C	yes	no change	1,077	1,162	7.3%	85	C	C	yes	no change
21 Fruitvale Avenue s/o I-580	853	906	5.8%	53	F	F	yes	no change	826	915	9.8%	89	E	F	yes	change
22 23rd Avenue n/o Foothill Blvd	162	188	14.0%	26	C	C	yes	no change	603	629	4.2%	26	D	D	yes	no change
23 Foothill Blvd b/w Fruitvale Ave & 23rd Ave	327	345	5.2%	18	C	C	no	no change	908	926	1.9%	18	F	F	no	no change
24 Foothill Blvd n/o Seminary Avenue	1,069	1,100	2.8%	31	F	F	yes	no change	515	558	7.7%	43	C	C	yes	no change
25 MacArthur Blvd w/o 98th Avenue (WB Only)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	931	994	6.4%	63	F	F	yes	no change
26 MacArthur Blvd e/o Lincoln Avenue	305	343	11.0%	38	C	C	yes	no change	1,139	1,177	3.2%	38	F	F	yes	no change
27 MacArthur Blvd e/o High Street	1,304	1,373	5.0%	69	C	D	yes	change	1,116	1,185	5.8%	69	C	C	yes	no change
28 MacArthur Blvd e/o 98th Avenue (EB Only)	559	605	7.6%	46	C	C	no	no change	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
29 International Blvd b/w 23rd Ave & Fruitvale	947	1,011	6.3%	64	C	C	yes	no change	1,654	1,718	3.7%	64	D	E	yes	change
30 International Blvd w/o Seminary Avenue	1,134	1,212	6.4%	78	C	C	yes	no change	1,583	1,661	4.7%	78	D	D	yes	no change
31 International Blvd w/o 98th Avenue	1,055	1,119	5.8%	64	C	C	yes	no change	1,336	1,400	4.6%	64	C	D	yes	change
32 Edes Avenue n/e of 85th Avenue	234	259	9.7%	25	C	C	no	no change	413	438	5.8%	25	C	C	no	no change
33 Bancroft Avenue s/o 73rd Avenue	808	844	4.3%	36	C	C	no	no change	528	564	6.5%	36	C	C	no	no change
34 Oakland Avenue s/o Pearl Street (NB One-Way)	1,318	1,422	7.3%	104	C	D	yes	change	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
35 Harrison St s/o Pearl Street (SB One-Way)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1,048	1,152	9.0%	104	C	C	yes	no change
36 Harrison St n/o Grand Avenue	784	888	11.7%	104	C	C	yes	no change	827	931	11.2%	104	C	C	yes	no change
37 Broadway n/o MacArthur Blvd	344	484	28.9%	140	C	C	yes	no change	1,908	2,048	6.8%	140	C	C	yes	no change
38 Broadway n/o Grand Avenue	508	694	26.8%	186	C	D	yes	change	1,180	1,366	13.6%	186	D	D	yes	no change
39 Broadway s/o College Avenue	599	683	12.3%	84	C	C	yes	no change	2,425	2,509	3.4%	84	D	D	yes	no change
40 San Pablo Ave (SR 123) n/o W. Grand Avenue	1,086	1,150	5.5%	64	C	C	yes	no change	1,394	1,458	4.4%	64	D	D	yes	no change
41 Telegraph Avenue n/o Claremont Avenue	1,673	1,707	2.0%	34	D	D	no	no change	1,802	1,836	1.8%	34	F	F	no	no change
42 Claremont Avenue e/o (n/o) 52nd Street	113	144	21.6%	31	B	B	no	no change	914	945	3.3%	31	C	C	no	no change
43 College Avenue s/o Claremont Avenue	574	610	5.9%	36	C	D	yes	change	505	541	6.7%	36	C	C	yes	no change
44 27th Street w/o Valdez	807	850	5.0%	43	C	C	no	no change	1,802	1,845	2.3%	43	D	D	no	no change
Interstate/State Highways																
45 CA-13 n/o Jct I-580	3,938	3,973	0.9%	35	F	F	no	no change	4,160	4,179	3.910	19	F	F	no	no change
46 CA-24 e/o Jct I-580	3,838	3,863	0.6%	25	B	B	no	no change	7,700	7,718	0.2%	18	E	E	no	no change
47 CA-77 e/o Jct I-880	1,070	1,075	0.5%	5	B	B	no	no change	944	1,007	6.2%	63	A	A	no	no change
48 I-80 e/o Powell St	8,063	8,140	0.9%	77	D	D	no	no change	10,019	10,019	0.0%	0	E	E	no	no change
49 CA-185 at Oakland City Limit	963	970	0.7%	7	A	A	no	no change	868	885	2.0%	17	A	A	no	no change
50 CA-260 at Jct I-880	3,200	3,200	0.0%	0	D	D	no	no change	3,167	3,254	2.7%	87	D	D	no	no change
51 I-580 e/o Edwards Ave	7,653	7,653	0.0%	0	E	E	no	no change	8,339	8,428	1.1%	89	E	F	no	change
52 I-880 n/o 66th Ave	8,629	8,651	0.3%	22	F	F	no	no change	7,469	7,577	1.4%	108	E	E	no	no change
53 I-980 at 14th St overcrossing	2,307	2,378	3.0%	71	C	C	no	no change	3,254	3,314	1.8%	60	C	C	no	no change

Source: Dowling Associates, Inc., 2009

28,623 31,352

48,783 51,592

Project: Oakland Housing Element Update - LOS Analysis
2035 PM Summary

	Link Location	Northbound/Eastbound								Southbound/Westbound							
		No-Project	Project	% Vol Diff	Vol Diff	No-Project	Project	Change in V/C > 3%	Change in LOS	No-Project	Project	% Vol Diff	Vol Diff	No-Project	Project	Change in V/C > 3%	Change in LOS
		2035 PM Vol	2035 PM Vol			2035 PM LOS	2035 PM LOS			2035 PM Vol	2035 PM Vol			2035 PM LOS	2035 PM LOS		
		Arterials															
1	Mandela Parkway n/o 7th St	260	339	23.3%	79	C	C	yes	no change	327	406	19.5%	79	C	C	yes	no change
2	7th Street e/o Mandela Parkway	1,627	1,737	6.3%	110	C	C	yes	no change	615	725	15.2%	110	C	C	yes	no change
3	7th Street w/o Peralta St	1,199	1,382	13.2%	183	C	D	yes	change	381	564	32.4%	183	C	C	yes	no change
4	Peralta Street n/o 7th St	101	153	33.8%	52	C	C	yes	no change	58	110	47.0%	52	B	C	yes	change
5	San Pablo Ave (SR 123) s/o Stanford Avenue	1,717	1,811	5.2%	94	E	F	yes	change	1,765	1,859	5.0%	94	E	F	yes	change
6	Stanford Avenue e/o San Pablo Avenue	1,469	1,491	1.5%	22	D	D	no	no change	810	832	2.6%	22	C	C	no	no change
7	MacArthur Blvd w/o Martin Luther King Way	2,040	2,151	5.1%	111	C	D	yes	change	1,230	1,341	8.2%	111	C	C	yes	no change
8	Martin Luther King Way n/o MacArthur Blvd	382	489	21.9%	107	C	C	yes	no change	154	261	41.1%	107	B	C	yes	change
9	W. Grand Avenue w/o Martin Luther King Way	2,347	2,484	5.5%	137	F	F	yes	no change	1,329	1,466	9.4%	137	C	D	yes	change
10	Claremont Avenue s/o College Avenue	1,624	1,637	0.8%	13	D	D	no	no change	1,331	1,344	1.0%	13	C	C	no	no change
11	Telegraph Avenue s/o 51st Street	1,499	1,630	8.0%	131	D	E	yes	change	742	873	15.0%	131	D	D	yes	no change
12	Piedmont Avenue n/o MacArthur Blvd	732	786	6.9%	54	D	D	yes	no change	438	492	11.0%	54	C	C	yes	no change
13	Mountain Blvd s/o Snake Road	1,549	1,565	1.0%	16	D	D	no	no change	1,400	1,416	1.1%	16	D	D	no	no change
14	7th Street b/w Clay & Jefferson (EB One-Way)	2,480	2,590	4.2%	110	D	D	yes	no change	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
15	12th Street w/o Oak Street (WB One-Way)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	1,894	2,022	6.3%	128	D	D	N/A	no change
16	14th Street w/o Oak Street	859	993	13.5%	134	D	D	yes	no change	425	559	24.0%	134	C	C	yes	no change
17	27th Street w/o Harrison	1,747	1,825	4.2%	78	D	D	yes	no change	863	941	8.2%	78	C	C	yes	no change
18	Grand Avenue b/w Perkins & Lee Streets	2,255	2,333	3.3%	78	F	F	yes	no change	760	838	9.3%	78	D	D	yes	no change
19	5th Avenue s/o E. 12th St	601	650	7.5%	49	D	D	yes	no change	183	232	21.0%	49	C	C	yes	no change
20	E. 12th Street e/o 5th Avenue	989	1,092	9.4%	103	C	C	yes	no change	791	894	11.5%	103	C	C	yes	no change
21	Fruitvale Avenue s/o I-580	844	908	7.1%	64	E	F	yes	change	806	914	11.9%	108	D	F	yes	change
22	23rd Avenue n/o Foothill Blvd	584	616	5.2%	32	C	D	yes	change	267	299	10.7%	32	C	C	yes	no change
23	Foothill Blvd b/w Fruitvale Ave & 23rd Ave	909	931	2.3%	22	F	F	no	no change	756	778	2.8%	22	D	D	no	no change
24	Foothill Blvd n/o Seminary Avenue	637	688	7.5%	51	D	D	yes	no change	1,079	1,145	5.8%	66	F	F	yes	no change
25	MacArthur Blvd w/o 98th Avenue (WB Only)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	824	944	12.7%	120	E	F	yes	change
26	MacArthur Blvd e/o Lincoln Avenue	1,231	1,283	4.0%	52	F	F	yes	no change	441	493	10.5%	52	C	C	yes	no change
27	MacArthur Blvd e/o High Street	1,560	1,655	5.8%	95	D	D	yes	no change	1,244	1,339	7.1%	95	C	C	yes	no change
28	MacArthur Blvd e/o 98th Avenue (EB Only)	1,125	1,210	7.0%	85	C	C	yes	no change	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
29	International Blvd b/w 23rd Ave & Fruitvale	1,807	1,893	4.5%	86	F	F	yes	no change	1,460	1,546	5.6%	86	D	D	yes	no change
30	International Blvd w/o Seminary Avenue	1,836	1,945	5.6%	109	F	F	yes	no change	1,436	1,545	7.0%	109	D	D	yes	no change
31	International Blvd w/o 98th Avenue	1,559	1,679	N/A	N/A	D	D	N/A	N/A	1,203	1,323	9.1%	120	C	C	yes	no change
32	Edes Avenue n/e of 85th Avenue	232	275	15.7%	43	C	C	yes	no change	170	213	20.3%	43	C	C	yes	no change
33	Bancroft Avenue s/o 73rd Avenue	781	854	8.5%	73	C	C	yes	no change	1,176	1,249	5.8%	73	C	C	yes	no change
34	Oakland Avenue s/o Pearl Street (NB One-Way)	1,444	1,568	7.9%	124	D	D	yes	no change	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
35	Harrison St s/o Pearl Street (SB One-Way)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	690	814	15.2%	124	C	C	yes	no change
36	Harrison St n/o Grand Avenue	1,259	1,383	9.0%	124	C	D	yes	change	556	680	18.2%	124	C	C	yes	no change
37	Broadway n/o MacArthur Blvd	1,611	1,785	9.8%	174	C	C	yes	no change	558	732	23.8%	174	C	C	yes	no change
38	Broadway n/o Grand Avenue	937	1,159	19.2%	222	D	D	yes	no change	568	790	28.1%	222	C	D	yes	change
39	Broadway s/o College Avenue	2,082	2,194	5.1%	112	C	D	yes	change	1,394	1,506	7.4%	112	C	C	yes	no change
40	San Pablo Ave (SR 123) n/o W. Grand Avenue	1,256	1,333	5.8%	77	C	C	yes	no change	840	904	7.0%	64	C	C	yes	no change
41	Telegraph Avenue n/o Claremont Avenue	1,874	1,919	2.3%	45	F	F	no	no change	1,418	1,452	2.3%	34	D	D	no	no change
42	Claremont Avenue e/o (n/o) 52nd Street	917	957	4.2%	40	C	C	no	no change	395	426	7.3%	31	C	C	no	no change
43	College Avenue s/o Claremont Avenue	590	639	7.7%	49	D	D	yes	no change	560	596	6.1%	36	C	D	yes	change
44	27th Street w/o Valdez	2,319	2,372	2.2%	53	D	E	no	change	1,291	1,334	3.2%	43	D	D	no	no change
Interstate/State Highways																	
45	CA-13 n/o Jct I-580	3,887	3,941	1.4%	54	E	F	no	change	3,854	3,877	0.6%	23	E	E	no	no change
46	CA-24 e/o Jct I-580	8,294	8,330	N/A	N/A	E	E	N/A	N/A	5,872	5,902	0.5%	30	D	D	no	no change
47	CA-77 e/o Jct I-880	1,787	1,793	0.3%	6	C	C	no	no change	778	854	8.9%	76	A	A	no	no change
48	I-80 e/o Powell St	10,328	10,425	0.9%	97	E	E	no	no change	8,500	8,500	0.0%	0	D	D	no	no change
49	CA-185 at Oakland City Limit	1,009	1,018	0.9%	9	A	A	no	no change	936	971	3.6%	35	A	A	no	no change
50	CA-260 at Jct I-880	2,960	2,960	0.0%	0	D	D	no	no change	3,555	3,658	2.8%	103	E	E	no	no change
51	I-580 e/o Edwards Ave	8,578	8,578	0.0%	0	F	F	no	no change	7,869	7,984	1.4%	115	E	E	no	no change
52	I-880 n/o 66th Ave	8,473	8,499	0.3%	26	F	F	no	no change	7,974	8,103	1.6%	129	E	E	no	no change
53	I-980 at 14th St overcrossing	3,200	3,294	2.8%	94	D	D	no	no change	2,100	2,180	3.7%	80	B	B	no	no change

Source: Dowling Associates, Inc., 2009

52,876 56,384

34,633 38,197

Table 1
Project: Oakland Housing Element Update - LOS Analysis
2015 AM Peak Hour
Project

	Link Location	NB/EB Volume	Capacity	V/C	Lanes	LOS			SB/WB Volume	Capacity	V/C	Lanes	LOS		Facility Type
Arterials															
1	Mandela Parkway n/o 7th St	258	1800	0.14	2	C	Class2_2	101	268	1800	0.15	2	C	Class2_2	Class2
2	7th Street e/o Mandela Parkway	365	2710	0.13	3	C	Class2_3	102	732	2710	0.27	3	C	Class2_3	Class2
3	7th Street w/o Peralta St	550	1800	0.31	2	C	Class2_2	103	509	1800	0.28	2	C	Class2_2	Class2
4	Peralta Street n/o 7th St	95	850	0.11	1	B	Class2_1	104	108	850	0.13	1	C	Class2_1	Class2
5	San Pablo Ave (SR 123) s/o Stanford Avenue	907	1800	0.50	2	C	Class2_2	105	807	1800	0.45	2	C	Class2_2	Class2
6	Stanford Avenue e/o San Pablo Avenue	312	1800	0.17	2	C	Class2_2	106	551	1800	0.31	2	C	Class2_2	Class2
7	MacArthur Blvd w/o Martin Luther King Way	482	2710	0.18	3	C	Class2_3	107	567	2710	0.21	3	C	Class2_3	Class2
8	Martin Luther King Way n/o MacArthur Blvd	347	1800	0.19	2	C	Class2_2	108	261	1800	0.15	2	C	Class2_2	Class2
9	W. Grand Avenue w/o Martin Luther King Way	911	1800	0.51	2	C	Class2_2	109	833	1800	0.46	2	C	Class2_2	Class2
10	Claremont Avenue s/o College Avenue	497	1800	0.28	2	C	Class2_2	110	467	1800	0.26	2	C	Class2_2	Class2
11	Telegraph Avenue s/o 51st Street	687	1720	0.40	2	D	Class3_2	111	728	1720	0.42	2	D	Class3_2	Class3
12	Piedmont Avenue n/o MacArthur Blvd	350	850	0.41	1	C	Class2_1	112	424	850	0.50	1	C	Class2_1	Class2
13	Mountain Blvd s/o Snake Road	973	1800	0.54	2	C	Class2_2	113	838	1800	0.47	2	C	Class2_2	Class2
14	7th Street b/w Clay & Jefferson (EB One-Way)	770	3250	0.24	4	C	Class4_4	114	NA	N/A	N/A	N/A	N/A	N/A	Class4
15	12th Street w/o Oak Street (WB One-Way)	NA	N/A	N/A	N/A	N/A	N/A	115	1,773	3250	0.55	4	D	Class4_4	Class4
16	14th Street w/o Oak Street	459	1660	0.28	2	C	Class4_2	116	926	1660	0.56	2	D	Class4_2	Class4
17	27th Street w/o Harrison	390	2490	0.16	3	C	Class4_3	117	616	2490	0.25	3	C	Class4_3	Class4
18	Grand Avenue b/w Perkins & Lee Streets	552	1660	0.33	2	C	Class4_2	118	1,280	1660	0.77	2	D	Class4_2	Class4
19	5th Avenue s/o E. 12th St	250	850	0.29	1	C	Class2_1	119	328	850	0.39	1	C	Class2_1	Class2
20	E. 12th Street e/o 5th Avenue	473	1800	0.26	2	C	Class2_2	120	657	1800	0.37	2	C	Class2_2	Class2
21	Fruitvale Avenue s/o I-580	813	850	0.96	1	E	Class2_1	121	712	850	0.84	1	D	Class2_1	Class2
22	23rd Avenue n/o Foothill Blvd	188	850	0.22	1	C	Class2_1	122	336	850	0.40	1	C	Class2_1	Class2
23	Foothill Blvd b/w Fruitvale Ave & 23rd Ave	345	850	0.41	1	C	Class2_1	123	459	850	0.54	1	C	Class2_1	Class2
24	Foothill Blvd n/o Seminary Avenue	271	850	0.32	1	C	Class2_1	124	290	850	0.34	1	C	Class2_1	Class2
25	MacArthur Blvd w/o 98th Avenue (WB Only)	NA	N/A	N/A	N/A	N/A	N/A	125	417	850	0.49	1	C	Class2_1	Class2
26	MacArthur Blvd e/o Lincoln Avenue	324	850	0.38	1	C	Class2_1	126	370	850	0.44	1	C	Class2_1	Class2
27	MacArthur Blvd e/o High Street	749	1800	0.42	2	C	Class2_2	127	611	1800	0.34	2	C	Class2_2	Class2
28	MacArthur Blvd e/o 98th Avenue (EB Only)	241	1800	0.13	2	C	Class2_2	128	NA	N/A	N/A	N/A	N/A	N/A	Class2
29	International Blvd b/w 23rd Ave & Fruitvale	633	1800	0.35	2	C	Class2_2	129	829	1800	0.46	2	C	Class2_2	Class2
30	International Blvd w/o Seminary Avenue	686	1800	0.38	2	C	Class2_2	130	1,117	1800	0.62	2	C	Class2_2	Class2
31	International Blvd w/o 98th Avenue	611	1800	0.34	2	C	Class2_2	131	695	1800	0.39	2	C	Class2_2	Class2
32	Edes Avenue n/e of 85th Avenue	259	850	0.31	1	C	Class2_1	132	166	850	0.20	1	C	Class2_1	Class2
33	Bancroft Avenue s/o 73rd Avenue	661	1800	0.37	2	C	Class2_2	133	564	1800	0.31	2	C	Class2_2	Class2
34	Oakland Avenue s/o Pearl Street (NB One-Way)	1,422	1800	0.79	2	D	Class2_2	134	NA	N/A	N/A	N/A	N/A	N/A	Class2
35	Harrison St s/o Pearl Street (SB One-Way)	NA	N/A	N/A	N/A	N/A	N/A	135	1,152	2710	0.43	3	C	Class2_3	Class2
36	Harrison St n/o Grand Avenue	888	1800	0.49	2	C	Class2_2	136	771	1800	0.43	2	C	Class2_2	Class2
37	Broadway n/o MacArthur Blvd	614	2710	0.23	3	C	Class2_3	137	667	2710	0.25	3	C	Class2_3	Class2
38	Broadway n/o Grand Avenue	694	1720	0.40	2	D	Class3_2	138	658	1720	0.38	2	D	Class3_2	Class3
39	Broadway s/o College Avenue	694	2710	0.26	3	C	Class2_3	139	981	2710	0.36	3	C	Class2_3	Class2
40	San Pablo Ave (SR 123) n/o W. Grand Avenue	451	1800	0.25	2	C	Class2_2	139	439	1800	0.24	2	C	Class2_2	Class2
41	Telegraph Avenue n/o Claremont Avenue	648	1800	0.36	2	C	Class2_2	141	678	1800	0.38	2	C	Class2_2	Class2
42	Claremont Avenue e/o (n/o) 52nd Street	159	1800	0.09	2	B	Class2_2	142	245	1800	0.14	2	C	Class2_2	Class2
43	College Avenue s/o Claremont Avenue	343	850	0.40	1	C	Class2_1	143	276	850	0.32	1	C	Class2_1	Class2
44	27th Street w/o Valdez	386	2580	0.15	3	C	Class3_3	144	593	2580	0.23	3	C	Class3_3	Class3
Interstate/State Highways															
45	CA-13 n/o Jct I-580	2,664	3910	0.68	2	D	Freeway_2	101	2,535	3910	0.65	2	C	Freeway_2	Freeway
46	CA-24 e/o Jct I-580	3,863	3910	0.99	2	E	Freeway_2	102	7,274	8380	0.87	4	D	Freeway_4	Freeway
47	CA-77 e/o Jct I-880	509	3670	0.14	2	A	Expressway_2	103	1,007	3670	0.27	2	A	Expressway_2	Expressway
48	I-80 e/o Powell St	7,100	10620	0.67	5	C	Freeway_5	104	8,479	10620	0.80	5	D	Freeway_5	Freeway
49	CA-185 at Oakland City Limit	970	3670	0.26	2	A	Expressway_2	105	509	3670	0.14	2	A	Expressway_2	Expressway
50	CA-260 at Jct I-880	2,300	3910	0.59	2	C	Freeway_2	106	1,719	3910	0.44	2	B	Freeway_2	Freeway
51	I-580 e/o Edwards Ave	6,542	8380	0.78	4	D	Freeway_4	107	5,489	8380	0.65	4	C	Freeway_4	Freeway
52	I-880 n/o 66th Ave	5,522	8380	0.66	4	C	Freeway_4	108	6,908	8380	0.82	4	D	Freeway_4	Freeway
53	I-980 at 14th St overcrossing	2,378	3910	0.61	2	C	Freeway_2	109	3,314	6150	0.54	3	C	Freeway_3	Freeway

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2015 PM Peak Hour
Project

	Link Location	NB/EB Volume	Capacity	V/C	Lanes	LOS			SB/WB Volume	Capacity	V/C	Lanes	LOS		Facility Type
	Arterials														
1	Mandela Parkway n/o 7th St	339	1800	0.19	2	C	Class2_2	101	406	1800	0.23	2	C	Class2_2	Class2
2	7th Street e/o Mandela Parkway	640	2710	0.24	3	C	Class2_3	102	607	2710	0.22	3	C	Class2_3	Class2
3	7th Street w/o Peralta St	568	1800	0.32	2	C	Class2_2	103	564	1800	0.31	2	C	Class2_2	Class2
4	Peralta Street n/o 7th St	125	850	0.15	1	C	Class2_1	104	140	850	0.16	1	C	Class2_1	Class2
5	San Pablo Ave (SR 123) s/o Stanford Avenue	1,414	1800	0.79	2	D	Class2_2	105	1,163	1800	0.65	2	C	Class2_2	Class2
6	Stanford Avenue e/o San Pablo Avenue	775	1800	0.43	2	C	Class2_2	106	494	1800	0.27	2	C	Class2_2	Class2
7	MacArthur Blvd w/o Martin Luther King Way	894	2710	0.33	3	C	Class2_3	107	822	2710	0.30	3	C	Class2_3	Class2
8	Martin Luther King Way n/o MacArthur Blvd	596	1800	0.33	2	C	Class2_2	108	368	1800	0.20	2	C	Class2_2	Class2
9	W. Grand Avenue w/o Martin Luther King Way	1,206	1800	0.67	2	C	Class2_2	109	890	1800	0.49	2	C	Class2_2	Class2
10	Claremont Avenue s/o College Avenue	574	1800	0.32	2	C	Class2_2	110	435	1800	0.24	2	C	Class2_2	Class2
11	Telegraph Avenue s/o 51st Street	868	1720	0.50	2	D	Class3_2	111	873	1720	0.51	2	D	Class3_2	Class3
12	Piedmont Avenue n/o MacArthur Blvd	526	850	0.62	1	C	Class2_1	112	413	850	0.49	1	C	Class2_1	Class2
13	Mountain Blvd s/o Snake Road	987	1800	0.55	2	C	Class2_2	113	863	1800	0.48	2	C	Class2_2	Class2
14	7th Street b/w Clay & Jefferson (EB One-Way)	1,035	3250	0.32	4	C	Class4_4	114	NA	N/A	N/A	N/A	N/A	N/A	Class4
15	12th Street w/o Oak Street (WB One-Way)	NA	N/A	N/A	N/A	N/A	N/A	115	1,192	3250	0.37	4	C	Class4_4	Class4
16	14th Street w/o Oak Street	1,002	1660	0.60	2	D	Class4_2	116	693	1660	0.42	2	D	Class4_2	Class4
17	27th Street w/o Harrison	644	2490	0.26	3	C	Class4_3	117	581	2490	0.23	3	C	Class4_3	Class4
18	Grand Avenue b/w Perkins & Lee Streets	1,610	1660	0.97	2	E	Class4_2	118	875	1660	0.53	2	D	Class4_2	Class4
19	5th Avenue s/o E. 12th St	387	850	0.45	1	C	Class2_1	119	271	850	0.32	1	C	Class2_1	Class2
20	E. 12th Street e/o 5th Avenue	650	1800	0.36	2	C	Class2_2	120	508	1800	0.28	2	C	Class2_2	Class2
21	Fruitvale Avenue s/o I-580	731	850	0.86	1	D	Class2_1	121	918	850	1.08	1	F	Class2_1	Class2
22	23rd Avenue n/o Foothill Blvd	323	850	0.38	1	C	Class2_1	122	299	850	0.35	1	C	Class2_1	Class2
23	Foothill Blvd b/w Fruitvale Ave & 23rd Ave	485	850	0.57	1	C	Class2_1	123	494	850	0.58	1	C	Class2_1	Class2
24	Foothill Blvd n/o Seminary Avenue	325	850	0.38	1	C	Class2_1	124	391	850	0.46	1	C	Class2_1	Class2
25	MacArthur Blvd w/o 98th Avenue (WB Only)	NA	N/A	N/A	N/A	N/A	N/A	125	496	850	0.58	1	C	Class2_1	Class2
26	MacArthur Blvd e/o Lincoln Avenue	597	850	0.70	1	D	Class2_1	126	419	850	0.49	1	C	Class2_1	Class2
27	MacArthur Blvd e/o High Street	1,028	1800	0.57	2	C	Class2_2	127	764	1800	0.42	2	C	Class2_2	Class2
28	MacArthur Blvd e/o 98th Avenue (EB Only)	387	1800	0.21	2	C	Class2_2	128	NA	N/A	N/A	N/A	N/A	N/A	Class2
29	International Blvd b/w 23rd Ave & Fruitvale	1,044	1800	0.58	2	C	Class2_2	129	693	1800	0.38	2	C	Class2_2	Class2
30	International Blvd w/o Seminary Avenue	1,136	1800	0.63	2	C	Class2_2	130	1,231	1800	0.68	2	C	Class2_2	Class2
31	International Blvd w/o 98th Avenue	1,025	1800	0.57	2	C	Class2_2	131	994	1800	0.55	2	C	Class2_2	Class2
32	Edes Avenue n/e of 85th Avenue	293	850	0.34	1	C	Class2_1	132	243	850	0.29	1	C	Class2_1	Class2
33	Bancroft Avenue s/o 73rd Avenue	688	1800	0.38	2	C	Class2_2	133	812	1800	0.45	2	C	Class2_2	Class2
34	Oakland Avenue s/o Pearl Street (NB One-Way)	898	1800	0.50	2	C	Class2_2	134	NA	N/A	N/A	N/A	N/A	N/A	Class2
35	Harrison St s/o Pearl Street (SB One-Way)	NA	N/A	N/A	N/A	N/A	N/A	135	814	2710	0.30	3	C	Class2_3	Class2
36	Harrison St n/o Grand Avenue	1,342	1800	0.75	2	C	Class2_2	136	680	1800	0.38	2	C	Class2_2	Class2
37	Broadway n/o MacArthur Blvd	1,084	2710	0.40	3	C	Class2_3	137	859	2710	0.32	3	C	Class2_3	Class2
38	Broadway n/o Grand Avenue	927	1720	0.54	2	D	Class3_2	138	790	1720	0.46	2	D	Class3_2	Class3
39	Broadway s/o College Avenue	1,376	2710	0.51	3	C	Class2_3	139	1,026	2710	0.38	3	C	Class2_3	Class2
40	San Pablo Ave (SR 123) n/o W. Grand Avenue	691	1800	0.38	2	C	Class2_2	139	451	1800	0.25	2	C	Class2_2	Class2
41	Telegraph Avenue n/o Claremont Avenue	965	1800	0.54	2	C	Class2_2	141	998	1800	0.55	2	C	Class2_2	Class2
42	Claremont Avenue e/o (n/o) 52nd Street	255	1800	0.14	2	C	Class2_2	142	279	1800	0.16	2	C	Class2_2	Class2
43	College Avenue s/o Claremont Avenue	592	850	0.70	1	D	Class2_1	143	596	850	0.70	1	D	Class2_1	Class2
44	27th Street w/o Valdez	550	2580	0.21	3	C	Class3_3	144	566	2580	0.22	3	C	Class3_3	Class3
	Interstate/State Highways														
45	CA-13 n/o Jct I-580	3,584	3910	0.92	2	E	Freeway_2	101	2,286	3910	0.58	2	C	Freeway_2	Freeway
46	CA-24 e/o Jct I-580	7,435	8380	0.89	4	E	Freeway_4	102	3,640	3910	0.93	2	E	Freeway_2	Freeway
47	CA-77 e/o Jct I-880	1,591	3670	0.43	2	B	Expressway_2	103	854	3670	0.23	2	A	Expressway_2	Expressway
48	I-80 e/o Powell St	8,625	10620	0.81	5	D	Freeway_5	104	8,500	10620	0.80	5	D	Freeway_5	Freeway
49	CA-185 at Oakland City Limit	1,009	3670	0.27	2	A	Expressway_2	105	849	3670	0.23	2	A	Expressway_2	Expressway
50	CA-260 at Jct I-880	2,379	3910	0.61	2	C	Freeway_2	106	2,982	3910	0.76	2	D	Freeway_2	Freeway
51	I-580 e/o Edwards Ave	8,465	8380	1.01	4	F	Freeway_4	107	4,915	8380	0.59	4	C	Freeway_4	Freeway
52	I-880 n/o 66th Ave	7,473	8380	0.89	4	E	Freeway_4	108	6,802	8380	0.81	4	D	Freeway_4	Freeway
53	I-980 at 14th St overcrossing	3,200	3910	0.82	2	D	Freeway_2	109	2,180	6150	0.35	3	B	Freeway_3	Freeway

