Regular Meeting of the Madera City Council

205 W. 4th Street, Madera, California 93637

CORRECTED AMENDED
MEETING NOTICE AND AGENDA

Wednesday, April 15, 2020 **Council Chambers**
6:00 p.m. **City Hall**

This meeting will be conducted pursuant to the provisions of the Governor's Executive Order which suspends certain requirements of the Ralph M. Brown Act. The City Council meeting will be live-streamed on the City's website. Members of the public may participate in the meeting remotely through an electronic meeting in the following ways; via phone by dialing (669) 900-6833 enter ID: 410-052-123# followed by *9 on your phone to speak. Comments will also be accepted via email at citycouncilpubliccomment@madera.gov or by regular mail at 205 W. 4th Street, Madera, CA 93637.

THE AGENDA HAS BEEN UPDATED ONLY TO CORRECT THE CALL-IN ID NUMBER DUE TO TECHNICAL ERROR

CALL TO ORDER:

ROLL CALL: Mayor Andrew J. Medellin
Mayor Pro Tem Santos Garcia, District 5
Councilmember Cece Gallegos, District 1
Councilmember Jose Rodriguez, District 2
Councilmember Steve Montes, District 3
Councilmember Derek O. Robinson Sr., District 4
Councilmember Donald E. Holley, District 6

INVOCATION: Councilmember Donald E. Holley

PLEDGE OF ALLEGIANCE:

APPROVAL OF AGENDA:

PUBLIC COMMENT:
The first 15 minutes of the meeting are reserved for members of the public to address the Council on items which are within the subject matter jurisdiction of the Council. Speakers shall be limited to three minutes. Speakers will be asked, but are not required, to identify themselves and state the subject of their comments. If the subject is an item on the Agenda, the Mayor has the option of asking the speaker to hold the comment until that item is called. Comments on items listed as a Public Hearing on the Agenda should be held until the hearing is opened. The Council is prohibited by law from taking any action on matters

discussed that are not on the Agenda, and no adverse conclusions should be drawn if the Council does not respond to public comment at this time.

WRITTEN COMMUNICATIONS: None

PRESENTATIONS:

1. Department of Public Health Update on COVID-19 (Report by Madera County Public Health Department)

INTRODUCTIONS: None

A. WORKSHOP: None

B. CONSENT CALENDAR:

Matters listed under the Consent Calendar are considered routine and will be enacted by one motion and one vote. There will be no separate discussion of these items. If discussion is desired, a member of the public or a member of the Council may request an item be removed from the Consent Calendar and it will be considered separately.

B-1 Minutes – March 18, 2020

Recommendation: Approve the City Council minutes of March 18, 2020

B-2 Informational Report on Register Audited Demands (March 21 to April 3, 2020)

Recommendation: No action required (Report by Roger Sanchez)

B-3 Actions Relating to Annexation of Downtown Residential Veteran's and Multi-Family Housing into Zone Benefit 51 of Citywide Landscape and Lighting Assessment District (LMD) Zone for Fiscal Year 2020/21

Recommendation: Adopt a Resolution Approving Annexation of Uses into Zone of Benefit 1, 51 and Confirming the Diagram and Assessment for Citywide Landscape and Lighting Assessment District Zone of Benefit 51(Report by Keith Helmuth)

B-4 Amendment to the Option and Structure Lease Agreement with AT&T Wireless to expand the Lease Area to Accommodate Electrical Equipment

Recommendation: Adopt a Resolution Approving the First Amendment to the Option and Structure Lease Agreement with AT&T Wireless to extend the utility easement for AT&T Wireless (Report by Mark Souders)

B-5 Increase Claims Settlement Authority Delegated to the City Manager from $5,000 or less to $10,000 or less

Recommendation: 1. Waive Full Reading and Adopt an Ordinance of the City of Madera Adding Section 1-6.18 to Title I Chapter 6 of the Madera Municipal Code relating to City Manager Authority on Claims Against the City

2. Adopt a Resolution Rescinding Resolution No. 96-77 that Designated the City Administrator as the Person Authorized to Make Administrative Claims Settlement (Report by Wendy Silva)

B-6 Amendment to the Agreement with Stantec Architecture, Inc. for the New Transit Operations Facility located at Freedom Industrial Park

Recommendation: Adopt a Resolution Amending the Agreement with Stantec Architecture, Inc. for Professional Architectural and Engineering Services in the amount of $48,000 for Construction of the New Transit Operations Facility and Consider Acceptance of the Project (Report by Keith Helmuth)

C. PUBLIC HEARINGS: None

D. PETITIONS, BIDS, RESOLUTIONS, ORDINANCES, AND AGREEMENTS:

D-1 Proposed Annexation No. 9 to Community Facilities District (CFD) No. 2005-01, Adoption of Boundary Map, and Declaring Intent to Annex Territory (Sherwood Apartments)

Recommendation:
1. Adopt a Resolution Adopting a Boundary Map Showing the Territory Proposed for Annexation to CFD No. 2005- 01
2. Adopt a Resolution Declaring the City's Intention to Authorize the Annexation of Territory into CFD No. 2005-01 (Report by Darrell Unruh)

D-2 Actions Relating to the Final Report for the State Route 145 (Yosemite Avenue) as the Downtown Main Street Plan

Recommendation: Adopt a Resolution Adopting the Final Report for the State 145 (Yosemite Avenue) as the Downtown Main Street Plan (Report by Keith Helmuth)

E. ADMINISTRATIVE REPORTS:

E-1 Fifth Amendment to the Madera Municipal Golf Course Operation and Management Lease Agreement with Sierra Golf Management, Inc.

Recommendation: Adopt a Resolution Approving the Fifth Amendment to the Madera Municipal Golf Course Operation and Management Lease Agreement with Sierra Golf Management, Inc. for up to 12 months (Report by John Scarborough)

E-2 Grants Department Update to the City Council on Community Development Block Grant (CDBG) Activities for the 2019/20 Fiscal Year

Recommendation: Deliberation and Direction given from Council (Report by Ivette Iraheta)

E-3 Acceptance of the Comprehensive Annual Financial Report (CAFR) for Fiscal Year 2018/19, ending on June 30, 2019

Recommendation: Accept and File the Comprehensive Annual Financial Report (CAFR), which includes the Independent Auditor's Report on the City's Financial Statements for the fiscal year ending on June 30, 2019 (Report by Roger Sanchez)

E-4 Discussion on Status and Action Taken on Measures to Mitigate the Impacts of the COVID-19 (Coronavirus) Pandemic

Recommendation: Deliberation and Direction given from Council (Report by Arnoldo Rodriguez)

F. COUNCILMEMBER REPORTS/ANNOUNCEMENTS/FUTURE AGENDA ITEMS:

This portion of the meeting is reserved for the Mayor and Councilmembers (i) to make brief reports on boards, committees, and other public agencies, and at public events, (ii) to request updates, (iii) to initiate future agenda items., and (iv) to take action on matters initiated under this section of the agenda. Under this section the Council may take action only on items specifically agendized and which meet other requirements for action.

G. CLOSED SESSION:

G-1 Conference with Real Property Negotiators – Pursuant to Government Code §54956.8

Property: 1 Parcel
City of Madera APN: 007-093-003
Agency Negotiator(s): Arnoldo Rodriguez & Matthew Watson
Negotiating Party: Mario Rivera
Under Negotiations: Price and Terms

G-2 Conference with Labor Negotiators – Pursuant to Government Code §54957.6

Agency Designated Representative: Che Johnson, Wendy Silva, and Arnoldo Rodriguez
Represented Employee Groups:

- Madera Police Officers' Association
- Law Enforcement Mid Management Group
- General Bargaining Unit
- Mid Management Employee Group

G-3 Threat to Public Services or Facilities, Government Code Section 54957(a), Consultation with City Manager, City Attorney, and Chief of Police

ADJOURNMENT: – Next regular meeting on May 6, 2020

- Please silence or turn off cell phones and electronic devices while the meeting is in session.
- Regular meetings of the Madera City Council are held the 1st and 3rd Wednesday of each month at 6:00 p.m. in the Council Chambers at City Hall.
- Any writing related to an agenda item for the open session of this meeting distributed to the City Council less than 72 hours before this meeting is available for inspection at the City of Madera Office of the City Clerk, 205 W. 4th Street, Madera, California 93637 during normal business hours.

- The meeting room is accessible to the physically disabled, and the services of a translator can be made available. Request for additional accommodations for the disabled, signers, assistive listening devices, or translators needed to assist participation in this public meeting should be made at least seventy-two (72) hours prior to the meeting. Please call the Human Resources Office at (559) 661-5401. Those who are hearing impaired may call 711 or 1-800-735-2929 for TTY Relay Service.
- Questions regarding the meeting agenda or conduct of the meeting, please contact the City Clerk's office at (559) 661-5405.
- Para asistencia en Español sobre este aviso, por favor llame al (559) 661-5405.

I, Alicia Gonzales, City Clerk for the City of Madera, declare under penalty of perjury that I posted the above agenda for the Regular Meeting of the Madera City Council for April 15, 2020 near the front entrances of City Hall and on the City's website www.madera.gov at 11:30 a.m. on April 10, 2020.

Alicia Gonzales

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Alicia Gonzales, City Clerk

RETURN TO AGENDA

Item:	B-1
Minutes for:	3/18/2020
Adopted:	4/01/2020

MINUTES OF A REGULAR MEETING OF THE MADERA CITY COUNCIL

March 18, 2020 **Council Chambers**
6:00 p.m. **City Hall**

This meeting was conducted pursuant to the provisions of the Governor's Executive Order which suspends certain requirements of the Ralph M. Brown Act. Social distancing per the Executive Order were used at the meeting. Members of the public were strongly encouraged to participate remotely at the March 18, 2020 meeting viewing livestream at www.madera.gov. Comments were accepted by email at citycouncilpubliccomment@madera.gov.

A Special Meeting was called to order at 6:00 p.m. and the regular meeting commenced afterwards.

CALL TO ORDER – Meeting was called to order at 6:34 p.m.

ROLL CALL:

Present: **Mayor Andrew J. Medellin**
Mayor Pro Tem Santos Garcia, District 5
Councilmember Cece Gallegos, District 1
Councilmember Jose Rodriguez, District 2
Councilmember Steve Montes, District 3
Councilmember Derek O. Robinson Sr., District 4
Councilmember Donald E. Holley, District 6

Absent: None

Others present were City Manager Arnoldo Rodriguez, City Clerk Alicia Gonzales, City Attorney Hilda Cantu Montoy, Police Chief Dino Lawson, Division Fire Chief Matt Watson, City Engineer Keith Helmuth, Grants Administrator Ivette Iraheta, Director of Human Resources Wendy Silva, Information Services Manager Mark Souders, Parks and Community Services Director John Scarborough, and Assistant Planner Jesus Orozco.

INVOCATION: Councilmember Donald Holley

PLEDGE OF ALLEGIANCE: Mayor Medellin

APPROVAL OF AGENDA

Mayor Medellin requested that Presentation 3 be pulled from the agenda and brought back at a later date. Staff requested that Items D-1, D-6 and E-2 be pulled from the agenda and brought back at a later date.

ON MOTION BY COUNCILMEMBER RODRIGUEZ AND SECONDED BY COUNCILMEMBER ROBINSON, THE AGENDA WAS APPROVED UNANIMOUSLY BY A VOTE OF 7/0. AYES: MAYOR MEDELLIN,

COUNCILMEMBERS GALLEGOS, RODRIGUEZ, MONTES, ROBINSON, GARCIA, AND HOLLEY. NOES: NONE. ABSENT: NONE. ABSTAIN: NONE.

PUBLIC COMMENT

The first fifteen minutes of the meeting are reserved for members of the public to address the Council on items which are within the subject matter jurisdiction of the Council. Speakers shall be limited to three minutes. Speakers will be asked, but are not required, to identify themselves and state the subject of their comment. If the subject is an item on the Agenda, the Mayor has the option of asking the speaker to hold the comment until that item is called. Comments on items listed as a Public Hearing on the Agenda should be held until the hearing is opened. The Council is prohibited by law from taking any action on matters discussed that are not on the Agenda, and no adverse conclusions should be drawn if the Council does not respond to public comment at this time.

Mayor Medellin opened public comment and asked if anyone wanted to submit a public comment via the phone located in the lobby. Division Fire Chief Matt Watson indicated that there wasn't anybody from the public in the lobby.

Mayor Medellin asked City Clerk Alicia Gonzales to identify and read any emails received from the public as part of public comment.

Ms. Gonzales read emails from:

Madeline Harris, Policy Advocate of the Leadership Council for Justice and Accountability. Ms. Harris thanked Council for declaring a State of Emergency in response to COVID-19 pandemic and making public comment accessible remotely. Ms. Harris also stated she attached a letter signed by community-based organizations which asked that action be taken to protect resident from evictions during this crisis. Ms. Harris also stated she attached a draft ordinance for Council review.

Cherry Alquist of Going Nuts, Inc. asked if they will be able to operate their almond pasteurizing plant if the City or County goes on lock down. Mayor Medellin responded that they are not there yet.

Avery Cordero and Yvette Flores, Madera Youth Commissioner Coordinators thanked Council for taking the proper precautions to keep the community safe by livestreaming the Council meeting. They were going to coordinate a Town Hall meeting, but COVID-19 has brought changes. They thanked Council for putting the safety of the people of Madera first.

Mayor Medellin closed public comment.

WRITTEN COMMUNICATIONS: None

PRESENTATIONS:

1. Department of Public Health Update on COVID-19 (Report by Madera County Department of Public Health Director Sara Bosse)

2. City of Madera Census 2020 Efforts and its Local Census Count Committee Participation (Report by Ivette Iraheta)

3. City of Madera Airport Advisory Commission Recognition (Mayor Medellin)

   This item was pulled from the agenda and will be brought back at a future meeting.

INTRODUCTIONS: None

A. WORKSHOP: None

B. CONSENT CALENDAR

Matters listed under the Consent Calendar are considered routine and will be enacted by one motion and one vote. There will be no separate discussion of these items. If discussion is desired, a member of the public or a member of the Council may request an item be removed from the Consent Calendar and it will be considered separately.

ON MOTION BY COUNCILMEMBER GALLEGOS, AND SECONDED BY COUNCILMEMBER HOLLEY, THE CONSENT CALENDAR, WAS ADOPTED UNANIMOUSLY BY A VOTE OF 7/0. AYES: MAYOR MEDELLIN, COUNCILMEMBERS GALLEGOS, RODRIGUEZ, MONTES, ROBINSON, GARCIA, AND HOLLEY. NOES: NONE. ABSENT: NONE. ABSTAIN: NONE.

B-1 Minutes – 3/4/2020

B-2 Informational Report on Register Audited Demands February 22, 2020 to March 6, 2020 (Report by Roger Sanchez)

B-3 Consideration of a Resolution Authorizing the Appointment of Stephanie Nathan to the Community Development Block Grant (CDBG) - Block Grant Commission (Report by Ivette Iraheta)

RES 20-31 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MADERA, CALIFORNIA AUTHORIZING THE APPOINTMENT OF STEPHANIE NATHAN TO THE COMMUNITY DEVELOPMENT BLOCK GRANT - BLOCK GRANT COMMISSION

B-4 Consideration of a Minute Order of the Madera City Council Authorizing the Lease of National Insurance Crime Bureau Vehicles to the Madera Police Department and Authorizing the Chief of Police to Execute All Documents Necessary to Accept and Maintain the Lease Program (Report by Dino Lawson)

B-5 Consideration of a Resolution of the City of Madera Accepting Improvements for Varbella Estates I Subdivision, Authorizing the Filing of the Notice of Acceptance for Said Subdivision Improvements and Authorizing Staff to Record the Notice of Acceptance (Report by Keith Helmuth)

RES 20-32 A RESOLUTION ACCEPTING IMPROVEMENTS FOR VARBELLA ESTATES I SUBDIVISION, AUTHORIZING THE FILING OF THE NOTICE OF

ACCEPTANCE FOR SAID SUBDIVISION IMPROVEMENTS AND AUTHORIZING STAFF TO RECORD THE NOTICE OF ACCEPTANCE

C. PUBLIC HEARINGS:

C-1 Public Hearing and Consideration of:

1) A Resolution of the City Council (Council) of the City of Madera, California (City), Authorizing the Annexation of Territory to Community Facilities District No. (CFD) 2005-01 and Authorizing the Levy of a Special Tax and Submitting the Levy of Tax to the Qualified Electors

ON MOTION BY COUNCILMEMBER HOLLEY, AND SECONDED BY COUNCILMEMBER ROBINSON, ITEM C-1(1) AND ITEM C-1(2), WERE ADOPTED UNANIMOUSLY BY A VOTE OF 7/0. AYES: MAYOR MEDELLIN, COUNCILMEMBERS GALLEGOS, RODRIGUEZ, MONTES, ROBINSON, GARCIA, AND HOLLEY. NOES: NONE. ABSENT: NONE. ABSTAIN: NONE.

RES 20-33 RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MADERA, CALIFORNIA, AUTHORIZING THE ANNEXATION OF TERRITORY TO COMMUNITY FACILITIES DISTRICT NO. 2005-01 AND AUTHORIZING THE LEVY OF A SPECIAL TAX AND SUBMITTING THE LEVY OF TAX TO THE QUALIFIED ELECTORS

2) A Resolution of the Council of the City, calling a Special Election and Submitting to the Voters of Annexation No. 8 of the City's CFD 2005-01 Propositions Regarding the Annual Levy of Special Taxes within Annexation No. 8 to Finance Police Protection Services, Fire Protection and Suppression Services, Park Maintenance, and Storm Drainage System Operation and Maintenance Within the District

RES 20-34 RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MADERA, CALIFORNIA, CALLING A SPECIAL ELECTION AND SUBMITTING TO THE VOTERS OF ANNEXATION NO. 8 OF CITY OF MADERA COMMUNITY FACILITIES DISTRICT NO. 2005-01 THE PROPOSITION REGARDING THE ANNUAL LEVY OF SPECIAL TAXES WITHIN ANNEXATION NO. 8 TO FINANCE POLICE PROTECTION SERVICES, FIRE PROTECTION AND SUPPRESSION SERVICES, PARK MAINTENANCE, AND STORM DRAINAGE SYSTEM OPERATION AND MAINTENANCE WITHIN THE DISTRICT

Conducting of:

3) A Special Election of the Qualified Electors of Annexation No. 8 of the City's CFD 2005-01 and Declaration and Certification of the Results Thereof

Consideration of:

4) A Resolution of the Council of the City, Making Certain Findings, Certifying the Results of an Election and Adding the Territory Identified as Annexation No. 8 to CFD 2005-01 (Report by Darrel Unruh)

ON MOTION BY COUNCILMEMBER RODRIGUEZ, AND SECONDED BY COUNCILMEMBER HOLLEY, ITEM C-1(4), WAS ADOPTED UNANIMOUSLY BY A VOTE OF 7/0. AYES: MAYOR MEDELLIN, COUNCILMEMBERS GALLEGOS, RODRIGUEZ, MONTES, ROBINSON, GARCIA, AND HOLLEY. NOES: NONE. ABSENT: NONE. ABSTAIN: NONE.

RES 20-35 RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MADERA, CALIFORNIA, MAKING CERTAIN FINDINGS, CERTIFYING THE RESULTS OF A SPECIAL ELECTION AND ADDING THE TERRITORY IDENTIFIED AS ANNEXATION NO. 8 TO COMMUNITY FACILITIES DISTRICT NO. 2005-01

D. PETITIONS, BIDS, RESOLUTIONS, ORDINANCES, AND AGREEMENT

D-1 Consideration of Adopting a Resolution Adopting the Final Report for the State Route 145 (Yosemite Avenue) as Downtown Main Street Plan (Report by Keith Helmuth)

This item was pulled from the agenda and will be brought back at a future meeting.

D-2 Consideration of a Resolution Adopting the City of Madera Project List for Fiscal Year 2020/21 Funded by the Senate Bill (SB 1) Road Maintenance and Rehabilitation Account (RMRA) - Local Streets and Roads Funding Program (Report by Keith Helmuth)

ON MOTION BY COUNCILMEMBER HOLLEY, AND SECONDED BY COUNCILMEMBER ROBINSON, ITEM D-2, WAS ADOPTED UNANIMOUSLY BY A VOTE OF 7/0. AYES: MAYOR MEDELLIN, COUNCILMEMBERS GALLEGOS, RODRIGUEZ, MONTES, ROBINSON, GARCIA, AND HOLLEY. NOES: NONE. ABSENT: NONE. ABSTAIN: NONE.

RES 20-36 RESOLUTION ADOPTING THE CITY OF MADERA PROJECT LIST FOR FISCAL YEAR (FY) 2020/21 FUNDED BY THE SENATE BILL (SB 1) ROAD MAINTENANCE AND REHABILITATION ACCOUNT (RMRA) - LOCAL STREETS AND ROADS FUNDING PROGRAM

D-3 Consideration of a Resolution Approving the Award for Intersection Improvements at the Intersection of Isla Vista Court at Caitlan Drive, City Project No. TS-30, in the Amount of $25,160.00 to David Boyle Electric Shop, LLC. and Authorizing the Mayor to Execute the Agreement (Report by Keith Helmuth)

ON MOTION BY COUNCILMEMBER HOLLEY, AND SECONDED BY COUNCILMEMBER ROBINSON, ITEM D-3, WAS ADOPTED UNANIMOUSLY BY A VOTE OF 7/0. AYES: MAYOR MEDELLIN, COUNCILMEMBERS GALLEGOS, RODRIGUEZ, MONTES, ROBINSON, GARCIA, AND HOLLEY. NOES: NONE. ABSENT: NONE. ABSTAIN: NONE.

RES 20-37 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MADERA, CALIFORNIA APPROVING THE INTERSECTION IMPROVEMENTS OF ISLA VISTA COURT AND CAITLAN DRIVE, CITY PROJECT NO. TS-30, IN THE AMOUNT OF $25,160 TO DAVID J. BOYLE ELECTRIC SHOP, AND AUTHORIZING THE MAYOR TO EXECUTE THE AGREEMENT

D-4 Amendments to Existing Agreements with the Fresno-Madera Area Agency on Aging (FMAAA) to Receive Additional one-time-only Funds to Serve Adult Citizens. More Specifically, Consideration of Adopting:

1) A Resolution Approving Amendment 1 to the Fiscal Year 2019/20 Site Management Agreement with the Fresno-Madera Area Agency on Aging and Authorizing the Mayor to Execute the Amendment on Behalf of the City;

ON MOTION BY COUNCILMEMBER HOLLEY, AND SECONDED BY COUNCILMEMBER ROBINSON, ITEM D-4, WAS ADOPTED UNANIMOUSLY BY A VOTE OF 7/0. AYES: MAYOR MEDELLIN, COUNCILMEMBERS GALLEGOS, RODRIGUEZ, MONTES, ROBINSON, GARCIA, AND HOLLEY. NOES: NONE. ABSENT: NONE. ABSTAIN: NONE.

RES 20-38 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MADERA, CALIFORNIA APPROVING AMENDMENT 1 TO THE AGREEMENT WITH THE FRESNO-MADERA AREA AGENCY ON AGING FOR FISCAL YEAR 2019/20 SITE MANAGEMENT AND AUTHORIZING THE MAYOR TO EXECUTE THE AGREEMENT ON BEHALF OF THE CITY

2) A Resolution Approving Amendment 1 to the Fiscal Year 2019/20 Senior Transportation Agreement with the Fresno-Madera Area Agency on Aging and Authorizing the Mayor to Execute the Amendment on Behalf of the City; and

RES 20-39 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MADERA, CALIFORNIA APPROVING AMENDMENT 1 TO THE AGREEMENT WITH THE FRESNO-MADERA AREA AGENCY ON AGING FOR FISCAL VEAR 2019/20 SENIOR TRANSPORTATION PROGRAM AND AUTHORIZING THE MAYOR TO EXECUTE THE AGREEMENT ON BEHALF OF THE CITY

3) A Resolution Amending the City of Madera FY 2019/20 Budget for the Acceptance of Grant Revenue and Increases to Budget Line Items in the amount of $36,038 for Part-time Staff Salaries and Contracted Services (Report by John Scarborough)

RES 20-40 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MADERA, CALIFORNIA AMENDING THE FY 2019/20 BUDGET FOR THE ACCEPTANCE OF GRANT REVENUE AND INCREASES TO BUDGET LINE ITEMS FOR PART-TIME STAFF SALARIES AND CONTRACTED SERVICES

D-5 Consideration of a Minute Order Adopting an Access Agreement with Ring LLC for access to the Neighbors Portal and Authorizing the Chief of Police to Execute the Agreement and any Related Documents on behalf of the City (Report by Dino Lawson)

ON MOTION BY COUNCILMEMBER GARCIA, AND SECONDED BY COUNCILMEMBER ROBINSON, ITEM D-5, WAS ADOPTED UNANIMOUSLY BY A VOTE OF 7/0. AYES: MAYOR MEDELLIN, COUNCILMEMBERS GALLEGOS, RODRIGUEZ, MONTES, ROBINSON, GARCIA, AND HOLLEY. NOES: NONE. ABSENT: NONE. ABSTAIN: NONE.

D-6 Consideration of Adopting a Resolution Approving a Second Amendment to the City Manager At-Will Employment Agreement Extending the Term of the Agreement through December 3, 2024 (Report by Hilda Cantú Montoy)

This item was pulled from the agenda and will be brought back at a future meeting.

E. ADMINISTRATIVE REPORTS:

E-1 Consideration of a Request to Hire a Permanent Assistant Engineer in the Engineering Department (Report by Keith Helmuth)

ON MOTION BY COUNCILMEMBER HOLLEY, AND SECONDED BY COUNCILMEMBER MONTES, ITEM E-1, WAS ADOPTED UNANIMOUSLY BY A VOTE OF 7/0. AYES: MAYOR MEDELLIN, COUNCILMEMBERS GALLEGOS, RODRIGUEZ, MONTES, ROBINSON, GARCIA, AND HOLLEY. NOES: NONE. ABSENT: NONE. ABSTAIN: NONE.

E-2 Requesting Direction on the Criteria for the Placement of New Solar Powered Street Lights as part of the City's Energy Improvement Program in Partnership with ENGIE, Inc. (Report by Arnoldo Rodriguez & Keith Helmuth)

This item was pulled from the agenda and will be brought back at a future meeting.

F. COUNCIL REPORTS

This portion of the meeting is reserved for the Mayor and Councilmembers (i) to make brief reports on boards, committees, and other public agencies, and at public events, (ii) to request updates, (iii) to initiate future agenda items., and (iv) to take action on matters initiated under this section of the agenda. Under this section the Council may take action only on items specifically agendized and which meet other requirements for action.

Councilmember Jose Rodriguez had nothing to report.

Councilmember Derek Robinson stated that he enjoyed the ribbon cutting of the Love Truck Center.

Councilmember Cece Gallegos had nothing to report.

Mayor Pro Tem Garcia stated he is very uncomfortable doing things this way and is looking forward to getting back to normal. He stated he likes for the citizens and residents to be able to attend the meetings and be vocal about how the Council is guiding the City. Mayor Pro Tem Garcia requested a

report that updates them on the Veterans' facility and the low-income facility that the City is going to build. He also requests a report from the Fire Chief which updates them on the number and type of fires combatted in the last year.

Councilmember Steve Montes had nothing to report.

Councilmember Donald Holley stated he loves what they are doing for the City. They shouldn't panic and do the right things for the constituents. He didn't know if the City Manager was keeping Madera Unified School District (MUSD) updated.

Mayor Medellin asked City Manager Arnoldo Rodriguez if he'd like to reply.

City Manager Arnoldo Rodriguez stated he is in constant communication with MUSD and State Center Community College. Collectively, they felt it was the correct thing to do and have the Madera Metro Route 3 go offline Friday due to the numbers currently using the route. Dial-A-Ride services are still available.

Mayor Medellin thanked Information Systems Manager Mark Souders, Communications Specialist Joseph Carrello and City Manager Arnoldo Rodriguez and his team for putting together this meeting format in such a short timeframe. He like doing meetings face-to-face also but guesses they will be doing things this way probably through May.

Mayor Medellin thanked Arnoldo Rodriguez for being in constant communication with MUSD, Madera Community Hospital, Camarena Health Center, Board of Supervisors, and Madera County Health Department. They all agree that the message they send to residents should be a unified message with less confusion the better.

Mayor Medellin stated that from the Offices of Congressman Jim Costa and the Senator Caballero, he heard that Madera is very pragmatic and is working together with others.

Mayor Medellin insists on knowing where they are in discussing Development Impact Fees. The Council gave staff this topic as a priority.

City Manager Arnoldo Rodriguez stated they haven't made the progress that they want although it is not from lack of effort. He understands it is a priority for Council. COVID-19 pandemic has them focusing their efforts elsewhere right now.

Councilmember Garcia stated they need to move forward and advised City Manager that they need to update their fees even if not all like it. It has been too many years that they have not moved on

Councilmember Garcia asked to revisit student transportation to the college.

City Manager Arnoldo Rodriguez stated the college is closing tomorrow which why the route is going offline.

Mayor Medellin thanked staff for putting this meeting together. He thanked the public for participating.

G. CLOSED SESSION:

G-1 Liability Claim Pursuant to Government Code §54956.95
Agency Claimed Against: City of Madera
Claimant: Caywood, Norma

G-2 Conference with Legal Counsel – Existing Litigation Pursuant to Government Code §54956.9 (d)(1)
Name of Case: MCA 1803 LLC v. City of Madera

G-3 Conference with Labor Negotiators – Pursuant to Government Code §54957.6
Agency Designated Representative: Che Johnson, Wendy Silva, and Arnoldo Rodriguez
Represented Employee Groups:
Madera Police Officers' Association
Law Enforcement Mid Management Group
General Bargaining Unit
Mid Management Employee Group

G-4 Conference with Real Property Negotiators – Pursuant to Government Code §54956.8
Property: 1 Parcel
City of Madera APNs: 007-093-003
Agency Negotiator(s): Arnoldo Rodriguez & Matthew Watson
Negotiating Party: Mario Rivera
Under Negotiations: Price and Terms

City Attorney Hilda Cantu Montoy made the Closed Session Announcement at 9:15 p.m.

City Attorney Hilda Cantu Montoy announced that Item G-2 is rescheduled to a future meeting due to receiving information regarding this item nine minutes prior to today's meeting.

Council returned from closed session at 11:25 p.m. with all Councilmembers present.

City Attorney Hilda Cantu Montoy reported that Council voted unanimously 7/0 to reject the claim related to G-1: Norma Caywood.

ADJOURNMENT – The meeting was adjourned at 11:27 p.m. Next regular meeting April 1, 2020.

CONSISTENCY WITH THE VISION MADERA 2025 PLAN

Approval of the minutes is not addressed in the vision or action plans; the requested action is also not in conflict with any of the actions or goals contained in that plan.

ALICIA GONZALES, City Clerk

ANDREW J. MEDELLIN, Mayor

RETURN TO AGENDA

REPORT TO CITY COUNCIL

Approved by:

Department Director

City Manager

Council Meeting of: April 15, 2020

Agenda Number: B-2

SUBJECT:

Informational Report on Register of Audited Demands (March 21 to April 3, 2020)

RECOMMENDATION:

No action required.

SUMMARY:

The Register of Audited Demands for the City covering obligations paid during the period of March 21, 2020 to April 3, 2020 is contained in the attachment and summarized in the following tables.

Table 1: *Warrant Distribution Summary*		
Description	*Check #'s*	*Amount*
General Warrant	25481 - 25657	$2,394,412.24

Table 2: *Wire Transfer Summary*		
Description	*Vendor*	*Amount*
Payroll and Taxes	Union Bank	$603,955.88
SDI	EDD	$2,233.55
CalPERS Payment	CalPERS	$121,719.50

DISCUSSION:

Warrant requests are processed weekly based on the adopted Fiscal Year 2019/2020 budget and released for payment every Friday. Each demand has been audited and the Finance Director hereby certifies as to their accuracy and that there were sufficient funds for their payment. Per the request of City Council, we have included the departments from which each of the respective warrants were requested as well as the fund/division description from which they were paid.

FINANCIAL IMPACT:

Demands for payments are made within the constraints of the approved 2019/2020 budget.

CONSISTENCY WITH THE VISION MADERA 2025 PLAN:

These expenditures were spent considering Strategy 115: Economic Resource Provision: Ensure sufficient economic resources to provide adequate City services and prepare for future growth.