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Table 1
Project: Oakland Housing Element Update - LOS Analysis
2015 AM Peak Hour
No Project

	Link Location	NB/EB Volume	Capacity	V/C	Lanes	LOS			SB/WB Volume	Capacity	V/C	Lanes	LOS		Facility Type
	Arterials														
1	Mandela Parkway n/o 7th St	192	1800	0.11	2	B	Class2_2	101	202	1800	0.11	2	B	Class2_2	Class2
2	7th Street e/o Mandela Parkway	274	2710	0.10	3	B	Class2_3	102	641	2710	0.24	3	C	Class2_3	Class2
3	7th Street w/o Peralta St	399	1800	0.22	2	C	Class2_2	103	358	1800	0.20	2	C	Class2_2	Class2
4	Peralta Street n/o 7th St	28	850	0.03	1	B	Class2_1	104	45	850	0.05	1	B	Class2_1	Class2
5	San Pablo Ave (SR 123) s/o Stanford Avenue	995	1800	0.55	2	C	Class2_2	105	1,399	1800	0.77	2	D	Class2_2	Class2
6	Stanford Avenue e/o San Pablo Avenue	645	1800	0.36	2	C	Class2_2	106	1,234	1800	0.69	2	C	Class2_2	Class2
7	MacArthur Blvd w/o Martin Luther King Way	346	2710	0.13	3	C	Class2_3	107	1,180	2710	0.44	3	C	Class2_3	Class2
8	Martin Luther King Way n/o MacArthur Blvd	262	1800	0.15	2	C	Class2_2	108	176	1800	0.10	2	B	Class2_2	Class2
9	W. Grand Avenue w/o Martin Luther King Way	800	1800	0.44	2	C	Class2_2	109	946	1800	0.53	2	C	Class2_2	Class2
10	Claremont Avenue s/o College Avenue	725	1800	0.40	2	C	Class2_2	110	868	1800	0.48	2	C	Class2_2	Class2
11	Telegraph Avenue s/o 51st Street	581	1720	0.34	2	C	Class3_2	111	722	1720	0.42	2	D	Class3_2	Class3
12	Piedmont Avenue n/o MacArthur Blvd	468	850	0.55	1	C	Class2_1	112	487	850	0.57	1	C	Class2_1	Class2
13	Mountain Blvd s/o Snake Road	960	1800	0.53	2	C	Class2_2	113	1,196	1800	0.66	2	C	Class2_2	Class2
14	7th Street b/w Clay & Jefferson (EB One-Way)	677	3250	0.21	4	C	Class4_4	114	N/A	N/A	N/A	N/A	N/A	N/A	Class4
15	12th Street w/o Oak Street (WB One-Way)	N/A	N/A	N/A	N/A	N/A	N/A	115	2,458	3250	0.76	4	D	Class4_4	Class4
16	14th Street w/o Oak Street	346	1660	0.21	2	C	Class4_2	116	813	1660	0.49	2	D	Class4_2	Class4
17	27th Street w/o Harrison	320	2490	0.13	3	C	Class4_3	117	550	2490	0.22	3	C	Class4_3	Class4
18	Grand Avenue b/w Perkins & Lee Streets	486	1660	0.29	2	C	Class4_2	118	1,825	1660	1.10	2	F	Class4_2	Class4
19	5th Avenue s/o E. 12th St	209	850	0.25	1	C	Class2_1	119	287	850	0.34	1	C	Class2_1	Class2
20	E. 12th Street e/o 5th Avenue	388	1800	0.22	2	C	Class2_2	120	853	1800	0.47	2	C	Class2_2	Class2
21	Fruitvale Avenue s/o I-580	852	850	1.00	1	F	Class2_1	121	817	850	0.96	1	E	Class2_1	Class2
22	23rd Avenue n/o Foothill Blvd	162	850	0.19	1	C	Class2_1	122	343	850	0.40	1	C	Class2_1	Class2
23	Foothill Blvd b/w Fruitvale Ave & 23rd Ave	327	850	0.38	1	C	Class2_1	123	843	850	0.99	1	E	Class2_1	Class2
24	Foothill Blvd n/o Seminary Avenue	797	850	0.94	1	D	Class2_1	124	247	850	0.29	1	C	Class2_1	Class2
25	MacArthur Blvd w/o 98th Avenue (WB Only)	N/A	N/A	N/A	N/A	N/A	N/A	125	543	850	0.64	1	C	Class2_1	Class2
26	MacArthur Blvd e/o Lincoln Avenue	286	850	0.34	1	C	Class2_1	126	546	850	0.64	1	C	Class2_1	Class2
27	MacArthur Blvd e/o High Street	877	1800	0.49	2	C	Class2_2	127	755	1800	0.42	2	C	Class2_2	Class2
28	MacArthur Blvd e/o 98th Avenue (EB Only)	195	1800	0.11	2	B	Class2_2	128	N/A	N/A	N/A	N/A	N/A	N/A	Class2
29	International Blvd b/w 23rd Ave & Fruitvale	569	1800	0.32	2	C	Class2_2	129	1,464	1800	0.81	2	D	Class2_2	Class2
30	International Blvd w/o Seminary Avenue	608	1800	0.34	2	C	Class2_2	130	1,318	1800	0.73	2	C	Class2_2	Class2
31	International Blvd w/o 98th Avenue	547	1800	0.30	2	C	Class2_2	131	965	1800	0.54	2	C	Class2_2	Class2
32	Edes Avenue n/e of 85th Avenue	234	850	0.28	1	C	Class2_1	132	141	850	0.17	1	C	Class2_1	Class2
33	Bancroft Avenue s/o 73rd Avenue	625	1800	0.35	2	C	Class2_2	133	528	1800	0.29	2	C	Class2_2	Class2
34	Oakland Avenue s/o Pearl Street (NB One-Way)	1,318	1800	0.73	2	C	Class2_2	134	N/A	N/A	N/A	N/A	N/A	N/A	Class2
35	Harrison St s/o Pearl Street (SB One-Way)	N/A	N/A	N/A	N/A	N/A	N/A	135	1,048	2710	0.39	3	C	Class2_3	Class2
36	Harrison St n/o Grand Avenue	784	1800	0.44	2	C	Class2_2	136	667	1800	0.37	2	C	Class2_2	Class2
37	Broadway n/o MacArthur Blvd	474	2710	0.17	3	C	Class2_3	137	823	2710	0.30	3	C	Class2_3	Class2
38	Broadway n/o Grand Avenue	508	1720	0.30	2	C	Class3_2	138	404	1720	0.24	2	C	Class3_2	Class3
39	Broadway s/o College Avenue	610	2710	0.23	3	C	Class2_3	139	1,513	2710	0.56	3	C	Class2_3	Class2
40	San Pablo Ave (SR 123) n/o W. Grand Avenue	542	1800	0.30	2	C	Class2_2	139	722	1800	0.40	2	C	Class2_2	Class2
41	Telegraph Avenue n/o Claremont Avenue	1,259	1800	0.70	2	C	Class2_2	141	1,340	1800	0.74	2	C	Class2_2	Class2
42	Claremont Avenue e/o (n/o) 52nd Street	128	1800	0.07	2	B	Class2_2	142	260	1800	0.14	2	C	Class2_2	Class2
43	College Avenue s/o Claremont Avenue	411	850	0.48	1	C	Class2_1	143	240	850	0.28	1	C	Class2_1	Class2
44	27th Street w/o Valdez	404	2580	0.16	3	C	Class3_3	144	722	2580	0.28	3	C	Class3_3	Class3
	Interstate/State Highways														
45	CA-13 n/o Jct I-580	3,302	3910	0.84	2	D	Freeway_2	101	3,489	3910	0.89	2	E	Freeway_2	Freeway
46	CA-24 e/o Jct I-580	3,838	8380	0.46	4	B	Freeway_4	102	7,256	8380	0.87	4	D	Freeway_4	Freeway
47	CA-77 e/o Jct I-880	1,204	3670	0.33	2	B	Expressway_2	103	944	3670	0.26	2	A	Expressway_2	Expressway
48	I-80 e/o Powell St	7,381	10620	0.70	5	D	Freeway_5	104	8,479	10620	0.80	5	D	Freeway_5	Freeway
49	CA-185 at Oakland City Limit	963	3670	0.26	2	A	Expressway_2	105	492	3670	0.13	2	A	Expressway_2	Expressway
50	CA-260 at Jct I-880	2,785	3910	0.71	2	D	Freeway_2	106	2,122	3910	0.54	2	C	Freeway_2	Freeway
51	I-580 e/o Edwards Ave	6,542	8380	0.78	4	D	Freeway_4	107	7,942	8380	0.95	4	E	Freeway_4	Freeway
52	I-880 n/o 66th Ave	7,520	8380	0.90	4	E	Freeway_4	108	6,800	8380	0.81	4	D	Freeway_4	Freeway
53	I-980 at 14th St overcrossing	2,307	3910	0.59	2	C	Freeway_2	109	3,254	6150	0.53	3	C	Freeway_3	Freeway

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2015 PM Peak Hour
No Project

		NB/EB	Capacity	V/C	Lanes	LOS			SB/WB	Capacity	V/C	Lanes	LOS		Facility	
Link Location		Volume							Volume						Type	
Arterials																
1	Mandela Parkway n/o 7th St	260	1800	0.14	2	C	Class2_2	101		327	1800	0.18	2	C	Class2_2	Class2
2	7th Street e/o Mandela Parkway	510	2710	0.19	3	C	Class2_3	102		497	2710	0.18	3	C	Class2_3	Class2
3	7th Street w/o Peralta St	385	1800	0.21	2	C	Class2_2	103		381	1800	0.21	2	C	Class2_2	Class2
4	Peralta Street n/o 7th St	38	850	0.05	1	B	Class2_1	104		39	850	0.05	1	B	Class2_1	Class2
5	San Pablo Ave (SR 123) s/o Stanford Avenue	1,235	1800	0.69	2	C	Class2_2	105		1,494	1800	0.83	2	D	Class2_2	Class2
6	Stanford Avenue e/o San Pablo Avenue	1,077	1800	0.60	2	C	Class2_2	106		609	1800	0.34	2	C	Class2_2	Class2
7	MacArthur Blvd w/o Martin Luther King Way	1,324	2710	0.49	3	C	Class2_3	107		646	2710	0.24	3	C	Class2_3	Class2
8	Martin Luther King Way n/o MacArthur Blvd	489	1800	0.27	2	C	Class2_2	108		261	1800	0.15	2	C	Class2_2	Class2
9	W. Grand Avenue w/o Martin Luther King Way	1,380	1800	0.77	2	D	Class2_2	109		753	1800	0.42	2	C	Class2_2	Class2
10	Claremont Avenue s/o College Avenue	1,122	1800	0.62	2	C	Class2_2	110		1,040	1800	0.58	2	C	Class2_2	Class2
11	Telegraph Avenue s/o 51st Street	1,212	1720	0.70	2	D	Class3_2	111		742	1720	0.43	2	D	Class3_2	Class3
12	Piedmont Avenue n/o MacArthur Blvd	491	850	0.58	1	C	Class2_1	112		475	850	0.56	1	C	Class2_1	Class2
13	Mountain Blvd s/o Snake Road	1,275	1800	0.71	2	C	Class2_2	113		1,144	1800	0.64	2	C	Class2_2	Class2
14	7th Street b/w Clay & Jefferson (EB One-Way)	1,086	3250	0.33	4	C	Class4_4	114		N/A	N/A	N/A	N/A	N/A	N/A	Class4
15	12th Street w/o Oak Street (WB One-Way)	N/A	N/A	N/A	N/A	N/A	N/A	115		1,106	3250	0.34	4	C	Class4_4	Class4
16	14th Street w/o Oak Street	974	1660	0.59	2	D	Class4_2	116		425	1660	0.26	2	C	Class4_2	Class4
17	27th Street w/o Harrison	530	2490	0.21	3	C	Class4_3	117		503	2490	0.20	3	C	Class4_3	Class4
18	Grand Avenue b/w Perkins & Lee Streets	1,778	1660	1.07	2	F	Class4_2	118		797	1660	0.48	2	D	Class4_2	Class4
19	5th Avenue s/o E. 12th St	338	850	0.40	1	C	Class2_1	119		222	850	0.26	1	C	Class2_1	Class2
20	E. 12th Street e/o 5th Avenue	812	1800	0.45	2	C	Class2_2	120		347	1800	0.19	2	C	Class2_2	Class2
21	Fruitvale Avenue s/o I-580	843	850	0.99	1	E	Class2_1	121		797	850	0.94	1	D	Class2_1	Class2
22	23rd Avenue n/o Foothill Blvd	398	850	0.47	1	C	Class2_1	122		267	850	0.31	1	C	Class2_1	Class2
23	Foothill Blvd b/w Fruitvale Ave & 23rd Ave	852	850	1.00	1	F	Class2_1	123		472	850	0.56	1	C	Class2_1	Class2
24	Foothill Blvd n/o Seminary Avenue	274	850	0.32	1	C	Class2_1	124		844	850	0.99	1	E	Class2_1	Class2
25	MacArthur Blvd w/o 98th Avenue (WB Only)	N/A	N/A	N/A	N/A	N/A	N/A	125		376	850	0.44	1	C	Class2_1	Class2
26	MacArthur Blvd e/o Lincoln Avenue	624	850	0.73	1	D	Class2_1	126		367	850	0.43	1	C	Class2_1	Class2
27	MacArthur Blvd e/o High Street	1,122	1800	0.62	2	C	Class2_2	127		694	1800	0.39	2	C	Class2_2	Class2
28	MacArthur Blvd e/o 98th Avenue (EB Only)	704	1800	0.39	2	C	Class2_2	128	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Class2
29	International Blvd b/w 23rd Ave & Fruitvale	1,624	1800	0.90	2	D	Class2_2	129		607	1800	0.34	2	C	Class2_2	Class2
30	International Blvd w/o Seminary Avenue	1,616	1800	0.90	2	D	Class2_2	130		1,122	1800	0.62	2	C	Class2_2	Class2
31	International Blvd w/o 98th Avenue	1,228	1800	0.68	2	C	Class2_2	131		874	1800	0.49	2	C	Class2_2	Class2
32	Edes Avenue n/e of 85th Avenue	402	850	0.47	1	C	Class2_1	132		200	850	0.24	1	C	Class2_1	Class2
33	Bancroft Avenue s/o 73rd Avenue	615	1800	0.34	2	C	Class2_2	133		739	1800	0.41	2	C	Class2_2	Class2
34	Oakland Avenue s/o Pearl Street (NB One-Way)	699	1800	0.39	2	C	Class2_2	134	N/A	N/A	N/A	N/A	N/A	N/A	N/A	Class2
35	Harrison St s/o Pearl Street (SB One-Way)	N/A	N/A	N/A	N/A	N/A	N/A	135		690	2710	0.25	3	C	Class2_3	Class2
36	Broadway n/o Grand Avenue	1,218	1800	0.68	2	C	Class2_2	136		556	1800	0.31	2	C	Class2_2	Class2
37	Broadway n/o MacArthur Blvd	910	2710	0.34	3	C	Class2_3	137		685	2710	0.25	3	C	Class2_3	Class2
38	Broadway n/o Grand Avenue	705	1720	0.41	2	D	Class3_2	138		568	1720	0.33	2	C	Class3_2	Class3
39	Broadway s/o College Avenue	1,213	2710	0.45	3	C	Class2_3	139		834	2710	0.31	3	C	Class2_3	Class2
40	San Pablo Ave (SR 123) n/o W. Grand Avenue	847	1800	0.47	2	C	Class2_2	139		567	1800	0.32	2	C	Class2_2	Class2
41	Telegraph Avenue n/o Claremont Avenue	1,791	1800	1.00	2	E	Class2_2	141		1,294	1800	0.72	2	C	Class2_2	Class2
42	Claremont Avenue e/o (n/o) 52nd Street	517	1800	0.29	2	C	Class2_2	142		237	1800	0.13	2	C	Class2_2	Class2
43	College Avenue s/o Claremont Avenue	543	850	0.64	1	C	Class2_1	143		560	850	0.66	1	C	Class2_1	Class2
44	27th Street w/o Valdez	782	2580	0.30	3	C	Class3_3	144		621	2580	0.24	3	C	Class3_3	Class3

NB 2nd Link	SB 2nd Link
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100	100

Table 1
Project: Oakland Housing Element Update - LOS Analysis
2015 AM Peak Hour
Project

	Link Location	NB/EB Volume	Capacity	V/C	Lanes	LOS			SB/WB Volume	Capacity	V/C	Lanes	LOS		Facility Type
	Arterials														
1	Mandela Parkway n/o 7th St	258	1800	0.14	2	C	Class2_2	101	268	1800	0.15	2	C	Class2_2	Class2
2	7th Street e/o Mandela Parkway	365	2710	0.13	3	C	Class2_3	102	732	2710	0.27	3	C	Class2_3	Class2
3	7th Street w/o Peralta St	550	1800	0.31	2	C	Class2_2	103	509	1800	0.28	2	C	Class2_2	Class2
4	Peralta Street n/o 7th St	71	850	0.08	1	B	Class2_1	104	88	850	0.10	1	B	Class2_1	Class2
5	San Pablo Ave (SR 123) s/o Stanford Avenue	1,068	1800	0.59	2	C	Class2_2	105	1,462	1800	0.81	2	D	Class2_2	Class2
6	Stanford Avenue e/o San Pablo Avenue	658	1800	0.37	2	C	Class2_2	106	1,247	1800	0.69	2	C	Class2_2	Class2
7	MacArthur Blvd w/o Martin Luther King Way	434	2710	0.16	3	C	Class2_3	107	1,268	2710	0.47	3	C	Class2_3	Class2
8	Martin Luther King Way n/o MacArthur Blvd	347	1800	0.19	2	C	Class2_2	108	261	1800	0.15	2	C	Class2_2	Class2
9	W. Grand Avenue w/o Martin Luther King Way	911	1800	0.51	2	C	Class2_2	109	1,057	1800	0.59	2	C	Class2_2	Class2
10	Claremont Avenue s/o College Avenue	733	1800	0.41	2	C	Class2_2	110	876	1800	0.49	2	C	Class2_2	Class2
11	Telegraph Avenue s/o 51st Street	687	1720	0.40	2	D	Class2_3	111	828	1720	0.48	2	D	Class3_2	Class3
12	Piedmont Avenue n/o MacArthur Blvd	511	850	0.60	1	C	Class2_1	112	530	850	0.62	1	C	Class2_1	Class2
13	Mountain Blvd s/o Snake Road	973	1800	0.54	2	C	Class2_2	113	1,209	1800	0.67	2	C	Class2_2	Class2
14	7th Street b/w Clay & Jefferson (EB One-Way)	770	3250	0.24	4	C	Class4_4	114	N/A	N/A	N/A	N/A	N/A	N/A	Class4
15	12th Street w/o Oak Street (WB One-Way)	N/A	N/A	N/A	N/A	N/A	N/A	115	2,565	3250	0.79	4	D	Class4_4	Class4
16	14th Street w/o Oak Street	459	1660	0.28	2	C	Class4_2	116	926	1660	0.56	2	D	Class4_2	Class4
17	27th Street w/o Harrison	386	2490	0.16	3	C	Class4_3	117	616	2490	0.25	3	C	Class4_3	Class4
18	Grand Avenue b/w Perkins & Lee Streets	552	1660	0.33	2	C	Class4_2	118	1,891	1660	1.14	2	F	Class4_2	Class4
19	5th Avenue s/o E. 12th St	250	850	0.29	1	C	Class2_1	119	328	850	0.39	1	C	Class2_1	Class2
20	E. 12th Street e/o 5th Avenue	473	1800	0.26	2	C	Class2_2	120	938	1800	0.52	2	C	Class2_2	Class2
21	Fruitvale Avenue s/o I-580	905	850	1.06	1	F	Class2_1	121	906	850	1.07	1	F	Class2_1	Class2
22	23rd Avenue n/o Foothill Blvd	188	850	0.22	1	C	Class2_1	122	369	850	0.43	1	C	Class2_1	Class2
23	Foothill Blvd b/w Fruitvale Ave & 23rd Ave	345	850	0.41	1	C	Class2_1	123	861	850	1.01	1	F	Class2_1	Class2
24	Foothill Blvd n/o Seminary Avenue	828	850	0.97	1	E	Class2_1	124	290	850	0.34	1	C	Class2_1	Class2
25	MacArthur Blvd w/o 98th Avenue (WB Only)	N/A	N/A	N/A	N/A	N/A	N/A	125	606	850	0.71	1	D	Class2_1	Class2
26	MacArthur Blvd e/o Lincoln Avenue	324	850	0.38	1	C	Class2_1	126	584	850	0.69	1	C	Class2_1	Class2
27	MacArthur Blvd e/o High Street	946	1800	0.53	2	C	Class2_2	127	824	1800	0.46	2	C	Class2_2	Class2
28	MacArthur Blvd e/o 98th Avenue (EB Only)	241	1800	0.13	2	C	Class2_2	128	N/A	N/A	N/A	N/A	N/A	N/A	Class2
29	International Blvd b/w 23rd Ave & Fruitvale	633	1800	0.35	2	C	Class2_2	129	1,528	1800	0.85	2	D	Class2_2	Class2
30	International Blvd w/o Seminary Avenue	686	1800	0.38	2	C	Class2_2	130	1,396	1800	0.78	2	D	Class2_2	Class2

NB 2nd Link

SB 2nd Link

2015 PM Peak Hour
Project

		NB/EB	Capacity	V/C	Lanes	LOS			SB/WB	Capacity	V/C	Lanes	LOS			Facility Type
Link Location		Volume							Volume							
Arterials																
1	Mandela Parkway n/o 7th St	339	1800	0.19	2	C	Class2_2	101	406	1800	0.23	2	C	Class2_2	Class2	
2	7th Street e/o Mandela Parkway	620	2710	0.23	3	C	Class2_3	102	607	2710	0.22	3	C	Class2_3	Class2	
3	7th Street w/o Peralta St	568	1800	0.32	2	C	Class2_2	103	564	1800	0.31	2	C	Class2_2	Class2	
4	Peralta Street n/o 7th St	90	850	0.11	1	B	Class2_1	104	91	850	0.11	1	B	Class2_1	Class2	
5	San Pablo Ave (SR 123) s/o Stanford Avenue	1,329	1800	0.74	2	C	Class2_2	105	1,588	1800	0.88	2	D	Class2_2	Class2	
6	Stanford Avenue e/o San Pablo Avenue	1,099	1800	0.61	2	C	Class2_2	106	631	1800	0.35	2	C	Class2_2	Class2	
7	MacArthur Blvd w/o Martin Luther King Way	1,435	2710	0.53	3	C	Class2_3	107	757	2710	0.28	3	C	Class2_3	Class2	
8	Martin Luther King Way n/o MacArthur Blvd	596	1800	0.33	2	C	Class2_2	108	368	1800	0.20	2	C	Class2_2	Class2	
9	W. Grand Avenue w/o Martin Luther King Way	1,517	1800	0.84	2	D	Class2_2	109	890	1800	0.49	2	C	Class2_2	Class2	
10	Claremont Avenue s/o College Avenue	1,135	1800	0.63	2	C	Class2_2	110	1,053	1800	0.59	2	C	Class2_2	Class2	
11	Telegraph Avenue s/o 51st Street	1,343	1720	0.78	2	D	Class3_2	111	873	1720	0.51	2	D	Class3_2	Class3	
12	Piedmont Avenue n/o MacArthur Blvd	545	850	0.64	1	C	Class2_1	112	529	850	0.62	1	C	Class2_1	Class2	
13	Mountain Blvd s/o Snake Road	1,291	1800	0.72	2	C	Class2_2	113	1,160	1800	0.64	2	C	Class2_2	Class2	
14	7th Street b/w Clay & Jefferson (EB One-Way)	1,196	3250	0.37	4	C	Class4_4	114	N/A	N/A	N/A	N/A	N/A	N/A	Class4	
15	12th Street w/o Oak Street (WB One-Way)	N/A	N/A	N/A	N/A	N/A	N/A	115	1,234	3250	0.38	4	C	Class4_4	Class4	
16	14th Street w/o Oak Street	1,108	1660	0.67	2	D	Class4_2	116	559	1660	0.34	2	C	Class4_2	Class4	
17	27th Street w/o Harrison	608	2490	0.24	3	C	Class4_3	117	581	2490	0.23	3	C	Class4_3	Class4	
18	Grand Avenue b/w Perkins & Lee Streets	1,856	1660	1.12	2	F	Class4_2	118	875	1660	0.53	2	D	Class4_2	Class4	
19	5th Avenue s/o E. 12th St	387	850	0.45	1	C	Class2_1	119	271	850	0.32	1	C	Class2_1	Class2	
20	E. 12th Street e/o 5th Avenue	915	1800	0.51	2	C	Class2_2	120	450	1800	0.25	2	C	Class2_2	Class2	
21	Fruitvale Avenue s/o I-580	907	850	1.07	1	F	Class2_1	121	905	850	1.06	1	F	Class2_1	Class2	
22	23rd Avenue n/o Foothill Blvd	430	850	0.51	1	C	Class2_1	122	299	850	0.35	1	C	Class2_1	Class2	
23	Foothill Blvd b/w Fruitvale Ave & 23rd Ave	874	850	1.03	1	F	Class2_1	123	494	850	0.58	1	C	Class2_1	Class2	
24	Foothill Blvd n/o Seminary Avenue	325	850	0.38	1	C	Class2_1	124	910	850	1.07	1	F	Class2_1	Class2	
25	MacArthur Blvd w/o 98th Avenue (WB Only)	N/A	N/A	N/A	N/A	N/A	N/A	125	496	850	0.58	1	C	Class2_1	Class2	
26	MacArthur Blvd e/o Lincoln Avenue	676	850	0.80	1	D	Class2_1	126	419	850	0.49	1	C	Class2_1	Class2	
27	MacArthur Blvd e/o High Street	1,217	1800	0.68	2	C	Class2_2	127	789	1800	0.44	2	C	Class2_2	Class2	
28	MacArthur Blvd e/o 98th Avenue (EB Only)	789	1800	0.44	2	C	Class2_2	128	N/A	N/A	N/A	N/A	N/A	N/A	Class2	
29	International Blvd b/w 23rd Ave & Fruitvale	1,710	1800	0.95	2	E	Class2_2	129	693	1800	0.38	2	C	Class2_2	Class2	
30	International Blvd w/o Seminary Avenue	1,725	1800	0.96	2	E	Class2_2	130	1,231	1800	0.68	2	C	Class2_2	Class2	
31	International Blvd w/o 98th Avenue	1,348	1800	0.75	2	C	Class2_2	131	994	1800	0.55	2	C	Class2_2	Class2	
32	Edes Avenue n/e of 85th Avenue	445	850	0.52	1	C	Class2_1	132	243	850	0.29	1	C	Class2_1	Class2	
33	Bancroft Avenue s/o 73rd Avenue	688	1800	0.38	2	C	Class2_2	133	812	1800	0.45	2	C	Class2_2	Class2	
34	Oakland Avenue s/o Pearl Street (NB One-Way)	823	1800	0.46	2	C	Class2_2	134	N/A	N/A	N/A	N/A	N/A	N/A	Class2	
35	Harrison St s/o Pearl Street (SB One-Way)	N/A	N/A	N/A	N/A	N/A	N/A	135	814	2710	0.30	3	C	Class2_3	Class2	
36	Harrison St n/o Grand Avenue	1,342	1800	0.75	2	C	Class2_2	136	680	1800	0.38	2	C	Class2_2	Class2	
37	Broadway n/o MacArthur Blvd	1,084	2710	0.40	3	C	Class2_3	137	859	2710	0.32	3	C	Class2_3	Class2	
38	Broadway n/o Grand Avenue	927	1720	0.54	2	D	Class3_2	138	790	1720	0.46	2	D	Class3_2	Class3	
39	Broadway s/o College Avenue	1,325	2710	0.49	3	C	Class2_3	139	946	2710	0.35	3	C	Class2_3	Class2	
40	San Pablo Ave (SR 123) n/o W. Grand Avenue	924	1800	0.51	2	C	Class2_2	139	631	1800	0.35	2	C	Class2_2	Class2	
41	Telegraph Avenue n/o Claremont Avenue	1,836	1800	1.02	2	F	Class2_2	141	1,328	1800	0.74	2	C	Class2_2	Class2	
42	Claremont Avenue e/o n/o 52nd Street	557	1800	0.31	2	C	Class2_2	142	268	1800	0.15	2	C	Class2_2	Class2	
43	College Avenue s/o Claremont Avenue	592	850	0.70	1	D	Class2_1	143	596	850	0.70	1	D	Class2_1	Class2	
44	27th Street w/o Valdez	835	2580	0.32	3	C	Class3_3	144	664	2580	0.26	3	C	Class3_3	Class3	

NB 2nd Link

SB 2nd Link

Table 1
Project: Oakland Housing Element Update - LOS Analysis
2035 AM Peak Hour
No Project

		NB/EB Volume	Capacity	V/C	Lanes	LOS			SB/WB Volume	Capacity	V/C	Lanes	LOS		Facility Type
Link Location															
Arterials															
1	Mandela Parkway n/o 7th St	192	1800	0.11	2	B	Class2_2	101	202	1800	0.11	2	B	Class2_2	Class2
2	7th Street e/o Mandela Parkway	477	2710	0.18	3	C	Class2_3	102	1,219	2710	0.45	3	C	Class2_3	Class2
3	7th Street w/o Peralta St	399	1800	0.22	2	C	Class2_2	103	927	1800	0.51	2	C	Class2_2	Class2
4	Peralta Street n/o 7th St	48	850	0.06	1	B	Class2_1	104	94	850	0.11	1	B	Class2_1	Class2
5	San Pablo Ave (SR 123) s/o Stanford Avenue	1,695	1800	0.94	2	D	Class2_2	105	1,713	1800	0.95	2	E	Class2_2	Class2
6	Stanford Avenue e/o San Pablo Avenue	744	1800	0.41	2	C	Class2_2	106	1,344	1800	0.75	2	C	Class2_2	Class2
7	MacArthur Blvd w/o Martin Luther King Way	882	2710	0.33	3	C	Class2_3	107	2,032	2710	0.75	3	C	Class2_3	Class2
8	Martin Luther King Way n/o MacArthur Blvd	309	1800	0.17	2	C	Class2_2	108	394	1800	0.22	2	C	Class2_2	Class2
9	W. Grand Avenue w/o Martin Luther King Way	800	1800	0.44	2	C	Class2_2	109	1,821	1800	1.01	2	F	Class2_2	Class2
10	Claremont Avenue s/o College Avenue	977	1800	0.54	2	C	Class2_2	110	1,571	1800	0.87	2	D	Class2_2	Class2
11	Telegraph Avenue s/o 51st Street	490	1720	0.28	2	C	Class3_2	111	1,476	1720	0.86	2	D	Class3_2	Class3
12	Piedmont Avenue n/o MacArthur Blvd	364	850	0.43	1	C	Class2_1	112	596	850	0.70	1	D	Class2_1	Class2
13	Mountain Blvd s/o Snake Road	1,156	1800	0.64	2	C	Class2_2	113	1,507	1800	0.84	2	D	Class2_2	Class2
14	7th Street b/w Clay & Jefferson (EB One-Way)	1,470	3250	0.45	4	D	Class4_4	114	N/A	N/A	N/A	N/A	N/A	N/A	Class4
15	12th Street w/o Oak Street (WB One-Way)	N/A	N/A	N/A	N/A	N/A	N/A	115	2,448	3250	0.75	4	D	Class4_4	Class4
16	14th Street w/o Oak Street	378	1660	0.23	2	C	Class4_2	116	813	1660	0.49	2	D	Class4_2	Class4
17	27th Street w/o Harrison	440	2490	0.18	3	C	Class4_3	117	1,206	2490	0.48	3	D	Class4_3	Class4
18	Grand Avenue b/w Perkins & Lee Streets	495	1660	0.30	2	C	Class4_2	118	2,380	1660	1.43	2	F	Class4_2	Class4
19	5th Avenue s/o E. 12th St	229	850	0.27	1	C	Class2_1	119	607	850	0.71	1	D	Class2_1	Class2
20	E. 12th Street e/o 5th Avenue	515	1800	0.29	2	C	Class2_2	120	1,077	1800	0.60	2	C	Class2_2	Class2
21	Fruitvale Avenue s/o I-580	853	850	1.00	1	F	Class2_1	121	826	850	0.97	1	E	Class2_1	Class2
22	23rd Avenue n/o Foothill Blvd	162	850	0.19	1	C	Class2_1	122	603	850	0.71	1	D	Class2_1	Class2
23	Foothill Blvd b/w Fruitvale Ave & 23rd Ave	327	850	0.38	1	C	Class2_1	123	908	850	1.07	1	F	Class2_1	Class2
24	Foothill Blvd n/o Seminary Avenue	1,069	850	1.26	1	F	Class2_1	124	515	850	0.61	1	C	Class2_1	Class2
25	MacArthur Blvd w/o 98th Avenue (WB Only)	N/A	N/A	N/A	N/A	N/A	N/A	125	931	850	1.09	1	F	Class2_1	Class2
26	MacArthur Blvd e/o Lincoln Avenue	305	850	0.36	1	C	Class2_1	126	1,139	850	1.34	1	F	Class2_1	Class2
27	MacArthur Blvd e/o High Street	1,304	1800	0.72	2	C	Class2_2	127	1,116	1800	0.62	2	C	Class2_2	Class2
28	MacArthur Blvd e/o 98th Avenue (EB Only)	559	1800	0.31	2	C	Class2_2	128	N/A	N/A	N/A	N/A	N/A	N/A	Class2
29	International Blvd b/w 23rd Ave & Fruitvale	947	1800	0.53	2	C	Class2_2	129	1,654	1800	0.92	2	D	Class2_2	Class2
30	International Blvd w/o Seminary Avenue	1,134	1800	0.63	2	C	Class2_2	130	1,583	1800	0.88	2	D	Class2_2	Class2
31	International Blvd w/o 98th Avenue	1,055	1800	0.59	2	C	Class2_2	131	1,336	1800	0.74	2	C	Class2_2	Class2
32	Edes Avenue n/e of 85th Avenue	234	850	0.28	1	C	Class2_1	132	413	850	0.49	1	C	Class2_1	Class2
33	Bancroft Avenue s/o 73rd Avenue	808	1800	0.45	2	C	Class2_2	133	528	1800	0.29	2	C	Class2_2	Class2
34	Oakland Avenue s/o Pearl Street (NB One-Way)	1,318	1800	0.73	2	C	Class2_2	134	N/A	N/A	N/A	N/A	N/A	N/A	Class2
35	Harrison St s/o Pearl Street (SB One-Way)	N/A	N/A	N/A	N/A	N/A	N/A	135	1,048	2710	0.39	3	C	Class2_3	Class2
36	Harrison St n/o Grand Avenue	784	1800	0.44	2	C	Class2_2	136	827	1800	0.46	2	C	Class2_2	Class2
37	Broadway n/o MacArthur Blvd	344	2710	0.13	3	C	Class2_3	137	1,908	2710	0.70	3	C	Class2_3	Class2
38	Broadway n/o Grand Avenue	508	1720	0.30	2	C	Class3_2	138	1,180	1720	0.69	2	D	Class3_2	Class3
39	Broadway s/o College Avenue	599	2710	0.22	3	C	Class2_3	139	2,425	2710	0.89	3	D	Class2_3	Class2
40	San Pablo Ave (SR 123) n/o W. Grand Avenue	1,086	1800	0.60	2	C	Class2_2	139	1,394	1800	0.77	2	D	Class2_2	Class2
41	Telegraph Avenue n/o Claremont Avenue	1,673	1800	0.93	2	D	Class2_2	141	1,802	1800	1.00	2	F	Class2_2	Class2
42	Claremont Avenue e/o (n/o) 52nd Street	113	1800	0.06	2	B	Class2_2	142	914	1800	0.51	2	C	Class2_2	Class2
43	College Avenue s/o Claremont Avenue	574	850	0.68	1	C	Class2_1	143	505	850	0.59	1	C	Class2_1	Class2
44	27th Street w/o Valdez	807	2580	0.31	3	C	Class3_3	144	1,802	2580	0.70	3	D	Class3_3	Class3
Interstate/State Highways															
45	CA-13 n/o Jct I-580	3,938	3910	1.01	2	F	Freeway_2	101	4,160	3910	1.06	2	F	Freeway_2	Freeway
46	CA-24 e/o Jct I-580	3,838	8380	0.46	4	B	Freeway_4	102	7,700	8380	0.92	4	E	Freeway_4	Freeway
47	CA-77 e/o Jct I-880	1,070	3670	0.29	2	B	Expressway_2	103	944	3670	0.26	2	A	Expressway_2	Expressway
48	I-80 e/o Powell St	8,063	10620	0.76	5	D	Freeway_5	104	10,019	10620	0.94	5	E	Freeway_5	Freeway
49	CA-185 at Oakland City Limit	963	3670	0.26	2	A	Expressway_2	105	868	3670	0.24	2	A	Expressway_2	Expressway
50	CA-260 at Jct I-880	3,200	3910	0.82	2	D	Freeway_2	106	3,167	3910	0.81	2	D	Freeway_2	Freeway
51	I-580 e/o Edwards Ave	7,653	8380	0.91	4	E	Freeway_4	107	8,339	8380	1.00	4	E	Freeway_4	Freeway
52	I-880 n/o 66th Ave	8,629	8380	1.03	4	F	Freeway_4	108	7,469	8380	0.89	4	E	Freeway_4	Freeway
53	I-980 at 14th St overcrossing	2,307	3910	0.59	2	C	Freeway_2	109	3,254	6150	0.53	3	C	Freeway_3	Freeway

NB 2nd Link SB 2nd Link

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2035 PM Peak Hour
No Project

Link Location		NB/EB Volume	Capacity	V/C	Lanes	LOS			SB/WB Volume	Capacity	V/C	Lanes	LOS		Facility Type
Arterials															
1	Mandela Parkway n/o 7th St	260	1800	0.14	2	C	Class2_2	101	327	1800	0.18	2	C	Class2_2	Class2
2	7th Street e/o Mandela Parkway	1,627	2710	0.60	3	C	Class2_3	102	615	2710	0.23	3	C	Class2_3	Class2
3	7th Street w/o Peralta St	1,199	1800	0.67	2	C	Class2_2	103	381	1800	0.21	2	C	Class2_2	Class2
4	Peralta Street n/o 7th St	101	850	0.12	1	C	Class2_1	104	58	850	0.07	1	B	Class2_1	Class2
5	San Pablo Ave (SR 123) s/o Stanford Avenue	1,717	1800	0.95	2	E	Class2_2	105	1,765	1800	0.98	2	E	Class2_2	Class2
6	Stanford Avenue e/o San Pablo Avenue	1,469	1800	0.82	2	D	Class2_2	106	810	1800	0.45	2	C	Class2_2	Class2
7	MacArthur Blvd w/o Martin Luther King Way	2,040	2710	0.75	3	C	Class2_3	107	1,230	2710	0.45	3	C	Class2_3	Class2
8	Martin Luther King Way n/o MacArthur Blvd	382	1800	0.21	2	C	Class2_2	108	154	1800	0.09	2	B	Class2_2	Class2
9	W. Grand Avenue w/o Martin Luther King Way	2,347	1800	1.30	2	F	Class2_2	109	1,329	1800	0.74	2	C	Class2_2	Class2
10	Claremont Avenue s/o College Avenue	1,624	1800	0.90	2	D	Class2_2	110	1,331	1800	0.74	2	D	Class2_2	Class2
11	Telegraph Avenue s/o 51st Street	1,499	1720	0.87	2	D	Class3_2	111	742	1720	0.43	2	D	Class3_2	Class3
12	Piedmont Avenue n/o MacArthur Blvd	732	850	0.86	1	D	Class2_1	112	438	850	0.52	1	C	Class2_1	Class2
13	Mountain Blvd s/o Snake Road	1,549	1800	0.86	2	D	Class2_2	113	1,400	1800	0.78	2	D	Class2_2	Class2
14	7th Street b/w Clay & Jefferson (EB One-Way)	2,480	950	0.76	4	D	Class4_4	114	N/A	N/A	N/A	N/A	N/A	N/A	Class4
15	12th Street w/o Oak Street (WB One-Way)	N/A	N/A	N/A	N/A	N/A	N/A	115	1,894	3250	0.58	4	D	Class4_4	Class4
16	14th Street w/o Oak Street	859	1660	0.52	2	D	Class4_2	116	425	1660	0.26	2	C	Class4_2	Class4
17	27th Street w/o Harrison	1,747	2490	0.70	3	D	Class4_3	117	863	2490	0.35	3	C	Class4_3	Class4
18	Grand Avenue b/w Perkins & Lee Streets	2,255	1660	1.36	2	F	Class4_2	118	760	1660	0.46	2	D	Class4_2	Class4
19	5th Avenue s/o E. 12th St	601	850	0.71	1	D	Class2_1	119	183	850	0.22	1	C	Class2_1	Class2
20	E. 12th Street e/o 5th Avenue	989	1800	0.55	2	C	Class2_2	120	791	1800	0.44	2	C	Class2_2	Class2
21	Fruitvale Avenue s/o I-580	844	850	0.99	1	E	Class2_1	121	806	850	0.95	1	D	Class2_1	Class2
22	23rd Avenue n/o Foothill Blvd	584	850	0.69	1	C	Class2_1	122	267	850	0.31	1	C	Class2_1	Class2
23	Foothill Blvd b/w Fruitvale Ave & 23rd Ave	909	850	1.07	1	F	Class2_1	123	756	850	0.89	1	D	Class2_1	Class2
24	Foothill Blvd n/o Seminary Avenue	637	850	0.75	1	D	Class2_1	124	1,079	850	1.27	1	F	Class2_1	Class2
25	MacArthur Blvd w/o 98th Avenue (WB Only)	N/A	N/A	N/A	N/A	N/A	N/A	125	824	850	0.97	1	E	Class2_1	Class2
26	MacArthur Blvd e/o Lincoln Avenue	1,231	850	1.45	1	F	Class2_1	126	441	850	0.52	1	C	Class2_1	Class2
27	MacArthur Blvd e/o High Street	1,560	1800	0.87	2	D	Class2_2	127	1,244	1800	0.69	2	C	Class2_2	Class2
28	MacArthur Blvd e/o 98th Avenue (EB Only)	1,125	1800	0.63	2	C	Class2_2	128	N/A	N/A	N/A	N/A	N/A	N/A	Class2
29	International Blvd b/w 23rd Ave & Fruitvale	1,807	1800	1.00	2	F	Class2_2	129	1,460	1800	0.81	2	D	Class2_2	Class2
30	International Blvd w/o Seminary Avenue	1,836	1800	1.02	2	F	Class2_2	130	1,436	1800	0.80	2	D	Class2_2	Class2
31	International Blvd w/o 98th Avenue	1,559	1800	0.87	2	D	Class2_2	131	1,203	1800	0.67	2	C	Class2_2	Class2
32	Edes Avenue n/e of 85th Avenue	232	850	0.27	1	C	Class2_1	132	170	850	0.20	1	C	Class2_1	Class2
33	Bancroft Avenue s/o 73rd Avenue	781	1800	0.43	2	C	Class2_2	133	1,176	1800	0.65	2	C	Class2_2	Class2
34	Oakland Avenue s/o Pearl Street (NB One-Way)	1,444	1800	0.80	2	D	Class2_2	134	N/A	N/A	N/A	N/A	N/A	N/A	Class2
35	Harrison St s/o Pearl Street (SB One-Way)	N/A	N/A	N/A	N/A	N/A	N/A	135	690	2710	0.25	3	C	Class2_3	Class2
36	Harrison St n/o Grand Avenue	1,259	1800	0.70	2	C	Class2_2	136	556	1800	0.31	2	C	Class2_2	Class2
37	Broadway n/o MacArthur Blvd	1,611	2710	0.59	3	C	Class2_3	137	558	2710	0.21	3	C	Class2_3	Class2
38	Broadway n/o Grand Avenue	937	1720	0.54	2	D	Class3_2	138	568	1720	0.33	2	C	Class3_2	Class3
39	Broadway s/o College Avenue	2,082	2710	0.77	3	C	Class2_3	139	1,394	2710	0.51	3	C	Class2_3	Class2
40	San Pablo Ave (SR 123) n/o W. Grand Avenue	1,256	1800	0.70	2	C	Class2_2	139	840	1800	0.47	2	C	Class2_2	Class2
41	Telegraph Avenue n/o Claremont Avenue	1,874	1800	1.04	2	F	Class2_2	141	1,418	1800	0.79	2	D	Class2_2	Class2
42	Claremont Avenue e/o (n/o) 52nd Street	917	1800	0.51	2	C	Class2_2	142	395	1800	0.22	2	C	Class2_2	Class2
43	College Avenue s/o Claremont Avenue	590	850	0.69	1	D	Class2_1	143	560	850	0.66	1	C	Class2_1	Class2
44	27th Street w/o Valdez	2,319	2580	0.90	3	D	Class3_3	144	1,291	2580	0.50	3	D	Class3_3	Class3
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Table 1
Project: Oakland Housing Element Update - LOS Analysis
2035 AM Peak Hour
Project

	Link Location	NB/EB Volume	Capacity	V/C	Lanes	LOS			SB/WB Volume	Capacity	V/C	Lanes	LOS		Facility Type
	Arterials														
1	Mandela Parkway n/o 7th St	258	1800	0.14	2	C	Class2_2	101	268	1800	0.15	2	C	Class2_2	Class2
2	7th Street e/o Mandela Parkway	568	2710	0.21	3	C	Class2_3	102	1,310	2710	0.48	3	C	Class2_3	Class2
3	7th Street w/o Peralta St	550	1800	0.31	2	C	Class2_2	103	1,078	1800	0.60	2	C	Class2_2	Class2
4	Peralta Street n/o 7th St	91	850	0.11	1	B	Class2_1	104	137	850	0.16	1	C	Class2_1	Class2
5	San Pablo Ave (SR 123) s/o Stanford Avenue	1,768	1800	0.98	2	E	Class2_2	105	1,786	1800	0.99	2	E	Class2_2	Class2
6	Stanford Avenue e/o San Pablo Avenue	757	1800	0.42	2	C	Class2_2	106	1,357	1800	0.75	2	C	Class2_2	Class2
7	MacArthur Blvd w/o Martin Luther King Way	970	2710	0.36	3	C	Class2_3	107	2,120	2710	0.78	3	D	Class2_3	Class2
8	Martin Luther King Way n/o MacArthur Blvd	394	1800	0.22	2	C	Class2_2	108	479	1800	0.27	2	C	Class2_2	Class2
9	W. Grand Avenue w/o Martin Luther King Way	911	1800	0.51	2	C	Class2_2	109	1,932	1800	1.07	2	F	Class2_2	Class2
10	Claremont Avenue s/o College Avenue	985	1800	0.55	2	C	Class2_2	110	1,579	1800	0.88	2	D	Class2_2	Class2
11	Telegraph Avenue s/o 51st Street	596	1720	0.35	2	C	Class3_2	111	1,582	1720	0.92	2	E	Class3_2	Class3
12	Piedmont Avenue n/o MacArthur Blvd	407	850	0.48	1	C	Class2_1	112	639	850	0.75	1	D	Class2_1	Class2
13	Mountain Blvd s/o Snake Road	1,169	1800	0.65	2	C	Class2_2	113	1,520	1800	0.84	2	D	Class2_2	Class2
14	7th Street b/w Clay & Jefferson (EB One-Way)	1,563	3250	0.48	4	D	Class4_4	114	N/A	N/A	N/A	N/A	N/A	N/A	Class4
15	12th Street w/o Oak Street (WB One-Way)	N/A	N/A	N/A	N/A	N/A	N/A	115	2,555	3250	0.79	4	D	Class4_4	Class4
16	14th Street w/o Oak Street	491	1660	0.30	2	C	Class4_2	116	926	1660	0.56	2	D	Class4_2	Class4
17	27th Street w/o Harrison	506	2490	0.20	3	C	Class4_3	117	1,272	2490	0.51	3	D	Class4_3	Class4
18	Grand Avenue b/w Perkins & Lee Streets	561	1660	0.34	2	C	Class4_2	118	2,446	1660	1.47	2	F	Class4_2	Class4
19	5th Avenue s/o E. 12th St	270	850	0.32	1	C	Class2_1	119	648	850	0.76	1	D	Class2_1	Class2
20	E. 12th Street e/o 5th Avenue	600	1800	0.33	2	C	Class2_2	120	1,162	1800	0.65	2	C	Class2_2	Class2
21	Fruitvale Avenue s/o I-580	906	850	1.07	1	F	Class2_1	121	915	850	1.08	1	F	Class2_1	Class2
22	23rd Avenue n/o Foothill Blvd	188	850	0.22	1	C	Class2_1	122	629	850	0.74	1	D	Class2_1	Class2
23	Foothill Blvd b/w Fruitvale Ave & 23rd Ave	345	850	0.41	1	C	Class2_1	123	926	850	1.09	1	F	Class2_1	Class2
24	Foothill Blvd n/o Seminary Avenue	1,100	850	1.29	1	F	Class2_1	124	558	850	0.66	1	C	Class2_1	Class2
25	MacArthur Blvd w/o 98th Avenue (WB Only)	N/A	N/A	N/A	N/A	N/A	N/A	125	994	850	1.17	1	F	Class2_1	Class2
26	MacArthur Blvd e/o Lincoln Avenue	343	850	0.40	1	C	Class2_1	126	1,177	850	1.38	1	F	Class2_1	Class2
27	MacArthur Blvd e/o High Street	1,373	1800	0.76	2	D	Class2_2	127	1,185	1800	0.66	2	C	Class2_2	Class2
28	MacArthur Blvd e/o 98th Avenue (EB Only)	605	1800	0.34	2	C	Class2_2	128	N/A	N/A	N/A	N/A	N/A	N/A	Class2
29	International Blvd b/w 23rd Ave & Fruitvale	1,011	1800	0.56	2	C	Class2_2	129	1,718	1800	0.95	2	E	Class2_2	Class2
30	International Blvd w/o Seminary Avenue	1,212	1800	0.67	2	C	Class2_2	130	1,661	1800	0.92	2	D	Class2_2	Class2
31	International Blvd w/o 98th Avenue	1,119	1800	0.62	2	C	Class2_2	131	1,400	1800	0.78	2	D	Class2_2	Class2
32	Edes Avenue n/e of 85th Avenue	259	850	0.31	1	C	Class2_1	132	438	850	0.52	1	C	Class2_1	Class2
33	Bancroft Avenue s/o 73rd Avenue	844	1800	0.47	2	C	Class2_2	133	564	1800	0.31	2	C	Class2_2	Class2
34	Oakland Avenue s/o Pearl Street (NB One-Way)	1,422	1800	0.79	2	D	Class2_2	134	N/A	N/A	N/A	N/A	N/A	N/A	Class2
35	Harrison St s/o Pearl Street (SB One-Way)	N/A	N/A	N/A	N/A	N/A	N/A	135	1,152	2710	0.43	3	C	Class2_3	Class2
36	Harrison St n/o Grand Avenue	888	1800	0.49	2	C	Class2_2	136	931	1800	0.52	2	C	Class2_2	Class2
37	Broadway n/o MacArthur Blvd	484	2710	0.18	3	C	Class2_3	137	2,048	2710	0.76	3	C	Class2_3	Class2
38	Broadway n/o Grand Avenue	694	1720	0.40	2	D	Class3_2	138	1,366	1720	0.79	2	D	Class3_2	Class3
39	Broadway s/o College Avenue	683	2710	0.25	3	C	Class2_3	139	2,509	2710	0.93	3	D	Class2_3	Class2
40	San Pablo Ave (SR 123) n/o W. Grand Avenue	1,150	1800	0.64	2	C	Class2_2	139	1,458	1800	0.81	2	D	Class2_2	Class2
41	Telegraph Avenue n/o Claremont Avenue	1,707	1800	0.95	2	D	Class2_2	141	1,836	1800	1.02	2	F	Class2_2	Class2
42	Claremont Avenue e/o (n/o) 52nd Street	144	1800	0.08	2	B	Class2_2	142	945	1800	0.53	2	C	Class2_2	Class2
43	College Avenue s/o Claremont Avenue	610	850	0.72	1	D	Class2_1	143	541	850	0.64	1	C	Class2_1	Class2
44	27th Street w/o Valdez	850	2580	0.33	3	C	Class3_3	144	1,845	2580	0.72	3	D	Class3_3	Class3
	Interstate/State Highways														
45	CA-13 n/o Jct I-580	3,973	3910	1.02	2	F	Freeway_2	101	4,179	3910	1.07	2	F	Freeway_2	Freeway
46	CA-24 e/o Jct I-580	3,863	8380	0.46	4	B	Freeway_4	102	7,718	8380	0.92	4	E	Freeway_4	Freeway
47	CA-77 e/o Jct I-880	1,075	3670	0.29	2	B	Expressway_2	103	1,007	3670	0.27	2	A	Expressway_2	Expressway
48	I-80 e/o Powell St	8,140	10620	0.77	5	D	Freeway_5	104	10,019	10620	0.94	5	E	Freeway_5	Freeway
49	CA-185 at Oakland City Limit	970	3670	0.26	2	A	Expressway_2	105	885	3670	0.24	2	A	Expressway_2	Expressway
50	CA-260 at Jct I-880	3,200	3910	0.82	2	D	Freeway_2	106	3,254	3910	0.83	2	D	Freeway_2	Freeway
51	I-580 e/o Edwards Ave	7,653	8380	0.91	4	E	Freeway_4	107	8,428	8380	1.01	4	F	Freeway_4	Freeway
52	I-880 n/o 66th Ave	8,651	8380	1.03	4	F	Freeway_4	108	7,577	8380	0.90	4	E	Freeway_4	Freeway
53	I-980 at 14th St overcrossing	2,378	3910	0.61	2	C	Freeway_2	109	3,314	6150	0.54	3	C	Freeway_3	Freeway
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**2035 PM Peak Hour
Project**