ALTERNATIVES:

Informational only.

ATTACHMENTS:

Register of Audited Demands

CITY OF MADERA

REGISTER OF AUDITED DEMANDS FOR BANK #1 - UNION BANK GENERAL ACCOUNT

April 15, 2020

CHECK	PAY DATE	DEPARTMENT	PAID FROM ORG	ISSUED TO	DESCRIPTION	AMOUNT
25481	03/24/2020	HR	VARIOUS	ACRO SERVICE CORPORATION	FINANCIAL SERVICES DIRECTOR	6,857.90
25482	03/24/2020	HR	BUILDING	ANTHEM BLUE CROSS	CITY PAID RETIREE MED BILL APRIL 2020	1,114.97
25483	03/24/2020	WATER QC	WATER QC	THIRKETTLE CORPORATION	SINGLE PORT UNIT TRANSMITTERS	18,255.66
25484	03/24/2020	WWTP	VARIOUS	ARAMARK UNIFORM SERVICES	UNIFORM SERVICE	280.16
25485	03/24/2020	PD	VARIOUS	AT&T	02/20 CALNET 3 SERVICES	2,208.25
25486	03/24/2020	BUILDING	BUILDING	BRIGHT IDEAS CONSTRUCTION	PERMIT CANCELLATION REFUND	52.77
25487	03/24/2020	BUILDING	BUILDING	ENERGY CONCEPTS ENTERPRISES	PERMIT CANCELLATION REFUND	157.10
25488	03/24/2020	HR	CITY ADMIN	BLUE SHIELD OF CALIFORNIA	CITY PAID RETIREE MED BILL APRIL 2020	157.39
25489	03/24/2020	HR	CITY ADMIN	BLUE SHIELD OF CALIFORNIA - MEDICARE	CITY PAID RETIREE RX BILL APRIL 2020	118.40
25490	03/24/2020	WWTP	WWTP	BSK ASSOCIATES	PERMIT COMPLIANCE LAB	202.50
25491	03/24/2020	PD	PD ADMIN	CA DEPT OF JUSTICE	FEBRUARY FINGERPRINT APPS	128.00
25492	03/24/2020	PD	PD ADMIN	CA DEPT OF JUSTICE AND ANALYSIS	FEBRUARY BLOOD ALCOHOL ANALYSIS	1,365.00
25493	03/24/2020	ENGINEERING	ENGINEERING	CA SURVEYING AND DRAFTING SUPPLY	WIDE FORMAT PAPER	63.88
25494	03/24/2020	PD	SUPP LAW ENF	CEDAR VETERINARY HOSPITAL, INC	VETERINARY SERVICES	213.32
25495	03/24/2020	GRANTS	INTERMODAL	CITY OF MADERA	03/20 UTILITY SERVICE	206.18
25496	03/24/2020	ENGINEERING	LTF - STREETS	CLEAN CUT LANDSCAPING	CONSTRUCTION OF SUNSET AVE SIDEWALK	167,777.57
25497	03/24/2020	HR	ATTORNEY	COLANTUONO, HIGHSMITH & WHATLEY	SPECIALIZED LEGAL SERVICES	3,921.45
25498	03/24/2020	HR	VARIOUS	CONCENTRA MEDICAL CENTERS	PRE-EMPLOYMENT PHYSICALS	646.00
25499	03/24/2020	PD	PD ADMIN	DIEBERTS CREATIVE COPY INC	BUSINESS CARDS	75.78
25500	03/24/2020	HR	VARIOUS	CSJVRMA	4TH QUARTER DEPOSIT	562,379.00
25501	03/24/2020	SEWER	SEWER OPS	CWEA-TCP	CWEA MEMBERSHIP	281.00
25502	03/24/2020	WATER	WATER QC	DELLAVALLE LABORATORY,INC.	WATER SAMPLES	618.00
25503	03/24/2020	RECREATION	VARIOUS	DIAMOND COMMUNICATIONS	TRANSIT CENTER FIRE ALARM	1,676.00
25504	03/24/2020	ENGINEERING	GENERAL TRUST	DMP DEVELOPMENT CORP.	PERFORMANCE BOND REIMBURSEMENT	596,505.00
25505	03/24/2020	FINANCE	STREETS	EDD	AP WITHHOLDING: EDD TAX LEVY	6,918.83
25506	03/24/2020	BUILDING	BUILDING	FIRE SAFETY SOLUTIONS, LLC	FIRE PROTECTION ENG SVS	8,081.25
25507	03/24/2020	ENGINEERING	MEAS T - RTP	FRESNO REPROGRAPHICS	PRINTING SERVICES	232.35
25508	03/24/2020	ENGINEERING	VARIOUS	GENERAL LOGISTICS SYSTEMS US INC	OVERNIGHT SHIPPING	143.81
25509	03/24/2020	GRANTS	PARKING DIST	GUARDIAN WESTERN SWEEPING INC	FEBRUARY STREET SWEEPING	569.00
25510	03/24/2020	FACILITIES	VARIOUS	INDUSTRIAL ELECTRICAL CO.	GENERATOR MAINTENANCE	11,975.63
25511	03/24/2020	PD	PD ADMIN	INT'L ASSOCIATION OF CHIEFS OF POLICE	MEMBERSHIP DUES	190.00
25512	03/24/2020	PD	PD ADMIN	KER'S GAS & LUBE, INC.	JANUARY 2020 PD CAR WASHES	390.00
25513	03/24/2020	PD	PD ADMIN	LANGUAGE LINE SERVICES, INC.	INTERPRETATION SERVICES	18.91
25514	03/24/2020	PD	PD ADMIN	LAW OFFICES OF SCOTT LEVY	REIMBURSEMENT OF CIVIL SUBPOENA FEE	275.00
25515	03/24/2020	SEWER	SEWER OPS	LEE'S CONCRETE	CONCRETE	570.89
25516	03/24/2020	HR	INS/RISK MGT	LIEBERT CASSIDY WHITMORE	LEGAL SERVICES	8,949.10
25517	03/24/2020	FINANCE	PAYROLL TRUST	M P O A	FEBRUARY 2020 MONTHLY DUES	7,735.44
25518	03/24/2020	PD	SUPP LAW ENF	MADERA ANIMAL HOSPITAL	VETERINARY SERVICES	649.20

CHECK	PAY DATE	DEPARTMENT	PAID FROM ORG	ISSUED TO	DESCRIPTION	AMOUNT
25519	03/24/2020	PLANNING	PLANNING	MADERA COUNTY	RECORDING FEE	50.00
25520	03/24/2020	CLERK	CLERK	MADERA TRIBUNE	PUBLICATION OF ORDINANCE 969 C.S.	299.00
25521	03/24/2020	HR	ATTORNEY	MONTOY LAW CORPORATION	LEGAL SERVICES	28,294.00
25522	03/24/2020	FINANCE	FINANCE	MUNISERVICES, LLC	LTC DISCOVERY SERVICES	313.60
25523	03/24/2020	GRANTS	TRANS - DAR	MV TRANSPORTATION, INC.	STARTUP COSTS	11,625.55
25524	03/24/2020	ENGINEERING	LTF - STREETS	NATIONAL DATA & SURVEYING SERVICES	TURNING MOVEMENT COUNTS	1,520.00
25525	03/24/2020	FINANCE	SR CITIZEN	PACIFIC GAS & ELECTRIC	02/20 SERVICES	8,824.23
25526	03/24/2020	FINANCE	PARKS	PACIFIC GAS & ELECTRIC	02/20 SERVICE	43.53
25527	03/24/2020	PARKS	PARKS ADMIN	ANDEVERDE, AMALIA	PARK DEPOSIT REFUND	190.00
25528	03/24/2020	PARKS	PARKS	BARRIGA, VIRGINIA	PARK DEPOSIT REFUND	190.00
25529	03/24/2020	PARKS	GENERAL TRUST	BELMONTES, ELEANOR	PARK DEPOSIT REFUND	50.00
25530	03/24/2020	PARKS	PARKS ADMIN	BORELLI, THERESA	PARK DEPOSIT REFUND	125.00
25531	03/24/2020	PARKS	GENERAL TRUST	BRAGA, DOUG	PARK DEPOSIT REFUND	50.00
25532	03/24/2020	PARKS	GENERAL TRUST	CAMACHO, JESUS MARTINEZ	PARK DEPOSIT REFUND	190.00
25533	03/24/2020	PARKS	GENERAL TRUST	DELAPAZ, NOE	PARK DEPOSIT REFUND	50.00
25534	03/24/2020	PARKS	GENERAL TRUST	DOLORES, ADELA	FACILITY DEPOSIT REFUND	100.00
25535	03/24/2020	PARKS	COMM & REC	FRAUSTO, LUIS	FACILITY DEPOSIT REFUND	255.00
25536	03/24/2020	PARKS	PARKS ADMIN	GARCIA, JOSE	FACILITY DEPOSIT REFUND	805.00
25537	03/24/2020	PARKS	PARKS ADMIN	GOODRICH, NICOLE	PARK DEPOSIT REFUND	175.00
25538	03/24/2020	PARKS	PARKS	GRACE CULTURE CHRISTIAN CENTER	PARK DEPOSIT REFUND	295.00
25539	03/24/2020	PARKS	GENERAL TRUST	JIMENEZ, JACKIE	FACILITY DEPOSIT REFUND	100.00
25540	03/24/2020	PARKS	GENERAL TRUST	JULES, CERA	FACILITY DEPOSIT REFUND	100.00
25541	03/24/2020	PARKS	COMM & REC	LOPEZ, KENIA	FACILITY DEPOSIT REFUND	565.00
25542	03/24/2020	PARKS	GENERAL TRUST	LUA, PRISCILLA	PARK DEPOSIT REFUND	50.00
25543	03/24/2020	PARKS	COMM & REC	MACIEL, JESUS	FACILITY DEPOSIT REFUND	1,010.00
25544	03/24/2020	PARKS	COMM & REC	MARTINEZ, MARIA	FACILITY DEPOSIT REFUND	1,560.00
25545	03/24/2020	PARKS	GENERAL TRUST	MEDINA, HECTOR	PARK DEPOSIT REFUND	175.00
25546	03/24/2020	PARKS	PARKS	MENDOZA, LEONEL	PARK DEPOSIT REFUND	220.00
25547	03/24/2020	PARKS	GENERAL TRUST	PEREZ, JEN	PARK DEPOSIT REFUND	50.00
25548	03/24/2020	PARKS	GENERAL TRUST	PEREZ, MELISSA	FACILITY DEPOSIT REFUND	565.00
25549	03/24/2020	PARKS	PARKS ADMIN	REYES, MARGARITA	PARK DEPOSIT REFUND	175.00
25550	03/24/2020	PARKS	GENERAL TRUST	RIVERA, YDIRA	FACILITY DEPOSIT REFUND	50.00
25551	03/24/2020	PARKS	SPORTS PROGRAM	RODRIGUEZ, ASHLEY	SPORT CANCELLATION REFUND	30.00
25552	03/24/2020	PARKS	GENERAL TRUST	RODRIGUEZ, LIDIA	PARK DEPOSIT REFUND	190.00
25553	03/24/2020	PARKS	PARKS	SALAZAR, STEPHANIE	PARK DEPOSIT REFUND	300.00
25554	03/24/2020	PARKS	COMM & REC	THOMAS, ROCHELLE	FACILITY DEPOSIT REFUND	260.00
25555	03/24/2020	PARKS	GENERAL TRUST	TISCARENO, JOSUE	PARK DEPOSIT REFUND	190.00
25556	03/24/2020	PARKS	PARKS	TOVAR, ISIDRA	PARK DEPOSIT REFUND	380.00
25557	03/24/2020	FINANCE	VARIOUS	PITNEY BOWES, INC.	POSTAGE MACHINE LEASE	574.74
25558	03/24/2020	HR	PD ADMIN	PSYBAR LLC	PSYCHOLOGICAL FITNESS FOR DUTY EXAM	6,269.00
25559	03/24/2020	ENGINEERING	MEAS T - RTP	QUAD-KNOPF ENGINEERING	ENGINEERING SERVICES FOR RULE 20B UUD	2,630.00

CHECK	PAY DATE	DEPARTMENT	PAID FROM ORG	ISSUED TO	DESCRIPTION	AMOUNT
25560	03/24/2020	PD	PD ADMIN	RON'S TOWING & ROAD SERVICE	TOWING SERVICE	195.00
25561	03/24/2020	FACILITIES	FACILITIES MAINT	PIERCE CRANE INC	CRANE RENTAL	210.00
25562	03/24/2020	RECREATION	COMM & REC	SERVICEMASTER BY J&C BROWN	PAN-AM CENTER- STRIP & WAX FLOORS	1,783.34
25563	03/24/2020	PD	PD ADMIN	SETCOM CORPORATION	REPAIR	264.96
25564	03/24/2020	PD	PD ADMIN	SPEAKWRITE LLC	TRANSLATION SERVICES	285.86
25565	03/24/2020	WWTP	WWTP	STANTEC CONSULTING SERVICES INC.	WASTE DISCHARGE PERMIT UPDATE	2,321.00
25566	03/24/2020	ENGINEERING	LTF - PARKS	SWRCB	ANNUAL SECTION 401 PERMIT FEE	260.00
25567	03/24/2020	ENGINEERING	LTF - PARKS	SWRCB	APPLICATION FEE FOR NPDES PERMIT	400.00
25568	03/24/2020	ENGINEERING	LTF - STREETS	STATEWIDE TRAFFIC SAFETY AND SIGNS	TRAFFIC CONTROL AT UPRR/GATEWAY	19,000.00
25569	03/24/2020	WWTP	WWTP	TERRAFORM POWER, LLC.	FEBRUARY 2020 ELECTRIC UTILITIES	23,903.55
25570	03/24/2020	PD	PD ADMIN	T-MOBILE USA, INC.	GPS LOCATE	51.00
25571	03/24/2020	PARKS	PARKS	TECH. MASTER PEST MANAGEMENT	GOPHER MOUNDS TREATMENT	300.00
25572	03/24/2020	FIRE	FIRE	TESEI PETROLEUM INC.	FUEL FOR FIRE DEPT	1,327.45
25573	03/24/2020	RECREATION	COMM & REC	THYSSENKRUPP ELEVATOR CORP	ELEVATOR SERVICE	552.44
25574	03/24/2020	PD	PD ADMIN	TRANSUNION RISK & ALT DATA SOL.	DATABASE ACCESS FEBRUARY 2020	209.00
25575	03/24/2020	FINANCE	GENERAL FUND	UNION BANK OF CALIFORNIA	SERVICES FOR PERIOD NOV- JAN 2020	875.00
25576	03/24/2020	ENGINEERING	LTF - PARKS	UNION PACIFIC RAILROAD CO.	PLAN REVIEW	1,816.36
25577	03/24/2020	FINANCE	VARIOUS	VERIZON WIRELESS	CITY CELL PHONE CHARGES	7,017.44
25578	03/24/2020	PD	MEAS K - PD	WATCHGUARD VIDEO	VISTA HD & BASE KIT	1,531.73
25579	03/24/2020	PLANNING	GENERAL TRUST	WILLDAN FINANCIAL SERVICES	MADERA CFD 2005-1 ANNEXATION #7	3,500.00
25580	03/24/2020	PD	PD ADMIN	HARRY D. WILSON INC.	4000 MILE SERVICE	2,523.69
25581	03/24/2020	ENGINEERING	ENGINEERING	YAMABE & HORN ENGINEERING	MAP CHECK	1,443.75
25582	04/01/2020	FINANCE	VARIOUS	ACRO SERVICE CORPORATION	FINANCIAL SERVICES DIRECTOR	5,567.87
25583	04/01/2020	FINANCE	PAYROLL TRUST	ADMINISTRATIVE SOLUTIONS INC.	ADMIN FEES FOR MARCH 2020	150.00
25584	04/01/2020	FINANCE	PAYROLL TRUST	ADMINISTRATIVE SOLUTIONS INC.	MEDICAL & CHILD CARE EXPENSE	1,341.01
25585	04/01/2020	FINANCE	PAYROLL TRUST	ADMINISTRATIVE SOLUTIONS INC.	ASI MEDICAL PART A FOR CLAIMS MARCH	31,068.96
25586	04/01/2020	HR	PAYROLL TRUST	AMERITAS LIFE INSURANCE CORP.	APRIL 2020 DENTAL INSURANCE	14,019.01
25587	04/01/2020	FINANCE	VARIOUS	ARAMARK UNIFORM SERVICES	02/20 UNIFORM SERVICES	3,863.95
25588	04/01/2020	FINANCE	VARIOUS	AT&T	03/20 SERVICE 831-000-6408 576	6,291.38
25589	04/01/2020	PD	VARIOUS	AT&T	03/20 CALNET 3 SERVICE	483.07
25590	04/01/2020	ENGINEERING	MEAS T - RTP	BEDROCK ENGINEERING, INC.	OLIVE AVE MONUMENT PRESERVATION	1,500.00
25591	04/01/2020	HR	PAYROLL TRUST	BLUE SHIELD OF CALIFORNIA	CITY PAID BLUE SHIELDS OF CA APRIL 2020	239,841.30
25592	04/01/2020	WWTP	WWTP	BSK ASSOCIATES	PERMIT COMPLIANCE - LAB WORK	108.50
25593	04/01/2020	FINANCE	PAYROLL TRUST	CA DEPARTMENT OF CHILD SUPPORT	CHILD SUPPORT DEDUCTIONS	1,762.57
25594	04/01/2020	IS	MEAS K - PD	CDW GOVERNMENT, INC	DOJ CISCO ROUTER	2,504.69
25595	04/01/2020	WATER	WATER CONS	CITY OF MADERA	MULCH REBATE APPLY TO UB ACCT	60.00
25596	04/01/2020	WATER	WATER CONS	CITY OF MADERA	TOILET REBATE APPLY TO UB ACCT	171.54
25597	04/01/2020	WATER	WATER CONS	CITY OF MADERA	WASHER REBATE APPLY TO UB ACCT	200.00
25598	04/01/2020	FINANCE	PAYROLL TRUST	COLONIAL LIFE & ACCIDENT INSURANCE	EMPLOYEE LIFE INSURANCE	1,087.79
25599	04/01/2020	FINANCE	VARIOUS	COMCAST	CITY INTERNET CONNECTION	1,372.25
25600	04/01/2020	PD	PD ADMIN	COMCAST	03/22/20-04/21/20 SVS 8155500320322006	213.63

CHECK	PAY DATE	DEPARTMENT	PAID FROM ORG	ISSUED TO	DESCRIPTION	AMOUNT
25601	04/01/2020	FINANCE	PAYROLL TRUST	COURT ORDERED DEBT COLLECTIONS	COURT ORDERED DEBT COLLECTION	187.05
25602	04/01/2020	HR	INS/RISK MGT	DAVID A. WEINBERG	MPOA FACT FINDING - CITY SHARE	2,711.10
25603	04/01/2020	WATER QC	WATER QC	DELLAVALLE LABORATORY,INC.	WATER SAMPLES	557.00
25604	04/01/2020	PARKS	COMM & REC	DIAMOND COMMUNICATIONS	YOUTH CENTER FIRE ALARM INSPECTION	682.50
25605	04/01/2020	STREETS	STREETS	ENNIS TRAFFIC SAFETY SOLUTIONS	WATERBORNE TRAFFIC PAINT	34,581.57
25606	04/01/2020	PARKS	COMM & REC	ENVIRO CLEAN	CARPET CLEANING SOLUTION	64.95
25607	04/01/2020	PD	PD ADMIN	KAISER FOUNDATION HEALTH PLAN	PRE-EMPLOYMENT EXAMS	786.00
25608	04/01/2020	HR	INS/RISK MGT	LIEBERT CASSIDY WHITMORE	LEGAL SVS - NEGOTIATIONS 2019	4,440.00
25609	04/01/2020	FINANCE	PAYROLL TRUST	M A C E A	MARCH 2020 MONTHLY DUES	2,150.00
25610	04/01/2020	FINANCE	PAYROLL TRUST	M P O A	MARCH 2020 MONTHLY DUES	7,785.44
25611	04/01/2020	FINANCE	PAYROLL TRUST	M.C.E.A.	MARCH 2020 MONTHLY DUES	400.00
25612	04/01/2020	GOLF COURSE	SUPP LAW ENF	MADERA ANIMAL HOSPITAL	VET SVS 03/13/20	321.36
25613	04/01/2020	FINANCE - UB	PD ADMIN	MADERA COUNTY TREASURER	COUNTY SHARE OF PARKING PENALTIES	1,141.50
25614	04/01/2020	WATER	WATER OPS	MADERA PUMPS, INC.	PULL MOTOR AT WELL #30	931.25
25615	04/01/2020	GRANTS	CDBG	MADERA RESCUE MISSION, INC.	2ND QTR FY 19/20 REIMBURSEMENT	6,765.74
25616	04/01/2020	FINANCE	PAYROLL TRUST	MID-MGMT EMPLOYEE GROUP	MARCH 2020 MONTHLY DUES	610.00
25617	04/01/2020	FLEET	FLEET MAINT	MOHAWK RESOURCES LTD	NEW LIFTS PARTS TP-20, 20,000 LB	36,434.57
25618	04/01/2020	PD	MEAS K - PD	MOTOROLA SOLUTIONS INC.	RADIO SYSTEM UPGRADE	28,285.55
25619	04/01/2020	FINANCE	FINANCE	MUNISERVICES, LLC	SUTA DISTRICT TAXES FOR QTR 2	52.89
25620	04/01/2020	FINANCE	FINANCE	MUNISERVICES, LLC	SUTA SERVICES FOR QTR 2	4,091.10
25621	04/01/2020	FINANCE	FINANCE	MV CHENG & ASSOCIATES, INC.	FINANCIAL SVS MANAGER FEB 2020	10,683.75
25622	04/01/2020	HR	ATTORNEY	LAW OFFICES OF GREGORY L. MYERS	LEGAL SERVICES	477.00
25623	04/01/2020	FINANCE	PAYROLL TRUST	N.P.C.-ORCHARD TRUST COMPANY	DEFERRED COMP CONTRIBS	2,851.36
25624	04/01/2020	FINANCE	PAYROLL TRUST	N.P.C.-ORCHARD TRUST COMPANY	DEFERRED COMP CONTRIBS	8,331.18
25625	04/01/2020	GRANTS	GRANTS	ONTRAC	OVERNIGHT SHIPPING	16.11
25626	04/01/2020	FINANCE - UB	PD ADMIN	MONJARA, JUAN	REFUND DISMISSED PARKING CITATION	570.00
25627	04/01/2020	FINANCE	VARIOUS	PACIFIC GAS & ELECTRIC	03/20 SERVICE	161,886.94
25628	04/01/2020	PARKS	PARKS ADMIN	CASTANEDA, MARIA	PARK DEPOSIT REFUND	110.00
25629	04/01/2020	PARKS	GENERAL TRUST	GUTIERREZ, JORGE	PARK DEPOSIT REFUND	190.00
25630	04/01/2020	PARKS	GENERAL TRUST	MARAVILLA, MARIA	PARK DEPOSIT REFUND	110.00
25631	04/01/2020	PARKS	GENERAL TRUST	OLLISON, DERRICK	PARK DEPOSIT REFUND	190.00
25632	04/01/2020	FINANCE - UB	FINANCE	PHOENIX GROUP INFO SYS	CITATIONS FOR FEBRUARY 2020	440.65
25633	04/01/2020	STREETS	STREETS	MORRIS J PIERCE	ASPHALT PATCHING	5,985.63
25634	04/01/2020	GRANTS	HOME DAP	RANEY PLANNING & MANAGEMENT, INC.	HOME LONG TERM MONITORING FEB 2020	2,086.57
25635	04/01/2020	HR	SEWER OPS	REGENCE BLUECROSS BLUESHIELD OF UT	CITY PAID RETIREE RX BILL APRIL 2020	119.00
25636	04/01/2020	HR	WATER OPS	REGENCE BLUECROSS BLUESHIELD OF UT	CITY PAID RETIREE MED BILL APRIL 2020	215.00
25637	04/01/2020	WATER	WATER QC	RYAN PROCESS INC	CT-12 CELL TITANIUM CELL	4,082.29
25638	04/01/2020	SEWER	VARIOUS	SERVICEMASTER BY J&C BROWN	JANITORIAL SERVICES FEBRUARY 2020	15,680.84
25639	04/01/2020	FINANCE	PAYROLL TRUST	STATE OF CALIFORNIA	FRANCHISE TAX DEDUCTIONS	153.95
25640	04/01/2020	PURCHASING	VARIOUS	TESEI PETROLEUM, INC.	FUEL FOR CITY VEHICLES 03/01/20-03/20/20	25,556.00
25641	04/01/2020	PARKS	COMM & REC	THYSSENKRUPP ELEVATOR CORPORATION	YOUTH CENTER ELEVATOR MAINTENANCE	293.00

CHECK	PAY DATE	DEPARTMENT	PAID FROM ORG	ISSUED TO	DESCRIPTION	AMOUNT
25642	04/01/2020	PD	PD ADMIN	TRILOGY MEDWASTE WEST LLC	44 GAL RMW REUSABLE TUB	139.00
25643	04/01/2020	FINANCE - UB	WATER FUND	ALVARENGA VIVIAN	UTILITY BILLING CREDIT REFUND	210.92
25644	04/01/2020	FINANCE - UB	WATER FUND	DE LUNA ROBERTO OR CITY OF MADERA	UTILITY BILLING CREDIT REFUND	165.27
25645	04/01/2020	FINANCE - UB	WATER FUND	GARCIA EDWIN OR CITY OF MADERA	UTILITY BILLING CREDIT REFUND	153.17
25646	04/01/2020	FINANCE - UB	WATER FUND	GONZALEZ ERLINDA OR CITY OF MADERA	UTILITY BILLING CREDIT REFUND	234.53
25647	04/01/2020	FINANCE - UB	WATER FUND	KIM YOUNG M	UTILITY BILLING DEPOSIT REFUND	120.61
25648	04/01/2020	FINANCE - UB	WATER FUND	MICHELSON JERI	UTILITY BILLING DEPOSIT REFUND	56.10
25649	04/01/2020	FINANCE - UB	WATER FUND	PABELONIO RONELO PABELONIO AUREEN	UTILITY BILLING CREDIT REFUND	89.36
25650	04/01/2020	FINANCE - UB	WATER FUND	PALACIO CHRIS	UTILITY BILLING CREDIT REFUND	117.58
25651	04/01/2020	FINANCE - UB	WATER FUND	PEREZ SOCORRO M RODRIGUEZ PABLO	UTILITY BILLING CREDIT REFUND	143.42
25652	04/01/2020	FINANCE - UB	WATER FUND	RUIZ CONSUELO	UTILITY BILLING CREDIT REFUND	81.49
25653	04/01/2020	FINANCE - UB	WATER FUND	SUAREZ ROCIO	UTILITY BILLING CREDIT REFUND	26.03
25654	04/01/2020	FINANCE - UB	WATER FUND	THOMAS NATHEL OR CITY OF MADERA	UTILITY BILLING CREDIT REFUND	135.41
25655	04/01/2020	FINANCE - UB	WATER FUND	VALDEZ ENEIYDA	UTILITY BILLING DEPOSIT REFUND	0.97
25656	04/01/2020	PURCHASING	VARIOUS	US BANK CORPORATE PAYMENT SYSTEMS	02/20 CAL-CARD CHARGES	134,783.74
25657	04/01/2020	FINANCE	PAYROLL TRUST	VANTAGEPOINT TRANSFER AGENTS-457	DEFERRED COMP CONTRIBS	22,717.37
				BANK #1 - UNION BANK GENERAL ACCOUNT TOTAL		**2,394,412.24**

RETURN TO AGENDA

REPORT TO CITY COUNCIL

Approved by:

Keith Helmuth, P.E., Department Director

Arnoldo Rodriguez, City Manager

Council Meeting of: April 15, 2020

Agenda Number: B-3

SUBJECT:

Actions Relating to Annexation of Downtown Residential Veteran's and Multi-Family Housing into Zone Benefit 51 of Citywide Landscape and Lighting Assessment District (LMD) Zone for Fiscal Year 2020/21

RECOMMENDATION:

Adopt a Resolution Approving Annexation of Uses into Zone of Benefit 51 and Confirming the Diagram and Assessment for Citywide Landscape and Lighting Assessment District Zone of Benefit 51

SUMMARY:

On October 9, 2018, the City's Planning Commission approved Precise Plan (PPL) 2018-03 and 2018-04 for Downtown Residential Veteran's and Multi-Family Housing. A requirement of the projects' development is annexation of the parcels into the City's existing LMD Zone of Benefit 51 for perpetual maintenance of landscaping.

DISCUSSION:

In June of 1991, the City formed the City-Wide Landscape Assessment District which allowed for individual Landscape Maintenance Districts (LMD's) to be formed for the purposes of levying assessments against new development for the maintenance of landscaped areas including median islands, certain park strips, frontage road islands and certain landscaped outlots. Ultimately, the creation of LMD's leads to a greater ability to provide projects that meet the City's goals of more attractive development. In recent years, the City has taken efforts to halt or slow the growth of zones through annexation of new developments into existing zones where such annexation was logical.

LMD Zone 51 is responsible for maintenance of landscape areas throughout the City along Country Club Drive, Pine Street, Pecan Avenue, Westberry Boulevard, the Riverwalk Subdivision, Avenue 17 and Sharon Boulevard for Love's Travel Stop, Tozer Street for Madera County Health and Department of Social Services and the Crown Tozer Subdivision.

City staff requests Council consider and approve the covenant attached herein which has been signed and notarized by the property owner.

FINANCIAL IMPACT:

The parcels will be responsible for participating in the cost of maintaining existing and proposed landscaping additions to Zone 51. The annual assessment on the parcels will be in an amount not to exceed 12 dollars for each of the 48 dwelling units constructed on the two parcels, with each parcel being assessed in accordance with the number of dwelling units constructed on that parcel. There are no financial impacts to the General Fund unless future costs exceed that which cannot be recovered through a Proposition 218 process and City does not elect to reduce maintenance levels to a point that are commensurate with revenue received.

CONSISTENCY WITH THE VISION MADERA 2025 PLAN:

The inclusion of the parcels into LMD Zone of Benefit 51 is consistent with:

Strategy 126 – Clean, attractive streets: Expand or develop programs to create clean, safe and aesthetically pleasing streets.

Action 134.1: Consider establishment of design/landscape standards for neighborhoods and business construction - *Current landscape design standards have been enforced which aid in the establishment of Well-Planned Neighborhoods and Housing.*

ALTERNATIVES:

If Council does not accept the annexation of the parcels into the existing LMD zone, the City's General Fund would be responsible for maintenance costs.

ATTACHMENTS:

1. Resolution – Confirmation of the Diagram and Assessments (Zone of Benefit 51)
    Exhibit A – Legal Descriptions
    Exhibit B – Assessment Diagram (Zone 21D)
    Exhibit C – Assessment Amounts
2. Covenant – LMD Zone 51
    Exhibit A – Legal Descriptions
3. LMD Zone Map
4. Project Location Map

Attachment 1

Resolution
Confirmation of the Diagram and Assessments for Zone of Benefit 51

RESOLUTION NO. 20-_____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MADERA, CALIFORNIA, APPROVING ANNEXATION OF VETERAN'S HOUSING INTO ZONE OF BENEFIT 51; CONFIRMING THE DIAGRAM AND ASSESSMENT FOR CITY WIDE LANDSCAPE AND LIGHTING ASSESSMENT DISTRICT ZONE OF BENEFIT 51 FOR FISCAL YEAR (FY) 2020/21; AND AUTHORIZING THE CITY CLERK TO FILE THE DIAGRAM AND ASSESSMENT WITH THE MADERA COUNTY AUDITOR

WHEREAS, the City of Madera Landscape Maintenance District (District) was formed by Resolution No. 91-67, approved June 17, 1991, pursuant to Part 2 of Division 15 of the Streets and Highways Code (Landscape and Lighting Act of 1972), herein the "Act"; and

WHEREAS, the recommended assessments for FY 2020/21 reflect the cost of landscape maintenance provided by the City for said fiscal year; and

WHEREAS, all of the owners of property proposed to be annexed to the Zone of Benefit 51 of said District consisting of Veteran's Housing, as described in Exhibit "A" attached hereto and incorporated herein by reference, have consented to said annexation and such annexation may be ordered without notice and hearing or filing of Engineer's Report, or both;

WHEREAS, the property owner has agreed that the annual assessment is proportional to, and no greater than, the special benefit conferred on the property by being annexed into the Landscape Maintenance District; and

WHEREAS, the property owner has consented to an annual change in the range of the assessment in the amount of the Engineering News Record Construction Cost (ENRCC) Index (Los Angeles), plus two percent (2%). The property owner agreed that if such change in the range of the assessment is implemented less frequently than an annual basis, the change may be based upon the ENRCC Index since the most recent change in the assessment plus two percent per year;

WHEREAS, the property owner further agrees that temporary decreases in assessment do not represent a waiver of other provisions of this covenant and that the assessment may later be reset to an amount consistent with the assessment prior to the reduction plus the total change in the ENRCC Index plus two percent per year but only to the degree necessary to cover actual and reasonable costs, provided such assessment is consistent with the terms of this covenant.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MADERA hereby finds, orders and resolves as follows:

1. The above recitals are true and correct.

2. That the public interest and convenience require that certain property described in Exhibit "A" and as diagrammed in Exhibit "B," both of which are attached hereto

and by reference incorporated herein, be annexed to City Landscape Maintenance District as Zone of Benefit 51 for the maintenance and servicing of landscaping facilities.