	Link Location	NB/EB Volume	Capacity	V/C	Lanes	LOS			SB/WB Volume	Capacity	V/C	Lanes	LOS		Facility Type
	Arterials														
1	Mandela Parkway n/o 7th St	339	1800	0.19	2	C	Class2_2	101	406	1800	0.23	2	C	Class2_2	Class2
2	7th Street e/o Mandela Parkway	1,737	2710	0.64	3	C	Class2_3	102	725	2710	0.27	3	C	Class2_3	Class2
3	7th Street w/o Peralta St	1,382	1800	0.77	2	D	Class2_2	103	564	1800	0.31	2	C	Class2_2	Class2
4	Peralta Street n/o 7th St	153	850	0.18	1	C	Class2_1	104	110	850	0.13	1	C	Class2_1	Class2
5	San Pablo Ave (SR 123) s/o Stanford Avenue	1,811	1800	1.01	2	F	Class2_2	105	1,859	1800	1.03	2	F	Class2_2	Class2
6	Stanford Avenue e/o San Pablo Avenue	1,491	1800	0.83	2	D	Class2_2	106	832	1800	0.46	2	C	Class2_2	Class2
7	MacArthur Blvd w/o Martin Luther King Way	2,151	2710	0.79	3	D	Class2_3	107	1,341	2710	0.49	3	C	Class2_3	Class2
8	Martin Luther King Way n/o MacArthur Blvd	489	1800	0.27	2	C	Class2_2	108	261	1800	0.15	2	C	Class2_2	Class2
9	W. Grand Avenue w/o Martin Luther King Way	2,484	1800	1.38	2	F	Class2_2	109	1,466	1800	0.81	2	D	Class2_2	Class2
10	Claremont Avenue s/o College Avenue	1,637	1800	0.91	2	D	Class2_2	110	1,344	1800	0.75	2	C	Class2_2	Class2
11	Telegraph Avenue s/o 51st Street	1,630	1720	0.95	2	E	Class3_2	111	873	1720	0.51	2	D	Class3_2	Class3
12	Piedmont Avenue n/o MacArthur Blvd	786	850	0.92	1	D	Class2_1	112	492	850	0.58	1	C	Class2_1	Class2
13	Mountain Blvd s/o Snake Road	1,565	1800	0.87	2	D	Class2_2	113	1,416	1800	0.79	2	D	Class2_2	Class2
14	7th Street b/w Clay & Jefferson (EB One-Way)	2,590	3250	0.80	4	D	Class4_4	114	N/A	N/A	N/A	N/A	N/A	N/A	Class4
15	12th Street w/o Oak Street (WB One-Way)	N/A	N/A	N/A	N/A	N/A	N/A	115	2,022	3250	0.62	4	D	Class4_4	Class4
16	14th Street w/o Oak Street	993	1660	0.60	2	D	Class4_2	116	559	1660	0.34	2	C	Class4_2	Class4
17	27th Street w/o Harrison	1,825	2490	0.73	3	D	Class4_3	117	941	2490	0.38	3	C	Class4_3	Class4
18	Grand Avenue b/w Perkins & Lee Streets	2,333	1660	1.41	2	F	Class4_2	118	838	1660	0.50	2	D	Class4_2	Class4
19	5th Avenue s/o E. 12th St	650	850	0.76	1	D	Class2_1	119	232	850	0.27	1	C	Class2_1	Class2
20	E. 12th Street e/o 5th Avenue	1,092	1800	0.61	2	C	Class2_2	120	894	1800	0.50	2	C	Class2_2	Class2
21	Fruitvale Avenue s/o I-580	908	850	1.07	1	F	Class2_1	121	914	850	1.08	1	F	Class2_1	Class2
22	23rd Avenue n/o Foothill Blvd	616	850	0.72	1	D	Class2_1	122	299	850	0.35	1	C	Class2_1	Class2
23	Foothill Blvd b/w Fruitvale Ave & 23rd Ave	931	850	1.10	1	F	Class2_1	123	778	850	0.92	1	D	Class2_1	Class2
24	Foothill Blvd n/o Seminary Avenue	688	850	0.81	1	D	Class2_1	124	1,145	850	1.35	1	F	Class2_1	Class2
25	MacArthur Blvd w/o 98th Avenue (WB Only)	N/A	N/A	N/A	N/A	N/A	N/A	125	944	850	1.11	1	F	Class2_1	Class2
26	MacArthur Blvd e/o Lincoln Avenue	1,283	850	1.51	1	F	Class2_1	126	493	850	0.58	1	C	Class2_1	Class2
27	MacArthur Blvd e/o High Street	1,655	1800	0.92	2	D	Class2_2	127	1,339	1800	0.74	2	C	Class2_2	Class2
28	MacArthur Blvd e/o 98th Avenue (EB Only)	1,210	1800	0.67	2	C	Class2_2	128	N/A	N/A	N/A	N/A	N/A	N/A	Class2
29	International Blvd b/w 23rd Ave & Fruitvale	1,893	1800	1.05	2	F	Class2_2	129	1,546	1800	0.86	2	D	Class2_2	Class2
30	International Blvd w/o Seminary Avenue	1,945	1800	1.08	2	F	Class2_2	130	1,545	1800	0.86	2	D	Class2_2	Class2

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Freeway and Arterial Capacities at Service Levels From Florida Method 2002 - Based on HCM 2000

Generalized
PEAK HOUR PEAK DIRECTION VOLUME

Freeway (Interchange Spacing < 2 mi apart)

LANES	Level of Service					
	A	B	C	D	E	
2	1,130	1,840	2,660	3,440	3,910	
3	1,780	2,890	4,180	5,410	6,150	
4	2,340	3,940	5,700	7,380	8,380	
5	3,080	4,990	7,220	9,340	10,620	
6	3,730	6,040	8,740	11,310	12,850	
	A	B	C	D	E	F

Mixed-flow lane volume only (no HOV)

State Two-Way Arterials

Expressway

LANES	A	B	C	D	E		
	1	110	400	790	1,130		1,440
	2	1,060	1,720	2,500	3,230	3,670	Divided
	3	1,600	2,590	3,740	4,840	5,500	Divided
	A	B	C	D	E	F	

"State" Two-Way Arterials from Florida Tables

Class1

Lanes	Level of Service					
	A	B	C	D	F	
Class1_1	1	220	720	860	890	Undivided
Class1_2	2	250	1530	1810	1860	Divided
Class1_3	3	380	2330	2720	2790	Divided
Class1_4	4	490	3030	3460	3540	Divided
	A	B	C	D	F	F

Class2

Lanes	Level of Service					
	A	B	C	D	E	
Class2_1	1	100	590	810	850	Undivided
Class2_2	2	220	1360	1710	1800	Divided
Class2_3	3	340	2110	2570	2710	Divided
Class2_4	4	440	2790	3330	3500	Divided
Class 1B	B	B	C	D	E	F

Class3

Lanes	Level of Service					
	A	B	C	D	E	
Class3_1	1		280	660	810	Undivided
Class3_2	2		650	1510	1720	Divided
Class3_3	3		1020	2330	2580	Divided
Class3_4	4		1350	3070	3330	Divided
	C	C	C	D	E	F

Class4

Lanes	Level of Service					
	A	B	C	D	E	
Class4_1	1		270	720	780	Undivided
Class4_2	2		650	1580	1660	Divided
Class4_3	3		1000	2390	2490	Divided
Class4_4	4		1350	3130	3250	Divided
	C	C	C	D	E	F

Facility Types

Freeway

Expressway

Class1

Class2

Class3

Class4

Arterial Classification as defined in Florida Method Manual (2002)

General characteristics of arterial classes are:

- Class I – Arterials in non-rural areas with speed limits of at least 45 mph and a signal density of less than 2 signals per mile, or arterials in rural developed areas.
- Class II – Arterials with speed limits of 35 to 45 mph and a signal density from 2 to 4.5 signals per mile.
- Class III – Arterials with speed limits of 30 to 40 mph and a signal density of at least 4.5 signals per mile.
- Class IV – Arterials in the downtowns of core cities in urbanized areas over 750,000.

Appendix E-7

Alameda Countywide Transportation Model – Transportation Improvement Projects List

14 Appendix F: Transportation Project List

A list of planned transportation improvement projects was prepared as part of the Projections 2007 model update. The project list is based on several sources:

- The Alameda County Congestion Management Agency (ACCMA) Transportation 2035 Project Submittal to the Metropolitan Transportation Commission dated March 5, 2008
- Detailed project descriptions contained in the Alameda County Transportation Improvement Program (TIP) ID Report dated November 13, 2006
- Assumed improvements inherited from the MTC travel model files as obtained in 2005
- Road and local street improvements which were coded into the ACCMA model based on review of the travel model networks by local jurisdictions in 2006

The following pages list the road and major transit improvements included in the model networks. An exhibit for each Planning Area highlights the locations of the road improvements after 2005.

Appendix F Tables and exhibits are contained in the file
“AppF_ProjectList_090105.PDF ”

Table F-1: Alameda County Model Road Network Improvements After 2000 Base Year

Jurisdiction	Facility	Direction	Project Name/Location	From	To	Description	Model Network Year	Project Complete as of 2008	Alameda County TIP ID (11/06)	2035 TIP Application Project Number	Status	Model Network Node
Caltrans	I-80	WB	Ashby flyover ramp to I-80 WB	Ashby		Reduced from 2 to 1 lane	2005					27507
Caltrans	I-580	EB & WB	Castro Valley I/C Improvements	Redwood Road		New ramps: EB Redwood on-ramp, WB Redwood off-ramp	2015		50009			27740
Caltrans	I-580	EB & WB	Castro Valley I/C Improvements	Center St		Remove: EB Center off-ramp, WB Castro Valley/Center St on-ramp	2015		50009			31101
Caltrans	I-580	EB	Castro Valley I/C Improvements	Grove Way		New ramp: Grove off-ramp.	2015		50009			28575
Caltrans	I-580	EB	Castro Valley I/C Improvements	Redwood Road	Grove Way	New auxiliary lane	2015		50009			28502
Caltrans	I-580	EB	I-680 Fly-over ramps	I-680	Hopvard	Widen from 4 to 6 lanes	2005					28994
Caltrans	I-580	EB & WB	Fallon Road I/C Improvements	El Charro Rd		Widen on-ramps and off-ramps, new loop on-ramps, install traffic signals	2015		50008	12	Tier 1 & 2	27759
Caltrans	I-580	EB	Local I/C Improvements in Dublin	El Charro Rd	Airway Blvd (SR84)	New aux lane	2015			12	Tier 1 & 2	27760
Caltrans	I-580	EB	Isabel Ave/SR 84/Portola Ave I/C Mod	Airway Blvd	Isabel Ave	New aux lane	2015		990072	15	Tier 1 & 2	8319
Caltrans	I-580	EB & WB	Isabel Ave/SR 84/Portola Ave I/C Mod	Isabel Ave		New Isabel I/C - partial cloverleaf	2015		990072	15	Tier 1 & 2	40914
Caltrans	I-580	EB & WB	Isabel Ave/SR 84/Portola Ave I/C Mod	Portola Ave		Remove existing Portola Ave ramps	2015		990072	15	Tier 1 & 2	32062
Caltrans	I-580	EB	First Street I/C	First Street		Expand off ramp to 2 lanes	2035			13	Tier 1 & 2	40927
Caltrans	I-580	EB	Vasco Road I/C	1st St	Vasco	New aux lane	2015		10013	13	Tier 1 & 2	29087
Caltrans	I-580	EB & WB	Vasco Road I/C Modification	Vasco Road		Modify Vasco I/C to partial cloverleaf	2035		10013	13	Tier 1 & 2	29112
Caltrans	I-580	EB	Eastbound HOV Lane	Tassajara	Greenville/Southfront	New HOV/HOT lane	2015		70020	15	Tier 1 & 2	9529
Caltrans	I-580	EB & WB	Greenville Road I/C Modification	Greenville		Relocate I/C from Southfront/Northfront to Greenville Road, new interchange will be modified diamond type	2035			13	Tier 1 & 2	40897
Caltrans	I-580	WB	Tri-Valley WB Aux	El Charro	Tassajara	New aux lane	2035		50011	12	Tier 1 & 2	27757
Caltrans	I-580	WB	Tri-Valley WB Aux	Airway Blvd (SR 84)	El Charro	New aux lane	2015		50011	15	Tier 1 & 2	8316
Caltrans	I-580	WB	Isabel Ave/SR 84/Portola Ave I/C Mod	Isabel Ave	Airway Blvd (SR84)	New aux lane	2035		990072	15	Tier 1 & 2	8318
Caltrans	I-580	WB	Local I/C Improvements in Livermore	Vasco	1st Ave	New aux lane	2015			13	Tier 1 & 2	29097
Caltrans	I-580	WB	Westbound HOV Lane	Northfront Rd on ramp	I-680	New HOV/HOT lane	2015		70017	15	Tier 1 & 2	9464
Caltrans	I-580	WB	I-580 WB to I-680 SB fly-over	I-680		New fly-over direct connectors - mixed flow and HOV	2035			14	Tier 1 & 2	9479
Caltrans	I-680	NB & SB	I-580 & Hopyard ramp reconfiguration	I-580	Hopyard	Modified NB & SB freeway-freeway ramp to I580 EB & Hopyard	2005					29003
Caltrans	I-680	NB	Northbound HOV Lane	SR 237 (Milpitas)	Stoneridge Dr (Pleasanton)	New HOV lane	2015		10014			5775
Caltrans	I-680	NB	Auxiliary Lane	Washington Blvd on ramp	Mission (SR238) off ramp	New aux lane	2015					28814
Caltrans	I-680	NB	Auxiliary Lane	Durham Rd on ramp	Washington Blvd off ramp	New aux lane	2015					28583
Caltrans	I-680	NB	Auxiliary Lane	Mission (SR 262) on ramp	Durham Rd off ramp	New aux lane	2015			11	Tier 1 & 2	28873
Caltrans	I-680	NB	Auxiliary Lane	Scott Creek Rd interchange	Mission (SR262) on ramp	New aux lane	2015			11	Tier 1 & 2	28866

Table F-1: Alameda County Model Road Network Improvements After 2000 Base Year

Jurisdiction	Facility	Direction	Project Name/Location	From	To	Description	Model Network Year	Project Complete as of 2008	Alameda County TIP ID (11/06)	2035 TIP Application Project Number	Status	Model Network Node
Caltrans	I-680	NB	Auxiliary Lane	Jacklin Rd	Scott Creek Rd interchange	New aux lane	2015					5775
Caltrans	I-680	SB	Amador Plaza interchange modification	Amador Plaza		Modify on-ramp and off-ramp from 1 lane to 2 lanes near ramp terminal	2005					40775
Caltrans	I-680	SB	SB HOV Final Phase	Sunol Blvd	SR84 interchange	New HOV lane	2035		991084			9539
Caltrans	I-680	SB	SB HOV Lane	SR 84 interchange	Vargas Rd interchange	New HOV lane	2005	X				9175
Caltrans	I-680	SB	SB HOV Lane	Vargas Rd interchange	Scott Creek Rd interchange	New HOV lane	2005	X				9187
Caltrans	I-680	SB	Auxiliary Lane	Washington Blvd on ramp	Durham Rd off ramp	New aux lane	2015					28817
Caltrans	I-680	SB	Auxiliary Lane	Mission (SR 262) off ramp	Scott Creek Rd interchange	New aux lane	2015			11	Tier 1 & 2	28870
Caltrans	I-680	SB	Auxiliary Lane	Scott Creek Rd interchange	Jacklin Rd	New aux lane	2015					5777
Caltrans	I-880	NB	HOV Lane	Dixon Landing Rd	Mission Blvd (SR262)	New HOV lane	2015		978027			9049
Caltrans	I-880	NB	SR 262 I/C	Dixon Landing Rd	Mission Blvd (SR262)	Widen from 3 lanes to 4	2005		978027			5795
Caltrans	I-880	NB	SR 262 I/C	Dixon Landing Rd	Mission Blvd (SR262)	Widen from 4 lanes to 5	2015		978027			5795
Caltrans	I-880	NB	Broadway Jackson	Broadway		New off-ramp to 5th/Market	2035			9	Tier 1 & 2	27785
Caltrans	I-880	NB	SR 92 I/C	Tennyson	SR 92	New aux lane	2015					26666
Caltrans	I-880	NB	SR 92 I/C Reconstruction	SR 92	Winton	New aux lane	2015					28597
Caltrans	I-880	SB	66th/Hegenberger Local I/C improvements	66th	Hegenberger	5th lane added	2015			9	Tier 1 & 2	27682
Caltrans	I-880	SB	SB HOV Lane	Hegenberger	Marina	New HOV Lane	2015					9853
Caltrans	I-880	SB	Central I-880 Local I/C improvements	Hesperian Blvd	A St	5th lane added	2015		990013	10	Tier 1 & 2	28416
Caltrans	I-880	SB	SR 92 I/C Reconstruction	Winton	SR 92	New aux lane						28640
Caltrans	I-880	SB	SR 92 I/C Reconstruction	SR 92	Tennyson	New aux lane						26638
Caltrans	I-880	SB	HOV Lane	Mission Blvd (SR 262)	Dixon Landing Rd	New HOV lane	2015		978027			9197
Caltrans	I-880	SB	SR 262 I/C	Mission Blvd (SR 262)	Dixon Landing Rd	Widen from 4 lanes to 5	2015		978027			28844
Caltrans	I-880	SB	Widening	Dixon Landing Rd	SR 237	Widen from 4 lanes to 5	2015					41268
Caltrans	SR 24	EB or WB	Caldecott Tunnel	Caldecott Tunnel		Widen from 2 lanes to 4	2035					28015
Caltrans	SR 84	WB	WB HOV Lane Extension	I-880 off ramp	Ardenwood Blvd off ramp	Extend HOV lane	2015		10006			9433
Caltrans	SR 84	WB	HOV on-ramp	Newark Boulevard		Direct HOV on-ramp	2015		10005			28875
Caltrans	SR 84	EB & WB	Roadway widening	Overacker *	Mission (SR238)	Widen from 2 lanes to 4	2035					28795
Caltrans	SR 84	EB & WB	Roadway widening	Mowrv	Fremont	Widen from 2 lanes to 4	2015					32872
Caltrans	SR 84	EB & WB	SR 84 Expwy/East-West Connector	I880 ramps	Paseo Padre	New 6-lane expressway	2035		978004	20	Tier 1 & 2	12020
Caltrans	SR 84	EB & WB	SR 84 Expwy/East-West Connector	Paseo Padre	Mission (SR238)	New 6-lane expressway	2015		978004	20	Tier 1 & 2	8756
Caltrans	SR 84	EB & WB	SR 84 Expwy Widening	Isabel Rd	I680 ramps	Widen from 2 lanes to 4	2035		50014	21-22	Tier 1 & 2	27762
Caltrans	SR 84	EB & WB	SR 84 Expwy Widening	Stanley Blvd ramp	Vallecitos Rd	Widen from 2 lanes to 4	2035		50014	21-22	Tier 1 & 2	32015
Caltrans	SR 84	WB	SR 84 Expwy Widening	Stanley		New on-ramp to WB SR 84	2035		50014	21-22	Tier 1 & 2	8329
Caltrans	SR 84	EB & WB	SR 84 Expwy Widening	Stanley		Widen ramp from 1 to 2 lanes each way	2005		50014	21-22	Tier 1 & 2	32015
Caltrans	SR 84	EB & WB	SR 84 Expwy Widening	W Jack London	Stanley Blvd ramp	Widen from 2 lanes to 4	2035		50014	21-22	Tier 1 & 2	8324
Caltrans	SR 84	EB & WB	SR 84 Expwy Widening	W Jack London	Stanley Blvd ramp	New 2 lane road, done	2005		50014	21-22	Tier 1 & 2	8324
Caltrans	SR 84	EB & WB	SR 84 Expwy Widening	Isabel	W Jack London	Widen from 4 lanes to 6	2035		50014	21-22	Tier 1 & 2	8324
Caltrans	SR 84	EB & WB	SR 84 Expwy Widening	Airway Blvd	North Canyon Pkwy	New 4-6 lane road	2015		50014	21-22	Tier 1 & 2	8766
Caltrans	SR 92	EB	SR 92 I/C	Clawiter on ramp	Industrial off ramp	Widen from 3 lanes to 4	2005	X	H970002			28230
Caltrans	SR 92	EB	SR 92 I/C Reconstruction	Industrial Blvd on ramp	Hesperian Blvd off ramp	Widen from 3 lanes to 4	2005	X	H970002			28651

Table F-1: Alameda County Model Road Network Improvements After 2000 Base Year

Jurisdiction	Facility	Direction	Project Name/Location	From	To	Description	Model Network Year	Project Complete as of 2008	Alameda County TIP ID (11/06)	2035 TIP Application Project Number	Status	Model Network Node
Caltrans	SR 92	EB	SR 92 I/C Reconstruction	Through I-880 interchange	End of freeway	Redesigned ramps and mainline part of I-880 work	2015		H970002			40903
Caltrans	SR 92	EB	SR 92 I/C Reconstruction	I-880		New flyover ramp and HOV ramp to I-880 NB	2015		H970002			40906
Caltrans	SR 92	WB	SR 92 I/C	Clawiter off ramp	toll plaza	Widen from 2 lanes to 3	2005	X	H970002			28224
Caltrans	SR 92	WB	SR 92 I/C	Industrial on ramp	Clawiter off ramp	Widen from 2 lanes to 4	2005	X	H970002			28653
Caltrans	SR 92	WB	SR 92 I/C	I-880 interchange	Hesperian on ramp	Widen from 3 lanes to 4	2015		H970002			28634
Caltrans	SR 92	WB	SR 92 I/C Reconstruction	I-880		New flyover ramp and HOV ramp to I-880 SB	2015		H970002			40903
Caltrans	SR 92	WB	SR 92 I/C	freeway start	I880 interchange	Widen from 2 lanes to 3	2015	X	H970002			28612
Caltrans	SR185	EB & WB	SR 238 Corridor Improvement Project/Miniloon	A St	Foothill	Convert to one way SB	2015		977007			33026
Caltrans	SR 238	NB	I-238 Widening	I-880		Widen ramp to I-880 from 1 lane to 2	2015		990013			31040
Caltrans	SR 238	NB	I-238 Widening	I-880	Hesperian	Widen from 2 lanes to 3	2015		990013			28435
Caltrans	SR 238	SB	I-238 Widening	I-580		Widen from 2 lanes to 3 at the I-580 interchange	2015		990013			28411
Caltrans	SR 238	NB & SB	SR 238 Corridor Improvement Project/Miniloon	Mattox	City Center	Widen from 6 lanes to 8	2015		977007			31051
Caltrans	SR 238	NB & SB	SR 238 Corridor Improvement Project/Miniloon	City Center	A St	Widen from 6 lanes to 10	2015		977007			12219
Caltrans	SR 238	NB & SB	SR 238 Corridor Improvement Project/Miniloon	A St	Mission	Convert to one way NB (Mission to A)	2015		977007			28522
Caltrans	SR 238	NB & SB	SR 238 Corridor Improvement Project/Miniloon	E St	Highland	Widen from 6 lanes to 8	2015		977007			28579
Caltrans	SR 238	NB & SB	SR 238 Corridor Improvement Project/Miniloon	Highland	Industrial	Widen from 4 lanes to 6	2015		977007			28580
Caltrans	SR238	NB & SB	Roadway widening	Mowry (SR 84)	Pickering	Widen from 4 lanes to 6	2015					12048
Caltrans	SR 262	NB	SR 262 I/C	Warren	Warm Springs	Widen from 2 lanes to 3	2015		978027			28879
Caltrans	SR 262	SB	SR 262 I/C	Warm Springs	Warren	Widen from 2 lanes to 3	2015		978027			28864
Alameda	Atlantic Ave			Monarch St	Ferry Point	New 2 lane roadway	2015					
Alameda	Clement Ave			Grand St	Sherman St	4 lane extension	2015					
Alameda	Lexington St			Monarch St	Ferry Point	New 2 lane roadway	2015					
Alameda	Lincoln Ave			Central Ave (SR 61)	Hornet Way	2 lane extension	2015					
Alameda	Midway Ave			Pan Am Way	Main St	Widen from 2 lanes to 4	2015					
Alameda	Monarch St			Tower Ave	Atlantic Ave	New 2 lane roadway	2015					
Alameda	Naval Air Station area			Several new streets		New 2 lane roadway	2015					
Alameda	Saratoga St			Monarch St	Ferry Point	New 2 lane roadway	2015					
Alameda	Tinker Ave		Tinker Ave	Mariner Square Loop	Constitution Way	Widen from 2 lanes to 4	2015		990054			
Alameda	Tinker Ave		Tinker Ave	Moselev Ave	future road	New 2 lane roadway	2015	X	990054			
Alameda	Tinker Ave area			several new streets		New 2 lane roadway	2015, 2035					
Albany	Marin Ave			The Alameda	San Pablo Ave (SR 123)	Reduce from 4 lanes to 2	2015	X				
Castro Valley	Redwood Rd			I-580 EB ramps	Grove Way	Widen from 4 lanes to 6	2005	X				
Dublin	Dougherty Rd		Dougherty Rd Widening	Amador Valley Blvd	County Line	Widen from 4 lanes to 6	2015		50007			
Dublin	Dougherty Rd		Dougherty Rd Widening	Dublin Blvd	Amador Valley Blvd	Widen from 4 lanes to 6	2015		50007			28977
Dublin	East Dublin area			east of Tassajara	north of Dublin Blvd	Review entire area for accuracy	2005-2015					
Dublin	Dublin Blvd			Dougherty Rd	Tassajara Rd	Widen from 4 lanes to 6	2005	X				
Dublin	Dublin Blvd			Hansen Dr *	Silvergate Dr	Widen from 2 lanes to 4	2015					
Dublin	Dublin Blvd			Tassajara Rd	terminus	New 4 lane roadway	2005	X				
Dublin	Dublin Blvd			Tassajara Rd	terminus	Widen from 4 lanes to 6	2015					
Dublin	Dublin Blvd Ext			Croak Rd	Doolan Rd	New 4 lane roadway	2015					

Table F-1: Alameda County Model Road Network Improvements After 2000 Base Year

Jurisdiction	Facility	Direction	Project Name/Location	From	To	Description	Model Network Year	Project Complete as of 2008	Alameda County TIP ID (11/06)	2035 TIP Application Project Number	Status	Model Network Node
Dublin	Dublin Blvd Ext			Lockhart St	Croak Rd	New 6 lane roadway	2015					
Dublin	Foothill Rd			Deodar Way	I580 EB ramps	Widen from 6 lanes to 8	2015					
Dublin	Foothill Rd			Stoneridge Dr	school	Widen from 2 lanes to 4	2035					
Dublin	Hacienda Dr			I-580 EB ramps	Owens Dr	Widen from 6 lanes to 8	2005					
Dublin	new			west of I-680 ramp		New 2 lane roadway	2015					
Dublin	new			west of I-680 ramp		New 2 lane roadway	2015					
Dublin	San Ramon Rd			I-580 EB ramps	I-580 WB ramps	Widen from 4 lanes to 8	2035					
Dublin	San Ramon Rd			I-580 WB ramps	Dublin Blvd	Widen from 6 lanes to 8	2005	X				
Dublin	Scarlett Dr			Dougherty Rd	Houston Pl	New 4 lane roadway	2005	X				
Dublin	Scarlett Dr			Houston Pl	Dublin Blvd	New 4 lane roadway	2015	X				
Fremont	Auto Mall Pkwy		Auto Mall Pkwy Intersection Impr	Grimmer Blvd	Osgood Rd	Widen from 4 lanes to 6	2015			19	Tier 1 & 2	
Fremont	Blacow Rd			terminus	Osgood Rd	New 4-lane roadway (rail overpass)	2015					
Fremont	Cushing Pkwy			terminus	Fremont Blvd	Extension	2005	X				
Fremont	Dixon Landing Rd			Warm Springs Blvd	I-880 ramps	New 4-lane roadway	2005	X				
Fremont	Dixon Landing Rd			Warm Springs Blvd	I-880 ramps	Widen from 4 lanes to 6	2015					
Fremont	Fremont Blvd			Cushing Blvd	Lakeview Blvd *	Widen from 2 lanes to 4	2005	X				
Fremont	Fremont Blvd			Lakeview Blvd *	Dixon Landing Rd	Extension	2015					
Fremont	Paseo Padre Pkwy			Decoto Rd	Isherwood Way	Widen from 4 lanes to 6	2015					
Fremont	Paseo Padre Pkwy			Thornton Ave	Eggers Dr	Widen from 4 lanes to 6	2015					
Fremont	Warren Ave			Kato Rd	Mission Blvd (SR 262)	Extension of existing street	2015	X				
Hayward	A St			Foothill Blvd (SR 238)	Mission Blvd (SR 185)	Convert to one-way EB	2015					
Hayward	Corsair Blvd			terminus	West A St extension	Extension of existing street	2035					
Hayward	Tennyson Extension			Mission Blvd (SR 238)	new development	New 4-lane roadway	2015					
Hayward	West A St			Skywest Dr	Corsair Blvd extension	Extension of existing street	2035					
Hayward	Whitesell St			Breakwater Ave	shopping center	Widen from 2 lanes to 4	2035					
Hayward	Whitesell St			Enterprise Ave	Depot Rd	New 4 lane connector to Cabot Blvd	2035					
Livermore	1st St			Maple St	L Street	Decrease from 4 lanes to 2	2005					
Livermore	Greenville Rd			Northfront Rd	Las Positas Rd	Widen from 4 lanes to 6	2035					
Livermore	Holmes St			Lexington Way	Wetmore Rd	Widen from 2 lanes to 4	2035					
Livermore	Las Positas Rd		Las Positas Road Conn	1st St	Capitol St	Widen from 2 lanes to 4	2015		30005			
Livermore	Las Positas Rd			Livermore Ave	shopping center	Widen from 2 lanes to 4	2015					32252
Livermore	Las Positas Rd			Vasco Rd	Lawrence Dr	New 2 lane roadway	2005	X				
Livermore	Las Positas Rd			Vasco Rd	Lawrence Dr	Widen from 2 lanes to 4	2035					
Livermore	Isabel Ave			North Canyons Pkwy	new 580 interchange	New 4 lane roadway	2015					
Livermore	North Canyons Pkwy			Collier Canyon Rd	Airway Blvd (SR 84)	Widen to 6 lanes	2035					
Livermore	North Canyons Pkwy			Portola Ave	Campus Hill Dr	New 4 lane roadway	2015					
Livermore	Northfront Rd			Vasco Rd	Herman Ave	Widen from 2 lanes to 4	2035					
Livermore	P St			Railroad Ave	Chestnut St	Widen from 2 lanes to 4	2035					
Livermore	Redwood Rd			terminus	Las Colinas Rd	Extension of 2-lane roadway	2035					
Livermore	Stanley Blvd			Isabel Ave (SR 84)	farm road	Widen from 4 lanes to 6	2005					
Livermore	Stanley Blvd			Murietta Blvd	Isabel Ave (SR 84)	Widen from 4 lanes to 6	2035					
Livermore	Vasco	SB		Dalton Ave	Scenic Ave	Widen from 2 lanes to 4 SB	2005					
Livermore	Vasco			I-580 EB ramps	Las Positas Rd	Widen from 4 lanes to 8	2035					
Livermore	Vasco			I-580 WB ramps	I-580 EB ramps	Widen from 2 lanes to 6	2035					
Livermore	Vasco			Scenic Ave	I-580 WB ramps	Widen from 4 lanes to 6	2035					
Livermore	W Jack London Blvd			Isabel Ave (SR 84)	terminus	Widen from 2 lanes to 4	2035					
Livermore	W Jack London Blvd			terminus	El Charro Rd	New 2 lane roadway	2015					
Livermore	W Jack London Blvd			terminus	El Charro Rd	Widen from 2 lanes to 4	2035					
Livermore	Wetmore Rd			Deer Hollow Lane	Valleitos Rd	Realign 2 lane roadway	2015	X				
Livermore				I-580 EB ramps	I-580 WB ramps	Widen from 4 lanes to 6	2035					
Newark	Thornton Ave			Gateway Blvd	Hickory St *	Widen from 2 lanes to 4	2035		10053			
Oakland	Mandela Pkwy		Mandela Pkwy Ext Ph2	32nd St	Horton	Extension of existing street	2005	X	30003			27763
Oakland	Ron Cowan Pkwy			Harbor Bay Pkwy	Airport Dr	New 4-lane expressway	2005	X				
Pleasanton	Airway Blvd			North Canyons Pkwy	I-580 WB ramps	Widen from 4 lanes to 6	2035					
Pleasanton	Bernal Ave			1st St	Independence St *	Widen from 2 lanes to 4	2035					
Pleasanton	Bernal Ave			Foothill Rd	I-680 SB ramps	Widen from 2 lanes to 4	2015					