3. The City Council hereby confirms the diagram and annual assessments and levies the assessments for FY 2020/21 for the same, as identified in Exhibits "A," "B" and "C," and as set forth in "Covenant Landscape Maintenance District Zone of Benefit 51."

4. Pursuant to Section 22641 of the Streets and Highways Code, the City Clerk is authorized and directed to forthwith file the diagram and assessments with Auditor of Madera County.

5. The Mayor is authorized to sign the Covenant Landscape Maintenance District Zone of Benefit 51 as Covenantor.

6. This resolution is effective immediately upon adoption.

* * * * * * * * * * * * *

Exhibit A

Legal Description

DOWNTOWN RESIDENTIAL VETERAN'S HOUSING
APN: 007-082-004, -005

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF MADERA, COUNTY OF MADERA, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

ALL OF LOT NINE (9) AND A STRIP OF LAND FIVE (5) FEET IN WIDTH RUNNING ALONG THE EXTREME SOUTHERLY SIDE OF LOT TEN (10) IN BLOCK THIRTEEN (13) OF THE CITY OF MADERA, ACCORDING TO MAP ENTITLED "MAP OF THE TOWN OF MADERA", FILED AND RECORDED IN THE OFFICE OF THE COUNTY RECORDER OF THE COUNTY OF FRESNO, STATE OF CALIFORNIA, OCTOBER 7, 1876 IN VOL. 3 OF MAPS, AT PAGE 41.

TOGETHER WITH:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF MADERA, COUNTY OF MADERA, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

LOT EIGHT (8) IN BLOCK THIRTEEN (13), CITY OF MADERA, ACCORDING TO MAP ENTITLED, "MAP OF THE TOWN OF MADERA", FILED AND RECORDED IN THE OFFICE OF THE COUNTY OF FRESNO, STATE OF CALIFORNIA, OCTOBER 17, 1876, IN VOL. 3 OF MAPS, PAGE 41.

Exhibit A

Legal Description

DOWNTOWN RESIDENTIAL MULTI-FAMILY HOUSING
APN: 007-112-014, -015

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF MADERA, COUNTY OF MADERA, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

THE SOUTHEAST ONE-HALF OF LOT 2; AND LOT 3, ALL IN BLOCK 41 OF THE TOWN, NOW CITY OF MADERA, ACCORDING TO THE MAP THEREOF RECORDED IN BOOK 3, PAGE 41 OF MAPS, FRESNO COUNTY RECORDS.

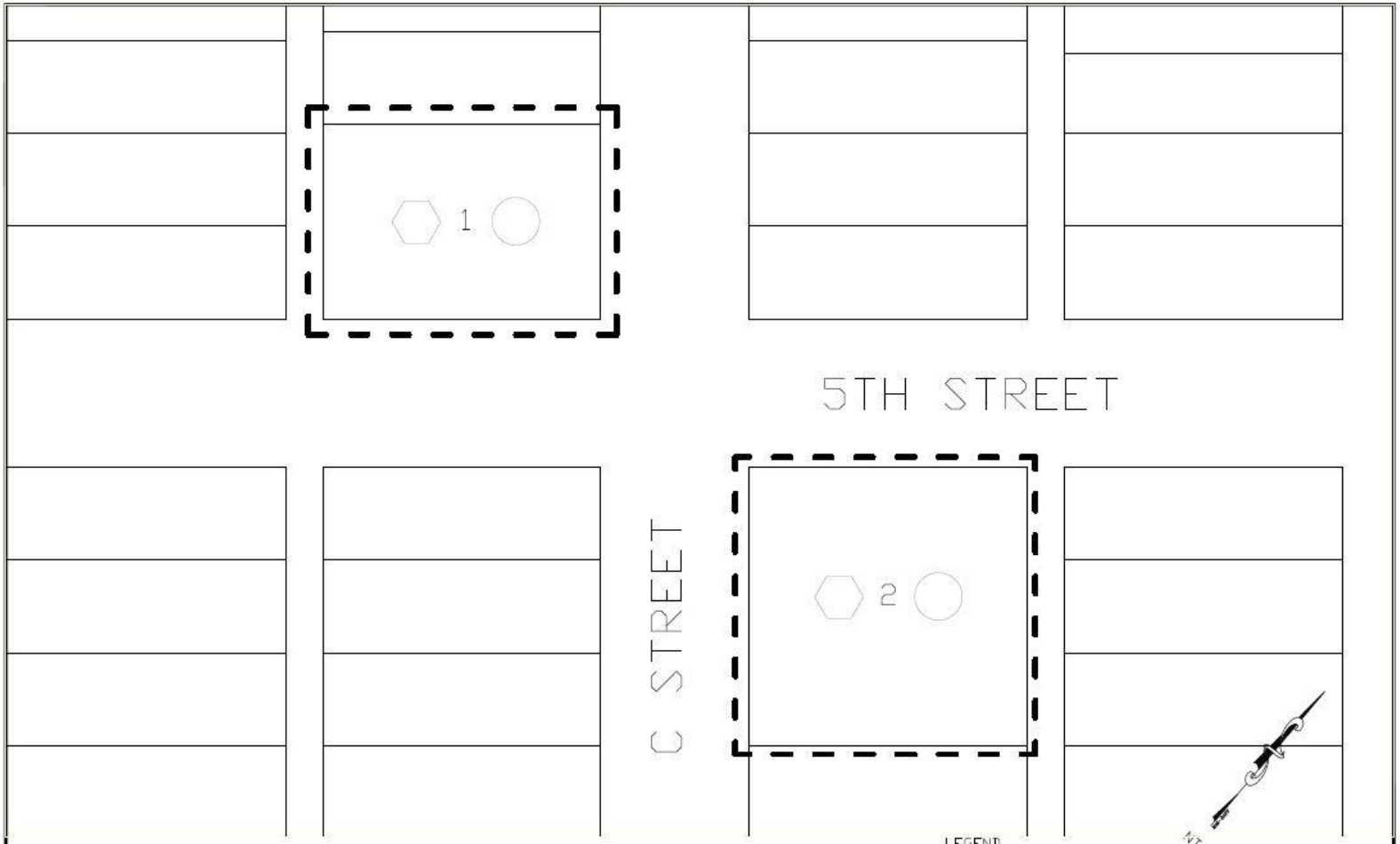
TOGETHER WITH:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF MADERA, COUNTY OF MADERA, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

LOT 1 AND THE NORTHWESTERLY HALF OF LOT 2 IN BLOCK 41 OF THE TOWN, NOW CITY OF MADERA, ACCORDING TO THE MAP THEREOF RECORDED IN BOOK 3, PAGE 41 OF MAPS, FRESNO COUNTY RECORDS.

Exhibit B

Assessment Diagram



ASSESSMENT DIAGRAM
INCLUSION OF DOWNTOWN RESIDENTIAL - VETERANS HOUSING PROJECT
INTO MADERA LANDSCAPE MAINTENANCE DISTRICT - ZONE 51
CITY OF MADERA, COUNTY OF MADERA, STATE OF CALIFORNIA

CITY OF MADERA
DOWNTOWN RESIDENTIAL VETERANS HOUSING
REV. MARCH 2020

Exhibit C

Assessment Amounts

Lot	Owner	Assessment Amount (FY 2020/2021)
1	City of Madera (Twenty-Eight (28) Dwelling Units)	$ 336.00
2	City of Madera (Twenty (20) Dwelling Units)	$ 240.00

Attachment 2

LMD Covenant

RECORDING REQUESTED BY:
City of Madera
WHEN RECORDED RETURN TO:
City of Madera
205 W. 4th Street
Madera, CA 93637
Attention: City Clerk

Fee Waived per Section 27383 & 27388.1(a)(2)(D) of the Government Code

COVENANT
LANDSCAPE MAINTENANCE DISTRICT
ZONE OF BENEFIT 51

WHEREAS, City of Madera, hereinafter referred to as "Covenantor", is the owner of the real property situated in the City of Madera, County of Madera, State of California, hereinafter referred to as "Subject Property" and more particularly described in attached Exhibit "A" which is incorporated by reference; and

WHEREAS, the Covenantor hereby warrants that any and all parties having record title interest in the Subject Property which may ripen into a fee have subordinated to this instrument; and

WHEREAS, all such instruments of Subordination, if any, are attached hereto and made a part of this instrument; and

WHEREAS, Covenantor is required by the City as a condition of Precise Plan (PPL) 2018-03 and Precise Plan (PPL) 2018-04 approval to annex to the City's Landscape Maintenance District; and

WHEREAS, the Planning Commission on October 9, 2018 conditionally approved Precise Plan PPL 2018-03 and Precise Plan PPL 2018-04 for the Subject Property which provided for the annexation of the Subject Property into the aforementioned Zone of Benefit; and

WHEREAS, maintenance of the landscaping associated with the Subject Property shall be the responsibility of the City's Landscape Maintenance District.

NOW, THEREFORE, it is agreed:

1. In consideration of the foregoing and the approval of the Precise Plan for the Subject Property, by the City of Madera, the undersigned hereby covenants, promises and agrees with the City of Madera for the benefit of said City.

2. The Covenantor consents to annexation of said Subject Property to the City's Landscape Maintenance District, has petitioned the City to annex said Subject Property to said district pursuant to Streets and Highways Code Section 22605, and pursuant to California Constitution Article, XIII D, section 5(b), waives any right to protest or object to such annexation.

3. The Covenantor agrees that the Subject Property receives a special benefit, as the term is defined in California Constitution Article, XIII D, section 2(i), from being annexed to Landscape Maintenance District, and that special benefit includes, but is not limited to, the right and ability to develop the Subject Property.

4. The Covenantor consents to an annual assessment on the Subject Property currently in an amount not to exceed $12.00 per each of the 48 dwelling units constructed on 2 lots with each lot being assessed in accordance with the number of dwelling units constructed on that lot. The Covenantor agrees that this assessment is proportional to, and no greater than, the special benefit conferred on the Subject Property by being annexed into the Landscape Maintenance District. The Covenantor also consents to an annual change in the range of the assessment in the amount of the Engineering News Record

Construction Cost Index (ENRCC), plus two percent (2%). The Covenantor agrees that if such change in the range of the assessment is implemented less frequently than an annual basis, the change may be based upon the total change in the ENRCC Index since the most recent change in the assessment plus two percent per year. The Covenantor further agrees that temporary decreases in assessment do not represent a waiver of other provisions of this covenant and that the assessment may later be reset to an amount consistent with the assessment prior to the reduction plus the total change in the ENRCC Index plus two percent per year but only to the degree necessary to cover actual and reasonable costs.

5. The Covenantor agrees that he/she has received the written notice required by California Constitution Article, XIII D, Section 4(c).

6. The Covenantor agrees that this shall constitute a ballot in support of the proposed assessment pursuant to California Constitution Article, XIII D, Section 4(d).

7. Furthermore, should City hold a hearing notwithstanding such waiver, Covenantor waives the requirement of 45 days' notice of such hearing in favor of a five-day notice of such hearing.

8. The Covenantor shall fully disclose this covenant to every potential purchaser of the Subject Property.

9. It is the intention of the parties hereof that this document shall constitute a covenant in favor of the City of Madera and shall run with the land and be binding upon the undersigned, its grantees, heirs, successors and assigns.

10. The Covenant shall be released and be of no further effect upon written determination by the undersigned and the City Engineer of the City of Madera that its

continued existence and enforcement are no longer necessary.

11. The provisions of this Covenant shall be deemed independent and severable and the validity or partial invalidity or unenforceability of any other provision or portion thereof shall not affect the validity or enforceability of any one provision thereof. Whenever the context of the Covenant so requires, in interpreting this Covenant, any gender includes the other genders, the singular includes the plural, and the plural includes the singular.

12. This Covenant shall be effective on April 15, 2020.

IN WITNESS WHEREOF, the parties duly executed this Covenant.

CITY OF MADERA:

By: _____
Andrew J. Medellin, Mayor

APPROVED AS TO FORM:

By: _____
Hilda Cantú Montoy, City Attorney

ATTEST:

By: _____
Alicia Gonzales, City Clerk

APPROVED:

By: _____
Keith B. Helmuth, P.E.,
City Engineer

COVENANTOR:

By: _____
City of Madera, Owner

NOTARY ACKNOWLEDGEMENT REQUIRED

EXHIBIT “A”
Legal Description

DOWNTOWN RESIDENTIAL VETERAN’S HOUSING
APN: 007-082-004, -005

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF MADERA, COUNTY OF MADERA, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

ALL OF LOT NINE (9) AND A STRIP OF LAND FIVE (5) FEET IN WIDTH RUNNING ALONG THE EXTREME SOUTHERLY SIDE OF LOT TEN (10) IN BLOCK THIRTEEN (13) OF THE CITY OF MADERA, ACCORDING TO MAP ENTITLED "MAP OF THE TOWN OF MADERA", FILED AND RECORDED IN THE OFFICE OF THE COUNTY RECORDER OF THE COUNTY OF FRESNO, STATE OF CALIFORNIA, OCTOBER 7, 1876 IN VOL. 3 OF MAPS, AT PAGE 41.

TOGETHER WITH:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF MADERA, COUNTY OF MADERA, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

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EXHIBIT “A”
Legal Description

DOWNTOWN RESIDENTIAL MULTI-FAMILY HOUSING
APN: 007-112-014, -015

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF MADERA, COUNTY OF MADERA, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

THE SOUTHEAST ONE-HALF OF LOT 2; AND LOT 3, ALL IN BLOCK 41 OF THE TOWN, NOW CITY OF MADERA, ACCORDING TO THE MAP THEREOF RECORDED IN BOOK 3, PAGE 41 OF MAPS, FRESNO COUNTY RECORDS.

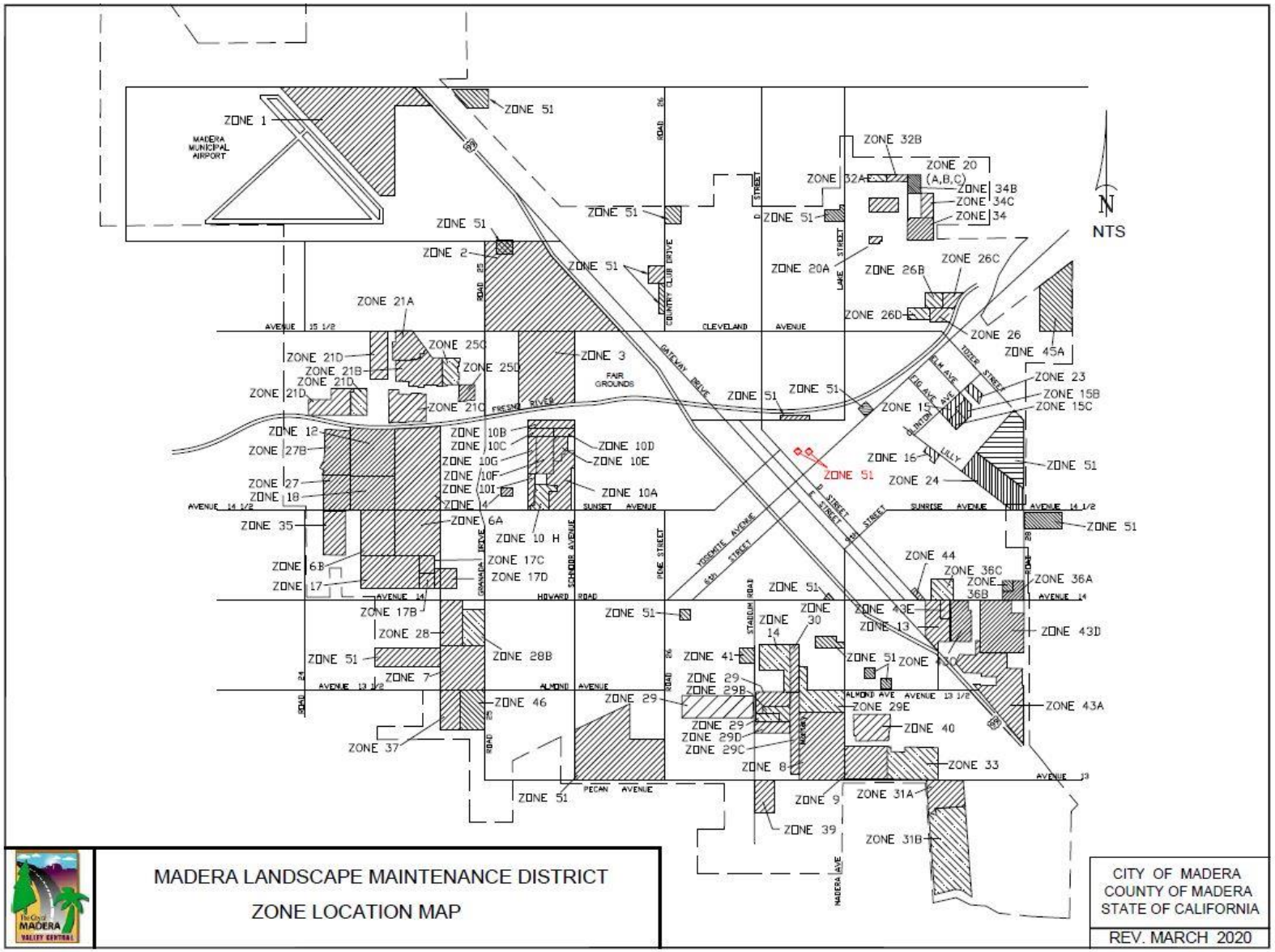
TOGETHER WITH:

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF MADERA, COUNTY OF MADERA, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

LOT 1 AND THE NORTHWESTERLY HALF OF LOT 2 IN BLOCK 41 OF THE TOWN, NOW CITY OF MADERA, ACCORDING TO THE MAP THEREOF RECORDED IN BOOK 3, PAGE 41 OF MAPS, FRESNO COUNTY RECORDS.

Attachment 3

LMD Zone Map



MADERA LANDSCAPE MAINTENANCE DISTRICT

ZONE LOCATION MAP

CITY OF MADERA
COUNTY OF MADERA
STATE OF CALIFORNIA

REV. MARCH 2020

Attachment 4

Project Location Map

LOCATION MAP

CITY OF MADERA ENGINEERING DEPARTMENT 205 W. 4TH STREET MADERA, CA 93637	DOWNTOWN RESIDENTIAL VETERANS HOUSING	DR BY: EP CH BY: TL DATE: 2/28/20 SCALE: NTS SHT 1 OF 1

RETURN TO AGENDA

REPORT TO CITY COUNCIL

Approved by:

Mark Souders, Information Services Manager

Arnoldo Rodriguez, City Manager

Council Meeting of: April 15, 2020

Agenda Number: B-4

SUBJECT:

Amendment to the Option and Structure Lease Agreement with AT&T Wireless to expand the Lease Area to Accommodate Electrical Equipment

RECOMMENDATION:

Adopt a Resolution Approving the First Amendment to the Option and Structure Lease Agreement with AT&T Wireless to extend the utility easement for AT&T Wireless

SUMMARY:

AT&T Wireless has leased antenna space on the Madera Loy E. Cook Water Tower and some adjacent ground space for an equipment location on the west side of the lift station, located at 716 Columbia Street, Madera. During the construction process, the PG&E meter for the project was not able to be placed inside the leased area due to site constraints. The resolution would extend the utility easement for AT&T to accommodate relocation of the PG&E meter.

DISCUSSION:

On January 1st 2019 Council approved a lease agreement with AT&T Wireless to increase the Cellular coverage area in Madera by leasing antenna space on the Madera Loy E. Cook Water Tower and some adjacent ground space for an equipment location on the west side of the lift station. The AT&T Wireless coverage area will be greatly enhanced for AT&T customers in and around the center of Madera. In addition, AT&T has agreed to remit $1,600 on monthly basis as compensation for use of the water tower and adjacent land. The agreement includes an annual escalator of 2.5%; for a total of $655,000 over the next 25 years.

Worth noting is that the subject Agreement also provides language that provides the City authorization to place four wireless access points on top of the Water Tower, facilitating wireless backup links and for remote surveillance camera locations that may otherwise be difficult to reach.

During the construction process, it was determined that the PG&E meter for the project was not able to be placed inside the planned location area due to site constraints. The original plan had the meter being placed inside of the AT&T utility easement location. The meter has now been placed north of this location, closer to Columbia Street proximate to the alley. The resolution would extend the utility easement for AT&T to accommodate the relocation of the PG&E meter (Exhibit 1-A / Page A-1.2).

The specific action recommended in this report is to approve an Amendment to the original Agreement with AT&T Wireless to accommodate the revised location for the PG&E meter.

FINANCIAL IMPACT:

Approving the Agreement with AT&T Wireless will have no financial impact. Rather, the agreement provides that AT&T pay the City $1,600 on a monthly basis, plus an annual escalator of 2.5%.

CONSISTENCY WITH THE VISION MADERA 2025 PLAN:

The recommended actions support the following Vision Madera 2025 strategies:

This resolution will facilitate the continuation of the AT&T Cellular project which will provide additional internet bandwidth lacking in the interior of the city for AT&T customers which is consistent with the strategies listed below.

- *101.6* - Ensure infrastructure can sustain population growth in the development of the General Plan.
- *151.0* - Promote the comprehensive revitalization of downtown Madera.

ALTERNATIVES:

The Council has the authority to approve or reject this Agreement with AT&T Wireless. Not approving this amendment may result in considerable staff time to suggest alternate solutions and the possible considerable expense to execute an alternate solution.

ATTACHMENTS:

1. Council Resolution
2. AT&T First Amendment to Option and Structure Lease Agreement.
    a. Exhibit 1-A: AT&T Site Plans for site CVL01150

RESOLUTION NO. _____

RESOLUTION OF THE CITY COUNCIL OF MADERA, APPROVING THE FIRST AMMENDMENT TO OPTION AND STRUCTURE LEASE AGREEMENT WITH AT&T WIRELESS TO EXTEND THE UTILITY EASEMENT FOR AT&T WIRELESS AND AUTHORIZING THE MAYOR TO EXECUTE THE AGREEMENT ON BEHALF OF THE CITY

WHEREAS, the City of Madera and AT&T Wireless have previously negotiated and signed a lease agreement that is desirable for both parties; and

WHEREAS, said agreement was considered and approved by the City Council at a regular scheduled meeting on January 1st 2019.

WHEREAS, the placement of the PG&E meter for AT&T was outside of the original leased area due to site constraints; and

WHEREAS, the City of Madera and AT&T Wireless have agreed to amend the lease agreement extending the utility easement to accommodate relocation of the PG&E meter.

NOW, THEREFORE THE CITY COUNCIL OF THE CITY OF MADERA, hereby finds, determines, resolves and orders as follows:

1. The recitals listed above are true and correct.
2. The First Amendment to Option and Structure Lease Agreement, provided by AT&T Wireless, a copy of which is on file in the office of the City Clerk and referred to for particulars, is hereby approved.
3. The Mayor is authorized to execute the First Amendment to Option and Structure Lease Agreement with AT&T Wireless on behalf of the City of Madera.
4. This resolution is effective immediately upon adoption.

****

Market: Northern California
Cell Site Number: CVL01150
Cell Site Name: Columbus & Riverside Drive
Fixed Asset Number: 14066698

FIRST AMENDMENT TO OPTION AND STRUCTURE LEASE AGREEMENT

THIS FIRST AMENDMENT TO OPTION AND STRUCTURE LEASE AGREEMENT ("**Amendment**"), dated as of the latter of the signature dates below, is by and between City of Madera, a municipal corporation, having a mailing address of 205 W. 4th Street, Madera, CA 93637 ("**Landlord**") and New Cingular Wireless PCS, LLC, a Delaware limited liability company, having a mailing address of 1025 Lenox Park Blvd. NE, 3rd Floor, Atlanta, GA 30319 ("**Tenant**").

WHEREAS, Landlord and Tenant entered into an Option and Structure Lease Agreement dated December 12, 2018, whereby Landlord leased to Tenant certain Premises, therein described, that are a portion of the Property located at 817 Columbia Street, in the City of Madera, County of Madera, State of California ("**Agreement**"); and

WHEREAS, Landlord and Tenant wish to amend the Agreement to revise the Premises; and

WHEREAS, Landlord and Tenant, in their mutual interest, wish to amend the Agreement as set forth below accordingly.

NOW THEREFORE, in consideration of the foregoing and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, Landlord and Tenant agree as follows:

1. **Exhibit 1**. Exhibit 1 to the Agreement is replaced with Exhibit 1-A attached hereto to memorialize the redesign and expansion of Tenant's utility route and h-frame placement.

2. **Notices.** Section 17 of the Agreement is modified to reflect the following addresses for the parties:

If to LANDLORD:	City of Madera 205 W. 4th Street Madera, CA 93637	If to TENANT:	New Cingular Wireless PCS, LLC Attn: Network Real Estate Administration Re: Cell Site # CVL01150 Cell Site Name: Columbus St & Riverside Dr. Fixed Asset #: 14066698 1025 Lenox Park Blvd. NE, 3rd Floor Atlanta, GA 30319
		With copy to:	New Cingular Wireless PCS, LLC Attn: Legal Department Re: Cell Site # CVL01150_ Cell Site Name: Columbus St. & Riverside Dr. Fixed Asset #: 14066698_ 208 S. Akard Street Dallas, Texas, 75202-4206

3. **Other Terms and Conditions Remain.** In the event of any inconsistencies between the Agreement and this Amendment, the terms of this Amendment shall control. Except as expressly set forth in this Amendment, the Agreement otherwise is unmodified and remains in full force and effect. Each reference in the Agreement to itself shall be deemed also to refer to this Amendment.

4. **Capitalized Terms.** All capitalized terms used but not defined herein shall have the same meanings as defined in the Agreement.

IN WITNESS WHEREOF, the parties have caused this Amendment to be effective as of the last date written below.

LANDLORD:
City of Madera,
A Municipal corporation

By: _____
Print Name:
Its:
Date:

TENANT:

New Cingular Wireless PCS, LLC,
a Delaware limited liability company

By: AT&T Mobility Corporation
Its: Manager

By: _____
Print Name:
Its:
Date:

EXHIBIT 1-A

DESCRIPTION OF PREMISES

to the First Amendment to Option and Tower Structure Agreement dated _____, 2020, by and between City of Madera, a municipal corporation, as Landlord, and New Cingular Wireless PCS, LLC, as Tenant.

The Property is legally described as follows:

Real property in the City of Madera, County of Madera, State of California, described as follows:

LOTS 26, 27, 28, 29, 30, 31 AND 32 OF DUSTHIMER'S SUBDIVISION OF BLOCK 11, OF DUSTHIMER'S SUBDIVISION TO THE CITY OF MADERA, ACCORDING TO MAP ENTITLED "PLAT OF BLOCK 11, DUSTHIMER'S SUBDIVISION, IN THE MILLER & LUX ADDITION, IN MADERA, CALIFORNIA FILED AND RECORDED IN THE OFFICE OF THE COUNTY RECORDER OF THE COUNTY OF MADERA, ON MARCH 12TH 1894, IN BOOK 1 OF MAPS AT PAGE 7.

APN: 003-021-008

The Premises are described and/or depicted as follows:

[100% Construction Drawings dated June 11, 2019, prepared by MST Architects, and consisting of thirty two (32) pages, appears on the following pages]

Notes:

1. This Exhibit may be replaced by a land survey and/or construction drawings of the Premises once received by Tenant.
2. Any setback of the Premises from the Property's boundaries shall be the distance required by the applicable governmental authorities.
3. Width of access road shall be the width required by the applicable governmental authorities, including police and fire departments.
4. The type, number and mounting positions and locations of antennas and transmission lines are illustrative only. Actual types, numbers and mounting positions may vary from what is shown above.

REVIEWED
By Summer Maddux at 5:49 pm, Jun 24, 2019

REVIEWED
By Jake Baluyut at 4:45 pm, Jun 27, 2019

REVIEWED
By Keith Conner at 12:09 pm, 7/3/19

SITE NUMBER: CVL01150
SITE NAME: COLUMBUS ST. & RIVERSIDE DRIVE

716 COLUMBIA STREET
MADERA, CA. 93638
JURISDICTION: CITY OF MADERA
APN: 003-021-008

FA CODE: 14066698
USID: 186198

SITE TYPE: PRE-MANUFACTURED WALK-IN CABINET / WATER TANK

PROJECT DESCRIPTION

NEW SITE BUILD UNMANNED TELECOMMUNICATIONS FACILITY.

1. BRING POWER / TELCO TO SITE LOCATION
2. INSTALL AT&T APPROVED PRE-MANUFACTURED WALK-IN CABINET AND ASSOCIATED INTERIOR EQUIPMENT
3. INSTALL AT&T ANTENNAS & ASSOCIATED TOWER-MOUNTED EQUIPMENT ON AN EXISTING WATER TOWER
4. INSTALL AT&T GENERATOR W/ FUEL TANK
5. EXISTING CITY OF MADERA ANTENNAS ON WATER TANK CATWALK/RIM TO BE REMOVED BY AT&T
6. EXISTING WIMAX ANTENNAS AND FRAMES ON TOP OF THE WATER TANK TO BE REMOVED BY AT&T
7. INSTALL CITY OF MADERA ANTENNAS AND POWERBEAM DISHES.

PROJECT INFORMATION

PROPERTY INFORMATION:

SITE NAME:	COLUMBUS ST. AND RIVERSIDE DRIVE
SITE NUMBER:	CVL01150
SITE ADDRESS:	716 COLUMBIA STREET MADERA, CA. 93638
A.P.N. NUMBER:	003-021-008
CURRENT ZONING:	PF (PUBLIC FACILITIES)
JURISDICTION:	CITY OF MADERA

PROPERTY OWNER:
CITY OF MADERA
205 W. 4TH STREET
MADERA, CA. 93637

PROJECT TEAM

APPLICANT / LESSEE:
AT&T
2600 CAMINO RAMON, 4W850 N
SAN RAMON, CA 94583

RF ENGINEER:
AT&T
5555 E. OLIVE AVE.
FRESNO, CA 93727
CONTACT: JAKE BALUYUT
EMAIL: jb7714@att.com
(559) 454-5694

4 3
CONSTRUCTION MANGER:
BECHTEL
2603 CAMINO RAMON SUITE 200 #149
SAN RAMON, CA 94583
CONTACT: KEITH CONNER
EMAIL: gkconner@bechtel.com
PH: (480)-306-3801

ARCHITECT / ENGINEER:
MST ARCHITECTS INC.
1520 RIVER PARK DRIVE
SACRAMENTO, CA 95815
CONTACT: MANUEL S. TSIHLAS
EMAIL: manuel@mstarchitects.com
PH: (916) 567-9630

ZONING MANAGER:
COMPLETE WIRELESS CONSULTING, INC.
2009 V STREET
SACRAMENTO, CA 95818
CONTACT: GERIE JOHNSON
EMAIL: gjohnson@completewireless.net
PH: 916-709-2057

LEASING MANAGER:
COMPLETE WIRELESS CONSULTING, INC.
2009 V STREET
SACRAMENTO, CA 95818
CONTACT: CHRISTOPHER BRINGGOLD
EMAIL: CBringgold@completewireless.net
PH: (916) 313-3730

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CODE COMPLIANCE

ALL WORK AND MATERIALS SHALL BE PERFORMED AND INSTALLED IN ACCORDANCE WITH THE CURRENT EDITIONS OF THE FOLLOWING CODES AS ADOPTED BY THE LOCAL GOVERNING AUTHORITIES. NOTHING IN THESE PLANS IS TO BE CONSTRUED TO PERMIT WORK NOT CONFORMING TO THESE CODES.

1. 2016 CALIFORNIA ADMINISTRATIVE CODE, CHAPTER 10, PART 1, TITLE 24 CODE OF REGULATIONS
2. 2016 CALIFORNIA BUILDING CODE (CBC) WITH CALIFORNIA AMENDMENTS, BASED ON THE 2012 IBC (PART 2, VOL 1-2)
3. 2016 CALIFORNIA RESIDENTIAL CODE (CRC) WITH APPENDIX H, PATIO COVERS, BASED ON THE 2012 IRC (PART 2.5)
4. 2016 CALIFORNIA GREEN BUILDINGS STANDARDS CODE (CALGREEN) (PART 11) (AFFECTED ENERGY PROVISIONS ONLY)
5. 2016 CALIFORNIA FIRE CODE (CFC), BASED ON THE 2012 IFC, WITH CALIFORNIA AMENDMENTS (PART 9)
6. 2016 CALIFORNIA MECHANICAL CODE (CMC), BASED ON THE 2012 UMC (PART 4)
7. 2016 CALIFORNIA PLUMBING CODE (CPC), BASED ON THE 2012 UPC (PART 5)
8. 2016 CALIFORNIA ELECTRICAL CODE (CEC) WITH CALIFORNIA AMENDMENTS, BASED ON THE 2011 NEC (PART 3)
9. 2016 CALIFORNIA ENERGY CODE (CEC)
10. ANSI / EIA-TIA-222-G
11. 2015 NFPA 101, LIFE SAFETY CODE
12. 2016 NFPA 72, NATIONAL FIRE ALARM CODE
13. 2016 NFPA 13, FIRE SPRINKLER CODE

OCCUPANCY AND CONSTRUCTION TYPE

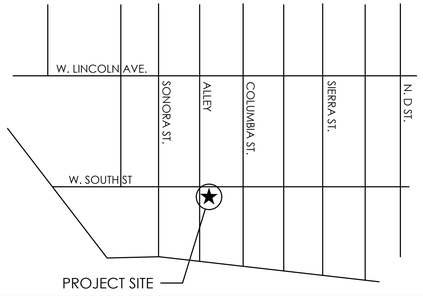
OCCUPANCY : S-2 (UNMANNED TELECOMMUNICATIONS FACILITY), U (TOWER)

CONSTRUCTION TYPE: V-B

HANDICAP REQUIREMENTS

FACILITY IS UNMANNED AND NOT FOR HUMAN HABITATION, ACCESSIBILITY ACCESS AND REQUIREMENTS ARE NOT REQUIRED, IN ACCORDANCE WITH CALIFORNIA STATE ADMINISTRATIVE CODE, PART 2, TITLE 24, SECTION 1103B.1, EXCEPTION 1 & SECTION 1134B.2.1, EXCEPTION 4.

VICINITY MAP



SPECIAL INSPECTIONS PER 2016 CBC SECTION 1704 ARE REQUIRED FOR THE FOLLOWING:

1. ANCHOR BOLTS WET-SET INTO CONCRETE
2. EXPANSION BOLTS INTO EXISTING CONCRETE
3. HIGH STRENGTH BOLTING
4. WELDING
5. STEEL REINFORCEMENT / REBAR PLACEMENT
6. STEEL MATERIAL VERIFICATION

SOILS ENGINEER TO INSPECT DRILLED PIERS

STRUCTURAL DESIGN CRITERIA:

1) SOIL SITE CLASSIFICATION:	D
2) SOIL BEARING CAPACITY:	SLABS: 1000 PSF
3) SEISMIC IMPORTANCE FACTOR:	II
4) SITE COORDINATES:	N36.9701° W120.0658° NAD83
5) SPECTRAL RESPONSE ACCELERATIONS:	Ss = 0.658g S1 = 0.265g
6) SPECTRAL RESPONSE COEFFICIENTS:	SDS = 0.559g SD1 = 0.331g
7) SEISMIC DESIGN CATEGORY:	D

DIRECTIONS FROM AT&T

DIRECTIONS FROM AT&T'S OFFICE AT 2600 CAMINO RAMON, SAN RAMON, CA.

1. HEAD EAST
2. TURN RIGHT TOWARD CAMINO RAMON
3. TURN RIGHT ONTO CAMINO RAMON
4. TURN RIGHT ONTO BOLLINGER CANYON RD
5. MERGE ONTO I-680 S VIA THE RAMP TO SAN JOSE
6. TAKE EXIT 30A TO MERGE ONTO I-580 E TOWARD STOCKTON
7. KEEP LEFT TO STAY ON I-580 E
8. CONTINUE ON I-205 E, FOLLOW SIGNS FOR INTERSTATE 205/TRACY/STOCKTON
9. MERGE ONTO I-5 N
10. TAKE EXIT 461 FOR CA-120 TOWARD MANTECA/SONORA
11. CONTINUE ONTO CA-120 E
12. TAKE EXIT 6 TO MERGE ONTO CA-99 S TOWARD MODESTO/FRESNO
13. TAKE EXIT 155 FOR CLEVELAND AVE
14. TURN LEFT ONTO AVE 15 1/2/W CLEVELAND AVE (SIGNS FOR MILLERTON LAKE)
15. CONTINUE TO FOLLOW W CLEVELAND AVE
16. TURN RIGHT TO STAY ON W CLEVELAND AVE
17. KEEP RIGHT TO CONTINUE ON SHARON BLVD
18. SHARON BLVD TURNS SLIGHTLY LEFT AND BECOMES RIVERSIDE DR
19. TURN LEFT ONTO COLUMBIA ST
20. DESTINATION WILL BE ON THE RIGHT

APPROVALS

APPROVED BY:	INITIALS:	DATE:
AT&T:		
VENDOR:		
R.F.:		
LEASING / LANDLORD:		
ZONING:		
CONSTRUCTION:		
POWER / TELCO:		
PG&E:		

GENERAL CONTRACTOR NOTES

DO NOT SCALE DRAWINGS

THESE DRAWINGS ARE FORMATTED TO BE FULL SIZE AT 24" x 36". CONTRACTOR SHALL VERIFY ALL PLANS AND EXISTING DIMENSIONS AND CONDITIONS ON THE JOBSITE AND SHALL IMMEDIATELY NOTIFY THE ARCHITECT/ENGINEER IN WRITING OF ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK OR MATERIAL ORDERS OR BE RESPONSIBLE FOR THE SAME.

DIGALERT
800-227-2600
Call 2 Full Working Days In Advance

Issued For:
CVL01150
COLUMBUS ST. & RIVERSIDE
716 COLUMBIA STREET
MADERA, CA. 93638

PREPARED FOR
at&t
2600 Camino Ramon
San Ramon, California 94583

Vendor:
COMPLETE
Wireless Consulting, Inc.

AT&T SITE NO:	CVL01150
PROJECT NO:	162.2188
DRAWN BY:	MWS
CHECKED BY:	SV

REV	DATE	DESCRIPTION
4	06/11/19	100% CD REV4
3	05/24/19	100% CD REV3
2	05/07/19	100% CD REV2
1	02/08/19	100% CD PC1
	11/29/18	100% CD
	08/07/18	90% CD
	07/12/18	100% ZD REV 2
	06/15/18	100% ZD REV 1
	05/22/18	100% ZD
	04/27/18	90% ZD

Licensee:
LICENSED ARCHITECT
MANUEL S. TSIHLAS
No. C-28021
Exp. 08-19
STATE OF CALIFORNIA

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.

Architect:
MST ARCHITECTS
1520 River Park Drive
Sacramento, California 95815

SHEET TITLE:
TITLE SHEET

SHEET NUMBER:
T-1

CITY OF MADERA
PLANNING DEPARTMENT

August 1, 2018

Gerie Johnson
Complete Wireless Consulting, Inc.
2009 V Street
Sacramento, CA 95818
gjohnson@completewireless.net (sent electronically)

RE: Site Plan Review 2018-24 – Water Tower Telecommunications Equipment

Dear Gerie Johnson:

The City of Madera's Site Plan Review process has been conducted pursuant to Madera Municipal Code Article 10-3.4.01 and you are hereby notified that:

Site Plan Review 2018-24, to allow for a new 225 square feet lease area with associated ground-mounted telecommunications equipment and tower-mounted antennas to utilize the City's water tower as a cell tower on property located at the southwest corner of the intersection of Columbia Street and East South Street (716 Columbia Street), in the PF (Public Facilities) Zone District, with a P&SP (Public and Semi-Public) General Plan designation (APN: 003-021-008) is hereby approved with the following findings and conditions of approval.

FINDINGS:

- The project has been determined to be categorically exempt under the California Environmental Quality Act (CEQA) guidelines, Section 15301 (Existing Facilities).
- The facilities and improvements, as modified with this approval, are arranged to avoid traffic congestion and adverse effects on surrounding properties.
- The plans are consistent with established legislative policies relating to traffic safety, street improvements, accessibility, and environmental quality.
- As conditioned, the use is consistent with the Madera General Plan and zoning on the site.

Applicant: AT&T Mobility

Telecommunications Facility
Site: (Water Tank) - APN 003-021-008

CONDITIONS OF APPROVAL

General Conditions

1. All conditions of approval shall be the sole financial responsibility of the applicant/owner, except where specifically noted in the conditions or mandated by statutes.
2. Project approval is conditioned upon acceptance of the conditions of approval contained herein, as evidenced by the applicant's signature thereon within thirty days of the date of site plan approval. Please note this site plan review approval (SPR 2018-24) will expire one year from date of issuance, unless you take positive action on the project as provided in the Municipal Code, or take the required action to extend the approval before expiration date (Municipal Code Section 10-3.4.0114, Lapse of Site Plan Approval).
3. Any proposed future modifications to the site involving, but not limited to, building exteriors, parking/loading areas, fence/walls, new buildings or landscaping shall require an amendment to Site Plan Review 2018-24.
4. It shall be the responsibility of the property owner and management to ensure that any required permits, inspections, and approvals from any regulatory agency shall be obtained from the concerned agency prior to a final building permit and/or establishment of the use.
5. The project shall be developed in accordance with the site plan, as reviewed and approved with the site plan review. Minor modifications to the Site Plan necessary to meet regulatory or engineering constraints may be made with approval from the Planning Manager.
   Please see Site Plans attached as "Exhibit A".

Building Department

6. Site development shall be consistent with the approved site plan. Building permits shall be obtained prior to starting work. The uses of all activity areas shall be identified on plans submitted for issuance of building permit(s).

Fire Department

7. A minimum of one 3A40BC-rated fire extinguisher shall be required.
8. A building permit shall be required for all construction.
9. A key box shall be required. If there is an existing key box, new keys shall be required for the existing box if the locks are altered.

Planning Department

General
10. Vandalism and graffiti shall be corrected at all times per the Madera Municipal Code.
11. The property owner, operator, manager shall keep the property clear of all trash, rubbish and debris at all times. Dumping of refuse shall be restricted to the dumpster and refuse containers owned by the property owner.

12. The applicant shall comply with all federal, state and local laws. Material violation of any of those laws concerning the use will be cause for revocation of these permits.

Site Plan Review
13. Site Plan Review (SPR) 2018-24 allows for the following improvements, subject to the applicable conditions of approval: and Site Plans attached as "Exhibit A".
    - Installation of new telco box with ciena box above
    - Installation of service meter and disconnect
    - Installation of 15 kw diesel generator
    - Installation of generator pull box
    - Installation of power plant rack, radio rack and transport rack inside walk-in cabinet
    - Installation of an ice bridge
    - Installation of cam-lock generator interface
    - Installation of 30 circuit load center and automatic transfer switch
    - Installation of new chain link fence connecting to existing chain link fence
    - Installation of vertiv walk-in cabinet
    - Installation of new tower-mounted antennas
14. Alteration and/or expansion of the ground-mounted telecommunications equipment may require, at a minimum, an amendment to SPR 2018-24.

Landscaping
15. The property owner shall maintain all landscaping in a healthy and well-manicured appearance. This includes, but is not limited to, ensuring properly operating irrigation equipment at all times, trimming and pruning of trees and shrubs, and replacing dead or unhealthy vegetation with drought-tolerant plantings.

Please indicate acknowledgment of this letter and acceptance of the conditions by signing and returning the attachment to me. The approval does not take effect until acknowledgment and acceptance of conditions of approval, signed and dated within thirty (30) days of this action is received in this office. In addition, plans cannot be accepted for checking and Building Permits will not be issued until such acceptance is received. Please do not call for final inspection of the project until all actions required by conditions of approval are complete.

If you have questions regarding the action on your application or the further processing of your request, please do not hesitate to call me at (559) 661-5434.

Cordially,
Robert Holt
Assistant Planner

Issued For:
CVL01150
COLUMBUS ST. & RIVERSIDE
716 COLUMBIA STREET
MADERA, CA. 93638

PREPARED FOR
at&t
2600 Camino Ramon
San Ramon, California 94583

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	06/15/18	100% ZD REV 1
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	04/27/18	90% ZD

Licensee:
LICENSED ARCHITECT
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Architect:
MST ARCHITECTS
1520 River Park Drive
Sacramento, California 95815

SHEET TITLE:
CONDITIONS OF APPROVAL

SHEET NUMBER:
T-2

GENERAL CONSTRUCTION NOTES:

1. PLANS ARE INTENDED TO BE DIAGRAMMATIC OUTLINE ONLY, UNLESS NOTED OTHERWISE. THE WORK SHALL INCLUDE FURNISHING MATERIALS, EQUIPMENT, APPURTENANCES AND LABOR NECESSARY TO COMPLETE ALL INSTALLATIONS AS INDICATED ON THE DRAWINGS.

2. THE CONTRACTOR SHALL OBTAIN, IN WRITING, AUTHORIZATION TO PROCEED BEFORE STARTING WORK ON ANY ITEM NOT CLEARLY DEFINED OR IDENTIFIED BY THE CONTRACT DOCUMENTS.

3. CONTRACTOR SHALL CONTACT USA (UNDERGROUND SERVICE ALERT) AT (800) 227-2600, FOR UTILITY LOCATIONS, 48 HOURS BEFORE PROCEEDING WITH ANY EXCAVATION, SITE WORK OR CONSTRUCTION.

4. THE CONTRACTOR SHALL INSTALL ALL EQUIPMENT AND MATERIALS IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS UNLESS SPECIFICALLY INDICATED OTHERWISE, OR WHERE LOCAL CODES OR REGULATIONS TAKE PRECEDENCE.

5. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CBC / UBC'S REQUIREMENTS REGARDING EARTHQUAKE RESISTANCE, FOR, BUT NOT LIMITED TO, PIPING, LIGHT FIXTURES, CEILING GRID, INTERIOR PARTITIONS, AND MECHANICAL EQUIPMENT. ALL WORK MUST COMPLY WITH LOCAL EARTHQUAKE CODES AND REGULATIONS.

6. REPRESENTATIONS OF TRUE NORTH, OTHER THAN THOSE FOUND ON THE PLOT OF SURVEY DRAWINGS, SHALL NOT BE USED TO IDENTIFY OR ESTABLISH BEARING OF TRUE NORTH AT THE SITE. THE CONTRACTOR SHALL RELY SOLELY ON THE PLOT OF SURVEY DRAWING AND ANY SURVEYOR'S MARKINGS AT THE SITE FOR THE ESTABLISHMENT OF TRUE NORTH, AND SHALL NOTIFY THE ARCHITECT / ENGINEER PRIOR TO PROCEEDING WITH THE WORK IF ANY DISCREPANCY IS FOUND BETWEEN THE VARIOUS ELEMENTS OF THE WORKING DRAWINGS AND THE TRUE NORTH ORIENTATION AS DEPICTED ON THE CIVIL SURVEY. THE CONTRACTOR SHALL ASSUME SOLE LIABILITY FOR ANY FAILURE TO NOTIFY THE ARCHITECT / ENGINEER.

7. THE BUILDING DEPARTMENT ISSUING THE PERMITS SHALL BE NOTIFIED AT LEAST TWO WORKING DAYS PRIOR TO THE COMMENCEMENT OF WORK, OR AS OTHERWISE STIPULATED BY THE CODE ENFORCEMENT OFFICIAL HAVING JURISDICTION.

8. DO NOT EXCAVATE OR DISTURB BEYOND THE PROPERTY LINES OR LEASE LINES, UNLESS OTHERWISE NOTED.

9. ALL EXISTING UTILITIES, FACILITIES, CONDITIONS, AND THEIR DIMENSIONS SHOWN ON THE PLAN HAVE BEEN PLOTTED FROM AVAILABLE RECORDS. THE ARCHITECT / ENGINEER AND THE OWNER ASSUME NO RESPONSIBILITY WHATSOEVER AS TO THE SUFFICIENCY OR THE ACCURACY OF THE INFORMATION SHOWN ON THE PLANS, OR THE MANNER OF THEIR REMOVAL OR ADJUSTMENT. CONTRACTORS SHALL BE RESPONSIBLE FOR DETERMINING EXACT LOCATION OF ALL EXISTING UTILITIES AND FACILITIES PRIOR TO START OF CONSTRUCTION. CONTRACTORS SHALL ALSO OBTAIN FROM EACH UTILITY COMPANY DETAILED INFORMATION RELATIVE TO WORKING SCHEDULES AND METHODS OF REMOVING OR ADJUSTING EXISTING UTILITIES.

10. CONTRACTOR SHALL VERIFY ALL EXISTING UTILITIES, BOTH HORIZONTAL AND VERTICALLY, PRIOR TO THE START OF CONSTRUCTION. ANY DISCREPANCIES OR DOUBTS AS TO THE INTERPRETATION OF PLANS SHOULD BE IMMEDIATELY REPORTED TO THE ARCHITECT / ENGINEER FOR RESOLUTION AND INSTRUCTION, AND NO FURTHER WORK SHALL BE PERFORMED UNTIL THE DISCREPANCY IS CHECKED AND CORRECTED BY THE ARCHITECT / ENGINEER. FAILURE TO SECURE SUCH INSTRUCTION MEANS CONTRACTOR WILL HAVE WORKED AT HIS/HER OWN RISK AND EXPENSE.

11. ALL NEW AND EXISTING UTILITY STRUCTURES ON SITE AND IN AREAS TO BE DISTURBED BY CONSTRUCTION SHALL BE ADJUSTED TO FINISH ELEVATIONS PRIOR TO FINAL INSPECTION OF WORK.

12. ANY DRAIN AND/OR FIELD TILE ENCOUNTERED / DISTURBED DURING CONSTRUCTION SHALL BE RETURNED TO IT'S ORIGINAL CONDITION PRIOR TO COMPLETION OF WORK. SIZE, LOCATION AND TYPE OF ANY UNDERGROUND UTILITIES OR IMPROVEMENTS SHALL BE ACCURATELY NOTED AND PLACED ON "AS-BUILT" DRAWINGS BY GENERAL CONTRACTOR, AND ISSUED TO THE ARCHITECT / ENGINEER AT COMPLETION OF PROJECT.

13. ALL TEMPORARY EXCAVATIONS FOR THE INSTALLATION OF FOUNDATIONS, UTILITIES, ETC., SHALL BE PROPERLY LAID BACK OR BRACED IN ACCORDANCE WITH CORRECT OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA) REQUIREMENTS.

14. INCLUDE MISC. ITEMS PER AT&T SPECIFICATIONS

APPLICABLE CODES, REGULATIONS AND STANDARDS:

SUBCONTRACTOR'S WORK SHALL COMPLY WITH ALL APPLICABLE NATIONAL, STATE, AND LOCAL CODES AS ADOPTED BY THE LOCAL AUTHORITY HAVING JURISDICTION (AHJ) FOR THE LOCATION.

THE EDITION OF THE AHJ ADOPTED CODES AND STANDARDS IN EFFECT ON THE DATE OF CONTRACT AWARD SHALL GOVERN THE DESIGN.

SUBCONTRACTOR'S WORK SHALL COMPLY WITH THE LATEST EDITION OF THE FOLLOWING STANDARDS:

- AMERICAN CONCRETE INSTITUTE (ACI) 318, BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE
- AMERICAN INSTITUTE OF STEEL CONSTRUCTION (AISC), MANUAL OF STEEL CONSTRUCTION, ASD, NINTH EDITION
- TELECOMMUNICATIONS INDUSTRY ASSOCIATION (TIA) 222-G, STRUCTURAL STANDARD FOR STRUCTURAL ANTENNA TOWER AND ANTENNA SUPPORTING STRUCTURES
- INSTITUTE FOR ELECTRICAL AND ELECTRONICS ENGINEERS (IEEE) 81, GUIDE FOR MEASURING EARTH RESISTIVITY, GROUND IMPEDANCE, AND EARTH SURFACE POTENTIALS OF A GROUND SYSTEM IEEE 1100 (1999) RECOMMENDED PRACTICE FOR POWERING AND GROUNDING OF ELECTRICAL EQUIPMENT.
-IEEE C62.41, RECOMMENDED PRACTICES ON SURGE VOLTAGES IN LOW VOLTAGE AC POWER CIRCUITS (FOR LOCATION CATEGORY "C3" AND "HIGH SYSTEM EXPOSURE")

TIA 607 COMMERCIAL BUILDING GROUNDING AND BONDING REQUIREMENTS FOR TELECOMMUNICATIONS TELCORDIA GR-63 NETWORK EQUIPMENT-BUILDING SYSTEM (NEBS): PHYSICAL PROTECTION
TELCORDIA GR-347 CENTRAL OFFICE POWER WIRING
TELCORDIA GR-1275 GENERAL INSTALLATION REQUIREMENTS
TELCORDIA GR-1503 COAXIAL CABLE CONNECTIONS

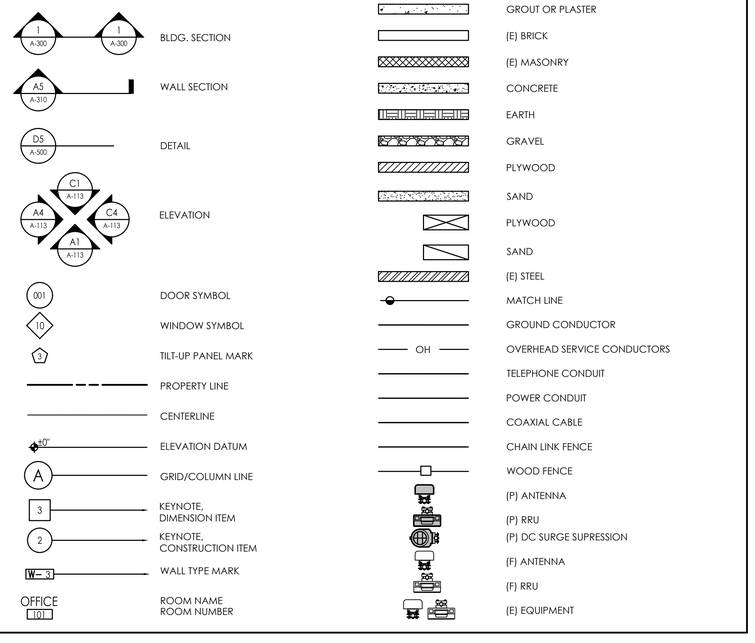
ANY AND ALL OTHER LOCAL & STATE LAWS AND REGULATIONS

FOR ANY CONFLICTS BETWEEN SECTIONS OF LISTED CODES AND STANDARDS REGARDING MATERIAL, METHODS OF CONSTRUCTION, OR OTHER REQUIREMENTS, THE MOST RESTRICTIVE SHALL GOVERN. WHERE THERE IS CONFLICT BETWEEN A GENERAL REQUIREMENT AND A SPECIFIC REQUIREMENT, THE SPECIFIC REQUIREMENT SHALL GOVERN.

ABBREVIATIONS

A.B.	ANCHOR BOLT
ABV.	ABOVE
ACCA	ANTENNA CABLE COVER ASSEMBLY
ADD'L	ADDITIONAL
A.F.F.	ABOVE FINISHED FLOOR
A.F.G.	ABOVE FINISHED GRADE
ALUM.	ALUMINUM
ALT.	ALTERNATE
ANT.	ANTENNA
APPRX.	APPROXIMATE(LY)
ARCH.	ARCHITECT(URAL)
AWG.	AMERICAN WIRE GAUGE
BLDG.	BUILDING
BLK.	BLOCK
BLKG.	BLOCKING
BM.	BEAM
B.N.	BOUNDARY NAILING
BTCW.	BARE TINNED COPPER WIRE
B.O.F.	BOTTOM OF FOOTING
B/U	BACK-UP CABINET
CAB.	CABINET
CANT.	CANTILEVER(ED)
C.I.P.	CAST IN PLACE
CLG.	CEILING
CLR.	CLEAR
COL.	COLUMN
CONC.	CONCRETE
CONN.	CONNECTION(OR)
CONST.	CONSTRUCTION
CONT.	CONTINUOUS
d	PENNY (NAILS)
DBL.	DOUBLE
DEPT.	DEPARTMENT
D.F.	DOUGLAS FIR
DIA.	DIAMETER
DIAG.	DIAGONAL
DIM.	DIMENSION
DWG.	DRAWING(S)
DWL.	DOWEL(S)
EA.	EACH
EL.	ELEVATION
ELEC.	ELECTRICAL
ELEV.	ELEVATOR
EMT.	ELECTRICAL METALLIC TUBING
E.N.	EDGE NAIL
ENG.	ENGINEER
EQ.	EQUAL
EXP.	EXPANSION
EXST.(E)	EXISTING
EXT.	EXTERIOR
FAB.	FABRICATION(OR)
F.F.	FINISH FLOOR
F.G.	FINISH GRADE
FIN.	FINISH(ED)
FLR.	FLOOR
FDN.	FOUNDATION
F.O.C.	FACE OF CONCRETE
F.O.M.	FACE OF MASONRY
F.O.S.	FACE OF STUD
F.O.W.	FACE OF WALL
F.S.	FINISH SURFACE
FT.(')	FOOT (FEET)
FTG.	FOOTING
G.	GROWTH (CABINET)
GA.	GAUGE
GI.	GALVANIZE(D)
G.F.I.	GROUND FAULT CIRCUIT INTERRUPTER
GLB. (GLU-LAM)	GLUE LAMINATED BEAM
GPS	GLOBAL POSITIONING SYSTEM
GRND.	GROUND
HDR.	HEADER
HGR.	HANGER
HT.	HEIGHT
ICGB.	ISOLATED COPPER GROUND BUS
IN. (")	INCH(ES)
INT.	INTERIOR
LB.(#)	POUND(S)
L.B.	LAG BOLTS
L.F.	LINEAR FEET (FOOT)
L.	LONG(ITUDINAL)
MAS.	MASONRY
MAX.	MAXIMUM
M.B.	MACHINE BOLT
MECH.	MECHANICAL
MFR.	MANUFACTURER
MIN.	MINIMUM
MISC.	MISCELLANEOUS
MTL.	METAL
(N)	NEW
NO.(#)	NUMBER
N.T.S.	NOT TO SCALE
O.C.	ON CENTER
OPNG.	OPENING
P/C	PRECAST CONCRETE
PCS	PERSONAL COMMUNICATION SERVICES
PLY.	PLYWOOD
PPC	POWER PROTECTION CABINET
PRC	PRIMARY RADIO CABINET
P.S.F.	POUNDS PER SQUARE FOOT
P.S.I.	POUNDS PER SQUARE INCH
P.T.	PRESSURE TREATED
PWR.	POWER (CABINET)
QTY.	QUANTITY
RAD.(R)	RADIUS
REF.	REFERENCE
REINF.	REINFORCEMENT(ING)
REQ'D/	REQUIRED
RGS.	RIGID GALVANIZED STEEL
SCH.	SCHEDULE
SHT.	SHEET
SIM.	SIMILAR
SPEC.	SPECIFICATIONS
SQ.	SQUARE
S.S.	STAINLESS STEEL
STD.	STANDARD
STL.	STEEL
STRUC.	STRUCTURAL
TEMP.	TEMPORARY
THK.	THICK(NESS)
T.N.	TOE NAIL
T.O.A.	TOP OF ANTENNA
T.O.C.	TOP OF CURB
T.O.F.	TOP OF FOUNDATION
T.O.P.	TOP OF PLATE (PARAPET)
T.O.S.	TOP OF STEEL
T.O.W.	TOP OF WALL
TYP.	TYPICAL
U.G.	UNDER GROUND
U.L.	UNDERWRITERS LABORATORY
U.N.O.	UNLESS NOTED OTHERWISE
V.I.F.	VERIFY IN FIELD
W	WIDE (WIDTH)
w/	WITH
WD.	WOOD
W.P.	WEATHERPROOF
WT.	WEIGHT
℄	CENTERLINE
℘	PLATE, PROPERTY LINE

SYMBOLS LEGEND



Issued For:

CVL01150
COLUMBUS ST. & RIVERSIDE

716 COLUMBIA STREET
MADERA, CA. 93638

PREPARED FOR

at&t

2600 Camino Ramon
San Ramon, California 94583

Vendor:

COMPLETE
Wireless Consulting, Inc.

AT&T SITE NO:	CVL01150
PROJECT NO:	162.2188
DRAWN BY:	MWS
CHECKED BY:	SV

REV	DATE	DESCRIPTION
4	06/11/19	100% CD REV4
3	05/24/19	100% CD REV3
2	05/07/19	100% CD REV2
1	02/08/19	100% CD PC1
	11/29/18	100% CD
	08/07/18	90% CD
	07/12/18	100% ZD REV 2
	06/15/18	100% ZD REV 1
	05/22/18	100% ZD
	04/27/18	90% ZD

Licensee:

LICENSED ARCHITECT
MANUEL S. TSIHLAS
No. C-28021
Exp. 08-19
STATE OF CALIFORNIA

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.

Architect:

MST ARCHITECTS
1520 River Park Drive
Sacramento, California 95815

SHEET TITLE:

GENERAL NOTES

SHEET NUMBER:

GN-1

at&t

This Site Operated by:

AT&T MOBILITY

2600 CAMINO RAMON,
SAN RAMON, CA 94583
IN CASE OF FIRE AND THE NEED FOR SHUTDOWN
TO DEACTIVATE ANTENNAS CALL THE
FOLLOWING NUMBER:
For 24 Hour Emergency Contact and Access Please Call:
(800)832-6662

Reference Site#:_____

Site Address:_____

20 FENCED COMPOUND SIGNAGE
N.T.S.

DANGER

NO TRESPASSING

20 FENCED COMPOUND SIGNAGE
N.T.S.

INFORMATION

Federal Communications Communication
Tower Registration Number

1 2 3 4 5 6 7

Posted in accordance with federal Communications Commission rules and antenna tower registration 47CFR 17.4(g).

15 FCC ASR SIGNAGE
N.T.S.

NOTICE

AUTHORIZED PERSONNEL ONLY

19 DOOR / EQUIPMENT SIGN
N.T.S.

Property of AT&T

Authorized Personnel Only

No Trespassing
Violators will be Prosecuted

In case of emergency, or prior to performing maintenance on this site, call _____
and reference cell site number _____

14 GATE SIGNAGE
N.T.S.

Property of AT&T

Authorized Personnel Only

In case of emergency, or prior to performing maintenance on this site, call _____
and reference cell site number _____

13 SHELTER / CABINET DOORS SIGNAGE
N.T.S.

8"
12"

INFORMATION

AT&T MOBILITY OPERATES TELECOMMUNICATION ANTENNAS AT THIS LOCATION. REMAIN AT LEAST 3 FEET AWAY FROM ANY ANTENNA AND OBEY ALL POSTED SIGNS.

CONTACT THE OWNER(S) OF THE ANTENNA(S) BEFORE WORKING CLOSER THAN 3 FEET FROM THE ANTENNA(S)

CONTACT AT&T MOBILITY AT 800-638-2822 PRIOR TO PERFORMING ANY MAINTENANCE OR REPAIRS NEAR AT&T MOBILITY ANTENNAS.