Table F-1: Alameda County Model Road Network Improvements After 2000 Base Year

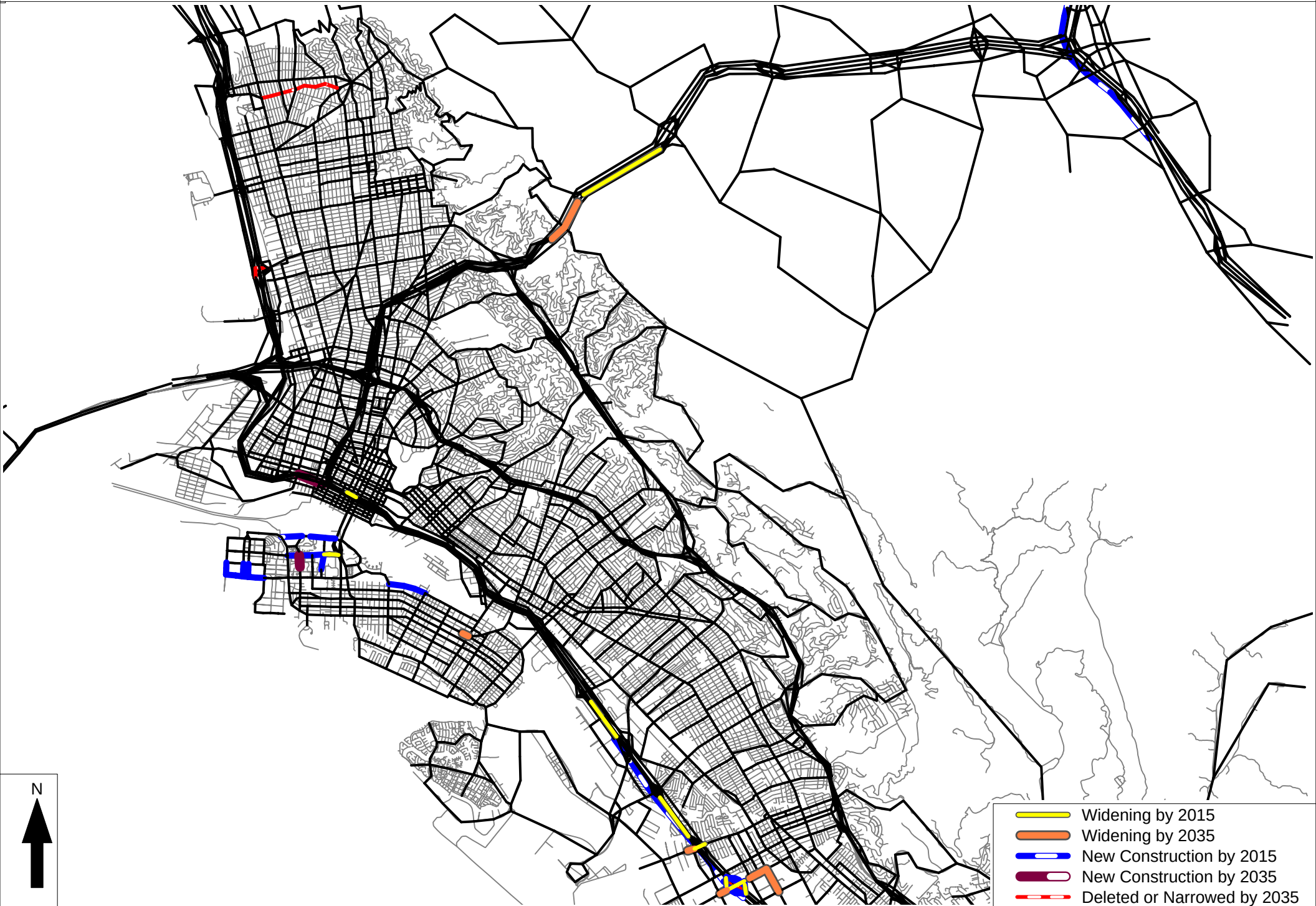
Jurisdiction	Facility	Direction	Project Name/Location	From	To	Description	Model Network Year	Project Complete as of 2008	Alameda County TIP ID (11/06)	2035 TIP Application Project Number	Status	Model Network Node
Pleasanton	Bernal Ave			I-680 SB ramps	I-680 NB ramps	Widen from 2 lanes to 4	2035					
Pleasanton	Busch Rd			Valley Ave	El Charro Rd	New 4 lane roadway	2035					
Pleasanton	Castlewood Dr			Pleasanton Sunol	I-680 SB ramps	Widen from 2 lanes to 4	2035					
Pleasanton	El Charro Rd			farm road	Stanley Blvd	New 4 lane roadway	2035					
Pleasanton	El Charro Rd			I580 EB ramps	Staples Ranch Dr	Widen from 2 lanes to 6	2015					
Pleasanton	El Charro Rd			Staples Ranch Dr	farm road	Widen from 2 lanes to 4	2015					
Pleasanton	Hopyard Rd			Valley Ave	Golden Rd	Widen from 2 lanes to 4	2005	X				
Pleasanton	North Canyons Pkwy			Collier Canyon Rd	Doolan Rd	Widen from 4 lanes to 6	2035					
Pleasanton	North Canyons Pkwy		North Canyon Pkwy Widening	Dublin Blvd	Collier Canyon Rd	New 6 lane roadway	2015		50012			32044
Pleasanton	Santa Rita Rd			Valley Ave	Mohr Ave	Widen from 6 lanes to 8	2035					
Pleasanton	Stoneridge Dr			Belleza Dr	Santa Rita Rd	Widen from 4 lanes to 6	2015					
Pleasanton	Stoneridge Dr			Santa Rita Rd	terminus	Widen from 4 lanes to 6	2035					
Pleasanton	Stoneridge Dr			terminus	El Charro Rd	New 4 lane roadway	2035					
Pleasanton	Sunol Blvd			I-680 NB ramps	Sycamore Rd	Widen from 4 lanes to 6	2005	X				
Pleasanton	Vineyard Ave			Bernal Ave	W Old Vineyard Ave	Widen from 2 lanes to 4	2035					
Pleasanton	W Las Positas Blvd			Foothill Rd	Payne Rd	Widen from 2 lanes to 4	2035					
San Leandro	Lewelling Blvd		Lewelling Blvd	Hesperian Blvd	Meekland Ave	Widen from 2 lanes to 4	2015		70008			28410
San Leandro	Marina Blvd			Alvarado St	Merced St	Widen from 4 lanes to 6	2035					
Union City	11th St			future SR 84	Decoto Rd	New 4-lane roadway	2015					

Table F-2: Alameda County Model Transit Network Improvements After 2005

Jurisdiction	Facility	Direction	Project Name/Location	From	To	Description	Model Network Year	Project Complete as of 2008	Alameda County TIP ID (11/06)	2035 TIP Application Project Number	Status	Model Network Node
AC Transit	Bus Rapid Transit		Telegraph/ International BRT	San Leandro BART	UC Berkeley	Bus Rapid Transit corridor	2035		50017	23		
AC Transit	Local Service North		Line 325			Add Line 325	2015					
AC Transit	Local Service Fremont/Newark		Line 380			Add Line 380	2015					
BART	Dublin/Pleasanton Line		West Dublin/Pleasanton Station			Service to new station	2015		50016			
BART	E-BART		E-BART	Baypoint BART	Byron	E-BART service to Pittsburg, Antioch, Brentwood	2015					
BART	Fremont Line		Warm Springs Extension	Fremont BART	Warm Springs BART	Extension to new station	2035		50015	31		
BART	Oakland Airport Connector		Oakland Airport Connector	Coliseum BART	Oakland Airport	New automated guideway service, 8 minute travel time, 3.5 minute frequency	2005 assumed					
Capitol Corridor	Capitol Corridor		Hercules Station			Add service to Hercules station	2015					
Dumbarton Rail	Dumbarton Rail		Dumbarton Rail	Union City	Millbrae and San Jose	New peak period rail service	2015			32		
Ferries	South San Francisco		South San Francisco Service	Oyster Point	San Francisco and Harbor Bay	Add new ferry service	2015					
Ferries	Redwood City		Redwood City Service	Redwood City	San Francisco and Harbor Bay	Add new ferry service	2035					
LAVTA	Bus Rapid Transit		Route 10 Bus Rapid Transit Project			Implement BRT service	Not included					

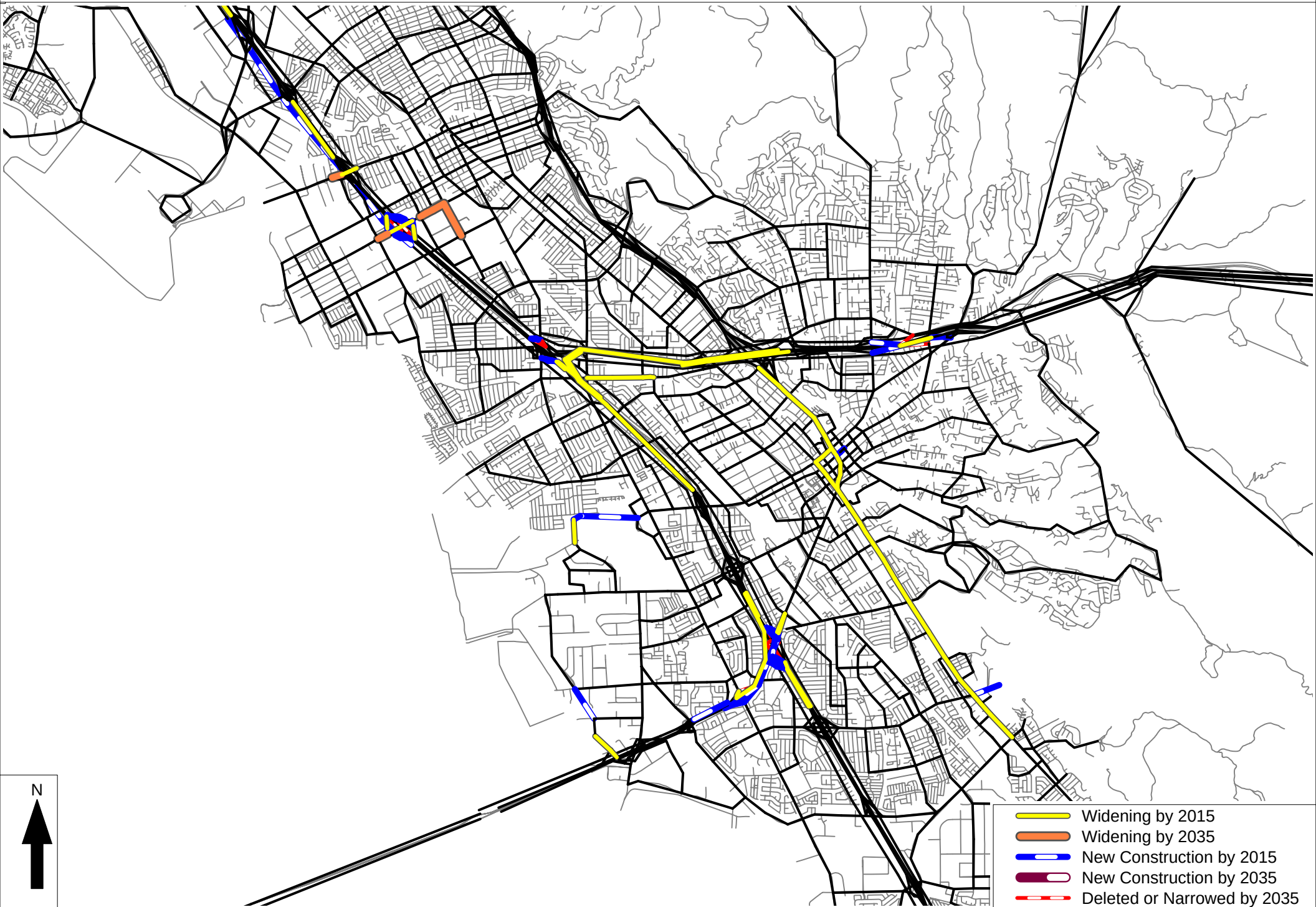
ACCMA Countywide Transportation Model

Road Network Improvements From 2005



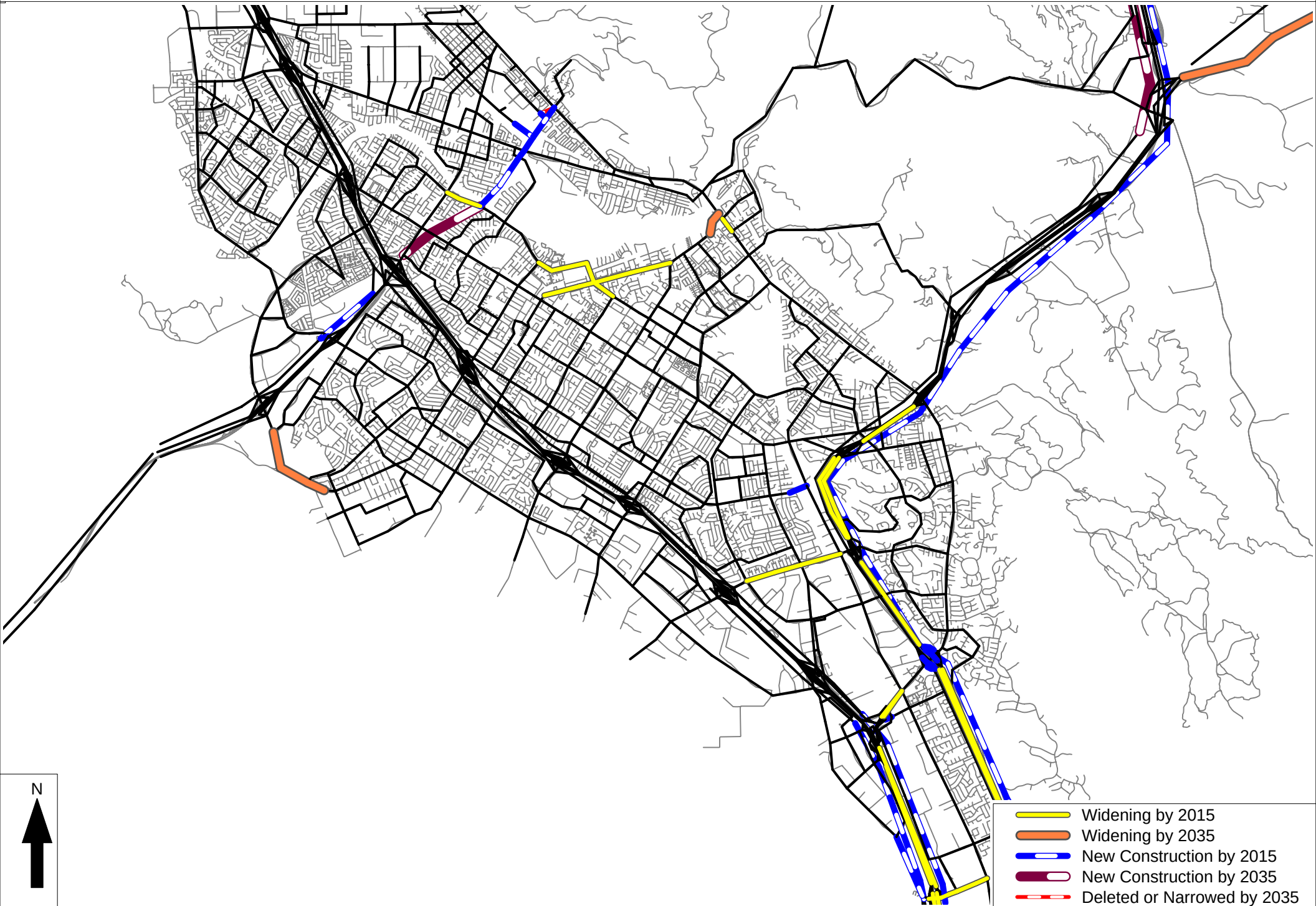
ACCMA Countywide Transportation Model

Road Network Improvements From 2005



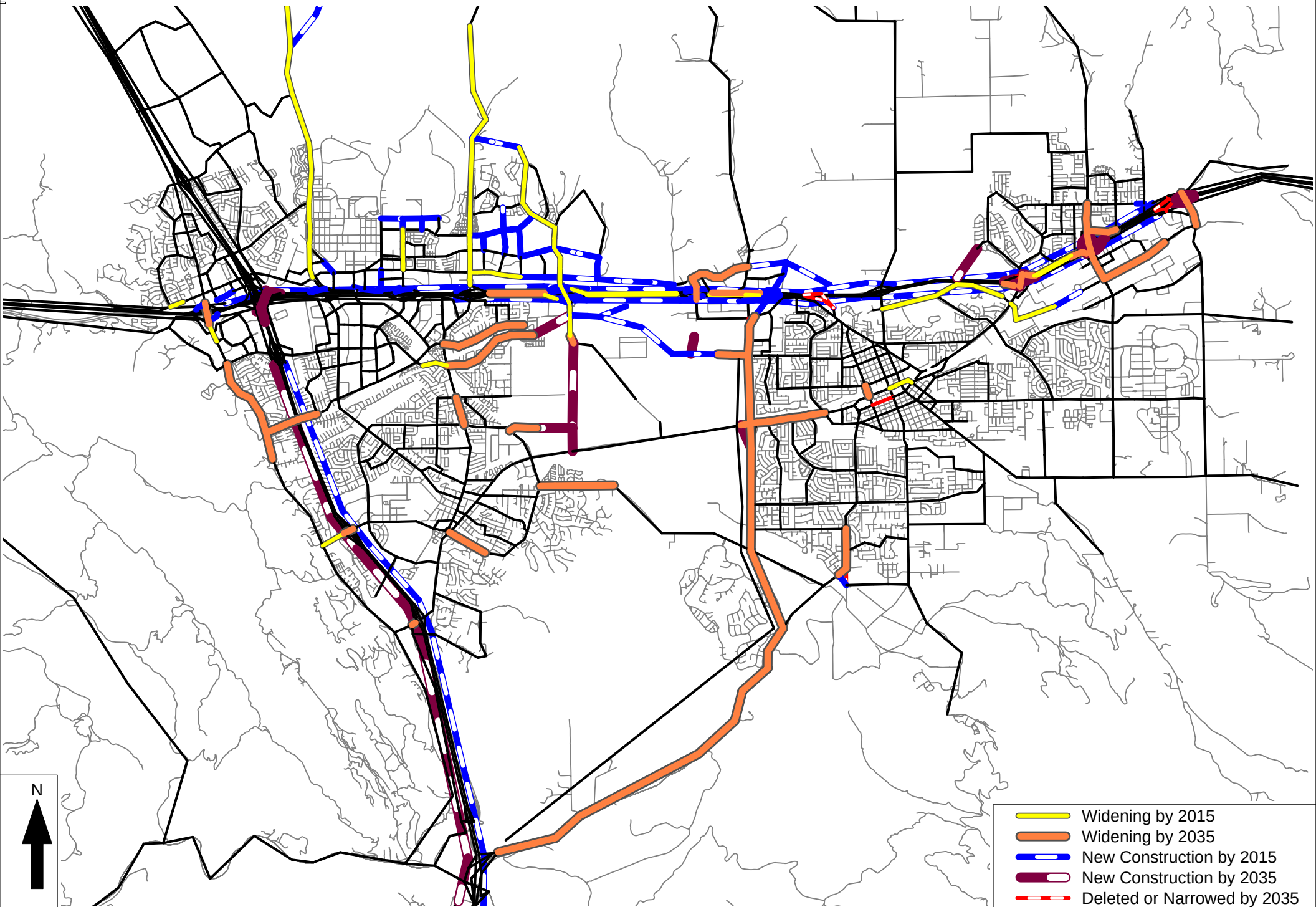
ACCMA Countywide Transportation Model

Road Network Improvements From 2005



ACCMA Countywide Transportation Model

Road Network Improvements From 2005



- Widening by 2015
- Widening by 2035
- New Construction by 2015
- New Construction by 2035
- Deleted or Narrowed by 2035

Appendix F

Bay Area Air Quality Management District Toxic Air Containment Inventory, 2004

(Source: BAAQMD, Toxic Air Contaminant Control Program, Annual Report, 2004)

Appendix F
BAAQMD's Toxic Inventory (2004)

Map ID	Business	Address	City	State	Zip
1	A J Auto Clinic	5512 Martin Lthr King Way	Oakland	CA	94609
2	AC Transit District - Central Maintenance Building	10626 International Blvd	Oakland	CA	94603
3	Alaska Airlines - Oakland	8291 Earhart Road	Oakland	CA	94621
4	Albertson's, LLC #7019	5727 College Avenue	Oakland	CA	94618
5	Albertson's, LLC #7049	3000 E 9th Street	Oakland	CA	94601
6	ALPIN Auto Repair and Body Shop	940 E 12th Street	Oakland	CA	94606
7	Alstom Transportation Inc	2097B 7th Street	Oakland	CA	94607
8	Alta Bates Summit Medical Center	450 30th Street	Oakland	CA	94609
9	Aman Environmental Construction, Inc	8300 Baldwin Street	Oakland	CA	94621
10	American Brass & Iron Foundry	7825 San Leandro St	Oakland	CA	94621
11	American President Lines	1395 Middle Harbor Rd	Oakland	CA	94607
12	Amon's Auto Repair	3475 Champion Street	Oakland	CA	94602
13	Aratex Services, Inc	330 Chestnut Street	Oakland	CA	94607
14	Auto Passion	2222 E 12th Street	Oakland	CA	94606
15	Auto World Body & Frame	844 E 12th Street	Oakland	CA	94606
16	Automax of Bay Area	1750 E 12th Street	Oakland	CA	94606
17	Automekanika Body Shop	1440 17th Street	Oakland	CA	94607
18	B & P Cultured Marble Inc	1044 44th Avenue	Oakland	CA	94601
19	B & T One Hour Cleaners	190 14th Street	Oakland	CA	94612
20	Bay 1 Hour Cleaners	4140 Redwood Road	Oakland	CA	94619
21	Bay Area Kenworth Trucks	425 Market Street	Oakland	CA	94607
22	Bellevue Cleaners	4155 Piedmont Ave	Oakland	CA	94611
23	Berkeley Millwork & Furniture Co	2279 Poplar Street	Oakland	CA	94607
24	Best Instrument Repair Company	564 14th Street	Oakland	CA	94612
25	Bill & Bill's Body Shop	1500 105th Avenue	Oakland	CA	94603
26	Blue Bird Body Shop	3031 E 12th Street	Oakland	CA	94601
27	Bob Motter Body Shop	6426 Shattuck Ave	Oakland	CA	94609
28	Bolero Co	2905 Union Street	Oakland	CA	94608
29	Brooks Motor Cars	9829 Bigge Street	Oakland	CA	94603
30	Buds Body Shop	1900 Martin Luthr Kng Way	Oakland	CA	94612
31	Burlington Northern and Santa Fe Railway Co	333 Maritime Street	Oakland	CA	94607
32	California Cereal Products, Inc	1267 14th Street	Oakland	CA	94607
33	California Finest Body & Frame	1720 Center Street	Oakland	CA	94607
34	California Glass Co	155 98th Avenue	Oakland	CA	94603
35	California Highway Patrol-Oakland	3601 Telegraph Ave	Oakland	CA	94609
36	Capri Auto Body	1640 E 12th Street	Oakland	CA	94606
37	Carlos Body Shop	1960 Adeline Street	Oakland	CA	94607
38	Carusso's Restoration	2914 Poplar Street	Oakland	CA	94608
39	CEMEX	220 Burma Rd, Berth 7	Oakland	CA	94607
40	CENVEO	1021 Cotton Street	Oakland	CA	94606
41	Chapel of the Chimes	4499 Piedmont Ave	Oakland	CA	94611

ADMINISTRATIVE DRAFT – NOT FOR PUBLIC REVIEW

Appendix F
BAAQMD's Toxic Inventory (2004)

Map ID	Business	Address	City	State	Zip
42	Chau's Auto Sport	1259 48th Avenue	Oakland	CA	94601
43	Chevron Environmental Management Company	401 High Street	Oakland	CA	94601
44	Chevron, Oakland Airport-North	N Earhardt Drive	Oakland	CA	94614
45	Children's Hospital Oakland Research Institute	5700 Mrtn Lthr Kng Jr Way	Oakland	CA	94609
46	Childrens Hospital, Oakland	747 52nd Street	Oakland	CA	94609
47	Choy's Auto Body and Repair	1407 Foothill Blvd	Oakland	CA	94606
48	Cingular Wireless	720 2nd Street	Oakland	CA	94607
49	City of Oakland	463 51st Street	Oakland	CA	94610
50	City of Oakland Public Works Agency	7101 Edgewater Dr	Oakland	CA	94621
51	Claremont House	4500 Gilbert Street	Oakland	CA	94611
52	Classic Touch Fashion Cleaners	3518 Fruitvale Blvd	Oakland	CA	94602
53	Cleveland Steel Container	3100 E 10th Street	Oakland	CA	94601
54	ConAgra, Inc	2201 E 7th Street	Oakland	CA	94606
55	County of Alameda - GSA	393 13th Street	Oakland	CA	94612
56	County of Alameda, GSA	661 Washington St	Oakland	CA	94611
57	Creative Iron	926 High Street	Oakland	CA	94601
58	Creative Wood Products	900A 77th Avenue	Oakland	CA	94621
59	Custom Wood Finishing	2311 Adeline Street	Oakland	CA	94607
60	Delta Air Lines Inc	Oakland, Int'l Airport	Oakland	CA	94621
61	Design Workshops	486 Lesser Street	Oakland	CA	94601
62	DG Cogen Partners, LLC	1515 Clay Street	Oakland	CA	94612
63	Diamond Auto Body	3303 San Pablo Ave	Oakland	CA	94608
64	Diamond Cleaners	6816 Bancroft Ave	Oakland	CA	94605
65	Dollar Cleaners	4868 Telegraph Ave	Oakland	CA	94609
66	Due Torri Coffee	751 3rd Street	Oakland	CA	94607
67	Dynegy Oakland LLC	50 Martin Luthr Kng, Jr Way	Oakland	CA	94607
68	E 14th Auto Body Shop	5201 International Blvd	Oakland	CA	94601
69	Eandi Metal Works Inc	976 23rd Avenue	Oakland	CA	94606
70	East Bay Electric Motors, Inc	1240 E 12th Street	Oakland	CA	94606
71	East Bay Fixture Company	941 Aileen Street	Oakland	CA	94608
72	East Bay Generator	3740 San Leandro St	Oakland	CA	94601
73	East Bay Municipal Utility Dist	1200 21st Street	Oakland	CA	94607
74	East Bay Municipal Utility Dist PSH	4399 Oakport Street	Oakland	CA	94619
75	East Bay Municipal Utility District	7700 Greenly Drive	Oakland	CA	94605
76	Eastern Autobody & Repair	1223 Miller Avenue	Oakland	CA	94601
77	Englund Studio	2534 Magnolia St, Suite #4	Oakland	CA	94607
78	Equiva Services LLC	285 Hegenberger Rd	Oakland	CA	94621
79	Esposito Plating & Polishing Corp	2904 Chapman Street	Oakland	CA	94601
80	Eurasia Auto Body	450 24th Street	Oakland	CA	94612
81	Everett Graphics	7300 Edgewater Dr	Oakland	CA	94621
82	Evergreen Cemetery	6450 Camden Street	Oakland	CA	94605

ADMINISTRATIVE DRAFT – NOT FOR PUBLIC REVIEW

Appendix F
BAAQMD's Toxic Inventory (2004)

Map ID	Business	Address	City	State	Zip
83	Evergreen Cemetery	6450 Camden Street	Oakland	CA	94605
84	Experience Auto Body	2230 International Blvd	Oakland	CA	94606
85	ExxonMobil c/o Environmental Resolutions	2200 E 12th Street	Oakland	CA	94606
86	Federal Aviation Administration	Oakland Airport	Oakland	CA	94621
87	Ferraer's Custom Body & Paint Shop	929 77th Avenue	Oakland	CA	94621
88	Flores Body Shop	945 E 11th Street	Oakland	CA	94606
89	Fountain Cleaner	7110 International Blvd	Oakland	CA	94621
90	Friendly Cab Inc	4849 E 12th Street	Oakland	CA	94602
91	Gallagher & Burk, Inc	344 High Street	Oakland	CA	94601
92	George V Arth & Son	110 10th Street	Oakland	CA	94607
93	Global Intermodal Systems	400 High Street	Oakland	CA	94601
94	Golden Empire Properties c/o Cambria Environmental	3055 35th Street	Oakland	CA	94619
95	Golden Gate Truck Center	8200 Baldwin Street	Oakland	CA	94621
96	H & H Auto Collision	1220 E 12th Street	Oakland	CA	94606
97	H & P Auto Body	1319 Foothill Place	Oakland	CA	94606
98	Hard Chrome Engineering Company	750 107th Avenue	Oakland	CA	94603
99	Harold's Auto Body & Paint Shop	2126 Market Street	Oakland	CA	94607
100	Hart & Sun Body Shop	8511 San Leandro St	Oakland	CA	94621
101	High Technology Packaging	860 81st Avenue	Oakland	CA	94621
102	Highland General Hospital	1411 E 31st Street	Oakland	CA	94602
103	HiTech Collision Repair	504 E 10th Street	Oakland	CA	94606
104	Holiday Cleaners	1431 Leimert Blvd	Oakland	CA	94602
105	Honda Land	2939 E 7th Street	Oakland	CA	94601
106	Ideal Cleaners	322 14th Street	Oakland	CA	94612
107	International Complete Auto Repair & Body Shop	7340 International Blvd	Oakland	CA	94621
108	Interstate Brands Corporation	580 Julie Ann Way	Oakland	CA	94621
109	J & J Auto Body & Repair	1221 8th Avenue	Oakland	CA	94606
110	Jack London Technology Center	720 2nd Street	Oakland	CA	94607
111	Jerry's Body Shop	10966 San Leandro St	Oakland	CA	94603
112	Johnson Plating Works Inc	2526 Telegraph Ave	Oakland	CA	94612
113	K J's Auto Body Repair	8921 San Leandro Blvd	Oakland	CA	94621
114	Kaiser Permanente	5800 Coliseum Way	Oakland	CA	94621
115	Kaiser Permanente Medical Center	280 W MacArthur Blvd	Oakland	CA	94611
116	Kong Auto Body	1131 6th Avenue	Oakland	CA	94606
117	KR Properties Inc	7500 Edgewater Dr	Oakland	CA	94621
118	Label Art	290 27th Street	Oakland	CA	94612
119	Le Magic Cleaners	1706 Franklin Street	Oakland	CA	94612
120	Lee's Auto Body & Repair	1319 Foothill Place	Oakland	CA	94606
121	Level 3 Communications	344 20th Street	Oakland	CA	94612
122	Lithograph Reproductions Inc	4120 Martin Luthr Kng, Jr Way	Oakland	CA	94609
123	Lockwood Cleaners	6160 International Blvd	Oakland	CA	94621

ADMINISTRATIVE DRAFT – NOT FOR PUBLIC REVIEW

Appendix F
BAAQMD's Toxic Inventory (2004)

Map ID	Business	Address	City	State	Zip
124	Longview Fibre Company	8511 Blaine Street	Oakland	CA	94621
125	Loyal Auto Body	1639 International Blvd	Oakland	CA	94606
126	Luis' Auto Body	8917 San Leandro St	Oakland	CA	94621
127	M B Auto Body Fender	7744 International Blvd	Oakland	CA	94621
128	Madison Street Press	614 Madison Street	Oakland	CA	94607
129	Magic Touch Cleaners	4115 Telegraph Ave	Oakland	CA	94609
130	Maharlika Body Shop	1011 39th Avenue	Oakland	CA	94601
131	Marine Terminals Corp	5190 7th Street	Oakland	CA	94607
132	Mark Borsuk Esq	1432 Harrison Street	Oakland	CA	94612
133	Mary's Cleaners	3425 Lakeshore Ave	Oakland	CA	94610
134	May Cleaners	1924 Park Boulevard	Oakland	CA	94606
135	MD Auto Body	5111 San Leandro St	Oakland	CA	94601
136	Melrose Metal Finishing, Inc	10222 Pearmain St	Oakland	CA	94603
137	MetroPCS California/Florida Inc	720 2nd Street	Oakland	CA	94607
138	Metropolitan Furniture Corp	7220 Edgewater Dr	Oakland	CA	94621
139	MH Auto Repair & Body	1211 11th Avenue	Oakland	CA	94606
140	Mike's Oakland Body Shop	1101 7th Avenue	Oakland	CA	94606
141	Mirage Auto Body & Paint	1101 98th Avenue	Oakland	CA	94603
142	Moal's Body Shop	937 E 12th Street	Oakland	CA	94606
143	Modern Auto Body	1518 E 12th Street	Oakland	CA	94606
144	Moreno Auto Body Shop	8227 International Blvd	Oakland	CA	94621
145	Mountain View Cemetery Association	5000 Piedmont Ave	Oakland	CA	94611
146	MoZ Designs Incorporated	2336 Magnolia Street	Oakland	CA	94607
147	Mr Espresso	696 3rd Street	Oakland	CA	94607
148	Nor-Cal Metal Fabricators	1121 3rd Street	Oakland	CA	94607
149	Norge Village	3908 Grand Avenue	Oakland	CA	94610
150	Norman's Body and Repair Shop	1415 18th Street	Oakland	CA	94607
151	Oakland Auto Body & Frame	149 11th Street	Oakland	CA	94607
152	Oakland Collision Truck Painting	600 McClary Avenue	Oakland	CA	94621
153	Oakland Police Department, Eastmont Precinct	7200 Bancroft Ave	Oakland	CA	94605
154	One Hour Martinizing	3250 Grand Avenue	Oakland	CA	94610
155	Owens-Brockway Glass Container Inc	3600 Alameda Avenue	Oakland	CA	94601
156	P & I Auto Body Repair	3009 Foothill Blvd	Oakland	CA	94601
157	Pacific Bell	8925 Holly Street	Oakland	CA	94621
158	Pacific Galvanizing	715 46th Avenue	Oakland	CA	94601
159	Pacific Gas and Electric	689 2nd Street	Oakland	CA	94607
160	Peerless Coffee Co	260 Oak Street	Oakland	CA	94607
161	PEPSICO Beverages and Foods	1175 57th Avenue	Oakland	CA	94621
162	Performance Auto Body Center	635 E 12th Street	Oakland	CA	94606
163	Perkins Cleaners	447 Perkins Street	Oakland	CA	94610
164	Port of Oakland	Jack London Square	Oakland	CA	94607

ADMINISTRATIVE DRAFT – NOT FOR PUBLIC REVIEW

Appendix F
BAAQMD's Toxic Inventory (2004)

Map ID	Business	Address	City	State	Zip
165	Pride Cleaners	3401 Grand Avenue	Oakland	CA	94610
166	Production Pattern Shop Inc	4244 E 12th Street	Oakland	CA	94601
167	Professional Cleaners	2809 MacArthur Blvd	Oakland	CA	94602
168	Quality Body and Fender	2510 Martin Luthr Kng Way	Oakland	CA	94612
169	Qwest Communications Corporation	290 5th Avenue	Oakland	CA	94606
170	R & V Auto Body Shop Inc	851 98th Avenue	Oakland	CA	94603
171	Red Hanger Kleaners Inc	6239 College Avenue	Oakland	CA	94618
172	Regency Restoration & Antiques	2400 Embarcadero	Oakland	CA	94606
173	Rockridge Antiques	5333 Adeline Street	Oakland	CA	94608
174	Rockridge Royal Cleaners	5455 College Avenue	Oakland	CA	94618
175	Rolls-Royce Engine Services - Oakland, Inc	7200 Earhart Road	Oakland	CA	94621
176	Rubas Body Shop	7933 International Blvd	Oakland	CA	94621
177	Sahuayo's Body Shop	7520 International Blvd	Oakland	CA	94621
178	Saint Pauls Tower	100 Bay Place	Oakland	CA	94610
179	Salle Paint & Body Shop Inc	1049 9th Avenue	Oakland	CA	94606
180	San Francisco Bay Area Rapid Transit District	3401 E 12th Street	Oakland	CA	94602
181	San Pablo Auto Body	2926 San Pablo Ave	Oakland	CA	94612
182	Santana's Furniture Refinish	4356 Coliseum Way	Oakland	CA	94601
183	Sequoiah Graphics	1535 34th Street	Oakland	CA	94608
184	Shattuck One Hour Cleaners	6103 Shattuck Ave	Oakland	CA	94609
185	Sherman's Cleaners	3249 Lakeshore Dr	Oakland	CA	94610
186	Shorenstein Realty Services	555 12th Street	Oakland	CA	94612
187	Sin-Mex Auto Body Shop	4028 International Blvd	Oakland	CA	94601
188	Smooth Auto Body	1228 41st Avenue	Oakland	CA	94601
189	Sparkle Cleaners	7000 Bancroft Ave	Oakland	CA	94605
190	SSA Terminals - Oakland	1999 Middle Harbor Rd	Oakland	CA	94607
191	Style Cleaners	5912 San Pablo	Oakland	CA	94608
192	Sullivan Counter Tops	1189 65th Street	Oakland	CA	94608
193	Sunny Piedmont Cleaners	4364 Piedmont Ave	Oakland	CA	94611
194	Sunrise Specialty Company	930 98th Avenue	Oakland	CA	94603
195	Taymuree Foreign Auto Center	4238 Broadway	Oakland	CA	94611
196	The Art Craft Company	10441 Edes Avenue	Oakland	CA	94603
197	The Clorox Company	1221 Broadway	Oakland	CA	94612
198	The Earthgrains Company	955 Kennedy Street	Oakland	CA	94606
199	Thrifty 1hr Cleaners	3920 MacArthur Blvd	Oakland	CA	94619
200	Trans Bay Container Terminal	2500 7th Street	Oakland	CA	94607
201	United Airlines Oakland Airport Terminal	Untd Arlns Oklnd	Oakland	CA	94621
202	Uptown Body & Fender	2118 Brush Street	Oakland	CA	94612
203	US Postal Service - Vehicle Maintenance	1675 7th Street	Oakland	CA	94615
204	V & J Body Shop	4647 Foothill Blvd	Oakland	CA	94601
205	Vale Cleaners	1917 Fruitvale Ave	Oakland	CA	94601

ADMINISTRATIVE DRAFT – NOT FOR PUBLIC REVIEW

Appendix F
BAAQMD's Toxic Inventory (2004)

Map ID	Business	Address	City	State	Zip
206	Verizon Wireless - (Bay Bridge BCZ-E)	So Frontage Road	Oakland	CA	94607
207	Verizon Wireless - (East 14th & 98th)	10950 International Blvd	Oakland	CA	94619
208	VIP Auto Collision Repair	293 27th Street	Oakland	CA	94612
209	V-Tech Automotive	7895 International Blvd	Oakland	CA	94621
210	V-Tech Collision Center	7895 International Blvd	Oakland	CA	94621
211	Weatherford BMW	575 W Grand Avenue	Oakland	CA	94612
212	Western Colloid Products	700 71st Avenue	Oakland	CA	94621
213	WFG-Fuller Funerals Inc	4647 International Blvd	Oakland	CA	94601
214	Willie's Unique Auto Body Shop	5525 Foothill Blvd	Oakland	CA	94605
215	Wiltel Communications	1330 Broadway	Oakland	CA	94612
216	Wing Lee Cleaners	5861 San Pablo Ave	Oakland	CA	94608
217	Wise Auto Body, Inc	493 40th Street	Oakland	CA	94609
218	Wood Tech Inc	4611 Malat Street	Oakland	CA	94601
219	World Heart Inc	7799 Pardee Lane	Oakland	CA	94621
220	Worldcom	1330 Broadway	Oakland	CA	94612
221	Youngs Cleaners	10700 McArthur Blvd, Suite 20D	Oakland	CA	94605
222	Young's One Hour Martinizing	600 Grand Ave, Suite 100	Oakland	CA	94610

Appendix G

Noise Model Calculation Tables

Table 1
TRAFFIC NOISE IMPACT
YEAR 2035

5SW

Location: 7th Street west of Peralta Street

Vehicle Type	Traffic		Noise Reference Level (15 meters)	-----Noise Level (dB Ldn)-----						
				-----Centerline Distance (feet)-----						
	----Volume---	24-hour PM Peak volume		48	55	110	220	440	880	1760
		1-hour		15	17	34	67	134	268	536
----- (meters) -----										
EXISTING										
Autos	7277	728	65.2	65.4	64.5	60.0	55.5	51.0	46.5	41.9
Medium Truck	306	31	62.5	62.6	61.8	57.2	52.7	48.2	43.7	39.2
Heavy Trucks	77	8	61.3	61.4	60.5	56.0	51.5	47.0	42.5	38.0
TOTAL	7660	766	68.1	68.3	67.4	62.9	58.3	53.8	49.3	44.8
FUTURE NO PROJECT										
Autos	15010	1501	68.4	68.5	67.7	63.1	58.6	54.1	49.6	45.1
Medium Truck	632	63	65.6	65.8	64.9	60.4	55.9	51.3	46.8	42.3
Heavy Trucks	158	16	64.4	64.6	63.7	59.2	54.6	50.1	45.6	41.1
TOTAL	15800	1580	71.2	71.4	70.5	66.0	61.5	57.0	52.5	47.9
FUTURE WITH PROJECT										
Autos	18487	1849	69.3	69.5	68.6	64.1	59.5	55.0	50.5	46.0
Medium Truck	778	78	66.5	66.7	65.8	61.3	56.8	52.3	47.7	43.2
Heavy Trucks	195	19	65.3	65.5	64.6	60.1	55.6	51.0	46.5	42.0
TOTAL	19460	1946	72.1	72.3	71.4	66.9	62.4	57.9	53.4	48.8
CHANGE FROM EXISTING										
Autos	11210	1121	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Medium Truck	472	47	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Heavy Trucks	118	12	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
TOTAL	11800	1180	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
CHANGE FROM FUTURE NO PROJECT										
Autos	3477	348	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Medium Truck	146	15	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Heavy Trucks	37	4	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
TOTAL	3660	366	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90

Average speed: 72.4 km/hr= 45.0 mi/hr

Time of day:	70.0% Day	Fleet Mix	95.0% Autos
	15.0% Evening		4.0% Medium Trucks
	15.0% Night		1.0% Heavy Trucks
	100.0%		100.0%

24-hr = 10* PM Peak

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.
Distances in blue are minimum and maximum centerline street widths

Table 2
TRAFFIC NOISE IMPACT
YEAR 2035

Location: Claremont Avenue south of College Avenue

Vehicle Type			-----Noise Level (dB Ldn)-----							
	Traffic		-----Centerline Distance (feet)-----							
	----Volume---	Reference	35	45	90	180	360	720	1440	
	24-hr PM Peak	Noise Level	----- (meters) -----							
Type	volume	1-hr (15 meters)	11	14	27	55	110	219	439	
EXISTING										
Autos	9339	934	66.3	68.5	66.9	62.4	57.9	53.4	48.8	44.3
Med Trucks	393	39	63.6	65.8	64.1	59.6	55.1	50.6	46.1	41.6
Hvy Trucks	98	10	62.3	64.6	62.9	58.4	53.9	49.4	44.9	40.3
TOTAL	9830	983	69.2	71.4	69.8	65.2	60.7	56.2	51.7	47.2
FUTURE NO PROJECT										
Autos	28073	2807	71.1	73.3	71.7	67.2	62.7	58.1	53.6	49.1
Med Trucks	1182	118	68.3	70.6	68.9	64.4	59.9	55.4	50.9	46.3
Hvy Trucks	296	30	67.1	69.3	67.7	63.2	58.7	54.2	49.6	45.1
TOTAL	29550	2955	74.0	76.2	74.5	70.0	65.5	61.0	56.5	52.0
FUTURE WITH PROJECT										
Autos	28320	2832	71.1	73.4	71.7	67.2	62.7	58.2	53.7	49.1
Med Trucks	1192	119	68.4	70.6	69.0	64.4	59.9	55.4	50.9	46.4
Hvy Trucks	298	30	67.2	69.4	67.7	63.2	58.7	54.2	49.7	45.2
TOTAL	29810	2981	74.0	76.2	74.6	70.1	65.5	61.0	56.5	52.0
CHANGE FROM EXISTING										
Autos	18981	1898	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
Med Trucks	799	80	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
Hvy Trucks	200	20	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
TOTAL	19980	1998	4.8	4.8	4.8	4.8	4.8	4.8	4.8	4.8
CHANGE FROM FUTURE NO PROJECT										
Autos	247	25	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
Med Trucks	10	1	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
Hvy Trucks	3	0	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04
TOTAL	260	26	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04

Average speed: 72.4 km/hr= 45.0 mi/hr

Time of day:	70.0% Day	Fleet Mix	95.0% Autos
	15.0% Evening		4.0% Medium Trucks
	15.0% Night		1.0% Heavy Trucks
	100.0%		100.0%

24-hr = 10* PM Peak

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.
Distances in blue are minimum and maximum centerline street widths

Table 3
TRAFFIC NOISE IMPACT
YEAR 2035

5SW

Location: Fruitvale Avenue South of I-580

				-----Noise Level (dB Ldn)-----						
				-----Centerline Distance (feet)-----						
				35	70	140	280	560	1120	2240
Vehicle Type	Traffic		Noise Reference Level (15 meters)	----- (meters) -----						
	24-hour volume	PM Peak 1-hour		11	21	43	85	171	341	683
EXISTING										
Autos	14032	1403	68.1	70.3	65.8	61.3	56.8	52.3	47.7	43.2
Medium Truck	591	59	65.3	67.5	63.0	58.5	54.0	49.5	45.0	40.5
Heavy Trucks	148	15	64.1	66.3	61.8	57.3	52.8	48.3	43.8	39.2
TOTAL	14770	1477	70.9	73.2	68.7	64.1	59.6	55.1	50.6	46.1
FUTURE NO PROJECT										
Autos	15675	1568	68.6	70.8	66.3	61.8	57.2	52.7	48.2	43.7
Medium Truck	660	66	65.8	68.0	63.5	59.0	54.5	50.0	45.4	40.9
Heavy Trucks	165	17	64.6	66.8	62.3	57.8	53.3	48.7	44.2	39.7
TOTAL	16500	1650	71.4	73.6	69.1	64.6	60.1	55.6	51.1	46.6
FUTURE WITH PROJECT										
Autos	17309	1731	69.0	71.2	66.7	62.2	57.7	53.2	48.6	44.1
Medium Truck	729	73	66.2	68.5	63.9	59.4	54.9	50.4	45.9	41.4
Heavy Trucks	182	18	65.0	67.2	62.7	58.2	53.7	49.2	44.7	40.1
TOTAL	18220	1822	71.9	74.1	69.6	65.0	60.5	56.0	51.5	47.0
CHANGE FROM EXISTING										
Autos	3278	328	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Medium Truck	138	14	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Heavy Trucks	35	3	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
TOTAL	3450	345	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
CHANGE FROM FUTURE NO PROJECT										
Autos	1634	163	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43
Medium Truck	69	7	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43
Heavy Trucks	17	2	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43
TOTAL	1720	172	0.43	0.43	0.43	0.43	0.43	0.43	0.43	0.43

Average speed: 72.4 km/hour= 45.0 mi/hour

Time of day:	70.0% Day	Fleet Mix	95.0% Autos
	15.0% Evening		4.0% Medium Trucks
	15.0% Night		1.0% Heavy Trucks
	100.0%		100.0%

24-hour = 10* PM Peak

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.
Distances in blue are minimum and maximum centerline street widths

Table 4
TRAFFIC NOISE IMPACT
YEAR 2035

Location: West Grand west of Martin Luther King Junior Way

			-----Noise Level (dB Ldn)-----							
Traffic			Noise	-----Centerline Distance (feet)-----						
	----Volume----		Reference	50	55	110	220	440	880	1760
Vehicle	24-hour	PM Peak	Level	----- (meters)-----						
Type	volume	1-hour	(15 meters	15	17	34	67	134	268	536
EXISTING										
Autos	17309	1731	69.0	68.9	68.3	63.8	59.3	54.7	50.2	45.7
Medium Truck	729	73	66.2	66.1	65.5	61.0	56.5	52.0	47.5	42.9
Heavy Trucks	182	18	65.0	64.9	64.3	59.8	55.3	50.7	46.2	41.7
TOTAL	18220	1822	71.9	71.8	71.1	66.6	62.1	57.6	53.1	48.6
FUTURE NO PROJECT										
Autos	34922	3492	72.1	72.0	71.3	66.8	62.3	57.8	53.3	48.8
Medium Truck	1470	147	69.3	69.2	68.6	64.0	59.5	55.0	50.5	46.0
Heavy Trucks	368	37	68.1	68.0	67.3	62.8	58.3	53.8	49.3	44.8
TOTAL	36760	3676	74.9	74.8	74.2	69.7	65.2	60.6	56.1	51.6
FUTURE WITH PROJECT										
Autos	37525	3753	72.4	72.3	71.6	67.1	62.6	58.1	53.6	49.1
Medium Truck	1580	158	69.6	69.5	68.9	64.4	59.8	55.3	50.8	46.3
Heavy Trucks	395	40	68.4	68.3	67.7	63.1	58.6	54.1	49.6	45.1
TOTAL	39500	3950	75.2	75.1	74.5	70.0	65.5	60.9	56.4	51.9
CHANGE FROM EXISTING										
Autos	20216	2022	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4
Medium Truck	851	85	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4
Heavy Trucks	213	21	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4
TOTAL	21280	2128	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4
CHANGE FROM FUTURE NO PROJECT										
Autos	2603	260	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31
Medium Truck	110	11	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31
Heavy Trucks	27	3	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31
TOTAL	2740	274	0.31	0.31	0.31	0.31	0.31	0.31	0.31	0.31

Average speed: 72.4 km/hour= 45.0 mi/hour

Time of day:	70.0% Day	Fleet Mix	95.0% Autos
	15.0% Evening		4.0% Medium Trucks
	15.0% Night		1.0% Heavy Trucks
	100.0%		100.0%

24-hour = 10* PM Peak

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.
Distances in blue are minimum and maximum centerline street widths

Table 1
TRAFFIC NOISE IMPACT
YEAR 2035

Location: MacArthur Boulevard West of Martin Luther King Junior Way

			-----Noise Level (dB Ldn)-----							
			-----Centerline Distance (feet)-----							
	Traffic		Noise	55	65	130	260	520	1040	2080
Vehicle Type	----Volume---	Reference	Level (15 meters)	----- (meters) -----						
	24-hour volume	PM Peak 1-hour		17	20	40	79	158	317	634
EXISTING										
Autos	14193	1419	68.1	67.4	66.3	61.8	57.3	52.8	48.3	43.8
Medium Truck	598	60	65.4	64.7	63.6	59.0	54.5	50.0	45.5	41.0
Heavy Trucks	149	15	64.2	63.4	62.3	57.8	53.3	48.8	44.3	39.8
TOTAL	14940	1494	71.0	70.3	69.2	64.7	60.2	55.6	51.1	46.6
FUTURE NO PROJECT										
Autos	31065	3107	71.5	70.8	69.7	65.2	60.7	56.2	51.7	47.2
Medium Truck	1308	131	68.8	68.1	67.0	62.4	57.9	53.4	48.9	44.4
Heavy Trucks	327	33	67.6	66.8	65.7	61.2	56.7	52.2	47.7	43.2
TOTAL	32700	3270	74.4	73.7	72.6	68.1	63.6	59.0	54.5	50.0
FUTURE WITH PROJECT										
Autos	33174	3317	71.8	71.1	70.0	65.5	61.0	56.5	52.0	47.4
Medium Truck	1397	140	69.1	68.3	67.3	62.7	58.2	53.7	49.2	44.7
Heavy Trucks	349	35	67.8	67.1	66.0	61.5	57.0	52.5	48.0	43.5
TOTAL	34920	3492	74.7	74.0	72.9	68.4	63.8	59.3	54.8	50.3
CHANGE FROM EXISTING										
Autos	18981	1898	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Medium Truck	799	80	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
Heavy Trucks	200	20	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
TOTAL	19980	1998	3.7	3.7	3.7	3.7	3.7	3.7	3.7	3.7
CHANGE FROM FUTURE NO PROJECT										
Autos	2109	211	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29
Medium Truck	89	9	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29
Heavy Trucks	22	2	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29
TOTAL	2220	222	0.29	0.29	0.29	0.29	0.29	0.29	0.29	0.29

Average speed: 72.4 km/hour= 45.0 mi/hour

Time of day:	70.0% Day	Fleet Mix	95.0% Autos
	15.0% Evening		4.0% Medium Trucks
	15.0% Night		1.0% Heavy Trucks
	100.0%		100.0%

24-hour = 10* PM Peak

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.
Distances in blue are minimum and maximum centerline street widths

Table 6
TRAFFIC NOISE IMPACT
YEAR 2035

5SW

Location: Telegraph Avenue south of 51st Street

Vehicle Type			-----Noise Level (dB Ldn)-----							
	Traffic		-----Centerline Distance (feet)-----							
	----Volume---	Reference	50	100	200	400	800	1600	3200	
	24-hour PM Peak volume 1-hour	Peak (15 meters)	Level	15	30	61	122	244	488	975
EXISTING										
Autos	14051	1405	68.1	68.0	63.5	59.0	54.5	49.9	45.4	40.9
Medium Truck	592	59	65.3	65.2	60.7	56.2	51.7	47.2	42.7	38.1
Heavy Trucks	148	15	64.1	64.0	59.5	55.0	50.5	45.9	41.4	36.9
TOTAL	14790	1479	71.0	70.8	66.3	61.8	57.3	52.8	48.3	43.8
FUTURE NO PROJECT										
Autos	21290	2129	69.9	69.8	65.3	60.8	56.3	51.7	47.2	42.7
Medium Truck	896	90	67.1	67.0	62.5	58.0	53.5	49.0	44.5	39.9
Heavy Trucks	224	22	65.9	65.8	61.3	56.8	52.3	47.8	43.2	38.7
TOTAL	22410	2241	72.8	72.7	68.1	63.6	59.1	54.6	50.1	45.6
FUTURE WITH PROJECT										
Autos	23779	2378	70.4	70.3	65.8	61.3	56.7	52.2	47.7	43.2
Medium Truck	1001	100	67.6	67.5	63.0	58.5	54.0	49.5	44.9	40.4
Heavy Trucks	250	25	66.4	66.3	61.8	57.3	52.7	48.2	43.7	39.2
TOTAL	25030	2503	73.2	73.1	68.6	64.1	59.6	55.1	50.6	46.0
CHANGE FROM EXISTING										
Autos	9728	973	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Medium Truck	410	41	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Heavy Trucks	102	10	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
TOTAL	10240	1024	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
CHANGE FROM FUTURE NO PROJECT										
Autos	2489	249	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48
Medium Truck	105	10	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48
Heavy Trucks	26	3	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48
TOTAL	2620	262	0.48	0.48	0.48	0.48	0.48	0.48	0.48	0.48

Average speed: 72.4 km/hour= 45.0 mi/hour

Time of day:	70.0% Day	Fleet Mix	95.0% Autos
	15.0% Evening		4.0% Medium Trucks
	15.0% Night		1.0% Heavy Trucks
	100.0%		100.0%

24-hour = 10* PM Peak

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Distances in blue are minimum and maximum centerline street widths

Table 7
TRAFFIC NOISE IMPACT
YEAR 2035

5SW

Location: Stanford Avenue east of San Balo Avenue

Vehicle Type	Traffic		Noise Reference Level (15 meters)	Noise Level (dB Ldn)						
	Volume			Centerline Distance (feet)						
	24-hr	PM Peak		55	70	140	280	560	1120	2240
	volume	1-hr		(meters)						
				17	21	43	85	171	341	683
EXISTING										
Autos	11638	1164	67.3	66.6	65.0	60.5	56.0	51.4	46.9	42.4
Medium Truck	490	49	64.5	63.8	62.2	57.7	53.2	48.7	44.2	39.6
Heavy Trucks	123	12	63.3	62.6	61.0	56.5	52.0	47.5	42.9	38.4
TOTAL	12250	1225	70.1	69.4	67.8	63.3	58.8	54.3	49.8	45.3
FUTURE NO PROJECT										
Autos	21651	2165	70.0	69.3	67.7	63.2	58.7	54.1	49.6	45.1
Medium Truck	912	91	67.2	66.5	64.9	60.4	55.9	51.4	46.9	42.3
Heavy Trucks	228	23	66.0	65.3	63.7	59.2	54.7	50.2	45.6	41.1
TOTAL	22790	2279	72.8	72.1	70.5	66.0	61.5	57.0	52.5	48.0
FUTURE WITH PROJECT										
Autos	22069	2207	70.1	69.3	67.8	63.2	58.7	54.2	49.7	45.2
Medium Truck	929	93	67.3	66.6	65.0	60.5	56.0	51.5	46.9	42.4
Heavy Trucks	232	23	66.1	65.4	63.8	59.3	54.7	50.2	45.7	41.2
TOTAL	23230	2323	72.9	72.2	70.6	66.1	61.6	57.1	52.6	48.0
CHANGE FROM EXISTING										
Autos	10431	1043	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8
Medium Truck	439	44	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8
Heavy Trucks	110	11	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8
TOTAL	10980	1098	2.8	2.8	2.8	2.8	2.8	2.8	2.8	2.8
CHANGE FROM FUTURE NO PROJECT										
Autos	418	42	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08
Medium Truck	18	2	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08
Heavy Trucks	4	0	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08
TOTAL	440	44	0.08	0.08	0.08	0.08	0.08	0.08	0.08	0.08

Average speed: 72.4 km/hr= 45.0 mi/hr

Time of day:	70.0% Day	Fleet Mix	95.0% Autos
	15.0% Evening		4.0% Medium Trucks
	15.0% Night		1.0% Heavy Trucks
	100.0%		100.0%

24-hr = 10* PM Peak

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Distances in blue are minimum and maximum centerline street widths

Traffic data obtained from Dowling Associates Inc.