THIS IS SITE #
CONTACT THE MANAGEMENT OFFICE IF THIS DOOR/HATCH/GATE IS FOUND UNLOCKED.

INFORMACION

EN ESTA PROPIEDAD SE UBICAN ANTENAS DE TELECOMUNICACIONES OPERADAS POR AT&T. FAVOR MANTENER UNA DISTANCIA DE NO MENOS DE 3 PIES Y OBEDECER TODOS LOS AVISOS.

COMUNIQUESE CON EL PROPIETARIO O LOS PROPIETARIOS DE LAS ANTENAS ANTES DE TRABAJAR O CAMINAR DE MENOS DE 3 PIES DE LA ANTENA.

COMUNIQUESE CON AT&T MOBILITY 800-638-2822 ANTES DE REALIZAR CUALQUIER MANTENIMIENTO O REPARACION DE LAS ANTENAS DE AT&T MOBILITY.

ESTA ES LA ESTACION BASE NUMERO_____

FAVOR COMNUCARSE CON LA OFICINA DE LA ADMINISTRACION DEL EDIFICIO SI ESTA PUENTA O COMPUERTA SE ENCUENTRA SIN CANDADO.

A INFORMATION SIGN 1-1
SCALE: 3/4" = 1'

5"
7"

INFORMATION

ACTIVE ANTENNAS ARE MOUNTED

☐ ON THE OUTSIDE FACE OF THIS BUILDING

☐ INFORMATION SIGN 1-2

☐ ON THIS STRUCTURE

STAY BACK A MINIMUM OF 3 FEET FROM THESE ANTENNAS

CONTACT AT&T MOBILITY AT 800-638-2822 & FOLLOW THEIR INSTRUCTIONS PRIOR TO PERFORMING ANY MAINTENANCE OR REPAIRS CLOSER THAN 3 FEET FROM THE ANTENNAS.

THIS IS AT&T MOBILITY SITE _____

B INFORMATION SIGN 1-2
SCALE: 3/4" = 1'

2"
1"

at&t

C INFORMATION SIGN 1-3
SCALE: 3/4" = 1'

1-1/2"
24"

STAY BACK 3 FEET FROM ANTENNA

D INFORMATION SIGN 1-4
SCALE: 3/4" = 1'

1. CONTRACTOR SHALL INSTALL ALL INFORMATION SIGNAGE IN ACCORDANCE w/ AT&T WIRELESS DOCUMENT #03-0074, RF EXPOSURE POLICY AND RF SAFETY COMPLIANCE PROGRAM, LATEST EDITION.

2. FABRICATION:

*SIGN I-1: ENTRANCE DOOR, SEE DETAIL 1A, THIS SHEET

SIGN 1 IS TO BE MADE ON THE 50 MIL ALUMINUM SHEETING (SIZE 8 INCHES BY 12 INCHES) w/ FOUR (4) 3/8 INCH MOUNTING HOLES, ONE EACH CORNER OF THE SIGN FOR MOUNTING w/ HARDWARE w/ TIE WRAPS. THE MAIN BACKGROUND COLOR IS TO BE WHITE FRONT & BACK w/ BLACK LETTERING.

THE INFORMATION BAND SHALL BE 1.2 INCH SOLID GREEN BAND w. 0.5 INCH HIGH BLACK LETTERING. THE BODY TEXT SHALL BE IN BLACK LETTERING w/0.2 INCH HIGH LETTERS. THE REF LINE SHALL BE IN 1/8 INCH LETTERS.

THE PLACEMENT OF TEXT SHALL BE DONE IN A MANNER THAT WILL PERMIT EASY READING FROM A DISTANCE OF APPROXIMATELY 6 FEET IN FRONT OF THE SIGN.

ALL PAINT WILL BE BAKED w/ENAMEL w/ UV PROTECTIVE COATING OVER THE FACE OF THE SIGN.

*SIGN 1-2: POLE, SEE DETAIL 1B, THIS SHEET

SIGN 2 MUST BE A NON METALLIC LABEL w/ AN ADHESIVE BACKING, THE LABEL SHALL BE MADE USING VINYL OR SIMILAR WEATHERPROOF MATERIAL. THE LABEL SHALL BE APPROXIMATELY 5X7 INCHES w/ A WHITE BACKGROUND AND BLACK LETTERING. THE GREEN BAND SHALL BE 1.375 INCH IN HEIGHT & THE LETTERING SHALL BE BLACK w/ 0.75 INCH HIGH LETTERS. THE TEXT LETTERING SHALL BE BLACK w/ 1/8 INCH HIGH LETTERS. UV PROTECTION SHALL BE PLACED OVER THE FRONT OF THE LABEL.

*SIGN 1-3: BACK OF ANTENNAS, SEE DETAIL 1C & 3, THIS SHEET

*SIGN 3 IS A 1 INCH X 2 INCH PANEL THAT CAN BE APPLIED TO THE BACK OR SIDE OF AN ANTENNA TO IDENTIFY IT AS AN AT&T ANTENNA.

*SIGN 1-4: SIDE OF ANTENNAS, SEE DETAIL 1D & 3, THIS SHEET

SIGN 4 IS MADE FROM TRANSPARENT MATERIAL 1-1/2 INCHES WIDE & 24 INCHES LONG. THE LETTERING IS TO BE BLACK w 1/8 INCH LETTERING IN A VERTICAL COLUMN. THE SPACING BETWEEN WORDS MUST BE SUCH THAT IT IS EASILY READ & FILLS THE LENGTH OF THE SIGN.

11 INFORMATION SIGNAGE
N.T.S.

NOTE:
1. CONTRACTOR SHALL INSTALL ALL INFORMATION SIGNAGE IN ACCORDANCE w/ AT&T WIRELESS DOCUMENT #03-0074, RF EXPOSURE POLICY AND RF SAFETY COMPLIANCE PROGRAM, LATEST EDITION.

2. CONTRACTOR SHALL CONTACT AT&T R-RFSC FOR INFORMATION ON MPE LEVELS AND INSTRUCTIONS ON LEVEL AND LOCATION OF SIGNAGE.

WARNING

On This Tower you are entering a controlled area where RF Emissions exceed the FCC Controlled Exposure limits
Failure to obey all posted signs and site guidelines could result in serious injury

Ref: FCC 47CFR 1.1307(b)

CAUTION

On This Tower you are entering a controlled area where RF Emissions *may exceed* the FCC Controlled Exposure limits
Obey all posted signs and site guidelines for working in an RF environment

Ref: FCC 47CFR 1.1307(b) at&t

9 CAUTION AND WARNING SIGN
N.T.S.

SIGNAGE AND STRIPING INFORMATION

1. THE FOLLOWING INFORMATION IS A GUIDELINE w/ RESPECT TO PREVAILING STANDARDS LIMITING HUMAN EXPOSURE TO RADIO FREQUENCY ENERGY AND SHOULD BE USED AS SUCH. IF THE SITE'S EMF REPORT OR ANY LOCAL, STATE OR FEDERAL GUIDELINES OR REGULATIONS SHOULD BE IN CONFLICT w/ ANY PART OF THESE NOTES OR PLANS, THE MORE RESTRICTIVE GUIDELINE OR REGULATION SHALL BE FOLLOWED AND OVERRIDE THE LESSER.
2. THE PUBLIC LIMIT OF RF EXPOSURE ALLOWED BY AT&T IS 1mWcm*2 AND THE OCCUPATIONAL LIMIT OF RF EXPOSURE ALLOWED BY AT&T IS 5mWcm*2
3. IF THE BOTTOM OF THE ANTENNA IS MOUNTED (8) EIGHT FEET ABOVE THE GROUND OR WORKING PLATFORM LINE OF THE PERSONAL COMMUNICATION SYSTEM (PCS) AND DOES NOT EXCEED THE PUBLIC LIMIT OF RF EXPOSURE LIMIT THEN NO STRIPING OR BARRICADES SHOULD BE NEEDED.
4. IF THE PUBLIC LIMIT OF RF EXPOSURE ON THE SITE IS EXCEEDED AND THE AREA IS PUBLICLY ACCESSIBLE (e.g. ROOF ACCESS DOOR THAT CANNOT BE LOCKED, OR FIRE EGRESS) THEN BOTH BARRICADES AND STRIPING SHALL BE PLACED AROUND THE ANTENNAS. THE EXACT EXTENT OF THE BARRICADES AND STRIPING SHALL BE DETERMINED BY THE EMF REPORT FOR THE SITE DONE BEFORE OR SHORTLY AFTER COMPLETION OF SITE CONSTRUCTION. USE THE PLANS AS A GUIDELINE FOR PLACEMENT OF SUCH BARRICADES AND STRIPING.
5. IF THE PUBLIC LIMIT OF RF EXPOSURE ON THE SITE IS EXCEEDED AND THE AREA IS PUBLICLY ACCESSIBLE (e.g. ROOF ACCESS DOOR THAT CANNOT BE LOCKED, OR FIRE EGRESS) THEN BOTH BARRICADES AND STRIPING SHALL BE PLACED AROUND THE ANTENNAS. THE EXACT EXTENT OF THE BARRICADES AND STRIPING SHALL BE PLACED AROUND THE ANTENNAS. THE EXACT EXTENT OF THE BARRICADES & STRIPING SHALL BE DETERMINED BY THE EMF REPORT FOR THE SITE DONE BEFORE OR SHORTLY AFTER COMPLETION OF SITE CONSTRUCTION. USE THE PLANS AS A GUIDELINE FOR PLACEMENT OF SUCH BARRICADES AND STRIPING.
6. ALL TRANSMIT ANTENNAS REQUIRE A THREE LANGUAGE WARNING SIGN WRITTEN IN ENGLISH, SPANISH, AND CHINESE. THIS SIGN SHALL BE PROVIDED TO THE CONTRACTOR Y THE AT&T CONSTRUCTION PROJECT MANAGER AT THE TIME OF CONSTRUCTION. THE LARGER SIGN SHALL BE PLACED IN PLAIN SIGHT AT ALL ROOF ACCESS LOCATIONS AND ON ALL BARRICADES. THE SMALLER SIGN SHALL BE PLACED ON THE ANTENNA ENCLOSURES IN A MANNER THAT IS EASILY SEEN BY ANY PERSON ON THE ROOF. WARNING SIGNS SHALL COMPLY w/ ANSI C95.2 COLOR, SYMBOL, AND CONTENT CONVENTIONS. ALL SIGNS SHALL HAVE AT&T'S NAME AND THE COMPANY CONTACT INFORMATION (e.g. TELEPHONE NUMBER) TO ARRANGE FOR ACCESS TO THE RESTRICTED AREAS. THIS TELEPHONE NUMBER SHALL BE PROVIDED TO THE CONTRACTOR BY THE AT&T CONSTRUCTION PROJECT MANAGER AT THE TIME OF CONSTRUCTION.
7. PHOTOS OF ALL STRIPING, BARRICADES & SIGNAGE SHALL BE PART OF THE CONTRACTORS CLOSE OUT PACKAGE & SHALL BE TURNED INTO THE AT&T CONSTRUCTION PACKAGE & SHALL BE TURNED INTO THE AT&T CONSTRUCTION PROJECT MANAGER AT THE END OF CONSTRUCTION. STRIPING SHALL BE DONE w/ FADE RESISTANT YELLOW SAFETY PAINT IN A CROSS-HATCH PATTERN AS DETAILED BY THE CONSTRUCTION DRAWINGS. ALL BARRICADES SHALL BE MADE OF AN RF FRIENDLY MATERIAL SO AS NOT TO BLOCK OR INTERFERE w/ THE OPERATION OF THE ANTENNAS. BARRICADES SHALL BE PAINTED w/ FADE RESTRAINT YELLOW SAFETY PAINT. THE CONTRACTOR SHALL PROVIDE ALL RF FRIENDLY BARRICADES NEEDED, & SHALL PROVIDE THE AT&T CONSTRUCTION PROJECT MANAGER w/ A DETAILED SHOP DRAWING OF EACH BARRICADE. UPON CONSTRUCTION COMPLETION.

3 GENERAL NOTES
N.T.S.

NOTICE

On This Tower you are entering an area where RF Emissions *may exceed* the FCC General Population Exposure Limits
Follow all posted signs and site guidelines for working in an RF environment

Ref: FCC 47CFR 1.1307(b) at&t

1 NOTICE SIGN
N.T.S.

Issued For:

CVL01150
COLUMBUS ST. & RIVERSIDE

716 COLUMBIA STREET
MADERA, CA. 93638

PREPARED FOR

at&t

2600 Camino Ramon
San Ramon, California 94583

Vendor:

COMPLETE Wireless Consulting, Inc.

AT&T SITE NO:	CVL01150
PROJECT NO:	162.2188
DRAWN BY:	MWS
CHECKED BY:	SST

REV	DATE	DESCRIPTION
4	06/11/19	100% CD REV4
3	05/24/19	100% CD REV3
2	05/07/19	100% CD REV2
1	02/08/19	100% CD PC1
	11/29/18	100% CD
	08/07/18	90% CD
	07/12/18	100% ZD REV 2
	06/15/18	100% ZD REV 1
	05/22/18	100% ZD
	04/27/18	90% ZD

Licensee:

LICENSED ARCHITECT MANUEL S. TSIRLAS No. C-28021 Exp. 08-19 STATE OF CALIFORNIA

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Architect:

MST ARCHITECTS
1520 River Park Drive
Sacramento, California 95815

SHEET TITLE:

SITE SIGNAGE

SHEET NUMBER:

GN-2

EXIDE TECHNOLOGIES

MATERIAL SAFETY DATA SHEET

I. PRODUCT IDENTIFICATION

MANUFACTURER
Exide Technologies Industrial Energy

3950 Sussex Avenue
Aurora, IL 60504-7932

CHEMICAL/TRADE NAME (as used on label)
MARATHON V-0 and SPRINTER V-0
Valve Regulated Lead Acid Battery

FOR INFORMATION
Primary: MACTEC Engineering and Consulting, Inc.
Attention: Juliana Cerbins (770) 421-3485
Secondary: Environmental, Safety & Health
Attention: Eric Murray (800) 532-4622 or Fred Ganster (610) 921-4052

CHEMICAL FAMILY/ CLASSIFICATION
Electrical Storage Battery
Monoblock type

DATE ISSUED:
January 2010

FOR EMERGENCY
CHEMTREC (800) 424-9300
24-hour Emergency Response Contact
Ask for Environmental Coordinator

CHEMTREC INTERNATIONAL (703) 527-3887 – Collect

II. HAZARDOUS INGREDIENTS/IDENTITY INFORMATION

Components	CAS Number	% by Wt.	Approximate Air Exposure Limits ($\mu g/m^3$) OSHA	ACGIH	NIOSH
Inorganic components of:					
Lead	7439-92-1	71-76	50	50	50
Antimony Oxide	7440-36-0	< 0.6	500	500	500
Calcinated Clay	N/A	< 1.2	N/A	N/A	N/A
Tin	7440-31-5	0.4-0.6	2000	2000	2000
Copper	7440-50-8	< 0.1	1000	1000	1000
Electrolyte (sulfuric acid)	7664-93-9	16-18	1000	200	1000
Case Material:					
Polypropylene	9003-07-0	6-7	N/A	N/A	N/A
Plate separator material:					
Glass	N/A	2-3	N/A	N/A	N/A

NOTE: Inorganic lead and electrolyte (water and sulfuric acid solution) are the primary components of every battery manufactured by Exide Technologies or its subsidiaries. Other ingredients may be present dependent upon battery type. Polypropylene is the principal case material of automotive and commercial batteries.

III. PHYSICAL DATA

Boiling Point (Electrolyte)	203° F (at 760 mm Hg)	Specific Gravity (H_2O=1)	1.230 to 1.350
Melting Point	Not Applicable	Vapor Pressure (mm Hg at 20 °C)	10
Solubility in Water	100%		
Evaporation Rate (Butyl acetate=1)	Less Than 1	Vapor Density (AIR=1)	Greater than 1
Appearance and Odor	A clear liquid with a sharp, penetrating, pungent odor. A battery is a manufactured article; no apparent odor.	% Volatiles by Weight	Not Applicable

ANY PHOTOCOPY MUST BE OF THIS ENTIRE DOCUMENT

IV. FIRE AND EXPLOSION HAZARD DATA

Flash Point: Not Applicable

Flammable Limits: LEL = 4.1% (Hydrogen Gas in air) ; UEL = 74.2%

Extinguishing media: CO_2; foam; dry chemical

Special Fire Fighting Procedures:
Use positive pressure, self-contained breathing apparatus. Beware of acid splatter during water application and wear acid-resistant clothing, gloves, face and eye protection. If batteries are on charge, shut off power to the charging equipment, but, note that strings of series connected batteries may still pose risk of electric shock even when charging equipment is shut down.

Unusual Fire and Explosion Hazards:
In operation or when on charge, batteries generate hydrogen and oxygen gases (hydrogen is highly flammable and oxygen supports combustion). They must always be assumed to contain these gases which, if ignited by burning cigarette, naked flame or spark, may cause battery explosion with dispersion of casing fragments and corrosive liquid electrolyte. Carefully follow manufacturer's instructions for installation and service. Keep away all sources of gas ignition, ensure that adequate ventilation is provided, and do not allow metallic articles to simultaneously contact the negative and positive terminals of a battery.

V. REACTIVITY DATA

Stability: Stable _X_ Unstable ___

Conditions to Avoid: Prolonged overcharging and overheating current; sparks and other sources of ignition.

Incompatibility: (materials to avoid)
Electrolyte: Contact of sulfuric acid with combustibles and organic materials may cause fire and explosion. Also reacts violently with strong reducing agents, most metals, carbides, chlorates, nitrates, and picrate, sulfur trioxide gas, strong oxidizers, and water. Contact with metals may produce toxic sulfur dioxide fumes and may release flammable hydrogen gas.

Lead compounds: Avoid contact with strong acids, bases, halides, halogenates, potassium nitrate, permanganate, peroxides, nascent hydrogen, potassium, carbides, sulfides, phosphorus, sulfur and reducing agents.

Hazardous Decomposition Products:
Electrolyte: Sulfur trioxide, carbon monoxide, sulfuric acid mist, sulfur dioxide, hydrogen sulfide, hydrogen.

Lead compounds: Temperatures above the melting point are likely to produce toxic metal fume, vapor, or dust; contact with strong acid or base or presence of nascent hydrogen may generate highly toxic arsine gas.

Hazardous Polymerization: May Occur ____ Will Not Occur _X_

VI. HEALTH HAZARD DATA

Routes of Entry:
Electrolyte: Harmful by all routes of entry. Under normal conditions of use, sulfuric acid vapors and mist are not generated. Sulfuric acid vapors and mist may be generated when product is overheated, oxidized, or otherwise processed or damaged.
Lead compounds: Under normal conditions lead dust, vapors, and fumes are not generated. Hazardous exposure can occur only when product is heated above the melting point, oxidized or otherwise processed or damaged to create dust, vapor, or fume.

Inhalation:
Electrolyte: Breathing of sulfuric acid vapors or mists may cause severe respiratory irritation.
Lead compounds: Inhalation of lead dust or fumes may cause irritation of upper respiratory tract and lungs.

Ingestion:
Electrolyte: May cause severe irritation of mouth, throat, esophagus, and stomach.
Lead compounds: Acute ingestion may cause abdominal pain, nausea, vomiting, diarrhea, and severe cramping. This may lead rapidly to systemic toxicity. Acute ingestion should be treated by physician.

Skin Contact/Skin Absorption
Electrolyte: Severe irritation, burns, and ulceration. Sulfuric acid is not readily absorbed through the skin.
Lead compounds: Not readily absorbed through the skin.

Eye Contact:
Electrolyte: Severe irritation, burns, comea damage, blindness.
Lead compounds: May cause eye irritation.

ANY PHOTOCOPY MUST BE OF THIS ENTIRE DOCUMENT

VI. HEALTH HAZARD DATA (CONTINUED)

Effects of Overexposure - Acute:
Electrolyte: Severe skin irritation, burns, damage to cornea may cause blindness, upper respiratory irritation.
Lead compounds: Head ache, fatigue, abdominal pain, loss of appetite, nausea, vomiting, diarrhea, muscular aches and weakness, sleep disturbances, and irritability.

Effects of Overexposure - Chronic:
Electrolyte: Possible erosion of tooth enamel, inflammation of nose, throat, and bronchial tubes, and scarring of the cornea.
Lead compounds: Anemia; neuropathy, particularly of the motor nerves, with wrist drop; kidney damage; reproductive changes in both males and females.

Carcinogenicity:
Electrolyte: The National Toxicology Program (NTP) and the International Agency for Research on Cancer (IARC) have classified "strong inorganic acid mist containing sulfuric acid" as a substance that is carcinogenic to humans. This classification does not apply to sulfuric acid solutions in ionic liquid state or to electrolyte in batteries. Batteries subjected to abusive charging at excessively high currents for prolonged periods of time without vent caps in place may create a surrounding atmosphere of the offensive strong inorganic acid mist containing sulfuric acid.
Lead compounds: Listed as a 2B carcinogen, likely in animals at extreme doses. Proof of carcinogenicity in humans is lacking at present.

Medical Conditions Generally Aggravated by Exposure:
Overexposure to sulfuric acid mist may cause lung damage and aggravate pulmonary conditions. Contact of electrolyte (water and sulfuric acid solution) with skin may aggravate skin diseases such as eczema and contact dermatitis. Contact of electrolyte (water and sulfuric acid solution) with eyes may damage cornea and/or cause blindness. Lead and its compounds can aggravate some forms of kidney, liver, and neurologic diseases.

Emergency and First Aid Procedures:
Inhalation:
Electrolyte: Remove to fresh air immediately. If breathing is difficult, give oxygen.
Lead compounds: Remove from exposure, gargle, wash nose, eyes, and lips; consult physician.

Ingestion:
Electrolyte: Give large quantities of water; **do not** induce vomiting; consult physician.
Lead compounds: Consult physician immediately.

Skin:
Electrolyte: Flush with large amounts of water for at least 15 minutes; remove contaminated clothing completely, including shoes and do not wear clothes again until cleaned. If acid is splashed on shoes, remove and discard if they contain leather.
Lead compounds: Wash immediately with soap and water. Lead compounds are not readily absorbed through the skin.

Eyes: Electrolyte and Lead compounds: Flush immediately with large amounts of water for at least 15 minutes; consult physician immediately.

VII. PRECAUTIONS FOR SAFE HANDLING AND USE

Handling and Storage:
Store batteries under roof in cool, dry, well-ventilated areas that are separated from incompatible materials and from activities which may create flames, sparks, or heat. Keep away from metallic objects that could bridge the terminals on a battery and create a dangerous short-circuit. Single batteries pose no risk of electric shock but there may be increasing risk of electric shock from strings of connected batteries exceeding three 12-volt units.

Charging:
There is a possible risk of electric shock from charging equipment and from strings of series connected batteries, whether or not being charged. Shut-off power to chargers whenever not in use and before detachment of any circuit connections. Batteries being charged will generate and release flammable hydrogen gas. Charging space should be ventilated. Keep battery vent caps in position. Prohibit smoking and avoid creation of flames and sparks nearby. Wear face and eye protection when near batteries being charged.

Spill or Leak Procedures:
Remove combustible materials and all sources of ignition. Stop flow of material and contain spill by diking with soda ash, etc. Carefully neutralize spill with soda ash, etc. Make certain mixture is neutral then collect residue and place in a drum or other suitable container with a label specifying "contains hazardous waste" (or if uncertain call distributor regarding proper labeling procedures). Dispose of as hazardous waste. If battery is leaking, place battery in a heavy duty plastic bag. Wear acid resistant boots, face shield, chemical splash goggles and acid resistant gloves. DO NOT RELEASE UNNEUTRALIZED ACID.

ANY PHOTOCOPY MUST BE OF THIS ENTIRE DOCUMENT

VII. PRECAUTIONS FOR SAFE HANDLING AND USE (CONTINUED)

Waste Disposal Methods:
Sulfuric Acid: Neutralize as described above for a spill, collect residue and place in a container labeled as containing hazardous waste. Dispose of as a hazardous waste. If uncertain about labeling procedures, call your local battery distributor or listed contact. DO NOT FLUSH LEAD CONTAMINATED ACID TO SEWER

Spent batteries: Send to secondary lead smelter for recycling following applicable federal, state, and local regulations.

Precautionary Labeling:
POISON - CAUSES SEVERE BURNS
DANGER - EXPLOSIVE GASES
CORROSIVE - CONTAINS SULFURIC ACID
KEEP AWAY FROM CHILDREN

VIII. CONTROL MEASURES

Engineering Controls and Work Practices:
Store and handle in well-ventilated area. If mechanical ventilation is used, components must be acid-resistant.
Handle batteries cautiously. Make certain vent caps are on securely. If battery case is damaged, avoid bodily contact with internal components. Wear protective clothing, eye and face protection, when charging or handling batteries. Follow all manufacturers' recommendations when stacking or palletizing. Do not allow metallic materials to simultaneously contact both the positive and negative terminals of the batteries. Use a battery carrier to lift a battery or place hands at opposite corners to avoid spilling acid through the vents. Avoid contact with internal components of the batteries.

Hygiene Practices:
Wash hands thoroughly before eating, drinking or smoking after handling batteries.

Respiratory Protection:
None required under normal conditions. If an overcharging or overheating condition exists and concentrations of sulfuric acid mist are known or suspected to exceed PEL, use NIOSH or MSHA-approved respiratory protection.

Protective Clothing:
None required under normal conditions. If battery case is damaged, use rubber or plastic acid-resistant gloves with elbow-length gauntlet, acid-resistant apron, clothing, and boots.

Eye Protection:
None required under normal conditions. If battery case is damaged, chemical goggles or face shield.

Emergency Flushing:
In areas where water and sulfuric acid solutions are handled in concentrations greater than 1%, emergency eyewash stations and showers should be provided, with unlimited water supply.

IX. OTHER REGULATORY INFORMATION

NFPA Hazard Rating for sulfuric acid:
Flammability (Red) = 0 Health (Blue) = 3 Reactivity (Yellow) = 2

TRANSPORTATION:
Not regulated pursuant to §173.159(d) of the DOT Hazardous Materials Regulations (49 CFR Parts 171-180) provided each package is marked "NONSPILLABLE" or "NONSPILLABLE BATTERY". For air shipments, reference IATA Dangerous Goods Regulations Special Provision A-67. For ocean shipments, reference IMDG Special Provision #238.

Note: Exide Technologies batteries which have met the test requirements for "nonspillable batteries" in shipment must be protected against short circuit and securely packaged.

Label NONSPILLABLE

RCRA: Spent lead-acid batteries are not regulated as hazardous waste when recycled. Spilled sulfuric acid is a characteristic hazardous waste; EPA hazardous waste number D002 (corrosivity).

ANY PHOTOCOPY MUST BE OF THIS ENTIRE DOCUMENT

IX. OTHER REGULATORY INFORMATION (CONTINUED)

CERCLA (Superfund) and EPCRA:
(a) Reportable Quantity (RQ) for spilled 100% sulfuric acid under CERCLA (Superfund) and EPCRA (Emergency Planning and Community Right to Know Act) is **1,000 lbs.** State and local reportable quantities for spilled sulfuric acid may vary.
(b) Sulfuric acid is a listed "Extremely Hazardous Substance" under EPCRA, with a Threshold Planning Quantity (TPQ) of **1,000 lbs.**
(c) EPCRA Section 302 notification is required if **1,000 lbs** or more of sulfuric acid is present at one site. An average automotive/commercial battery contains approximately 5 lbs of sulfuric acid. Contact your Exide representative for additional information.
(d) EPCRA Section 312 Tier Two reporting is required for non-automotive batteries if sulfuric acid is present in quantities of **500 lbs** or more and/or if lead is present in quantities of 10,000 lbs or more.
(e) **Supplier Notification:**

This product contains a toxic chemical or chemicals subject to the reporting requirements of section 313 of (Title) III of the Superfund Amendments and Reauthorization Act of 1986 and 40 CFR Part 372.

Chemical	CAS	Percent by Weight
Lead (Pb)	7439-92-1	71-76
Electrolyte: Sulfuric Acid	7664-93-9	16-18

If you distribute this product to other manufacturers in SIC Codes 20 through 39, this information must be provided with the first shipment of each calendar year.
Note: The Section 313 supplier notification requirement does not apply to batteries that are "consumer products".

CAA: Exide Technologies supports preventative actions concerning ozone depletion in the atmosphere due to emissions of CFC's and other ozone depleting chemicals (ODC's), defined by the USEPA as Class I substances. Pursuant to Section 611 of the Clean Air Act Amendments (CAAA) of 1990, finalized on January 19, 1993, Exide established a policy to eliminate the use of Class I ODC's prior to the May 15, 1993 deadline.

TSCA: Each ingredient chemical listed in Section II of this MSDS is also listed on the TSCA Registry.

CANADIAN REGULATIONS: All chemical substances in this product are listed on the CEPA DSL/NDSL or are exempt from list requirements.

CALIFORNIA PROPOSITION 65:
"WARNING: This product contains lead, a chemical known to the State of California to cause cancer, or birth defects or other reproductive harm."

PREPARED BY: EXIDE TECHNOLOGIES INDUSTRIAL ENERGY

3950 SUSSEX AVENUE
AURORA, IL 60504-7932
(800) 872-0471

VENDEE AND THIRD PERSONS ASSUME THE RISK OF INJURY PROXIMATELY CAUSED BY THE MATERIAL IF REASONABLE SAFETY PROCEDURES ARE NOT FOLLOWED AS PROVIDED FOR IN THE DATA SHEET, AND VENDOR SHALL NOT BE LIABLE FOR INJURY TO VENDEE OR THIRD PERSONS PROXIMATELY CAUSED BY ABNORMAL USE OF THE MATERIAL EVEN IF REASONABLE PROCEDURES ARE FOLLOWED.

ALL PERSONS USING THIS PRODUCT, ALL PERSONS WORKING IN AN AREA WHERE THIS PRODUCT IS USED, AND ALL PERSONS HANDLING THIS PRODUCT SHOULD BE FAMILIAR WITH THE CONTENTS OF THIS DATA SHEET. THIS INFORMATION SHOULD BE EFFECTIVELY COMMUNICATED TO EMPLOYEES AND OTHERS WHO MIGHT COME IN CONTACT WITH THE PRODUCT.

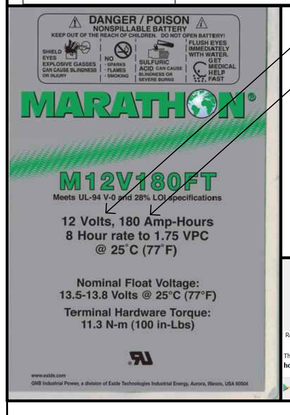
WHILE THE INFORMATION ACCUMULATED AND SET FORTH HEREIN IS BELIEVED TO BE ACCURATE AS OF THE DATE HEREOF, EXIDE TECHNOLOGIES MAKES NO WARRANTY WITH RESPECT THERETO AND DISCLAIMS ALL LIABILITY FROM RELIANCE THEREON. RECIPIENTS ARE ADVISED TO CONFIRM IN ADVANCE OF NEED THAT THE INFORMATION IS CURRENT, APPLICABLE, AND SUITABLE FOR THEIR PARTICULAR CIRCUMSTANCES.

ANY PHOTOCOPY MUST BE OF THIS ENTIRE DOCUMENT

BATTERY TECHNOLOGY	CAPACITY[a]
Lead acid, all types	70 kWh (252 Megajoules)
Nickel cadmium (Ni-Cd)	70 kWh (252 Megajoules)
Lithium, all types	20 kWh (72 Megajoules)
Sodium, all types	20 kWh (72 Megajoules)[c]
Flow batteries[b]	20 kWh (72 Megajoules)
Other battery technologies	10 kWh (36 Megajoules)

MARATHON M12V180FT BATTERIES

NOTE:PROJECT WILL NOT EXCEED 50 GALLONS OF ELECTROLYTE POST MODIFICATION

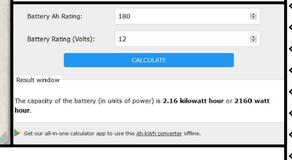


BATTERY RATING IN VOLTS = 12

BATTERY AMP-HOURS = 180

KILOWATT HOUR PER BATTERY = 2.16

8 TOTAL BATTERIES FOR A TOTAL OF 17.28 KILOWATT HOURS



1 608 CFC COMPLIANCE
NO SCALE

MARATHON®

From the World Leader in VRLA Battery Technology
Designed for durability in Telecommunications and Electric Utility applications, the GNB Industrial Power *MARATHON*® M12V180FT Battery provides high performance and reliability in long duration discharge applications. The location of the terminals on the front (vs. the top) of the battery greatly facilitates the installation and maintenance of the product when placed in a cabinet enclosure or on a standard relay rack tray. The *MARATHON*® M12V180FT Battery highlights another example of GNB Industrial Power's extensive experience and world wide leadership in VRLA technology.

"Designed in" Quality Manufacturing
Quality manufacturing processes for the **MARATHON**® M12V180FT Battery incorporates the industry's most advanced technologies including: an automated helium leak detection system, a computer controlled "fill by weight" acid filler, and a temperature controlled water bath formation process. Each and every unit is capacity tested.

High Performance MARATHON® M12V180FT Features

- **Patented "Diamond Side-Wall" Design** maintains structural integrity in higher operating temperatures
- **Durable Flame Retardant Polypropylene Container and Cover** complies with UL94 V-0; 28% L.O.I.
- **Carry Handles** facilitates ease of installation
- **High-Compression Absorbent Glass Mat (AGM) Technology** ensures greater than 99% recombination efficiency
- **Integrated Flash Arrestor** ultrasonically welded into cover for secure and safe protection
- **10 Year Design Life** in float applications @ 25°C (77°F); 12 year @ 20°C (68°F)
- **Superior Lead-Tin-Calcium Positive Alloy** helps to resist corrosion
- **Higher Vent Opening Pressure** minimizes unnecessary gassing; one-way self resealing device
- **Front Accessible Copper Alloy, 6 mm, Female Terminals** ensures low resistance, high integrity connections
- **"Easy On\Easy Off" Terminal Post Protector** provides added safety
- **Wider Bushing** allows access for larger probes
- **Footprint Ready** fits in all standard 23" Relay Rack Applications
- **Compliance:** Designed in accordance with IEC 60896-21/-22
- **No Transport Restrictions:** Complies with IATA/ICAO Special Provision A67; DOT-CFR Title 49; IMDG Amendment 34-08

Applications

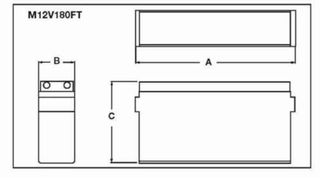
The **MARATHON**® M12V180FT Battery incorporates GNB Industrial Power's advanced VRLA technology designed for long life and high performance in:

Telecommunications
- Distributed Power
- POS
- Cellular
- Broadband

Electric Utility
- Switchgear Control Power
- Communications

MARATHON®

Model Number	Voltage	Capacity (AH) 6 hr to 1.75 VPC @ 25°C	Capacity (AH) 10 hr to 1.80 VPC @ 20°C	Nominal Dimensions Inches A	B	C	Nominal Dimensions Millimeters A	B	C	Nominal Weight lbs.	Kg
M12V180FT	12	180	175	22.00	4.90	12.50	559	124	318	133	60



Float Voltage & Charging
Constant Voltage charging is recommended
Recommended float voltage: 2.27 VPC @ 25°C (77°F)
Float Voltage Range: 2.25 to 2.30 VPC @ 25°C (77°F)
Equalize Voltage: 2.35 VPC for 24 Hours or 2.40 VPC for 12 Hours

NOTE: Design and/or specifications subject to change without notice. If questions arise, contact your local GNB Industrial Power sales representative for clarification.

Marathon® M12V180FT Electrical Data

Model Number	Short Circuit Current Amps	Internal Resistance (mOhms)
M12V180FT	4147	3.0

Marathon M12V180FT Performance Specifications
Amperes @ 25° (77°F)

End Voltage Per Cell	Time 24 hr	20 hr	12 hr	10 hr	9 hr	8 hr	7 hr	6 hr	5 rh	4 hr	3 hr	2.5 hr	2 hr	1.5 hr	1 hr	0.5 hr
1.84 Final Volts Per Cell	6.4	7.6	12.2	14.4	15.9	17.7	20.0	22.5	26.1	31.2	39.4	45.0	54.6	66.1	89.8	134.0
1.82 Final Volts Per Cell	6.8	8.0	12.9	15.3	16.9	18.9	21.1	23.8	27.6	33.1	41.9	48.6	58.3	73.1	96.1	144.5
1.80 Final Volts Per Cell	7.1	8.4	13.6	16.1	17.8	19.9	22.0	24.9	28.9	34.8	44.0	51.2	61.5	76.6	101.7	154.6
1.87 Final Volts Per Cell	7.5	8.9	14.3	16.9	18.6	20.8	23.5	26.5	30.6	36.5	45.8	52.8	65.0	79.0	108.7	167.9
1.85 Final Volts Per Cell	7.7	9.1	14.6	17.3	19.1	21.3	24.1	27.1	31.3	37.4	47.1	54.4	65.0	81.7	112.7	175.2
1.83 Final Volts Per Cell	7.9	9.3	14.9	17.6	19.5	21.7	24.5	27.6	31.9	38.2	48.0	55.6	66.5	83.8	115.9	181.5
1.81 Final Volts Per Cell	7.9	9.4	15.1	17.9	19.7	22.0	24.9	27.9	32.3	38.7	48.8	56.5	67.6	85.3	118.2	186.4
1.80 Final Volts Per Cell	8.0	9.4	15.2	18.0	19.8	22.1	25.0	28.0	32.5	38.9	49.1	56.8	68.0	85.8	119.1	188.5
1.78 Final Volts Per Cell	8.0	9.5	15.3	18.1	20.0	22.3	25.2	28.2	32.7	39.2	49.3	57.4	68.7	86.7	120.3	191.9
1.75 Final Volts Per Cell	8.1	9.6	15.4	18.3	20.2	22.5	25.5	28.4	33.0	39.5	49.9	57.9	69.4	87.6	121.7	194.5

REV	DATE	DESCRIPTION
4	06/11/19	100% CD REV4
3	05/24/19	100% CD REV3
2	05/07/19	100% CD REV2
1	02/08/19	100% CD PC1
	11/29/18	100% CD
	08/07/18	90% CD
	07/12/18	100% ZD REV 2
	06/15/18	100% ZD REV 1
	05/22/18	100% ZD
	04/27/18	90% ZD

BATTERY INFORMATION

BATTERY ELECTRROLYTE DATA - 12V MONOBLOCS

BATTERY MODEL	TOTAL # OF BATTERY UNITS INSTALLED	TOTAL ELECTROLYTE VOLUME GAL/UNIT	TOTAL ELECTROLYTE WEIGHT LBS/UNIT	% SULPHURIC ACID BY VOLUME = ACID VOLUME /UNIT / ELECTROLYTE VOLUME PER UNIT	% SULPHURIC ACID BY WEIGHT = TOTAL ACID WEIGHT / TOTAL ELECTROLYTE WEIGHT	TOTAL SULPHURIC VOLUME (GAL) = TOTAL UNITS X ELECTROLYTE VOLUME/UNITS	TOTAL SULPHURIC WEIGHT (LBS) = TOTAL UNITS X ACID WEIGHT/UNIT
GNB INDUSTRIAL POWER MARATHON M12V180FT	8 UNITS	2.47 GAL	27.3 LBS	29.95% = 0.74 GAL/2.47 GAL	41.7% = 11.4 LBS/27.3 LBS	19.76 GAL = 8 UNITS x 2.47 GAL/UNIT	91.2 LBS = 8 UNITS X 11.4 LBS

Issued For:
CVL01150
COLUMBUS ST. & RIVERSIDE
716 COLUMBIA STREET
MADERA, CA. 93638

PREPARED FOR
at&t
2600 Camino Ramon
San Ramon, California 94583

Vendor:
COMPLETE Wireless Consulting, Inc.

AT&T SITE NO:	CVL01150
PROJECT NO:	162.2188
DRAWN BY:	MWS
CHECKED BY:	SM

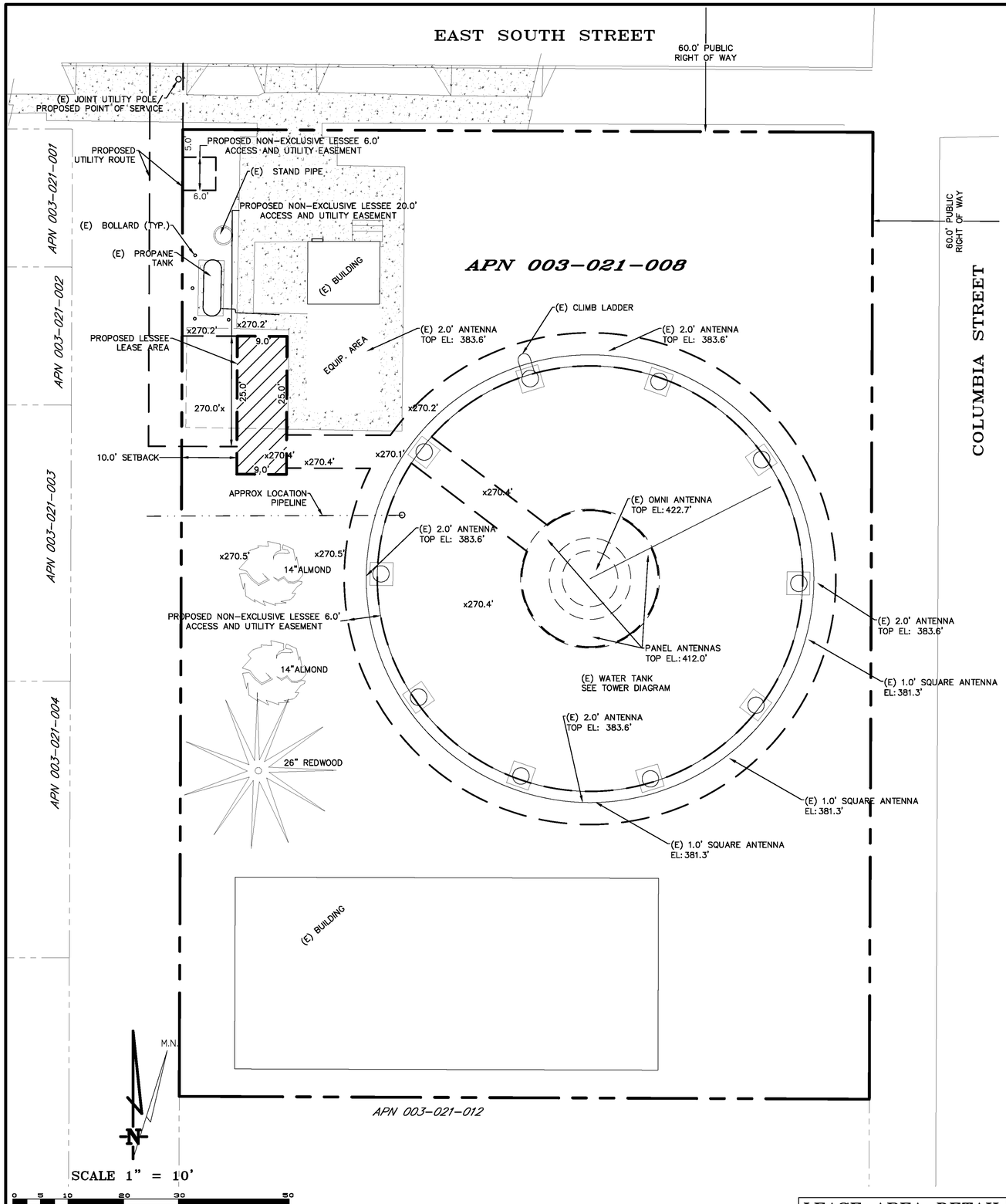
Licensee:
LICENSED ARCHITECT MANUEL S. TSIKAS No. C-28021 Exp. 08-19 STATE OF CALIFORNIA

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.

Architect:
MST ARCHITECTS
1520 River Park Drive
Sacramento, California 95815

SHEET TITLE:
BATTERY SPECIFICATIONS

SHEET NUMBER:
GN-3



LEASE AREA DETAIL

DATE OF SURVEY: 04-16-18

SURVEYED BY OR UNDER DIRECTION OF: KENNETH D. GEIL, RCE 14803

LOCATED IN THE COUNTY OF MADERA, STATE OF CALIFORNIA

BEARINGS SHOWN ARE BASED UPON MONUMENTS FOUND AND RECORD INFORMATION. THIS IS NOT A BOUNDARY SURVEY.

ELEVATIONS SHOWN ON THIS PLAN ARE BASED UPON U.S.G.S. N.A.V.D. 88 DATUM. ABOVE MEAN SEA LEVEL UNLESS OTHERWISE NOTED.

N.G.V.D. 1929 CORRECTION: SUBTRACT 2.31' FROM ELEVATIONS SHOWN.

FEMA FIRM: FLOOD ZONE X PER FIRM 06039C1155E, DATED 09-26-2008.

CONTOUR INTERVAL: N.A.

ASSESSOR'S PARCEL NUMBER: 003-021-008

LANDLORD(S): CITY OF MADERA
205 W. 4TH STREET
MADERA, CA 93637

Project Name: CVL01150 Columbus St. & Riverside Drive

Project Site Location: 716 Columbia Street
Madera, CA 93638
Madera County

Date of Observation: 04-16-18

Equipment/Procedure Used to Obtain Coordinates: Trimble Pathfinder Geo XT post processed with Pathfinder Office software.

Type of Antenna Mount: Existing Water Tank

Coordinates

Latitude:	N 36°58'12.24" (NAD83)	N 36°58'12.43" (NAD27)
Longitude:	W 120°03'56.86" (NAD83)	W 120°06'53.27" (NAD27)
Latitude:	N 36.970067° (NAD83)	N 36.970119° (NAD27)
Longitude:	W 120.065794° (NAD83)	W 120.114797° (NAD27)

ELEVATION of Ground at Structure (NAVD88) 270.6' AMSL
Height of Structure: 146.1' AGL
Overall Height: (Omni Antenna) 152.1' AGL

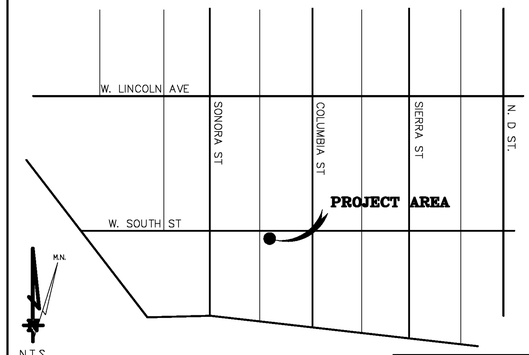
CVL01150 Columbus St. & Riverside Drive
Lease Area Description

All that certain lease area being a portion of Lots 26-32 as shown on the "Plat of Block 11 Dusthimer's Subdivision in the Miller and Lux Addition in Madera, Cal." filed in Book 1 of Maps, Page 7 of Madera County, California Records, being more particularly described as follows:

Commencing at the Northwest corner of the aforementioned Lot 32; thence along the West thereof South 00°13'00" West, 37.38 feet; thence leaving said West boundary South 89°47'00" East, 10.00 feet to the True Point of Beginning; thence from said point of beginning South 89°47'00" East, 9.00 feet; thence South 00°13'00" West, 25.00 feet; thence North 89°47'00" West, 9.00 feet; thence North 00°13'00" East, 25.00 feet to the point of beginning.

Together with easement for access and utility purposes, twenty feet in width, the centerline of which is described as follows: Beginning at a point on the West boundary of the above described lease area which bears South 00°13'00" West, 10.00 feet from the Northwest corner thereof; thence from said point of beginning North 89°47'00" West, 10.0 feet more or less to the public right of way.

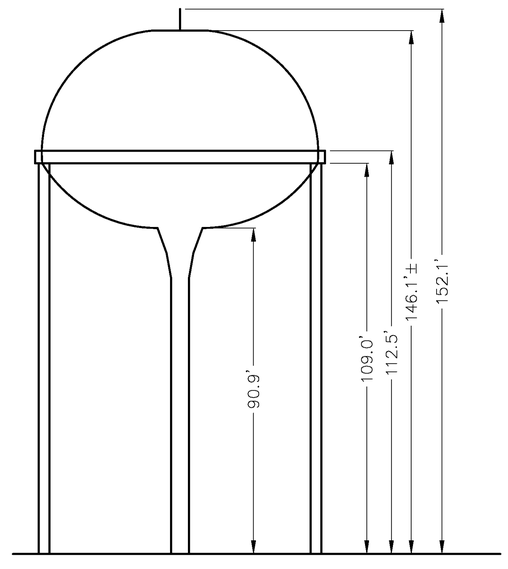
Together with easement for access and utility purposes, six feet in width, from the above described lease area, to the existing water tank now constructed on the aforementioned Lots 26-32; thence on said water tank as necessary for the placement of cellular antennas and appurtenances.



MADERA, CA VICINITY MAP

THESE DRAWINGS AND/OR THE ACCOMPANYING SPECIFICATION AS INSTRUMENTS OF SERVICE, ARE THE EXCLUSIVE PROPERTY OF GEIL ENGINEERING AND THEIR USE AND PUBLICATION SHALL BE RESTRICTED TO THE ORIGINAL SITE AND CARRIER FOR WHICH THEY ARE PREPARED. REUSE, REPRODUCTION OR PUBLICATION BY ANY METHOD, IN WHOLE OR IN PART, IS PROHIBITED EXCEPT BY WRITTEN PERMISSION FROM GEIL ENGINEERING. TITLE TO THESE PLANS AND/OR SPECIFICATIONS SHALL REMAIN WITH GEIL ENGINEERING WITHOUT PREJUDICE AND VISUAL CONTACT WITH THEM SHALL CONSTITUTE PRIMA FACIE EVIDENCE OF ACCEPTANCE OF THESE RESTRICTIONS.

BOUNDARY SHOWN IS BASED ON MONUMENTATION FOUND AND RECORD INFORMATION. THIS IS NOT A BOUNDARY SURVEY. THIS IS A SPECIALIZED TOPOGRAPHIC MAP WITH PROPERTY LINES AND EASEMENTS BEING A GRAPHIC DEPICTION BASED ON INFORMATION GATHERED FROM VARIOUS SOURCES OF RECORD AND AVAILABLE MONUMENTATION FOUND DURING THE FIELD SURVEY. NO EASEMENTS WERE RESEARCHED OR PLOTTED. PROPERTY LINES AND LINES OF TITLE WERE NOT INVESTIGATED NOR SURVEYED. NO PROPERTY MONUMENTS WERE SET.



SCALE 1" = 20'

DEPT	APPROVED	DATE
A&C		
RE		
RF		
INT		
EE/IN		
OPS		
EE/OUT		

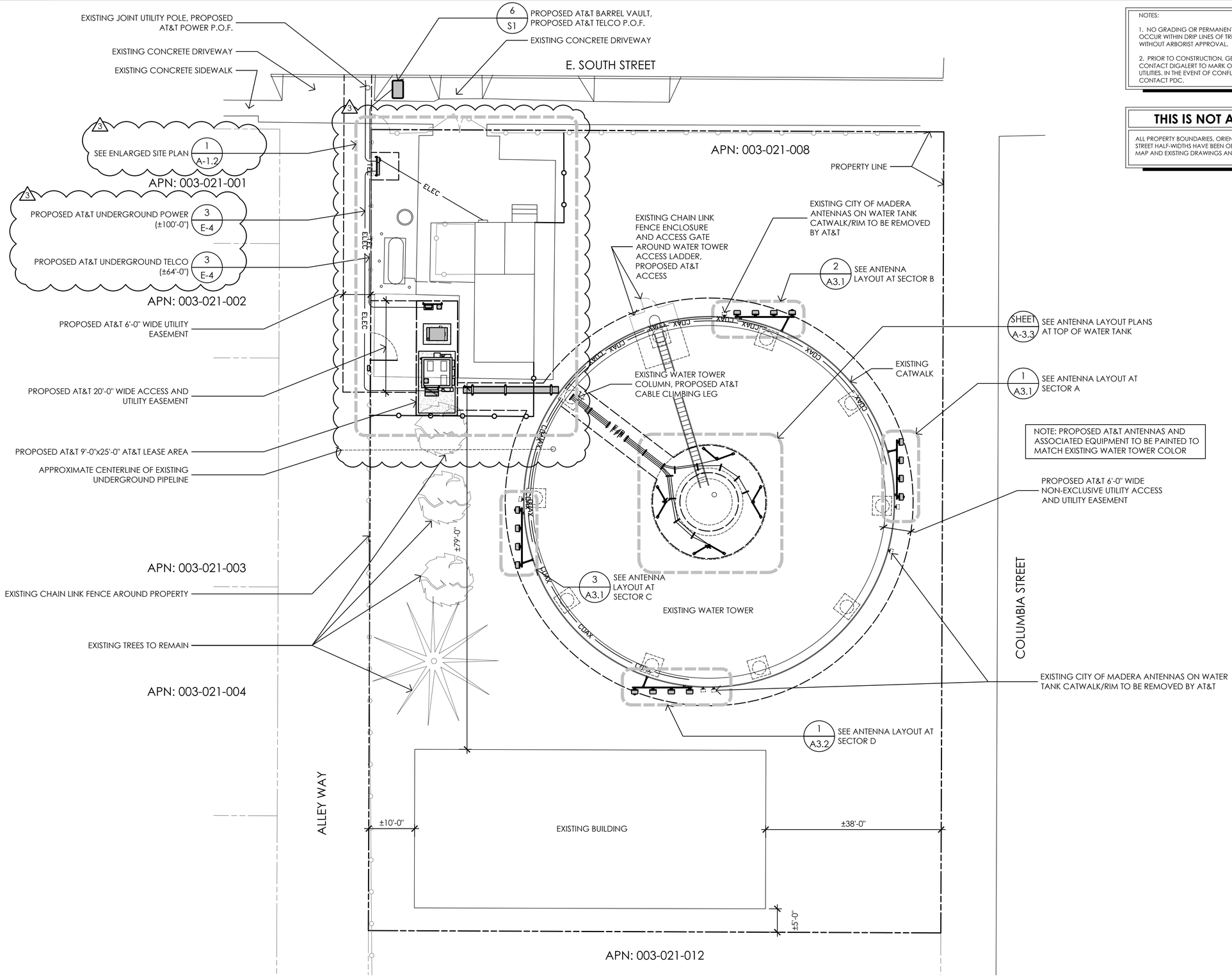
Surveyor
GEIL ENGINEERING
ENGINEERING • SURVEYING • PLANNING
1626 HIGH STREET
AUBURN, CALIFORNIA 95603
Phone: (530) 885-0426
Fax: (530) 823-1309

at&t MOBILITY

CVL01150
Columbus St. &
Riverside Drive
716 Columbia Street
Madera, CA 93638
PLOT PLAN AND
SITE TOPOGRAPHY

REVISIONS			
REV	04-22-18	Preliminary Drawing	dg
REV	04-29-18	corr. site name	dg
REV	05-17-18	ant. added	dg
REV	05-20-19	esmt. added	dg
REV			
REV			
REV			

Sheet
C-1



NOTES:

1. NO GRADING OR PERMANENT CONSTRUCTION SHALL OCCUR WITHIN DRIP LINES OF TREES THAT ARE TO REMAIN WITHOUT ARBORIST APPROVAL.

2. PRIOR TO CONSTRUCTION, GENERAL CONTRACTOR TO CONTACT DIGALERT TO MARK OUT EXISTING UNDERGROUND UTILITIES. IN THE EVENT OF CONFLICTS, CONTRACTOR TO CONTACT PDC.

THIS IS NOT A SITE SURVEY

ALL PROPERTY BOUNDARIES, ORIENTATION OF TRUE NORTH AND STREET HALF-WIDTHS HAVE BEEN OBTAINED FROM A TAX PARCEL MAP AND EXISTING DRAWINGS AND ARE APPROXIMATE.

PLAN NORTH / NORTH

1 SITE PLAN
1"=10'

0' 2' 10' 20'
1" = 10.0'

Issued For:

CVL01150
COLUMBUS ST. & RIVERSIDE

716 COLUMBIA STREET
MADERA, CA. 93638

PREPARED FOR

at&t

2600 Camino Ramon
San Ramon, California 94583

Vendor:

COMPLETE Wireless Consulting, Inc.

AT&T SITE NO:	CVL01150
PROJECT NO:	162.2188
DRAWN BY:	MWS
CHECKED BY:	SV

REV	DATE	DESCRIPTION
4	06/11/19	100% CD REV4
3	05/24/19	100% CD REV3
2	05/07/19	100% CD REV2
1	02/08/19	100% CD PC1
	11/29/18	100% CD
	08/07/18	90% CD
	07/12/18	100% ZD REV 2
	06/15/18	100% ZD REV 1
	05/22/18	100% ZD
	04/27/18	90% ZD

Licensee:

LICENSED ARCHITECT MANUEL S. TSIHLAS No. C-28021 Exp. 08-19 STATE OF CALIFORNIA

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Architect:

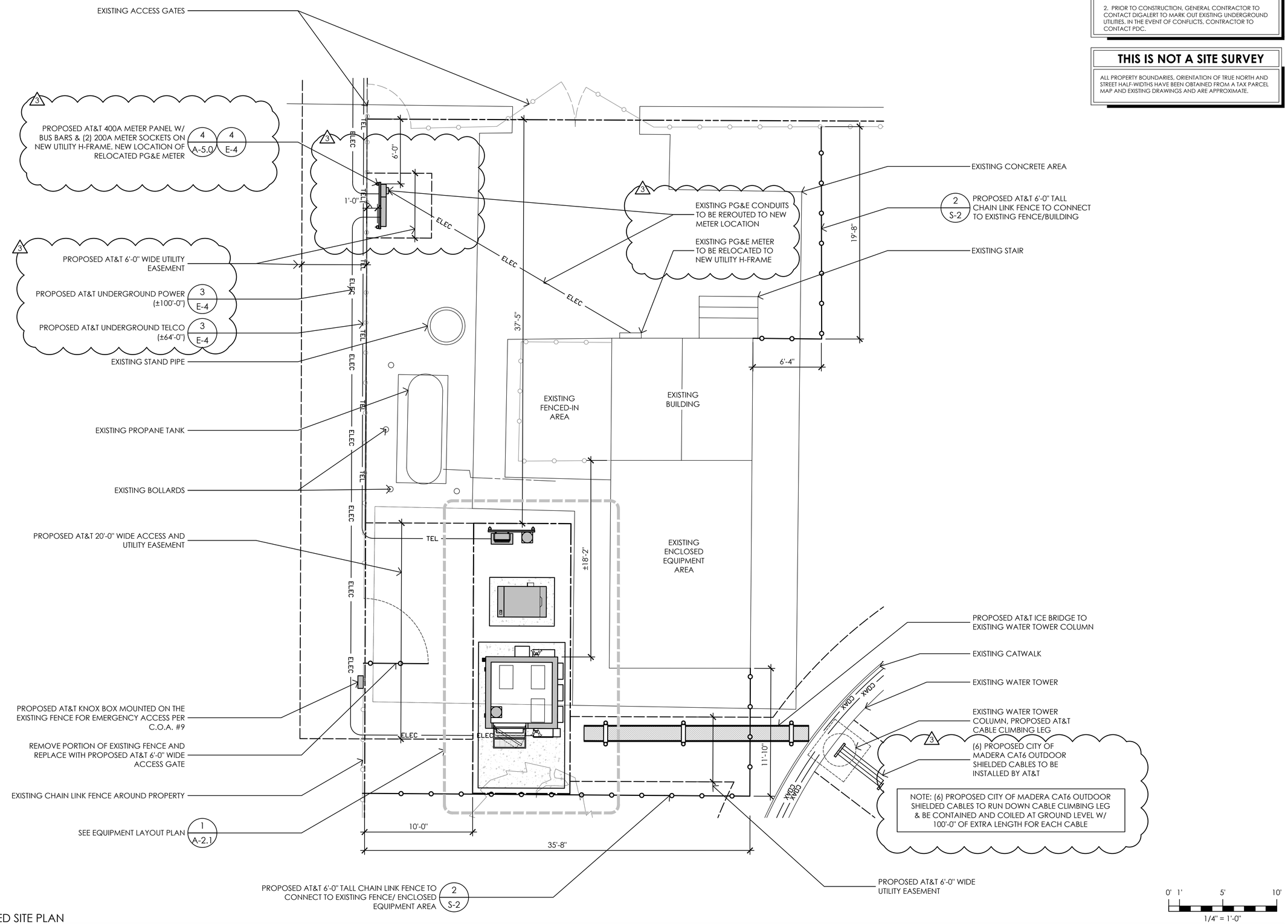
MST ARCHITECTS
1520 River Park Drive
Sacramento, California 95815

SHEET TITLE:

OVERALL SITE PLAN

SHEET NUMBER:

A-1.1



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ALL PROPERTY BOUNDARIES, ORIENTATION OF TRUE NORTH AND STREET HALF-WIDTHS HAVE BEEN OBTAINED FROM A TAX PARCEL MAP AND EXISTING DRAWINGS AND ARE APPROXIMATE.

PLAN NORTH
NORTH

1 ENLARGED SITE PLAN
1/4" = 1'-0"

0' 1' 5' 10'
1/4" = 1'-0"

Issued For:

CVL01150
COLUMBUS ST. & RIVERSIDE

716 COLUMBIA STREET
MADERA, CA. 93638

PREPARED FOR

at&t

2600 Camino Ramon
San Ramon, California 94583

Vendor:

COMPLETE
Wireless Consulting, Inc.

AT&T SITE NO:	CVL01150
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DRAWN BY:	MWS
CHECKED BY:	SV

REV	DATE	DESCRIPTION
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	08/07/18	90% CD
	07/12/18	100% ZD REV 2
	06/15/18	100% ZD REV 1
	05/22/18	100% ZD
	04/27/18	90% ZD

Licensee:

LICENSED ARCHITECT
MANUEL S. TSIVILAS
No. C-28021
Exp. 08-19
STATE OF CALIFORNIA

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Architect:

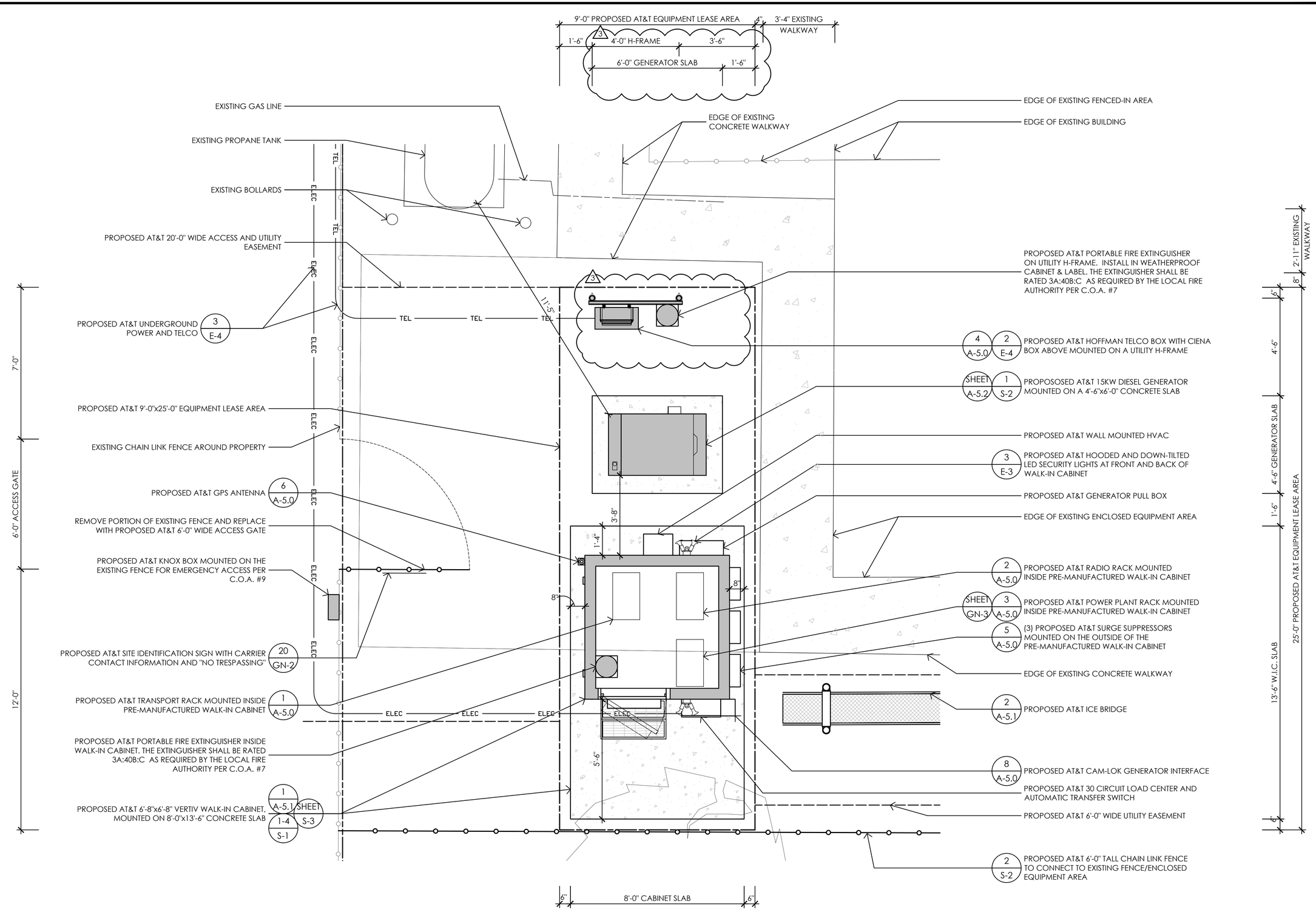
MST ARCHITECTS
1520 River Park Drive
Sacramento, California 95815

SHEET TITLE:

ENLARGED SITE PLAN

SHEET NUMBER:

A-1.2



1 EQUIPMENT AREA PLAN
1/2" = 1'-0"

Issued For:

CVL01150
COLUMBUS ST. & RIVERSIDE

716 COLUMBIA STREET
MADERA, CA. 93638

PREPARED FOR

at&t

2600 Camino Ramon
San Ramon, California 94583

Vendor:

COMPLETE Wireless Consulting, Inc.