Table 8
TRAFFIC NOISE IMPACT
YEAR 2035

5SW

Location: Piedmont Avenue North of MacArthur Boulevard

Vehicle Type			-----Noise Level (dB Ldn)-----							
	Traffic		-----Centerline Distance (feet)-----							
	----Volume---	Reference	35	70	140	280	560	1120	2240	
	24-hour PM Peak	Noise Level	----- (meters) -----							
Type	volume 1-hour	(15 meters)	11	21	43	85	171	341	683	
EXISTING										
Autos	7895	789	62.5	64.7	60.2	55.7	51.2	46.7	42.2	37.7
Medium Truck	332	33	60.2	62.4	57.9	53.4	48.9	44.4	39.9	35.3
Heavy Trucks	83	8	60.0	62.2	57.7	53.2	48.7	44.2	39.7	35.1
TOTAL	8310	831	65.9	68.1	63.6	59.0	54.5	50.0	45.5	41.0
FUTURE NO PROJECT										
Autos	11115	1112	64.0	66.2	61.7	57.2	52.7	48.2	43.7	39.1
Medium Truck	468	47	61.7	63.9	59.4	54.9	50.4	45.9	41.3	36.8
Heavy Trucks	117	12	61.5	63.7	59.2	54.7	50.2	45.7	41.1	36.6
TOTAL	11700	1170	67.3	69.6	65.0	60.5	56.0	51.5	47.0	42.5
FUTURE WITH PROJECT										
Autos	12141	1214	64.4	66.6	62.1	57.6	53.1	48.6	44.0	39.5
Medium Truck	511	51	62.1	64.3	59.8	55.3	50.8	46.2	41.7	37.2
Heavy Trucks	128	13	61.9	64.1	59.6	55.1	50.6	46.0	41.5	37.0
TOTAL	12780	1278	67.7	69.9	65.4	60.9	56.4	51.9	47.4	42.8
CHANGE FROM EXISTING										
Autos	4247	425	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9
Medium Truck	179	18	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9
Heavy Trucks	45	4	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9
TOTAL	4470	447	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9
CHANGE FROM FUTURE NO PROJECT										
Autos	1026	103	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38
Medium Truck	43	4	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38
Heavy Trucks	11	1	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38
TOTAL	1080	108	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38

Average speed: 56.3 km/hour= 35.0 mi/hour

Time of day:	70.0% Day	Fleet Mix	95.0% Autos
	15.0% Evening		4.0% Medium Trucks
	15.0% Night		1.0% Heavy Trucks
	100.0%		100.0%

24-hour = 10* PM Peak

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.
Distances in blue are minimum and maximum centerline street widths

Table 9
TRAFFIC NOISE IMPACT
YEAR 2035

5SW

Location: 7th Street East of Mandela Parkway

Vehicle Type	Traffic		Noise Reference Level (15 meters)	-----Noise Level (dB Ldn)-----							
				-----Centerline Distance (feet)-----							
	----Volume---			52	65	130	260	520	1040	2080	
	24-hr PM volume	Peak 1-hr		----- (meters) -----							
				16	20	40	79	158	317	634	
EXISTING											
Autos	9757	976	66.5	66.2	64.7	60.2	55.7	51.2	46.6	42.1	
Medium Truck	411	41	63.7	63.4	61.9	57.4	52.9	48.4	43.9	39.4	
Heavy Trucks	103	10	62.5	62.2	60.7	56.2	51.7	47.2	42.7	38.1	
TOTAL	10270	1027	69.4	69.0	67.6	63.0	58.5	54.0	49.5	45.0	
FUTURE NO PROJECT											
Autos	21299	2130	69.9	69.5	68.1	63.6	59.1	54.5	50.0	45.5	
Medium Truck	897	90	67.1	66.8	65.3	60.8	56.3	51.8	47.3	42.7	
Heavy Trucks	224	22	65.9	65.6	64.1	59.6	55.1	50.6	46.0	41.5	
TOTAL	22420	2242	72.8	72.4	70.9	66.4	61.9	57.4	52.9	48.4	
FUTURE WITH PROJECT											
Autos	23389	2339	70.3	70.0	68.5	64.0	59.5	55.0	50.4	45.9	
Medium Truck	985	98	67.5	67.2	65.7	61.2	56.7	52.2	47.7	43.2	
Heavy Trucks	246	25	66.3	66.0	64.5	60.0	55.5	51.0	46.5	41.9	
TOTAL	24620	2462	73.2	72.8	71.4	66.8	62.3	57.8	53.3	48.8	
CHANGE FROM EXISTING											
Autos	13633	1363	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	
Medium Truck	574	57	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	
Heavy Trucks	144	14	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	
TOTAL	14350	1435	3.8	3.8	3.8	3.8	3.8	3.8	3.8	3.8	
CHANGE FROM FUTURE NO PROJECT											
Autos	2090	209	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	
Medium Truck	88	9	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	
Heavy Trucks	22	2	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	
TOTAL	2200	220	0.41	0.41	0.41	0.41	0.41	0.41	0.41	0.41	

Average speed: 72.4 km/hr= 45.0 mi/hr

Time of day:	70.0% Day	Fleet Mix	95.0% Autos
	15.0% Evening		4.0% Medium Trucks
	15.0% Night		1.0% Heavy Trucks
	100.0%		100.0%

24-hr = 10* PM Peak

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Distances in blue are minimum and maximum centerline street widths

Traffic data obtained from Dowling Associates Inc.

Table 10
TRAFFIC NOISE IMPACT
YEAR 2035

5SW

Location: San Pablo Avenue South of Stanford Avenue

			-----Noise Level (dB Ldn)-----							
Traffic			Noise	-----Centerline Distance (feet)-----						
	---Volume---		Reference	45	60	120	240	480	960	1920
Vehicle	24-hour PM	Peak	Level	----- (meters) -----						
Type	volume	1-hour	(15 meters)	14	18	37	73	146	293	585
EXISTING										
Autos	22696	2270	70.2	70.8	68.9	64.4	59.9	55.3	50.8	46.3
Medium Truck	956	96	67.4	68.0	66.1	61.6	57.1	52.6	48.1	43.5
Heavy Trucks	239	24	66.2	66.8	64.9	60.4	55.9	51.4	46.8	42.3
TOTAL	23890	2389	73.0	73.6	71.7	67.2	62.7	58.2	53.7	49.2
FUTURE NO PROJECT										
Autos	33079	3308	71.8	72.4	70.5	66.0	61.5	57.0	52.5	48.0
Medium Truck	1393	139	69.1	69.6	67.8	63.2	58.7	54.2	49.7	45.2
Heavy Trucks	348	35	67.8	68.4	66.5	62.0	57.5	53.0	48.5	44.0
TOTAL	34820	3482	74.7	75.3	73.4	68.9	64.3	59.8	55.3	50.8
FUTURE WITH PROJECT										
Autos	34865	3487	72.0	72.6	70.8	66.2	61.7	57.2	52.7	48.2
Medium Truck	1468	147	69.3	69.9	68.0	63.5	59.0	54.4	49.9	45.4
Heavy Trucks	367	37	68.1	68.6	66.8	62.3	57.7	53.2	48.7	44.2
TOTAL	36700	3670	74.9	75.5	73.6	69.1	64.6	60.1	55.5	51.0
CHANGE FROM EXISTING										
Autos	12170	1217	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9
Medium Truck	512	51	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9
Heavy Trucks	128	13	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9
TOTAL	12810	1281	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9
CHANGE FROM FUTURE NO PROJECT										
Autos	1786	179	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23
Medium Truck	75	8	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23
Heavy Trucks	19	2	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23
TOTAL	1880	188	0.23	0.23	0.23	0.23	0.23	0.23	0.23	0.23

Average speed: 72.4 km/hour= 45.0 mi/hour

Time of day:	70.0% Day	Fleet Mix	95.0% Autos
	15.0% Evening		4.0% Medium Trucks
	15.0% Night		1.0% Heavy Trucks
	100.0%		100.0%

24-hour = 10* PM Peak

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.

Distances in blue are minimum and maximum centerline street widths

Table 11
TRAFFIC NOISE IMPACT
YEAR 2035

5SW

Location: Peralta Street north of 7th Street

Vehicle Type	Traffic		Noise	Noise Level (dB Ldn)						
	Volume		Reference	Centerline Distance (feet)						
	24-hour	PM Peak	Level	42	45	90	180	360	720	1440
	volume	1-hour	(15 meters	13	14	27	55	110	219	439
----- (meters) -----										
EXISTING										
Autos	1530	153	58.5	59.5	59.1	54.5	50.0	45.5	41.0	36.5
Medium Truck	64	6	55.7	56.7	56.3	51.8	47.3	42.7	38.2	33.7
Heavy Trucks	16	2	54.5	55.5	55.1	50.6	46.0	41.5	37.0	32.5
TOTAL	1610	161	61.3	62.4	61.9	57.4	52.9	48.4	43.8	39.3
FUTURE NO PROJECT										
Autos	1511	151	58.4	59.4	59.0	54.5	50.0	45.5	40.9	36.4
Medium Truck	64	6	55.6	56.7	56.2	51.7	47.2	42.7	38.2	33.7
Heavy Trucks	16	2	54.4	55.5	55.0	50.5	46.0	41.5	37.0	32.4
TOTAL	1590	159	61.3	62.3	61.8	57.3	52.8	48.3	43.8	39.3
FUTURE WITH PROJECT										
Autos	2499	250	60.6	61.6	61.2	56.7	52.2	47.6	43.1	38.6
Medium Truck	105	11	57.8	58.9	58.4	53.9	49.4	44.9	40.4	35.8
Heavy Trucks	26	3	56.6	57.6	57.2	52.7	48.2	43.7	39.1	34.6
TOTAL	2630	263	63.5	64.5	64.0	59.5	55.0	50.5	46.0	41.5
CHANGE FROM EXISTING										
Autos	969	97	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1
Medium Truck	41	4	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1
Heavy Trucks	10	1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1
TOTAL	1020	102	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1
CHANGE FROM FUTURE NO PROJECT										
Autos	988	99	2.19	2.19	2.19	2.19	2.19	2.19	2.19	2.19
Medium Truck	42	4	2.19	2.19	2.19	2.19	2.19	2.19	2.19	2.19
Heavy Trucks	10	1	2.19	2.19	2.19	2.19	2.19	2.19	2.19	2.19
TOTAL	1040	104	2.19	2.19	2.19	2.19	2.19	2.19	2.19	2.19

Average speed: 72.4 km/hour= 45.0 mi/hour

Time of day:	70.0% Day	Fleet Mix	95.0% Autos
	15.0% Evening		4.0% Medium Trucks
	15.0% Night		1.0% Heavy Trucks
	100.0%		100.0%

24-hour = 10* PM Peak

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.
Distances in blue are minimum and maximum centerline street widths

Table 12
TRAFFIC NOISE IMPACT
YEAR 2035

Location: Mountain Boulevard south of Snake Road

Vehicle Type			-----Noise Level (dB Ldn)-----							
			-----Centerline Distance (feet)-----							
	----Volume---	Reference	30	50	100	200	400	800	1600	
	24-hr PM Peak	Noise Level	----- (meters) -----							
Type	volume	1-hr (15 meters)	9	15	30	61	122	244	488	
EXISTING										
Autos	17271	1727	65.9	69.2	65.8	61.3	56.8	52.3	47.8	43.2
Medium Truck	727	73	63.6	66.8	63.5	59.0	54.5	50.0	45.5	40.9
Heavy Trucks	182	18	63.4	66.6	63.3	58.8	54.3	49.8	45.3	40.7
TOTAL	18180	1818	69.3	72.5	69.1	64.6	60.1	55.6	51.1	46.6
FUTURE NO PROJECT										
Autos	28016	2802	68.0	71.3	67.9	63.4	58.9	54.4	49.9	45.3
Medium Truck	1180	118	65.7	68.9	65.6	61.1	56.6	52.1	47.6	43.0
Heavy Trucks	295	29	65.5	68.7	65.4	60.9	56.4	51.9	47.4	42.8
TOTAL	29490	2949	71.4	74.6	71.2	66.7	62.2	57.7	53.2	48.7
FUTURE WITH PROJECT										
Autos	28320	2832	68.1	71.3	68.0	63.5	58.9	54.4	49.9	45.4
Medium Truck	1192	119	65.8	69.0	65.7	61.1	56.6	52.1	47.6	43.1
Heavy Trucks	298	30	65.6	68.8	65.5	60.9	56.4	51.9	47.4	42.9
TOTAL	29810	2981	71.4	74.6	71.3	66.8	62.3	57.7	53.2	48.7
CHANGE FROM EXISTING										
Autos	11049	1105	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1
Medium Truck	465	47	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1
Heavy Trucks	116	12	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1
TOTAL	11630	1163	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1
CHANGE FROM FUTURE NO PROJECT										
Autos	304	30	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05
Medium Truck	13	1	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05
Heavy Trucks	3	0	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05
TOTAL	320	32	0.05	0.05	0.05	0.05	0.05	0.05	0.05	0.05

Average speed: 56.3 km/hr= 35.0 mi/hr

Time of day:	70.0% Day	Fleet Mix	95.0% Autos
	15.0% Evening		4.0% Medium Trucks
	15.0% Night		1.0% Heavy Trucks
	100.0%		100.0%

24-hr = 10* PM Peak

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.
Distances in blue are minimum and maximum centerline street widths

Table 13
TRAFFIC NOISE IMPACT
YEAR 2035

Location: Martin Luther King Junior Way north of MacArthur Boulevard

			-----Noise Level (dB Ldn)-----							
	Traffic		Noise	-----Centerline Distance (feet)-----						
	----Volume---		Reference	40	70	140	280	560	1120	2240
Vehicle	24-hour	PM Peak	Level	----- (meters) -----						
Type	volume	1-hour	(15 meters	12	21	43	85	171	341	683
EXISTING										
Autos	7125	713	65.2	66.5	62.9	58.3	53.8	49.3	44.8	40.3
Medium Truck	300	30	62.4	63.7	60.1	55.6	51.1	46.5	42.0	37.5
Heavy Trucks	75	8	61.2	62.5	58.9	54.4	49.8	45.3	40.8	36.3
TOTAL	7500	750	68.0	69.4	65.7	61.2	56.7	52.2	47.6	43.1
FUTURE NO PROJECT										
Autos	5092	509	63.7	65.0	61.4	56.9	52.4	47.9	43.3	38.8
Medium Truck	214	21	60.9	62.3	58.6	54.1	49.6	45.1	40.6	36.1
Heavy Trucks	54	5	59.7	61.1	57.4	52.9	48.4	43.9	39.3	34.8
TOTAL	5360	536	66.5	67.9	64.2	59.7	55.2	50.7	46.2	41.7
FUTURE WITH PROJECT										
Autos	7125	713	65.2	66.5	62.9	58.3	53.8	49.3	44.8	40.3
Medium Truck	300	30	62.4	63.7	60.1	55.6	51.1	46.5	42.0	37.5
Heavy Trucks	75	8	61.2	62.5	58.9	54.4	49.8	45.3	40.8	36.3
TOTAL	7500	750	68.0	69.4	65.7	61.2	56.7	52.2	47.6	43.1
CHANGE FROM EXISTING										
Autos	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Medium Truck	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Heavy Trucks	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
TOTAL	0	0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
CHANGE FROM FUTURE NO PROJECT										
Autos	2033	203	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46
Medium Truck	86	9	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46
Heavy Trucks	21	2	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46
TOTAL	2140	214	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46

Average speed: 72.4 km/hour= 45.0 mi/hour

Time of day:	70.0% Day	Fleet Mix	95.0% Autos
	15.0% Evening		4.0% Medium Trucks
	15.0% Night		1.0% Heavy Trucks
	100.0%		100.0%

24-hr = 10* PM Peak

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.
Distances in blue are minimum and maximum centerline street widths

Table 14
TRAFFIC NOISE IMPACT
YEAR 2035

5SW

Location: Mandela Parkway North of 7th Street

			-----Noise Level (dB Ldn)-----							
	Traffic		Noise	-----Centerline Distance (feet)-----						
	---Volume---		Reference	52	85	170	340	680	1360	2720
Vehicle	24-hour	PM Peak	Level	----- (meters) -----						
Type	volume	1-hour	(15 meters	16	26	52	104	207	415	829
EXISTING										
Autos	5577	558	64.1	63.7	60.5	56.0	51.5	47.0	42.5	37.9
Medium Truck	235	23	61.3	61.0	57.8	53.2	48.7	44.2	39.7	35.2
Heavy Trucks	59	6	60.1	59.7	56.5	52.0	47.5	43.0	38.5	34.0
TOTAL	5870	587	66.9	66.6	63.4	58.9	54.3	49.8	45.3	40.8
FUTURE NO PROJECT										
Autos	5577	558	64.1	63.7	60.5	56.0	51.5	47.0	42.5	37.9
Medium Truck	235	23	61.3	61.0	57.8	53.2	48.7	44.2	39.7	35.2
Heavy Trucks	59	6	60.1	59.7	56.5	52.0	47.5	43.0	38.5	34.0
TOTAL	5870	587	66.9	66.6	63.4	58.9	54.3	49.8	45.3	40.8
FUTURE WITH PROJECT										
Autos	7078	708	65.1	64.8	61.6	57.0	52.5	48.0	43.5	39.0
Medium Truck	298	30	62.4	62.0	58.8	54.3	49.8	45.2	40.7	36.2
Heavy Trucks	75	7	61.1	60.8	57.6	53.1	48.5	44.0	39.5	35.0
TOTAL	7450	745	68.0	67.6	64.4	59.9	55.4	50.9	46.4	41.8
CHANGE FROM EXISTING										
Autos	1501	150	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Medium Truck	63	6	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Heavy Trucks	16	2	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
TOTAL	1580	158	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
CHANGE FROM FUTURE NO PROJECT										
Autos	1501	150	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Medium Truck	63	6	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
Heavy Trucks	16	2	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04
TOTAL	1580	158	1.04	1.04	1.04	1.04	1.04	1.04	1.04	1.04

Average speed: 72.4 km/hour= 45.0 mi/hour

Time of day:	70.0% Day	Fleet Mix	95.0% Autos
	15.0% Evening		4.0% Medium Trucks
	15.0% Night		1.0% Heavy Trucks
	100.0%		100.0%

24-hr = 10* PM Peak

Notes: Based on methods of Federal Highway Administration "Highway Traffic Noise Model", FHWA-RD-77-108, December, 1978.
Distances in blue are minimum and maximum centerline street widths

Appendix H

Climate Change Technical Appendices

Appendix H-1

URBEMIS Output

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Urbemis 2007 Version 9.2.4

Summary Report for Annual Emissions (Tons/Year)

File Name: R:\General Air Quality Info\Projects\100006401 - Oakland Housing EIR\Climate Change\Modeling\Urbemis\OaklandHousing
Element_3_4_10.urb924

Project Name: Oakland Housing Element Update

Project Location: Bay Area Air District

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

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CONSTRUCTION EMISSION ESTIMATES

CO2

2010 TOTALS (tons/year unmitigated)	9,490.54
2010 TOTALS (tons/year mitigated)	9,490.54
Percent Reduction	0.00
2011 TOTALS (tons/year unmitigated)	12,676.63
2011 TOTALS (tons/year mitigated)	12,676.63
Percent Reduction	0.00
2012 TOTALS (tons/year unmitigated)	12,727.11
2012 TOTALS (tons/year mitigated)	12,727.11
Percent Reduction	0.00
2013 TOTALS (tons/year unmitigated)	12,728.95
2013 TOTALS (tons/year mitigated)	12,728.95
Percent Reduction	0.00
2014 TOTALS (tons/year unmitigated)	9,258.56
2014 TOTALS (tons/year mitigated)	9,258.56
Percent Reduction	0.00

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AREA SOURCE EMISSION ESTIMATES

CO2

TOTALS (tons/year, unmitigated)	23,722.27

OPERATIONAL (VEHICLE) EMISSION
ESTIMATES

CO2

TOTALS (tons/year, unmitigated)	38,373.03

SUM OF AREA SOURCE AND OPERATIONAL EMISSION
ESTIMATES

CO2

TOTALS (tons/year, unmitigated)	62,095.30

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Urbemis 2007 Version 9.2.4

Detail Report for Annual Construction Mitigated Emissions (Tons/Year)

File Name: R:\General Air Quality Info\Projects\100006401 - Oakland Housing EIR\Climate Change\Modeling\Urbemis\OaklandHousing
Element_3_4_10.urb924

Project Name: Oakland Housing Element Update

Project Location: Bay Area Air District

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

CONSTRUCTION EMISSION ESTIMATES (Annual Tons Per Year, Mitigated)

CO2

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2010	9,490.54
Fine Grading 01/04/2010-03/11/2014	1,161.27
Fine Grading Dust	0.00
Fine Grading Off Road Diesel	1,149.57
Fine Grading On Road Diesel	0.00
Fine Grading Worker Trips	11.69
Asphalt 03/28/2010-07/11/2014	154.59
Paving Off-Gas	0.00
Paving Off Road Diesel	141.88
Paving On Road Diesel	8.21
Paving Worker Trips	4.50
Building 04/14/2010-10/14/2014	8,168.59
Building Off Road Diesel	212.37
Building Vendor Trips	4,668.64
Building Worker Trips	3,287.58
Coating 08/14/2010-12/31/2014	6.09
Architectural Coating	0.00
Coating Worker Trips	6.09

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2011	12,676.63
Asphalt 03/28/2010-07/11/2014	200.97
Paving Off-Gas	0.00
Paving Off Road Diesel	184.45
Paving On Road Diesel	10.67
Paving Worker Trips	5.85
Building 04/14/2010-10/14/2014	11,298.56
Building Off Road Diesel	293.71
Building Vendor Trips	6,456.65
Building Worker Trips	4,548.20
Coating 08/14/2010-12/31/2014	15.84
Architectural Coating	0.00
Coating Worker Trips	15.84
Fine Grading 01/04/2010-03/11/2014	1,161.27
Fine Grading Dust	0.00
Fine Grading Off Road Diesel	1,149.57
Fine Grading On Road Diesel	0.00
Fine Grading Worker Trips	11.70

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2012	12,727.11
Asphalt 03/28/2010-07/11/2014	201.74
Paving Off-Gas	0.00
Paving Off Road Diesel	185.16
Paving On Road Diesel	10.71
Paving Worker Trips	5.87
Building 04/14/2010-10/14/2014	11,343.72
Building Off Road Diesel	294.84
Building Vendor Trips	6,481.63
Building Worker Trips	4,567.25
Coating 08/14/2010-12/31/2014	15.91
Architectural Coating	0.00
Coating Worker Trips	15.91
Fine Grading 01/04/2010-03/11/2014	1,165.74
Fine Grading Dust	0.00
Fine Grading Off Road Diesel	1,153.99
Fine Grading On Road Diesel	0.00
Fine Grading Worker Trips	11.75

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2013	12,728.95
Asphalt 03/28/2010-07/11/2014	201.74
Paving Off-Gas	0.00
Paving Off Road Diesel	185.16
Paving On Road Diesel	10.71
Paving Worker Trips	5.88
Building 04/14/2010-10/14/2014	11,345.55
Building Off Road Diesel	294.84
Building Vendor Trips	6,481.96
Building Worker Trips	4,568.75
Coating 08/14/2010-12/31/2014	15.91
Architectural Coating	0.00
Coating Worker Trips	15.91
Fine Grading 01/04/2010-03/11/2014	1,165.74
Fine Grading Dust	0.00
Fine Grading Off Road Diesel	1,153.99
Fine Grading On Road Diesel	0.00
Fine Grading Worker Trips	11.75

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2014	9,258.56
Asphalt 03/28/2010-07/11/2014	106.67
Paving Off-Gas	0.00
Paving Off Road Diesel	97.90
Paving On Road Diesel	5.66
Paving Worker Trips	3.11
Building 04/14/2010-10/14/2014	8,912.65
Building Off Road Diesel	231.58
Building Vendor Trips	5,091.54
Building Worker Trips	3,589.54
Coating 08/14/2010-12/31/2014	15.92
Architectural Coating	0.00
Coating Worker Trips	15.92
Fine Grading 01/04/2010-03/11/2014	223.32
Fine Grading Dust	0.00
Fine Grading Off Road Diesel	221.07
Fine Grading On Road Diesel	0.00
Fine Grading Worker Trips	2.25

Construction Related Mitigation Measures

The following mitigation measures apply to Phase: Fine Grading 1/4/2010 - 3/11/2014 - Default Fine Site Grading Description

For Soil Stabilizing Measures, the Apply soil stabilizers to inactive areas mitigation reduces emissions by:

PM10: 84% PM25: 84%

For Soil Stabilizing Measures, the Replace ground cover in disturbed areas quickly mitigation reduces emissions by:

PM10: 5% PM25: 5%

For Soil Stabilizing Measures, the Water exposed surfaces 2x daily watering mitigation reduces emissions by:

PM10: 55% PM25: 55%

For Soil Stabilizing Measures, the Equipment loading/unloading mitigation reduces emissions by:

PM10: 69% PM25: 69%

The following mitigation measures apply to Phase: Architectural Coating 8/14/2010 - 12/31/2014 - Default Architectural Coating Description

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For Residential Architectural Coating Measures, the Residential Exterior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 10%

For Residential Architectural Coating Measures, the Residential Interior: Use Low VOC Coatings mitigation reduces emissions by:

ROG: 10%

Phase Assumptions

Phase: Fine Grading 1/4/2010 - 3/11/2014 - Default Fine Site Grading Description

Total Acres Disturbed: 310.55

Maximum Daily Acreage Disturbed: 77.64

Fugitive Dust Level of Detail: Default

20 lbs per acre-day

On Road Truck Travel (VMT): 0

Off-Road Equipment:

1 Excavators (168 hp) operating at a 0.57 load factor for 8 hours per day

1 Graders (174 hp) operating at a 0.61 load factor for 8 hours per day

1 Rubber Tired Dozers (357 hp) operating at a 0.59 load factor for 8 hours per day

3 Scrapers (313 hp) operating at a 0.72 load factor for 8 hours per day

3 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 8 hours per day

1 Water Trucks (189 hp) operating at a 0.5 load factor for 8 hours per day

Phase: Paving 3/28/2010 - 7/11/2014 - Default Paving Description

Acres to be Paved: 77.64

Off-Road Equipment:

1 Pavers (100 hp) operating at a 0.62 load factor for 8 hours per day

2 Paving Equipment (104 hp) operating at a 0.53 load factor for 8 hours per day

2 Rollers (95 hp) operating at a 0.56 load factor for 6 hours per day

Phase: Building Construction 4/14/2010 - 10/14/2014 - Default Building Construction Description

Off-Road Equipment:

1 Cranes (399 hp) operating at a 0.43 load factor for 7 hours per day

3 Forklifts (145 hp) operating at a 0.3 load factor for 8 hours per day

1 Generator Sets (49 hp) operating at a 0.74 load factor for 8 hours per day

3 Tractors/Loaders/Backhoes (108 hp) operating at a 0.55 load factor for 7 hours per day

1 Welders (45 hp) operating at a 0.45 load factor for 8 hours per day

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Phase: Architectural Coating 8/14/2010 - 12/31/2014 - Default Architectural Coating Description

Rule: Residential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Residential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Interior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

Rule: Nonresidential Exterior Coatings begins 1/1/2005 ends 12/31/2040 specifies a VOC of 250

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Urbemis 2007 Version 9.2.4

Detail Report for Annual Area Source Unmitigated Emissions (Tons/Year)

File Name: R:\General Air Quality Info\Projects\100006401 - Oakland Housing EIR\Climate Change\Modeling\Urbemis\OaklandHousingElement_3_4_10.urb924

Project Name: Oakland Housing Element Update

Project Location: Bay Area Air District

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

AREA SOURCE EMISSION ESTIMATES (Annual Tons Per Year, Unmitigated)

<u>Source</u>	<u>CO2</u>
Natural Gas	23,721.76
Hearth	
Landscape	0.51
Consumer Products	
Architectural Coatings	
TOTALS (tons/year, unmitigated)	23,722.27

Area Source Changes to Defaults

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Urbemis 2007 Version 9.2.4

Detail Report for Annual Operational Unmitigated Emissions (Tons/Year)

File Name: R:\General Air Quality Info\Projects\100006401 - Oakland Housing EIR\Climate Change\Modeling\Urbemis\OaklandHousing
Element_3_4_10.urb924

Project Name: Oakland Housing Element Update

Project Location: Bay Area Air District

On-Road Vehicle Emissions Based on: Version : Emfac2007 V2.3 Nov 1 2006

Off-Road Vehicle Emissions Based on: OFFROAD2007

OPERATIONAL EMISSION ESTIMATES (Annual Tons Per Year, Unmitigated)

<u>Source</u>	<u>CO2</u>
Apartments mid rise	25,853.20
Apartments high rise	12,519.83
TOTALS (tons/year, unmitigated)	38,373.03

Does not include correction for passby trips

Does not include double counting adjustment for internal trips

Analysis Year: 2014 Season: Annual

Emfac: Version : Emfac2007 V2.3 Nov 1 2006

Summary of Land Uses

Land Use Type	Acreage	Trip Rate	Unit Type	No. Units	Total Trips	Total VMT
Apartments mid rise	239.71	4.58	dwelling units	9,109.00	41,719.22	146,017.27
Apartments high rise	70.84	4.60	dwelling units	4,392.00	20,203.20	70,711.20
					61,922.42	216,728.47

Vehicle Fleet Mix

Vehicle Type	Percent Type	Non-Catalyst	Catalyst	Diesel
Light Auto	53.8	0.4	99.4	0.2
Light Truck < 3750 lbs	12.7	0.8	96.8	2.4
Light Truck 3751-5750 lbs	19.9	0.5	99.5	0.0
Med Truck 5751-8500 lbs	6.6	0.0	100.0	0.0
Lite-Heavy Truck 8501-10,000 lbs	0.9	0.0	77.8	22.2
Lite-Heavy Truck 10,001-14,000 lbs	0.6	0.0	50.0	50.0
Med-Heavy Truck 14,001-33,000 lbs	1.0	0.0	20.0	80.0
Heavy-Heavy Truck 33,001-60,000 lbs	0.4	0.0	0.0	100.0
Other Bus	0.1	0.0	0.0	100.0
Urban Bus	0.1	0.0	0.0	100.0
Motorcycle	3.2	50.0	50.0	0.0
School Bus	0.1	0.0	0.0	100.0
Motor Home	0.6	0.0	83.3	16.7

Travel Conditions

	Residential			Commercial		
	Home-Work	Home-Shop	Home-Other	Commute	Non-Work	Customer
Urban Trip Length (miles)	3.5	3.5	3.5	9.5	7.3	7.3
Rural Trip Length (miles)	16.8	7.1	7.9	14.7	6.6	6.6
Trip speeds (mph)	35.0	35.0	35.0	35.0	35.0	35.0
% of Trips - Residential	32.9	18.0	49.1			

Travel Conditions

	Residential			Commute	Commercial	
	Home-Work	Home-Shop	Home-Other		Non-Work	Customer
% of Trips - Commercial (by land use)						

Operational Changes to Defaults

Home-based work urban trip length changed from 10.8 miles to 3.5 miles

Home-based shop urban trip length changed from 7.3 miles to 3.5 miles

Home-based other urban trip length changed from 7.5 miles to 3.5 miles

Commercial-based non-work urban trip length changed from 7.35 miles to 7.3 miles

Commercial-based customer urban trip length changed from 7.35 miles to 7.3 miles

Appendix H-2

Calculation Worksheets

City of Oakland, 2007-2014 Housing Element EIR, Greenhouse Gas Inventory, Modeling Assumptions

Standard Conversions and Emission Factors

	CO ₂	CH ₄	N ₂ O	Not Gas Dependent
gr/lb ¹				453.5929
lbs/short ton ¹				2000
lbs/metric ton ¹				2204.62
g/metric ton ¹				1,000,000
metric tons/short ton ¹				0.907185
kg/ short ton ¹				907.1847
kWh/Mg Indoor water use NC ²				5,411
kWh/Mg Outdoor water use NC ²				3,500
kWh/Mg Indoor water use SC ²				13,022
kWh/Mg Outdoor water use SC ²				11,111
Water usage (gal/unit/day) ³				301.37
GWP ⁴	1	21	310	
2008+ (lbs/MWh) ⁵		0.0302	0.0081	
2008+ (lbs/MWh) ⁶	524			
Residential (kWh/year/unit) ³				73000
lbs/therm ⁷	11.67	0.001	0.00002	
gr/mile for vehicle fleet ⁸	-	varies	varies	
gasoline emission factor (lbs/gallon) ⁹	19.4			
gasoline emission factor (gr/gallon) ¹⁰		0.50	0.22	

General Assumptions

100% water use is indoors (Conservative Estimate)

Emissions from construction debris determined do be 7.39% of annual waste emissions

Residential Units ¹¹ 13501

metric tons CO₂e ¹² 2,957.00

lbs/unit/day waste ¹² 4

Vehicle Miles / year ¹³ 61896

Average miles per trip ¹³ 3.5

URBEMIS Assumptions

Assumes default URBEMIS vehicle fleet make-up for mobile source emissions

Construction emissions determined from Default Urbemis Construction equipment

Emissions determined from URBEMIS

Tons/year 2010 - Const. Equip. ¹⁴ 9,490.54

Tons/year 2011 - Const. Equip. ¹⁴ 12,676.63

Tons/year 2012 - Const. Equip. ¹⁴ 12,727.11

Tons/year 2013 - Const. Equip. ¹⁴ 12,728.95

Tons/year 2014 - Const. Equip. ¹⁴ 9,258.56

Tons/year Natural Gas ¹⁴ 23,722.27

Landscaping emissions ¹⁴ 0.51

CO₂ emissions from Mobile Sources ¹⁴ 38,373.03

References

- 1 Source: *California Climate Action Registry General Reporting Protocol, Version 3.1 January 2009 (Appendix B)*
- 2 Source: CEC: Recommended Revised Water-energy Proxies, Refining Estimates of Water-Related Energy Use in California, CEC-500-2006-118. (Table ES-1).
- 3 Source: Greenhouse Gas CEQA Significance Threshold Stakeholder Working Group #12; July 2009.
- 4 Source: *California Climate Action Registry General Reporting Protocol, Version 3.1 January 2009 (Table C.1)*
- 5 Source: *California Climate Action Registry General Reporting Protocol, Version 3.1 January 2009 (Table C.2)*
- 6 Source: PG&E: GHG Data Requests, Fact Sheet GHG Data.pdf, Email from John Bohman January 11, 2010
- 7 Source: *California Climate Action Registry General Reporting Protocol, Version 3.1 January 2009 (Tables C.7 & C.8)*
- 8 Source: *California Climate Action Registry General Reporting Protocol, Version 3.1 January 2009 (Tables C.4)*
- 9 Source: <http://www.epa.gov/oms/climate/420f05001.htm>
- 10 Source: *California Climate Action Registry General Reporting Protocol, Version 3.1 January 2009 (Table C6; Other small utility)*
- 11 Source: City of Oakland
- 12 Source: Garret Fitzgerald City of Oakland Sustainability Coordinator
- 13 Source: Dowling Associates Inc. (e-mail to PBS&J dated 7/28/2009).
- 14 Source: URBEMIS 2007 Version 9.2.4 run for Alameda County dated 03/04/2010.

Greenhouse Gas Emission Worksheet

Project Summary

Project:	Oakland Housing Element
Project Number:	10006401

Project Totals	Total	Percent of total
Construction		
Vehicle and Equipment Use	51,602 metric tons CO ₂	100%
Construction Waste	- metric tons CO ₂	0%
Total	51,602 metric tons CO₂	100%
Operation		
Vehicular Use	35,076 metric tons CO ₂ e	41%
Electricity	23,566 metric tons CO ₂ e	28%
Natural Gas & other fuels	21,571 metric tons CO ₂ e	25%
Solid Waste	2,957 metric tons CO ₂ e	3%
Water Use	1,921 metric tons CO ₂ e	2%
Total	85,091 metric tons CO₂e	100%

Service population	35,103
CO ₂ e per service population	2.42 metric tons CO ₂ e/SP/yr
BAAQMD Thresholds	4.6 Project Level metric tons CO ₂ e/SP/yr
	6.6 Plan Level metric tons CO ₂ e/SP/yr

Maximum units to remain below 1,100 metric ton CO₂e BAAQMD Threshold

13501	total # of project dwelling units
6.30	metric tons CO ₂ e/dwelling unit/year
174	# of dwelling units that can be built below threshold

Greenhouse Gas Emission Worksheet

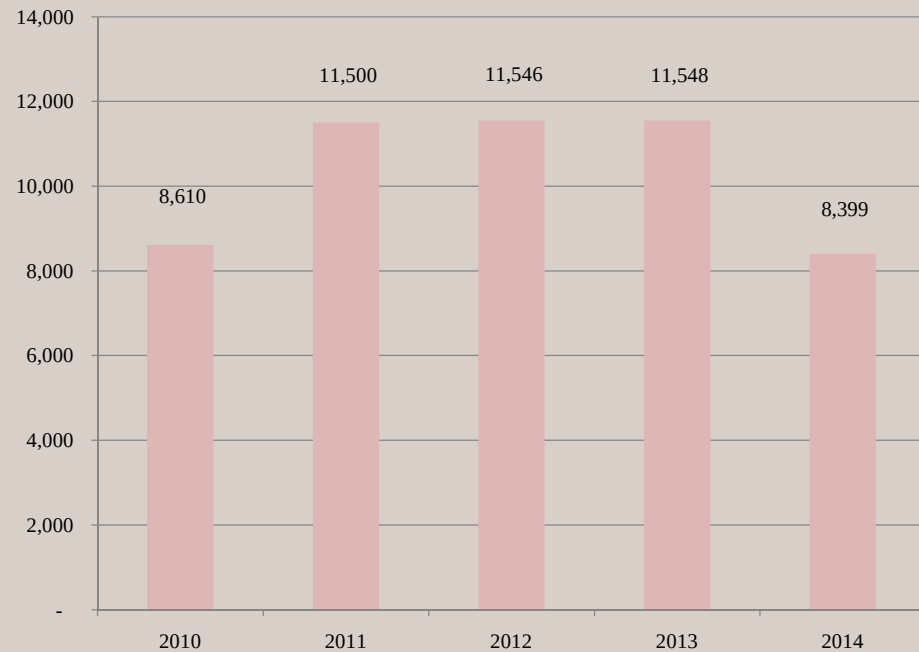
Construction Emissions

Project: Oakland Housing Element
Project Number: 10006401

Off-Road Construction Equipment

Year	Phase	tons CO ₂	metric tons CO ₂
2010		9,491	8,610
2011		12,677	11,500
2012		12,727	11,546
2013		12,729	11,548
2014		9,259	8,399
2015			-
2016			-
2017			-
2018			-
2019			-
2020			-
2021			-
2022			-
Project Total		56,882	51,602

**Estimated Annual Construction Emissions, 2007-2014 Housing Element
(metric tons CO₂)**



Electricity Calcs

Project Area	Electricity Generation Rate*	Use	Subtotal (kWH/year)
13501 units	7,300.00 kWH/year/unit	Residential	98,557,300
sf	kWH/year/sf	Grocery	-
sf	kWH/year/sf	Restaurant	-
sf	kWH/year/sf	Hospital	-
sf	kWH/year/sf	University	-
sf	kWH/year/sf	High School	-
sf	kWH/year/sf	Elementary School	-
sf	kWH/year/sf	Office	-
sf	kWH/year/sf	Hotel	-
sf	kWH/year/sf	Warehouse	-
sf	kWH/year/sf	Retail	-
sf	kWH/year/sf	Miscellaneous	-
		Total	98,557,300 kWH/year

Solid Waste Calcs

Project Area	Solid Waste Generation Rate*	Use	Subtotal (tons/year)
sf	lbs/sf/day	Office	-
sf	lbs/sf/day	Shopping Center	-
sf	lbs/sf/day	Department Store	-
sf	lbs/sf/day	Manufacturing/warehouse	-
sf	lbs/sf/day	School	-
beds	lbs/bed/day	Hospital	-
unit	lbs/unit/day	Single-family Residential	-
13501 unit	4 lbs/unit/day	Multi-family Residential	9,856
		Total	9,856 tons/year

Water Calcs

Project	Units	Water (gals/day/unit)	Water Usage (gals/day)	Type Description	Annual Water Usage (Million Gallons)
				<i>Residential</i>	
	Parcel			0 Single Family Home	0
	Parcel			0 Duplex	0
	Parcel			0 Triplex	0
	Parcel			0 Fourplex	0
	Parcel			0 Condominiums	0
	Parcel			0 Single Family Home (reduced rate)	0
13501	# of Units	301.37	4068794.521	Five Units or More	1485.11
	# of Spaces			0 Mobile Home Park	0
				Total	1,485.11 MG water (annual)

Greenhouse Gas Emission Worksheet

Operational Emissions

Project: Oakland Housing Element
 Project Number: 10006401

Conversion to CO₂e Units based on GWP

CH₄ 21
 N₂O 310

Indirect Emissions from Electricity Use

Total Project Annual KWh: 98,557,300 kWh/year
 Project Annual MWh: 98,557 MWh/year

Emission Factors for Electricity Use:

CO₂ 524 lbs/MWh/year
 CH₄ 0.0302 lbs/MWh/year
 N₂O 0.0081 lbs/MWh/year

Annual Emissions from Electricity Use:

	Total Emissions	Total CO ₂ e Units
CO ₂ emissions:	23425.3636 metric tons	23425.4 metric tons CO ₂ e
CH ₄ emissions:	1.3501 metric tons	28.4 metric tons CO ₂ e
N ₂ O emissions:	0.3621 metric tons	112.3 metric tons CO ₂ e
Project Total		23,566 metric tons CO₂e
Reduced Project Total		20,031 metric tons CO₂e

15 % reduction above 2005
 Title 24 Requirements

Emissions from Natural Gas Use

Emission Factors for Natural Gas Use:

CO ₂	11.67 lbs/therm	99.9913%
CH ₄	0.001 lbs/therm	0.0086%
N ₂ O	0.00002 lbs/therm	0.0002%

URBEMIS Output

23,722.27 tons (short, US)

Annual Emissions from Natural Gas Use:

	Total Emissions	Total CO ₂ e Units
CO ₂ emissions:	21,520.4813 metric tons	21,520 metric tons CO ₂ e
CH ₄ emissions:	1.8439 metric tons	39 metric tons CO ₂ e
N ₂ O emissions:	0.0369 metric tons	11 metric tons CO ₂ e
Project Total		21,571 metric tons CO₂e
Reduced Project Total		18,335 metric tons CO₂e

15 % reduction above 2005
Title 24 Requirements

Other onsite fuel use (Landscaping)

CO ₂	19.4	lbs/gallon
CH ₄	0.50	gr/gallon
N ₂ O	0.22	gr/gallon
Fuel Use	52.58	gallons/year

URBEMIS Output

0.51 tons (short, US) CO₂

Annual Emissions from Natural Gas Use:

	Total Emissions	Total CO ₂ e Units
CO ₂ emissions:	0.4627 metric tons	0.4627 metric tons CO ₂ e
CH ₄ emissions:	0.0000263 metric tons	0.0006 metric tons CO ₂ e
N ₂ O emissions:	0.0000116 metric tons	0.0002 metric tons CO ₂ e
Project Total		0.46 metric tons CO₂e

Indirect Emissions from Solid Waste (Operational)

Total Solid Waste: 9,856 tons/year

Annual Emissions from Solid Waste: 2,957 metric tons CO₂e

Indirect Emissions from Water Use

Indoor Uses 1,485.11 MG/year
 Outdoor Uses* 0.00 MG/year
 Total Project Usage: 1,485.11 MG/year
 Northern or Southern Ca? Northern

Annual Electricity Generation Associated with Water Uses

	Water Consumption (MG)	Energy Factor MWh/MG)	
Indoor Uses	1,485.11	5.411	8,036 MWh/year
Outdoor Uses	0.00	3.5	0 MWh/year
Total Project Usage			8,036 MWh/year

Water-energy proxies (MWh/MG)

	No CA	So CA
Indoor Uses	5.411	13.022
Outdoor Uses	3.5	11.111

Emission Factors for Electricity Use:

CO ₂	524 lbs/MWh/year
CH ₄	0.0302 lbs/MWh/year
N ₂ O	0.0081 lbs/MWh/year

Annual Emissions from Water Use:

	Total Emissions	Total CO ₂ e Units
CO ₂ emissions:	1910.0 metric tons	1910.0 metric tons CO ₂ e
CH ₄ emissions:	0.1 metric tons	2.3 metric tons CO ₂ e
N ₂ O emissions:	0.0 metric tons	9.2 metric tons CO ₂ e
	Project Total	1,921 metric tons CO₂e

* - Input manually

Greenhouse Gas Emission Worksheet

Mobile Emissions

Project: Oakland Housing Element
Project Number: 10006401

From URBEMIS 2007 Vehicle Fleet Mix Output:

Daily Vehicle Miles Traveled (VMT): 216,636
Annual VMT: 79,072,140

Vehicle Type	Percent Type	CH ₄ Emission Factor (g/mile)*	CH ₄ Emission (g/mile)	N ₂ O Emission Factor (g/mile)*	N ₂ O Emission (g/mile)
Light Auto	54.4%	0.0147	0.0079968	0.0079	0.0042976
Light Truck < 3750 lbs	12.3%	0.0157	0.0019311	0.0101	0.0012423
Light Truck 3751-5750 lbs	19.8%	0.0157	0.0031086	0.0101	0.0019998
Med Truck 5751-8500 lbs	6.4%	0.0326	0.0020864	0.0177	0.0011328
Lite-Heavy Truck 8501-10,000 lbs	0.8%	0.0326	0.0002608	0.0177	0.0001416
Lite-Heavy Truck 10,001-14,000 lbs	0.6%	0.0326	0.0001956	0.0177	0.0001062
Med-Heavy Truck 14,001-33,000 lbs	1.3%	0.0326	0.0004238	0.0177	0.0002301
Heavy-Heavy Truck 33,001-60,000 lbs	0.7%	0.0326	0.0002282	0.0177	0.0001239
Other Bus	0.1%	0.0326	0.0000326	0.0177	0.0000177
Urban Bus	0.1%	0.0326	0.0000326	0.0177	0.0000177
Motorcycle	2.9%	0.0147	0.0004263	0.0079	0.0002291
School Bus	0.0%	0.0326	0	0.0177	0
Motor Home	0.6%	0.0326	0.0001956	0.0177	0.0001062
Total			0.0169184		0.009645

Annual Mobile Emissions:

	Total Emissions	Total CO ₂ e units
CO ₂ Emissions*:	38373.0 tons CO ₂	34,811 metric tons CO ₂ e
CH ₄ Emissions:	1.3 metric tons CH ₄	28 metric tons CO ₂ e
N ₂ O Emissions:	0.8 metric tons N ₂ O	236 metric tons CO ₂ e
Project Total:		35,076 metric tons CO₂e

Appendix H-3

Calculation Explanations

City of Oakland, 2007-2014 Housing Element EIR, Greenhouse Gas Inventory, Explanation of Calculations

Electricity Usage:

Total emissions from electricity is the sum of the emissions from CO₂, CH₄, and N₂O with respect to annual electricity consumption. The equations used to determine GHG emissions from electricity for CO₂, CH₄, and N₂O are as follows:

$$E_{ele} = (EF_{ele} * U_{ele}) * C_1 * GWP_x$$

Where:

$$U_{ele} = (R_{ele} * DU) / C_2$$

And:

E_{ele} = Total Emissions (metric tons/year) per GHG (for carbon dioxide, methane and nitrous oxide)

EF_{ele} = Emission Factor for CO₂, CH₄, and N₂O respectively

CO₂ = 524 lbs/MWh/yr; CH₄ = 0.0302 lbs/MWh/yr; N₂O = 0.0081 lbs/MWh/yr

U_{ele} = Annual Usage in MWh/yr

C_1 = Conversion from lbs to metric tons (1 metric ton = 2204.62 lbs)

GWP_x = Global Warming Potential for the respective gas

CO₂ = 1; CH₄ = 21; N₂O = 310.

R_{ele} = Electric generation rate - 7,300 kWh/unit/year

DU = Number of Units (13,501)

C_2 = Conversion from kWh to MWh (1000 kW = 1 MW)

Sources:

- CCAR: Comparison of GWPs from the IPCC's 2nd and 3rd TAR, App. C of the CCAR General Reporting Protocol (GAR), Ver. 3.1, Jan. 2009 (Table C.1)
- PG&E: CO₂ electricity emission factor; <http://www.pge.com/myhome/environment/calculator/assumptions.shtml> referenced 2/11/2010.
- CCAR: CH₄, and N₂O electricity emission factors by eGRID subregion, subregion CAMX, App C of the CCAR GAR, Ver. 3.1, Jan. 2009. (Table C.2)
- Electric generation rate: Greenhouse Gas CEQA Significance Threshold Stakeholder Working Group #12; July 2009.

Natural Gas Usage:

Total emissions from natural gas usage is the sum of the emissions from CO₂, CH₄, and N₂O with respect to annual natural gas consumption. CO₂ emissions are determined from the URBEMIS 2007 model. The equation used to determine GHG emissions from natural gas usage for CH₄, and N₂O is as follows:

$$E_{ng} = E_{CO2} * \%_{CO2e} * GWP_x$$

Where:

E_{ng} = Total natural gas Emissions (metric tons/year) per GHG (for methane and nitrous oxide).

E_{CO2} = Emissions of CO₂ in metric tons per year (short tons from URBEMIS * C_3)

$\%_{CO2e}$ = Percentage of total CO_{2e} that is attributed to methane/nitrous oxide emissions.

Determined by dividing the emission factors for natural gas use for CH₄ and N₂O by the sum of the emission factors for CO₂, CH₄ and N₂O.

CO₂ = 11.67 lbs/therm; CH₄ = 0.001 lbs/therm; N₂O = 0.00002 lbs/therm.

GWP_x = Global Warming Potential for the respective gas

CO₂ = 1; CH₄ = 21; N₂O = 310.

C_3 = Conversion from short tons to metric tons (1 short ton = 0.90718474 metric tons)

Sources:

- CCAR: CO₂ Emission Factors for Stationary Combustion, Appendix C of the CCAR GAR, Ver. 3.1, Jan. 2009 (Table C.7).
- CCAR: CH₄ and N₂O Emission Factors for Stationary Combustion by Fuel Type and Sector, Appendix C of the CCAR Protocol, 2009 (for residential, commercial, institutional uses). (Table C.8).

Solid Waste from Operations:

Total emissions from solid waste is the sum of the fugitive emissions of CO₂ and CH₄ with respect to annual tons of waste generated. N₂O emissions are not generated from the decomposition of waste. GHG emissions from solid waste generation for CH₄, and CO₂ were determined by the City as follows:

Oakland, as with several other Bay Area cities, uses a tool developed by ICLEI to measure GHG emissions from solid waste generation. This tool, the Clean Air Climate Protection (CACP) software returns a figure of 2,957 tonnes CO₂e for 9,856 tons to landfill; with a 60% methane recovery (flaring) rate. The waste stream in Oakland is:

Paper	20 %
Food	12 %
Plants	9 %
Wood/Textiles	30 %
Other	28 %

The 9,865 tons of solid waste generated annually is based on 4 lbs of solid waste per dwelling unit, per day, for 356 days:

$$13,501 * 4 * 365 = 19,711,460.00 \text{ lbs per year}$$

$$19,711,460.00 / 2000 = 9,856 \text{ tons per year.}$$

Sources:

- ICLEI-Local Governments for Sustainability USA.

Water Usage:

Total emissions from water usage is the sum of the emissions of CO₂, and CH₄, and N₂O with respect to annual gallons of water used. The equations used to determine GHG emissions from water usage are as follows:

$$E_{\text{pot}} = ((U_{\text{TPOT}} * EF_{\text{ele}}) / C_1) * GWP_X$$

Where:

$$U_{\text{TPOT}} = ((DU * R_W * C_4) / C_5) * F_{\text{EI}}$$

And:

E_{pot} = Total annual emissions from potable water usage (metric tons/year) per GHG (for methane and nitrous oxide).

U_{TPOT} = Energy associated with total annual water usage from indoor and outdoor sources

EF_{ele} = Emission Factor for CO₂, CH₄, and N₂O respectively

CO₂ = 724.12 lbs/MWh/yr; CH₄ = 0.0302 lbs/MWh/yr; N₂O = 0.0081 lbs/MWh/yr

C_1 = Conversion from lbs to metric tons (1 metric ton = 2204.62 lbs)

GWP_X = Global Warming Potential for the respective gas

CO₂ = 1; CH₄ = 21; N₂O = 310.

DU = Number of Units (13,501)

R_W = Water usage rate (301.37 g/unit/day)

C_4 = 365 days per year

C_5 = Conversion from gallons to MG (divide gallons by 1,000,000)

F_{EI} = Energy factor for indoor water usage

Based on a Northern California rate of 5.411 MWh/MG

Sources:

- CCAR: CO₂ Emission Factors and Oxidation Rates for Stationary Combustion, Appendix C of the CCAR Protocol, 2009 (Table C.5)
- CCAR: Methane and Nitrous Oxide Emission Factors for Stationary Combustion by Fuel Type, Appendix C of the CCAR Protocol, 2009. (Table C.6).
- CEC: Recommended Revised Water-Energy Proxies, Refining Estimates of Water-Related Energy Use in California, CEC-500-2006-118. (Table ES-1).
- Greenhouse Gas CEQA Significance Threshold Stakeholder Working Group #12, July 29, 2009.

Traffic:

Total emissions from vehicle miles traveled (VMT) is the sum of the emissions of CO₂, CH₄, and N₂O with respect to annual travel. CO₂ emissions are determined from the URBEMIS model. The equations used to determine GHG emissions from vehicle miles traveled for N₂O and CH₄ are as follows:

$$E_{VMT} = U_{VMT} * EF_{XC} * C_6 * GWP_X$$

Where:

E_{VMT} = Annual emissions from vehicle miles traveled (metric tons/year) per GHG (for methane and nitrous oxide).

U_{VMT} = Total annual VMT (Daily trips * average trip length * 365)

Data obtained from traffic study (61,896 daily trips with a 3.5 mile trip length).

EF_{XC} = Composit Emission Factor for CH₄, and N₂O, respectively

Composit emission factors are determined by summing the products of the emission factor from each vehicle class by the % of traffic from that vehicle class.

Vehicle Type	% Type	CH ₄ (gr/mi)	N ₂ O (gr/mi)
Light Auto	54.4	0.0147	0.0079
Light Truck < 3750 lbs	12.3	0.0157	0.0101
Light Truck 3751-5750 lbs	19.8	0.0157	0.0101
Med Truck 5751-8500 lbs	6.4	0.0326	0.0177
Lite-Heavy Truck 8501-10,000 lbs	0.8	0.0326	0.0177
Lite-Heavy Truck 10,001-14,000 lbs	0.6	0.0326	0.0177
Med-Heavy Truck 14,001-33,000 lbs	1.3	0.0326	0.0177
Heavy-Heavy Truck 33,001-60,000 lbs	0.7	0.0326	0.0177
Other Bus	0.1	0.0326	0.0177
Urban Bus	0.1	0.0326	0.0177
Motorcycle	2.9	0.0147	0.0079
School Bus	0	0.0326	0.0177
Motor Home	0.6	0.0326	0.0177

C_6 = Conversion from grams to metric tons (1 g = 0.000001 metric tons)

GWP_X = Global Warming Potential for the respective gas

CO₂ = 1; CH₄ = 21; N₂O = 310

Sources:

- CCAR: CH₄ and N₂O Emission Factors for Highway Vehicles by Model Year (g/mile), CCAR GAR, Version 3.1, January 2009. (Table C.4)
- URBEMIS 2007, version 9.2.4. model year 2014, Alameda County (% type for vehicles is a default of URBEMIS)
- VMT Figures provided by Dowling and Associates based on an estimated trip length of 3.5 miles.

Landscape Emissions:

Emissions of CO₂ from landscaping equipment is determined directly from URBEMIS. The methane and nitrous oxide emissions from landscaping equipment is determined separately using the following equation.

$$E_{Xls} = ((G_F * EF_{XF}) / C_6) * GWP_X$$

Where:

E_{Xls} = Annual emissions of methane from landscape equipment (tons/year).

G_F = Gallons of fuel per year

$$= (E_{CIs} * C_7) / EF_{Cgg}$$

E_{CIs} = Annual emissions of CO₂ from landscaping (from URBEMIS).

C_7 = Conversion factor from lbs to tons; (2000 lbs = 1 ton)

EF_{Cgg} = Conversion of CO₂ from lbs to gallons; 19.4 lbs/gallon.

Source: <http://www.epa.gov/oms/climate/420f05001.htm>

EF_{XF} = Emission factor for methane/nitrous oxide for motor gasoline;
0.50 gr/mile methane; 0.22 gr/mile nitrous oxide.

C_6 = Conversion from grams to metric tons (1 g = 0.000001 metric tons)

GWP_X = Global Warming Potential for the respective gas

CH₄ = 21; N₂O = 310

Sources:

- <http://www.epa.gov/oms/climate/420f05001.htm>

- California Climate Action Registry General Reporting Protocol, Version 3.1 January 2009 (Table C6; Other small utility)

Construction Emissions:

Total project construction emissions is equal to the sum of the annual emissions for each of the construction years.

Construction CO₂ emissions are determined from URBEMIS. The URBEMIS output must be multiplied by 0.90718474 to determine metric tons.

Determination of CO₂e per service population:

$$AE_{SP} = E_{tot} / SP$$

Where:

AE_{SP} = Annual Emissions per service population (metric tons CO₂e)

E_{tot} = Total Annual emissions (metric tons CO₂e)

SP = Where service population is the sum of residents and employees resulting from a project

Here service population = 31,103