AT&T SITE NO:	CVL01150
PROJECT NO:	162.2188
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REV	DATE	DESCRIPTION
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3	05/24/19	100% CD REV3
2	05/07/19	100% CD REV2
1	02/08/19	100% CD PC1
	11/29/18	100% CD
	08/07/18	90% CD
	07/12/18	100% ZD REV 2
	06/15/18	100% ZD REV 1
	05/22/18	100% ZD
	04/27/18	90% ZD

Licensee:

LICENSED ARCHITECT
MANUEL S. TSIRLAS
No. C-28021
Exp. 08-19
STATE OF CALIFORNIA

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Architect:

MST ARCHITECTS
1520 River Park Drive
Sacramento, California 95815

SHEET TITLE:
EQUIPMENT LAYOUT PLAN

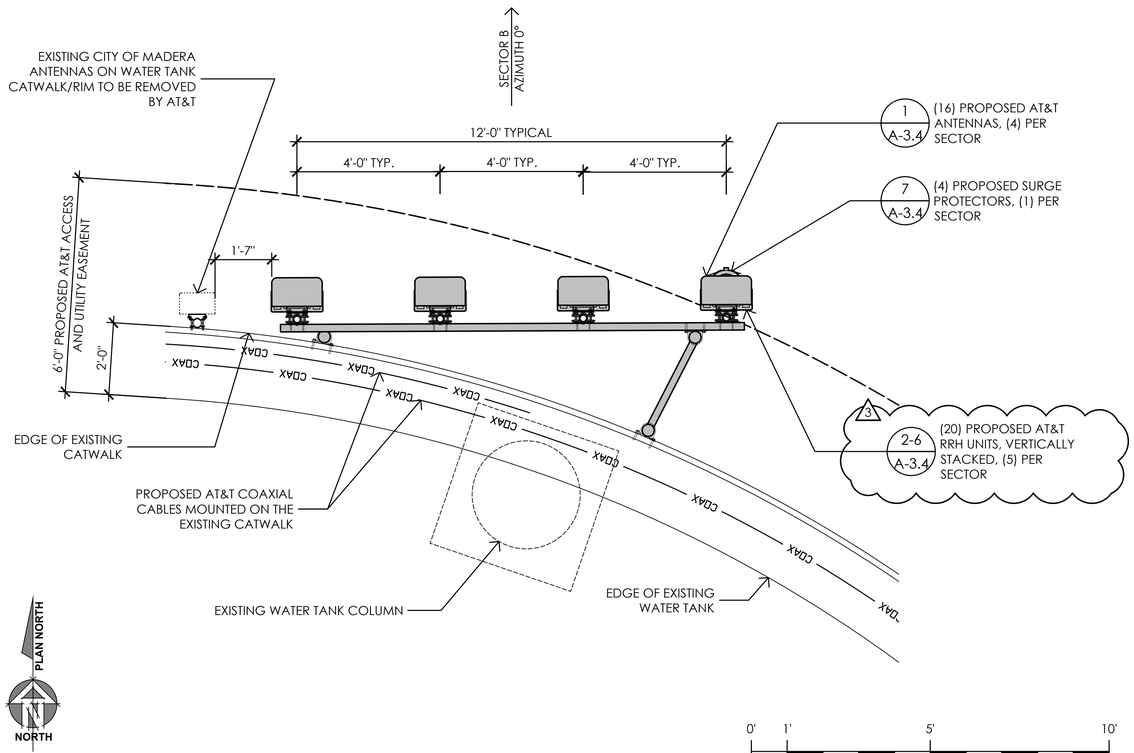
SHEET NUMBER:
A-2.1

RF SCHEDULE

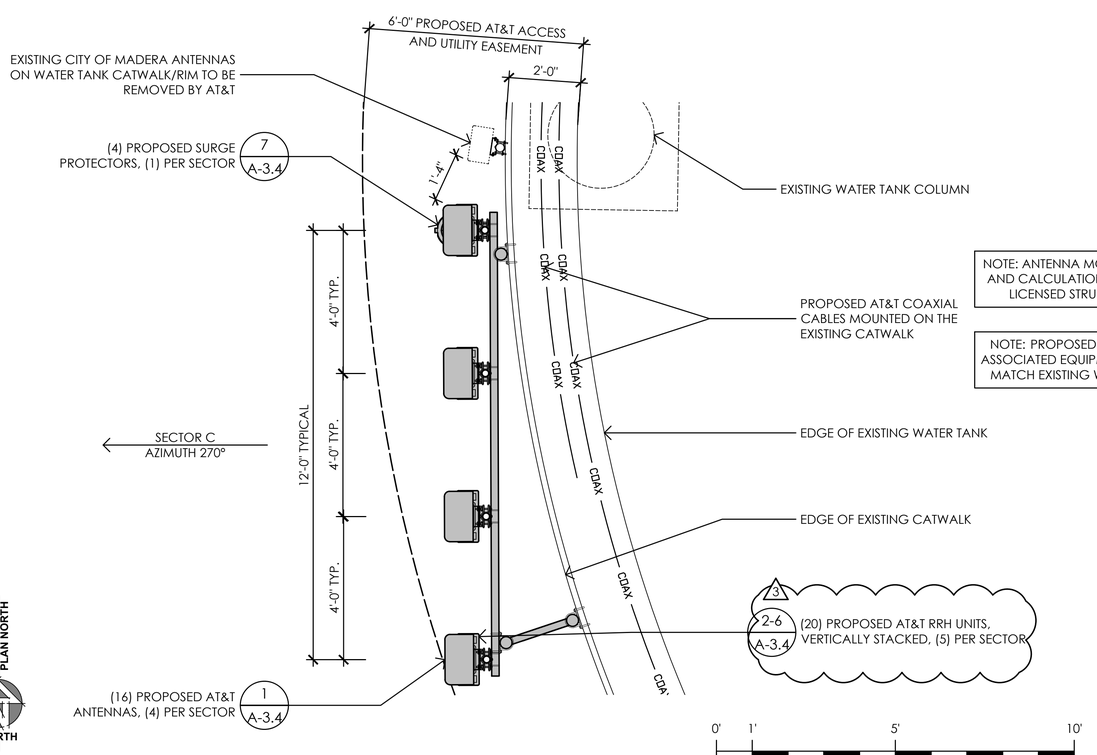
	SECTOR	ANTENNA MODEL NO.	AZIMUTH	CENTERLINE	RRU	TMA	FIBER LENGTH	COAX LENGTH	COAX DIA.	NO. OF RRU'S
ALPHA	A1	QUINTEL QS8458-5	90°	±111'-0"	(1) RRUS-11 E B12 / (1) 4415 B25	-	±140'-0"	-	-	2
	A2	QUINTEL QS8458-5	90°	±111'-0"	(1) 4478 B14 / (1) 4415 B25	-	±140'-0"	-	-	2
	A3	QUINTEL QS8458-5	90°	±111'-0"	(1) 4478 B5 / (1) 4426 B66	-	±140'-0"	-	-	2
	A4	QUINTEL QS8458-5	90°	±111'-0"	(1) RRUS-E2 B29 / (1) RRUS-32	-	±140'-0"	-	-	2
BETA	B1	QUINTEL QS8458-5	0°	±111'-0"	(1) RRUS-11 E B12 / (1) 4415 B25	-	±140'-0"	-	-	2
	B2	QUINTEL QS8458-5	0°	±111'-0"	(1) 4478 B14 / (1) 4415 B25	-	±140'-0"	-	-	2
	B3	QUINTEL QS8458-5	0°	±111'-0"	(1) 4478 B5 / (1) 4426 B66	-	±140'-0"	-	-	2
	B4	QUINTEL QS8458-5	0°	±111'-0"	(1) RRUS-E2 B29 / (1) RRUS-32	-	±140'-0"	-	-	2
GAMMA	C1	QUINTEL QS8458-5	270°	±111'-0"	(1) RRUS-11 E B12 / (1) 4415 B25	-	±140'-0"	-	-	2
	C2	QUINTEL QS8458-5	270°	±111'-0"	(1) 4478 B14 / (1) 4415 B25	-	±140'-0"	-	-	2
	C3	QUINTEL QS8458-5	270°	±111'-0"	(1) 4478 B5 / (1) 4426 B66	-	±140'-0"	-	-	2
	C4	QUINTEL QS8458-5	270°	±111'-0"	(1) RRUS-E2 B29 / (1) RRUS-32	-	±140'-0"	-	-	2
DELTA	D1	QUINTEL QS8458-5	180°	±111'-0"	(1) RRUS-11 E B12 / (1) 4415 B25	-	±140'-0"	-	-	2
	D2	QUINTEL QS8458-5	180°	±111'-0"	(1) 4478 B14 / (1) 4415 B25	-	±140'-0"	-	-	2
	D3	QUINTEL QS8458-5	180°	±111'-0"	(1) 4478 B5 / (1) 4426 B66	-	±140'-0"	-	-	2
	D4	QUINTEL QS8458-5	180°	±111'-0"	(1) RRUS-E2 B29 / (1) RRUS-32	-	±140'-0"	-	-	2

NOTE: EQUIPMENT IS PRELIMINARY AND SUBJECT TO CHANGE & ANTENNA POSITIONS ARE LEFT TO RIGHT FROM THE FRONT OF ANTENNA.

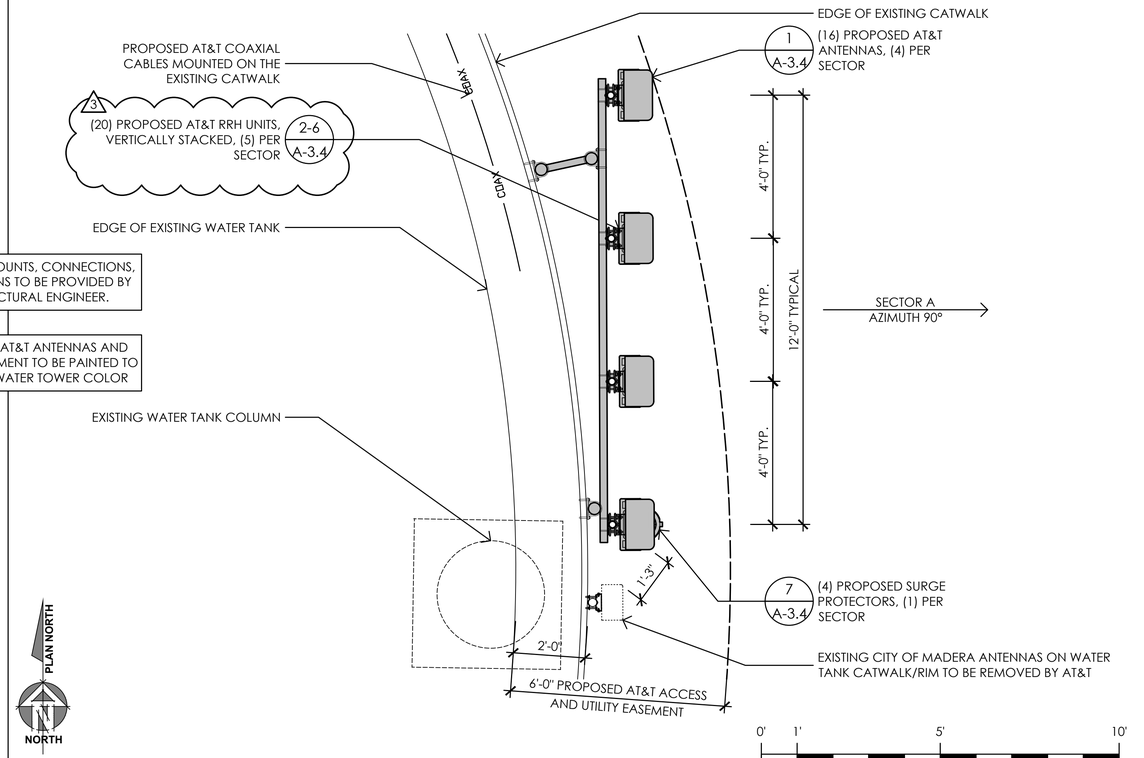
4 RF SCHEDULE
NO SCALE



2 ANTENNA LAYOUT PLAN AT SECTOR B
1/2" = 1'-0"



3 ANTENNA LAYOUT PLAN AT SECTOR C
1/2" = 1'-0"



1 ANTENNA LAYOUT PLAN AT SECTOR A
1/2" = 1'-0"

Issued For:

CVL01150
COLUMBUS ST. & RIVERSIDE

716 COLUMBIA STREET
MADERA, CA. 93638

PREPARED FOR

at&t

2600 Camino Ramon
San Ramon, California 94583

Vendor:

COMPLETE Wireless Consulting, Inc.

AT&T SITE NO:	CVL01150
PROJECT NO:	162.2188
DRAWN BY:	MWS
CHECKED BY:	SV

REV	DATE	DESCRIPTION
4	06/11/19	100% CD REV4
3	05/24/19	100% CD REV3
2	05/07/19	100% CD REV2
1	02/08/19	100% CD PC1
	11/29/18	100% CD
	08/07/18	90% CD
	07/12/18	100% ZD REV 2
	06/15/18	100% ZD REV 1
	05/22/18	100% ZD
	04/27/18	90% ZD

Licensee:

LICENSED ARCHITECT
MANUEL S. TSIRLAS
No. C-28021
Exp. 08-19
STATE OF CALIFORNIA

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.

Architect:

MST ARCHITECTS
1520 River Park Drive
Sacramento, California 95815

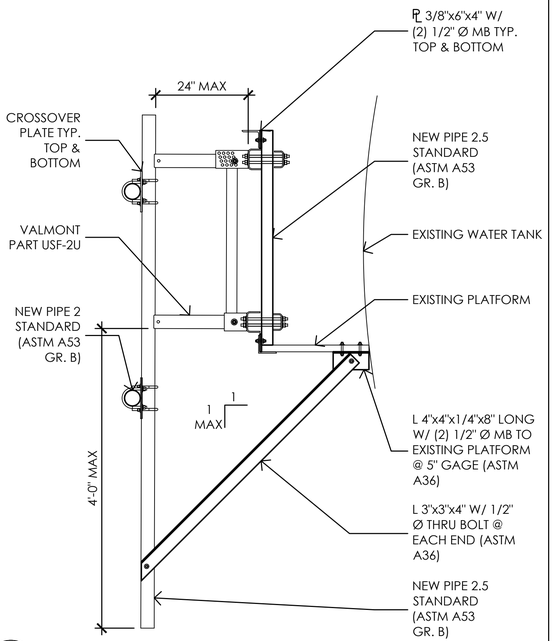
SHEET TITLE:

ANTENNA PLANS AND SCHEDULE

SHEET NUMBER:

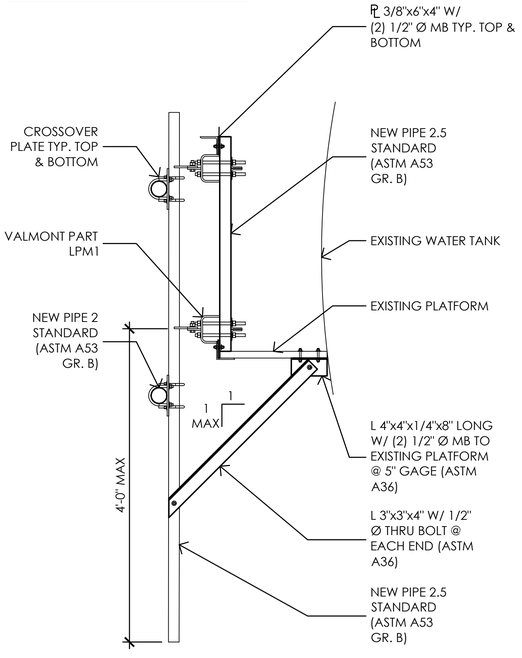
A-3.1

NOTE: ALL STEEL AND FASTENERS TO BE HDG FINISH



3 MOUNTING DETAIL
3/4" = 1'-0"

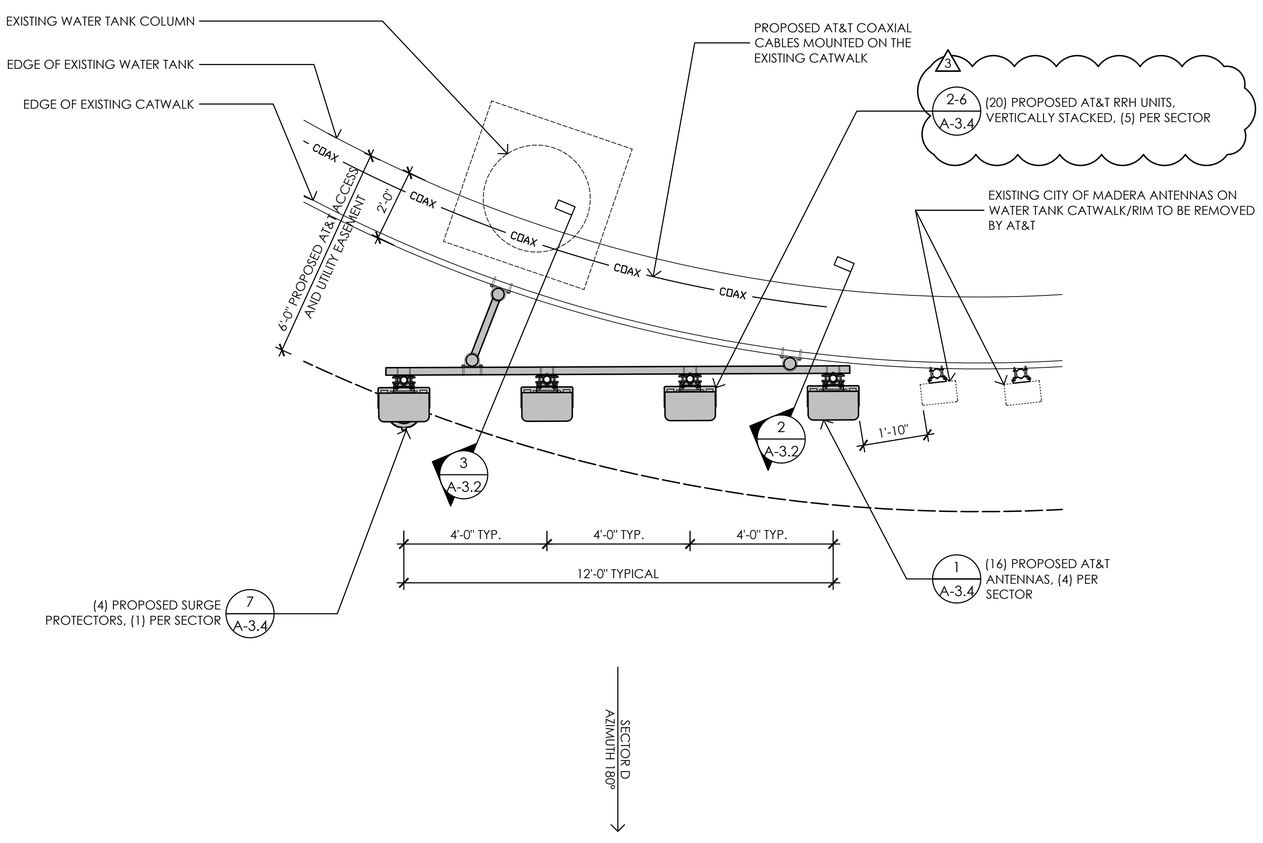
NOTE: ALL STEEL AND FASTENERS TO BE HDG FINISH



2 MOUNTING DETAIL
3/4" = 1'-0"

NOTE: ANTENNA MOUNTS, CONNECTIONS, AND CALCULATIONS TO BE PROVIDED BY LICENSED STRUCTURAL ENGINEER.

NOTE: PROPOSED AT&T ANTENNAS AND ASSOCIATED EQUIPMENT TO BE PAINTED TO MATCH EXISTING WATER TOWER COLOR



1 ANTENNA LAYOUT PLAN AT SECTOR D
1/2" = 1'-0"

0' 1' 5' 10'
1/2" = 1'-0"

Issued For:

CVL01150
COLUMBUS ST. & RIVERSIDE

716 COLUMBIA STREET
MADERA, CA. 93638

PREPARED FOR

at&t

2600 Camino Ramon
San Ramon, California 94583

Vendor:

COMPLETE Wireless Consulting, Inc.

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PROJECT NO:	162.2188
DRAWN BY:	MWS
CHECKED BY:	SV

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	11/29/18	100% CD
	08/07/18	90% CD
	07/12/18	100% ZD REV 2
	06/15/18	100% ZD REV 1
	05/22/18	100% ZD
	04/27/18	90% ZD

Licensee:

LICENSED ARCHITECT
MANUEL S. TSIRLIS
No. C-28021
Exp. 08-19
STATE OF CALIFORNIA

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Architect:

MST ARCHITECTS
1520 River Park Drive
Sacramento, California 95815

SHEET TITLE:

ANTENNA PLAN

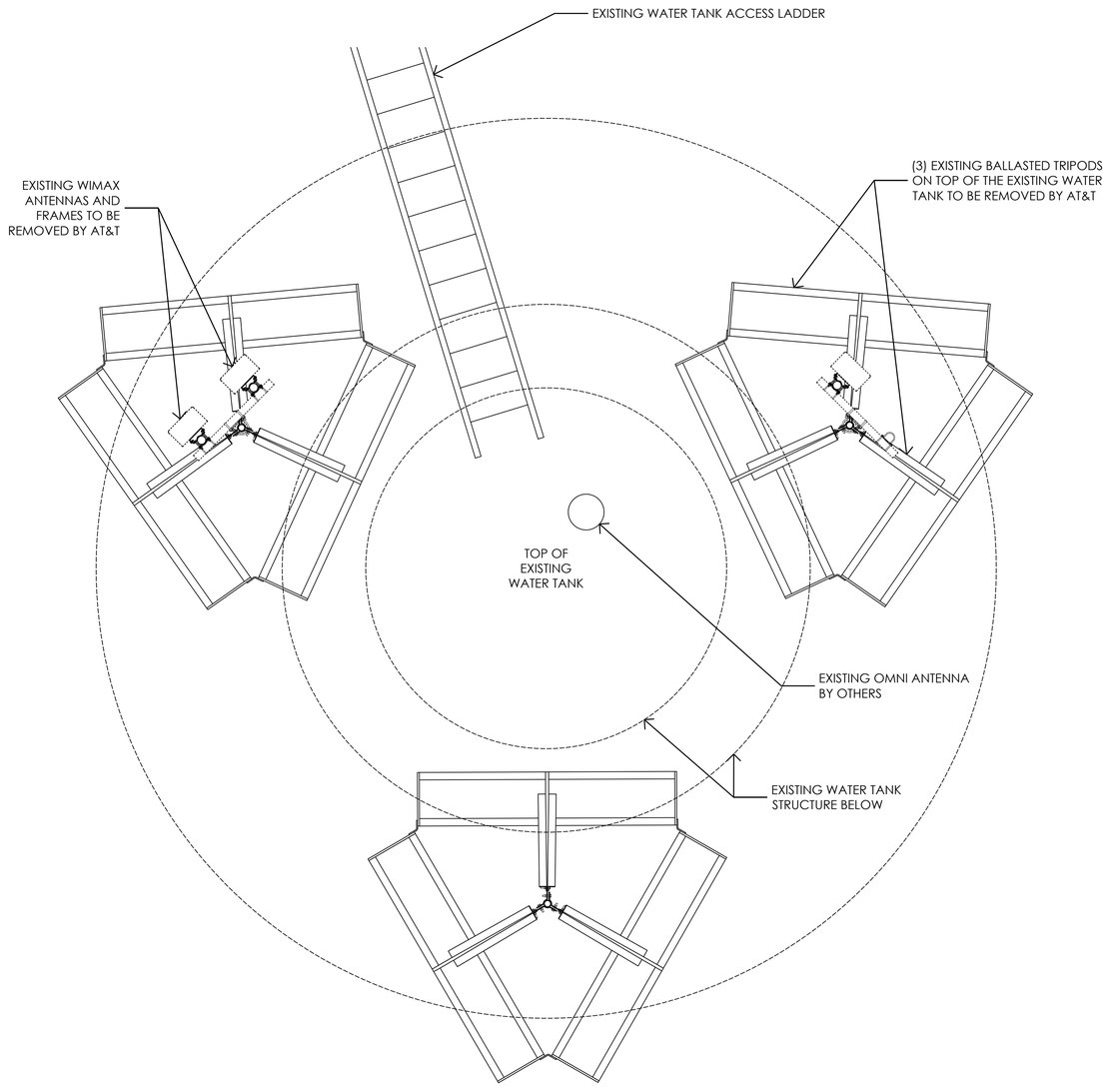
SHEET NUMBER:

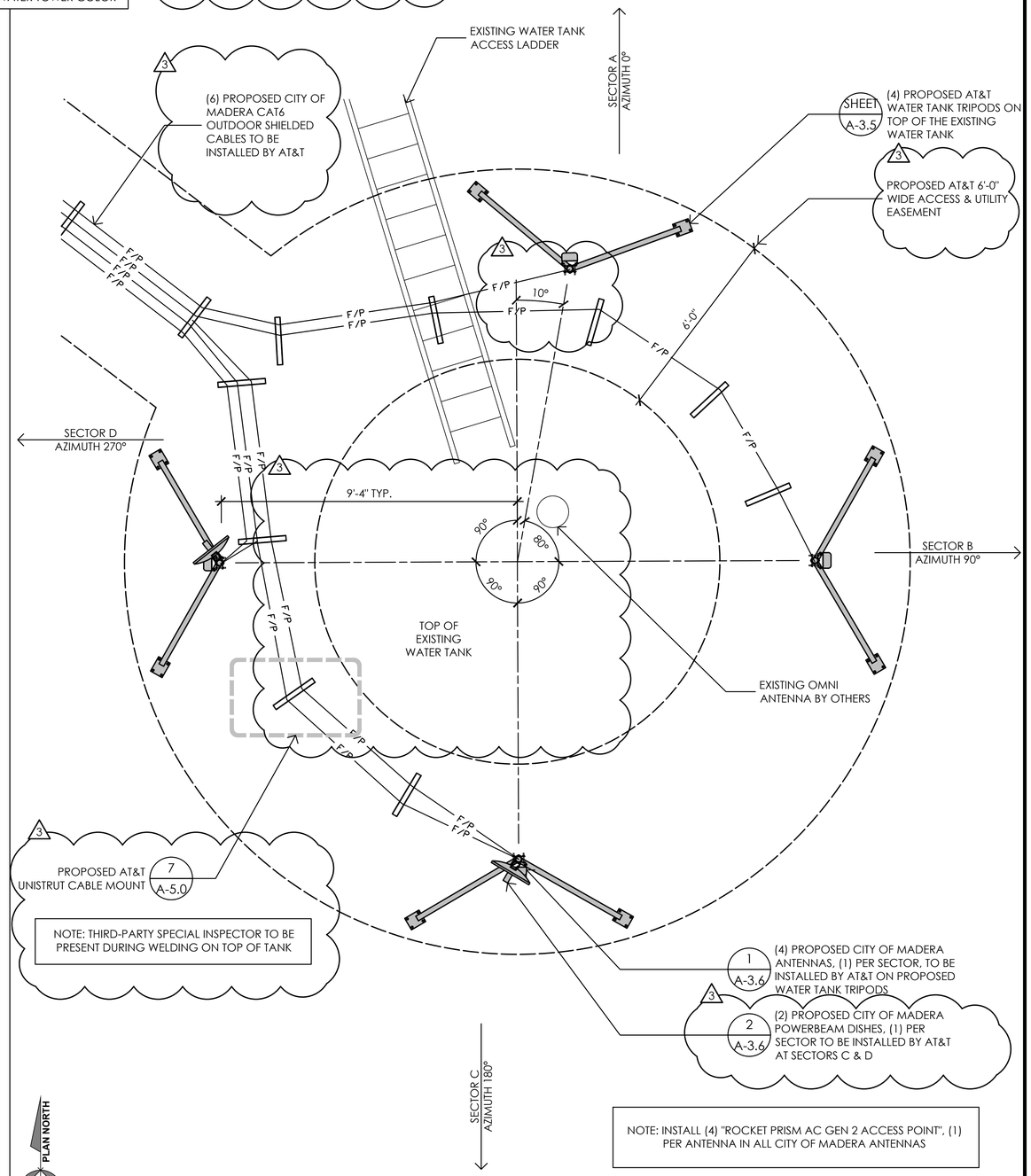
A-3.2

NOTE: ANTENNA MOUNTS, CONNECTIONS, AND CALCULATIONS TO BE PROVIDED BY LICENSED STRUCTURAL ENGINEER.

NOTE: PROPOSED AT&T ANTENNAS AND ASSOCIATED EQUIPMENT TO BE PAINTED TO MATCH EXISTING WATER TOWER COLOR

NOTE: (6) PROPOSED CITY OF MADERA CAT6 OUTDOOR SHIELDED CABLES TO RUN DOWN CABLE CLIMBING LEG & BE CONTAINED AND COILED AT GROUND LEVEL W/ 100'-0" OF EXTRA LENGTH FOR EACH CABLE (3)





PLAN NORTH / NORTH

0' 1' 5' 10'

2 EXISTING ANTENNA LAYOUT PLAN AT TOP OF WATER TANK
1/2" = 1'-0"

PLAN NORTH / NORTH

0' 1' 5' 10'

1 PROPOSED ANTENNA LAYOUT PLAN AT TOP OF WATER TANK
1/2" = 1'-0"

Issued For:

CVL01150 COLUMBUS ST. & RIVERSIDE

716 COLUMBIA STREET
MADERA, CA. 93638

PREPARED FOR

at&t

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San Ramon, California 94583

Vendor:

COMPLETE Wireless Consulting, Inc.

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	08/07/18	90% CD
	07/12/18	100% ZD REV 2
	06/15/18	100% ZD REV 1
	05/22/18	100% ZD
	04/27/18	90% ZD

Licensee:

LICENSED ARCHITECT MANUEL S. TSIHLAS No. C-28021 Exp. 08-19 STATE OF CALIFORNIA

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Architect:

MST ARCHITECTS
1520 River Park Drive
Sacramento, California 95815

SHEET TITLE:

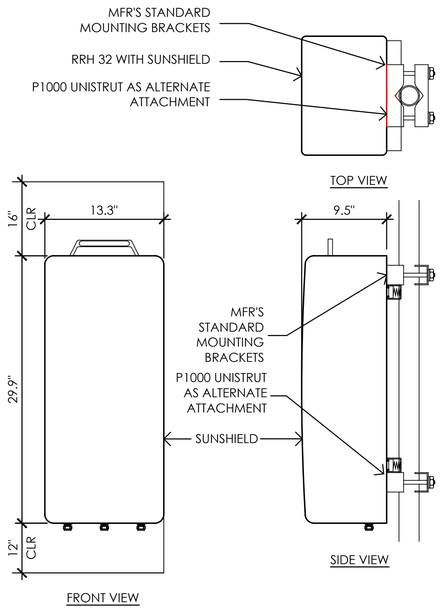
ANTENNA PLANS

SHEET NUMBER:

A-3.3

ERICSSON WCS RRH-32

MODEL: KRC161 423/1
COLOR: WHITE
DIMENSIONS: 29.9" TALL X 13.3" WIDE X 9.5" DEEP (INCLUDING SUNSHIELD)
WEIGHT: +/- 77LBS. (INCLUDING MOUNTING HARDWARE)



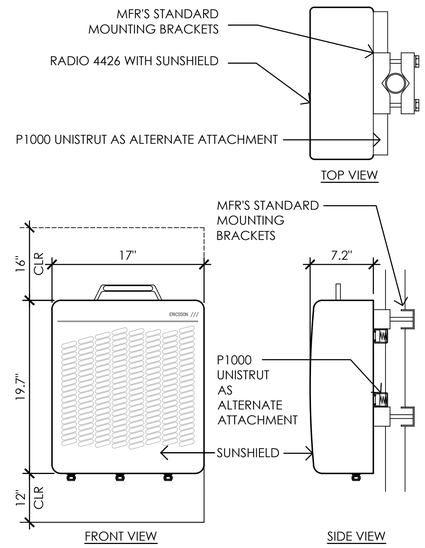
8 ERICSSON WCS RRH-32 REMOTE RADIO UNIT
1-1/2"= 1'-0"

ERICSSON RADIO 4426 REMOTE RADIO UNIT

COLOR: WHITE

DIMENSIONS: 19.7" TALL X 17" WIDE X 7.2" DEEP (INCLUDING SUNSHIELD)

WEIGHT: +/- 50 LBS. (INCLUDING MOUNTING HARDWARE)



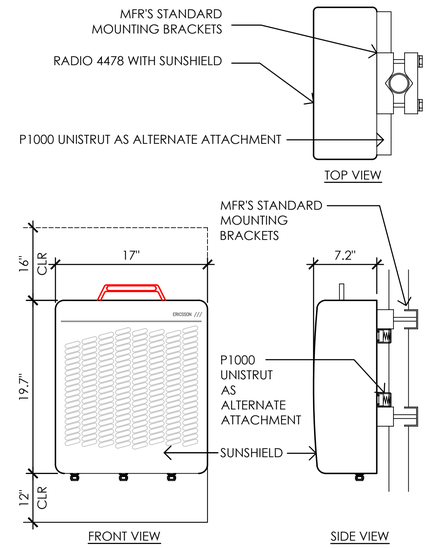
6 ERICSSON RADIO 4426 B66 REMOTE RADIO UNIT
1-1/2"= 1'-0"

ERICSSON RADIO 4478 B14 REMOTE RADIO UNIT

COLOR: WHITE

DIMENSIONS: 19.7" TALL X 17" WIDE X 7.2" DEEP (INCLUDING SUNSHIELD)

WEIGHT: +/- 50 LBS. (INCLUDING MOUNTING HARDWARE)



4 ERICSSON RADIO 4478 B14 REMOTE RADIO UNIT
1-1/2"= 1'-0"

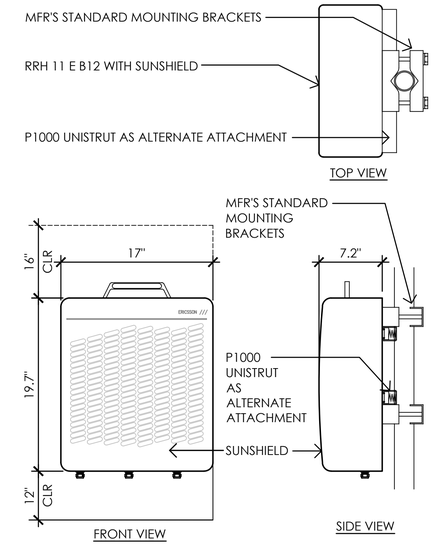
ERICSSON WCS RRH-32

ERICSSON RRH-11 E B12 REMOTE RADIO UNIT

COLOR: WHITE

DIMENSIONS: 19.7" TALL X 17" WIDE X 7.2" DEEP (INCLUDING SUNSHIELD)

WEIGHT: +/- 50 LBS. (INCLUDING MOUNTING HARDWARE)



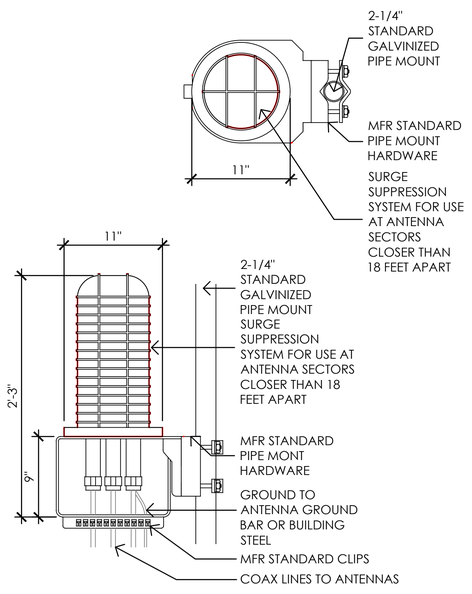
2 ERICSSON RRH-11 E B12 REMOTE RADIO UNIT
1-1/2"= 1'-0"

RAYCAP DC6-48-60-18-8F & DC6-48-60-0-8F SURGE SUPPRESSION SOLUTION

COLOR: BLACK/SILVER

DIMENSIONS: 11" DIA X 27" TALL W/ 9" BASE

WEIGHT: +/- 50 LBS. (INCLUDING MOUNTING HARDWARE)



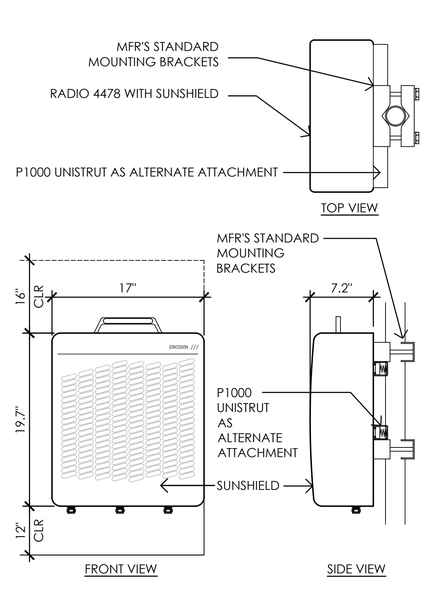
7 DC SURGE SUPRESSION (SQUID)
1-1/2"= 1'-0"

ERICSSON RADIO 4478 B5 REMOTE RADIO UNIT

COLOR: WHITE

DIMENSIONS: 19.7" TALL X 17" WIDE X 7.2" DEEP (INCLUDING SUNSHIELD)

WEIGHT: +/- 50 LBS. (INCLUDING MOUNTING HARDWARE)



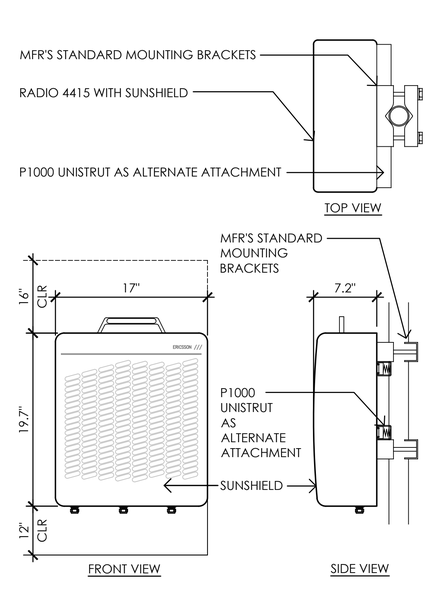
5 ERICSSON RADIO 4478 B5 REMOTE RADIO UNIT
1-1/2"= 1'-0"

ERICSSON RADIO 4415 B25 REMOTE RADIO UNIT

COLOR: WHITE

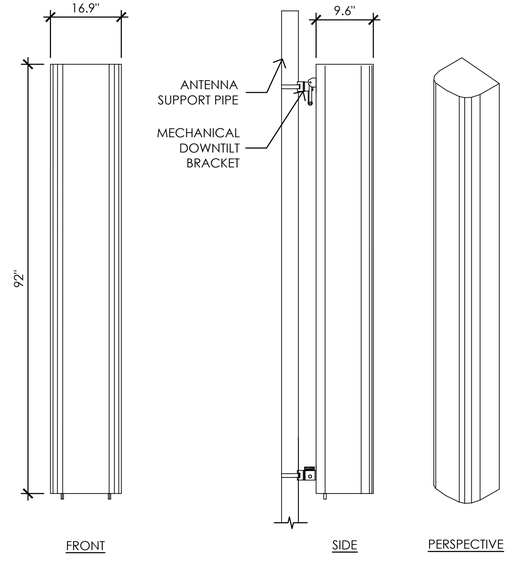
DIMENSIONS: 16.5" TALL X 13.4" WIDE X 5.9" DEEP (INCLUDING SUNSHIELD)

WEIGHT: +/- 46 LBS. (INCLUDING MOUNTING HARDWARE)



3 ERICSSON RADIO 4415 B25 REMOTE RADIO UNIT
1-1/2"= 1'-0"

EQUIPMENT SUBJECT TO CHANGE



ANTENNA = QUINTEL (QS8458-5)
WEIGHT = 124.7 LBS
DIMENSIONS = 92" (H) x 16.9" (W) x 9.6" (D)

1 PROPOSED ANTENNA SPEC
1" = 1'-0"

Issued For:

CVL01150
COLUMBUS ST. & RIVERSIDE

716 COLUMBIA STREET
MADERA, CA. 93638

PREPARED FOR

at&t

2600 Camino Ramon
San Ramon, California 94583

Vendor:

COMPLETE Wireless Consulting, Inc.

AT&T SITE NO:	CVL01150
PROJECT NO:	162.2188
DRAWN BY:	MWS
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	07/12/18	100% ZD REV 2
	06/15/18	100% ZD REV 1
	05/22/18	100% ZD
	04/27/18	90% ZD

Licensee:

LICENSED ARCHITECT MANUEL S. TSIRLAS No. C-28021 Exp. 08-19 STATE OF CALIFORNIA

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Architect:

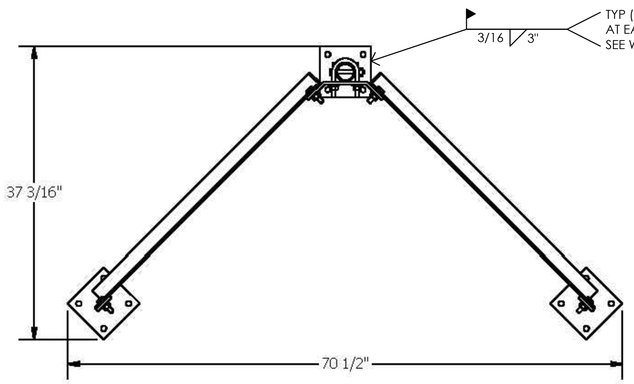
MST ARCHITECTS
1520 River Park Drive
Sacramento, California 95815

SHEET TITLE:

ANTENNA DETAILS

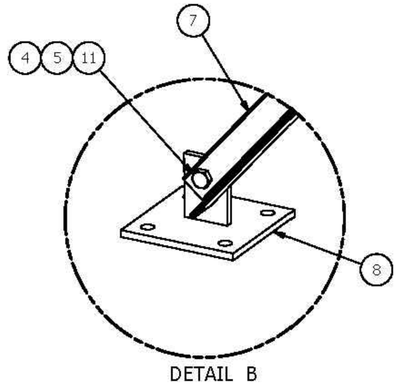
SHEET NUMBER:

A-3.4

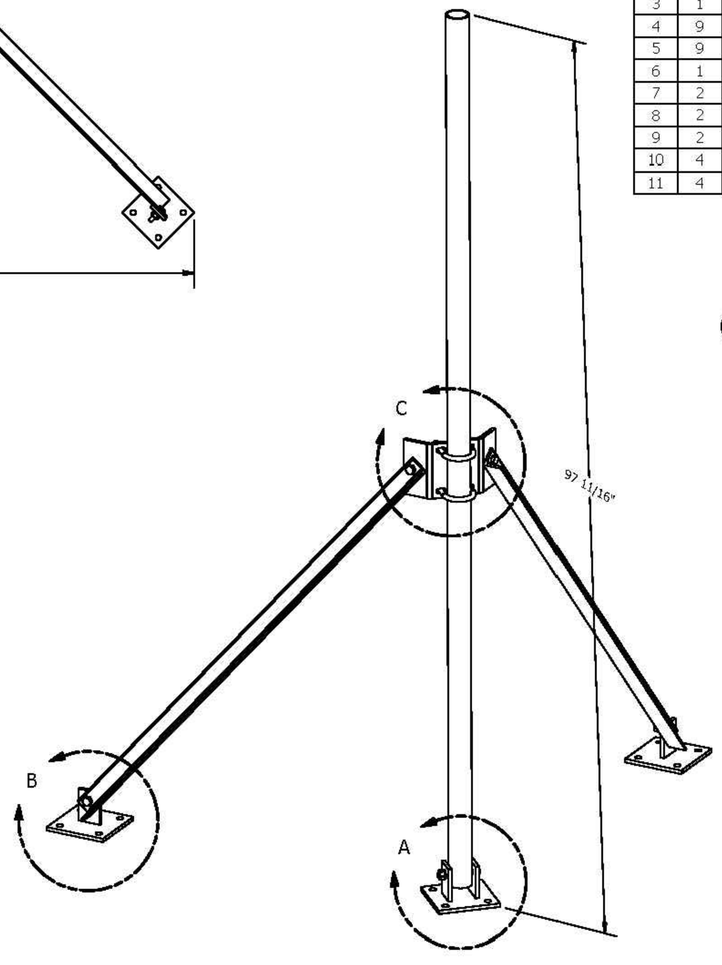


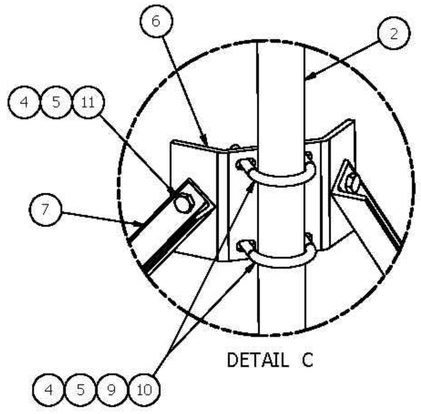
TOP VIEW

PARTS LIST						
ITEM	QTY	PART NO.	PART DESCRIPTION	LENGTH	UNIT WT.	NET WT.
1	1	X-WTT96-BS2	BASE SHOE WELDMENT		6.46	6.46
2	1	X-WTT96-P	PIPE MAST 2-3/8 O.D.	96 in	30.73	30.73
3	1	G1204	1/2" x 4" HDG HEX BOLT GR5 FULL THREAD	4 in	0.27	0.27
4	9	G12NUT	1/2" HDG HEAVY 2H HEX NUT		0.07	0.64
5	9	G12LW	1/2" HDG LOCKWASHER		0.01	0.13
6	1	X-WTT96-BP	PIPE MOUNTING PLATE		7.22	7.22
7	2	X-WTT96-A	ANGLE DIAGONAL	60 in	16.86	33.73
8	2	X-WTT96-BS1	DIAGONAL SHOE WELDMENT		5.51	11.02
9	2	X-UB1212	1/2" X 2-1/2" X 4-1/2" X 2" U-BOLT (HDG.)		0.63	1.25
10	4	G12FW	1/2" HDG USS FLATWASHER		0.03	0.14
11	4	G1202	1/2" x 2" HDG HEX BOLT GR5	2 in	0.18	0.70
					TOTAL WT. #	92.28

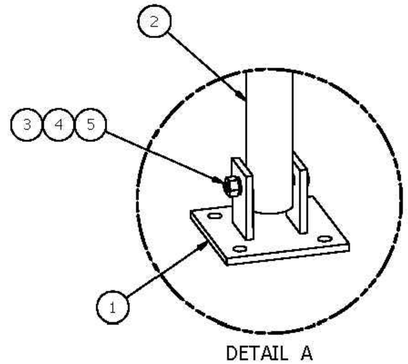


DETAIL B





DETAIL C



DETAIL A

WELDING NOTES FOR WATER TANK:

1. WELDING PROCEDURES, WELDER CERTIFICATION, AND WELDING OPERATORS SHALL BE PER AWWA D100 SECTION A.8.2 & AWS D1.1.
2. PRIOR TO WELDING, WELDER SHALL VERIFY THAT CORROSION RESISTANCE OF EXTERIOR AND INTERIOR OF TANK CAN BE REPLACED/REPAIRED IN KIND.
3. PRIOR TO WELDING, VERIFY THE TANK CONTENTS ARE NON-COMBUSTIBLE AND THAT THE TANK IS NOT PRESSURIZED.
4. AT A MINIMUM, COLD GALVANIZE ALL WELDED COMPONENTS WITH A PREMIUM EXTERIOR PRIMER AND PAINT SUCH AS TNEMEC.

TOLERANCE NOTES

TOLERANCES ON DIMENSIONS, UNLESS OTHERWISE NOTED ARE:
SAWED, SHEARED AND GAS CUT EDGES *(± 0.030")*
DRILLED AND GAS CUT HOLES *(± 0.030")* - NO CONING OF HOLES
LASER CUT EDGES AND HOLES *(± 0.010")* - NO CONING OF HOLES
BENDS ARE ± 1/2 DEGREE
ALL OTHER MACHINING *(± 0.030")*
ALL OTHER ASSEMBLY *(± 0.060")*

PROPRIETARY NOTE:
THE DATA AND TECHNIQUES CONTAINED IN THIS DRAWING ARE PROPRIETARY INFORMATION OF VALMONT INDUSTRIES AND CONSIDERED A TRADE SECRET. ANY USE OR DISCLOSURE WITHOUT THE CONSENT OF VALMONT INDUSTRIES IS STRICTLY PROHIBITED.

DESCRIPTION: WTT96
WATER TANK TRIPOD ASSEMBLY

CPD NO.	DRAWN BY	ENG. APPROVAL	PART NO.	PAGE
	KC8 6/8/2012		WTT96	1 OF 1
GLASS: 81 SUB: 01	DRAWING USAGE: CUSTOMER	CHECKED BY: CEK 7/10/2012	DWG. NO.: WTT96	

SITE PRO 1 — A valmont COMPANY
Engineering Support Team: 1-888-753-7446
Locations: New York, NY; Atlanta, GA; Los Angeles, CA; Plymouth, IN; Salem, OR; Dallas, TX

1 WATER TANK TRIPOD DETAIL
1/4" = 1'-0"

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716 COLUMBIA STREET
MADERA, CA. 93638

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AT&T SITE NO:	CVL01150
PROJECT NO:	162.2188
DRAWN BY:	MWS
CHECKED BY:	SV

REV	DATE	DESCRIPTION
4	06/11/19	100% CD REV4
3	05/24/19	100% CD REV3
2	05/07/19	100% CD REV2
1	02/08/19	100% CD PC1
	11/29/18	100% CD
	08/07/18	90% CD
	07/12/18	100% ZD REV 2
	06/15/18	100% ZD REV 1
	05/22/18	100% ZD
	04/27/18	90% ZD

Licensee:
LICENSED ARCHITECT — MANUEL S. TSINAS — No. C-28021 Exp. 08-19 — STATE OF CALIFORNIA

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Architect:
MST ARCHITECTS
1520 River Park Drive
Sacramento, California 95815

SHEET TITLE:
ANTENNA DETAILS

SHEET NUMBER:
A-3.5

Hardware Overview

Featuring improved surge protection, the PowerBeam 5AC Gen 2 is available in single- or five-packs.

Innovative Mechanical Design

- **Built-in mechanical tilt** Mounting bracket conveniently offers elevation adjustments: ± 20° tilt.
- **Quick assembly** Minimal fasteners simplify installation.
- **Easy removal** The antenna feed can be detached with the push of a button.

Industrial-Strength Construction

- **Fasteners** GEOMET-coated for improved corrosion resistance when compared with zinc-plated fasteners.
- **Dish and brackets** Made of galvanized steel that is powder-coated for superior corrosion resistance. The hardware also prevents paint from being removed from the metal brackets for improved corrosion resistance.
- **Optional Support** In high-wind environments, you can enhance support with additional hardware (not included).

PowerBeam®
400 mm Radome

Model	Frequency	PBE-5AC-Gen2	Dish Reflector
PBE-RAD-400	5 GHz	✓	400 mm

A protective radome is available as an optional accessory for the PBE-5AC-Gen2.

5

DATASHEET | PowerBeam AC gen2

DATASHEET | PowerBeam AC gen2

6

Specifications

PBE-5AC-Gen2		
Dimensions		420 x 420 x 230 mm (16.54 x 16.54 x 9.06")
Weight		2.22 kg (4.89 lbs)
Power Supply		24V, 0.5A Gigabit PoE Adapter (Included)
Max. Power Consumption		8.5W
Power Method		Passive PoE (Pairs 4, 5+; 7, 8 Return)
Supported Voltage Range		20 to 26VDC
Gain		25 dBi
Networking Interface		(1) 10/100/1000 Ethernet Port
Processor Specs		MIPS 74Kc
Memory		64 MB
LEDs		Power, Ethernet, (4) Signal Strength
Channel Sizes	PtP Mode	PtMP Mode
	10/20/30/40/50/60/80 MHz	10/20/30/40 MHz
Enclosure Characteristics	Antenna Feed	Dish Reflector
	Outdoor UV Stabilized Plastic	Powder-Coated SPCC
Mounting		Pole-Mounting Kit (Included)
Wind Loading		380 N @ 200 km/h (85.4 lbf @ 125 mph)
Wind Survivability		200 km/h (125 mph)
ESD/EMP Protection		Air: ± 24 kV, Contact: ± 24 kV
Operating Temperature		-40 to 70° C (-40 to 158° F)
Operating Humidity		5 to 95% Noncondensing
RoHS Compliance		Yes
Salt Fog Test		IEC 68-2-11 (ASTM B117), Equivalent: MIL-STD-810 G Method 509.5
Vibration Test		IEC 68-2-6
Temperature Shock Test		IEC 68-2-14
UV Test		IEC 68-2-5 at 40° C (104° F), Equivalent: ETS 300 019-1-4
Wind-Driven Rain Test		ETS 300 019-1-4, Equivalent: MIL-STD-810 G Method 506.5
Certifications		CE, FCC, IC

Operating Frequency (MHz)				
Worldwide				5150 - 5875
USA	U-NII-1: 5150 - 5250	U-NII-2A: 5250 - 5350 MHz	U-NII-2C: 5470 - 5725 MHz	U-NII-3: 5725 - 5850

Management Radio (MHz)	
Worldwide	2412 - 2472
USA	2412 - 2462

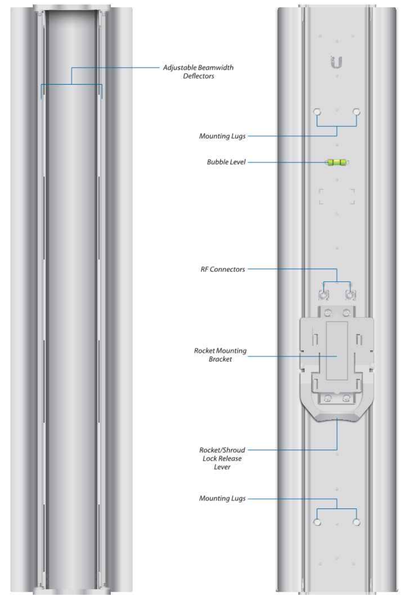
PBE-5AC-Gen2 Output Power: 24 dBm							
	TX Power Specifications				RX Power Specifications		
Modulation	Data Rate	Avg. TX	Tolerance	Modulation	Data Rate	Sensitivity	Tolerance
airMAX ac	1x BPSK (½)	24 dBm	± 2 dB	airMAX ac	1x BPSK (½)	-96 dBm Min.	± 2 dB
	2x QPSK (½)	24 dBm	± 2 dB		2x QPSK (½)	-95 dBm	± 2 dB
	2x QPSK (¾)	24 dBm	± 2 dB		2x QPSK (¾)	-92 dBm	± 2 dB
	4x 16QAM (½)	24 dBm	± 2 dB		4x 16QAM (½)	-90 dBm	± 2 dB
	4x 16QAM (¾)	24 dBm	± 2 dB		4x 16QAM (¾)	-86 dBm	± 2 dB
	6x 64QAM (½)	23 dBm	± 2 dB		6x 64QAM (½)	-83 dBm	± 2 dB
	6x 64QAM (¾)	23 dBm	± 2 dB		6x 64QAM (¾)	-77 dBm	± 2 dB
	6x 64QAM (¾)	22 dBm	± 2 dB		6x 64QAM (¾)	-74 dBm	± 2 dB
	8x 256QAM (¾)	20 dBm	± 2 dB		8x 256QAM (¾)	-69 dBm	± 2 dB
	8x 256QAM (¾)	20 dBm	± 2 dB		8x 256QAM (¾)	-65 dBm	± 2 dB

2 CITY OF MADERA POWERBEAM DISH DETAILS

1/4" = 1'-0"

airMAX TITANIUM SECTOR | DATASHEET

Model: AM-V5G-Ti



4

AM-V5G-Ti	
Dimensions	721 x 149.1 x 75.7 mm (28.39 x 5.87 x 2.98")
Weight (with Brackets)	3.72 kg (8.20 lb)
Frequency Range	5.45 - 5.85 GHz
Beamwidth Angles	60°/ 90°/ 120°
Gain (Beamwidth Dependent) 60° 90° 120°	 21 dBi 20 dBi 19 dBi
Elevation Beamwidth	4°
Electrical Downtilt	2°
Wind Survivability	200 km/h (125 mph)
Wind Loading	231 N @ 200 km/h 52 lbf @ 125 mph
Polarization	Dual Linear
Cross-Pol Isolation	25 dB Typical
Front-to-Back Ratio	30 dB Typical
Max. VSWR	1.5:1
RF Connectors	2 RP-SMA Connectors (Weatherproof)
Compatible Radios	5 GHz Rocket
Mounting	Pole Mount (Kit Included)
ETSI Specification	EN 302 326 DN2
Certifications	CE, FCC, IC

6

1 CITY OF MADERA ANTENNA DETAILS

1/4" = 1'-0"

Issued For:

CVL01150
COLUMBUS ST.
& RIVERSIDE

716 COLUMBIA STREET
MADERA, CA. 93638

PREPARED FOR

at&t

2600 Camino Ramon
San Ramon, California 94583

Vendor:

COMPLETE Wireless Consulting, Inc.

AT&T SITE NO:	CVL01150
PROJECT NO:	162.2188
DRAWN BY:	MWS
CHECKED BY:	SV

REV	DATE	DESCRIPTION
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	08/07/18	90% CD
	07/12/18	100% ZD REV 2
	06/15/18	100% ZD REV 1
	05/22/18	100% ZD
	04/27/18	90% ZD

Licensee:

LICENSED ARCHITECT
MANUEL S. TSIKOS
No. C-28021
Exp. 08-19
STATE OF CALIFORNIA

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Architect:

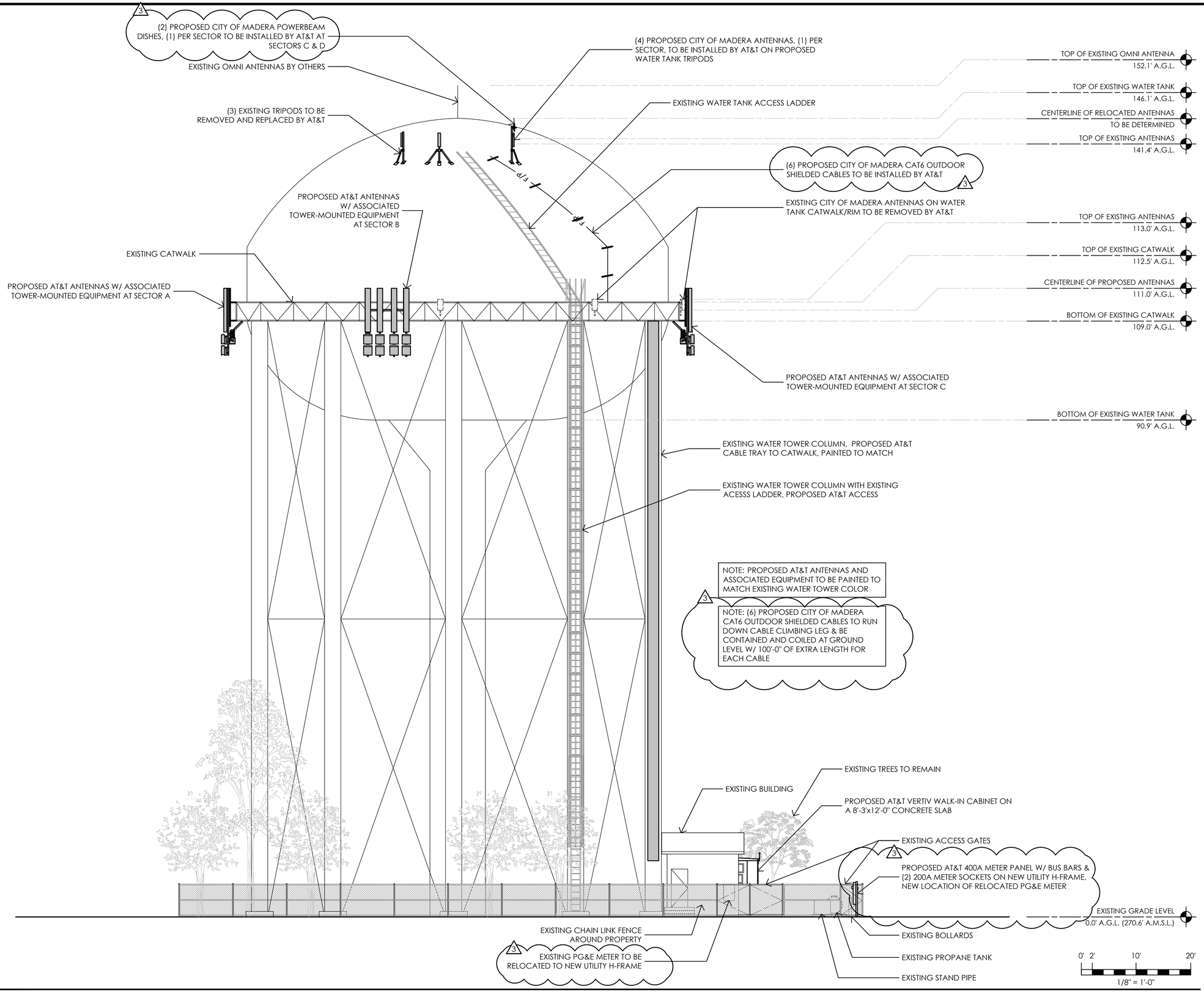
MST ARCHITECTS
1520 River Park Drive
Sacramento, California 95815

SHEET TITLE:

ANTENNA DETAILS

SHEET NUMBER:

A-3.6



1 NORTH ELEVATION
1/8" = 1'-0"

Issued For:

CVL01150
COLUMBUS ST. & RIVERSIDE

716 COLUMBIA STREET
MADERA, CA. 93638

PREPARED FOR

at&t

2600 Camino Ramon
San Ramon, California 94583

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Wireless Consulting, Inc.

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PROJECT NO:	162.2188
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	08/07/18	90% CD
	07/12/18	100% ZD REV 2
	06/15/18	100% ZD REV 1
	05/22/18	100% ZD
	04/27/18	90% ZD

Licensee:

LICENSED ARCHITECT
MANUEL S. TSIVLIDIS
No. C-28021
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Architect:

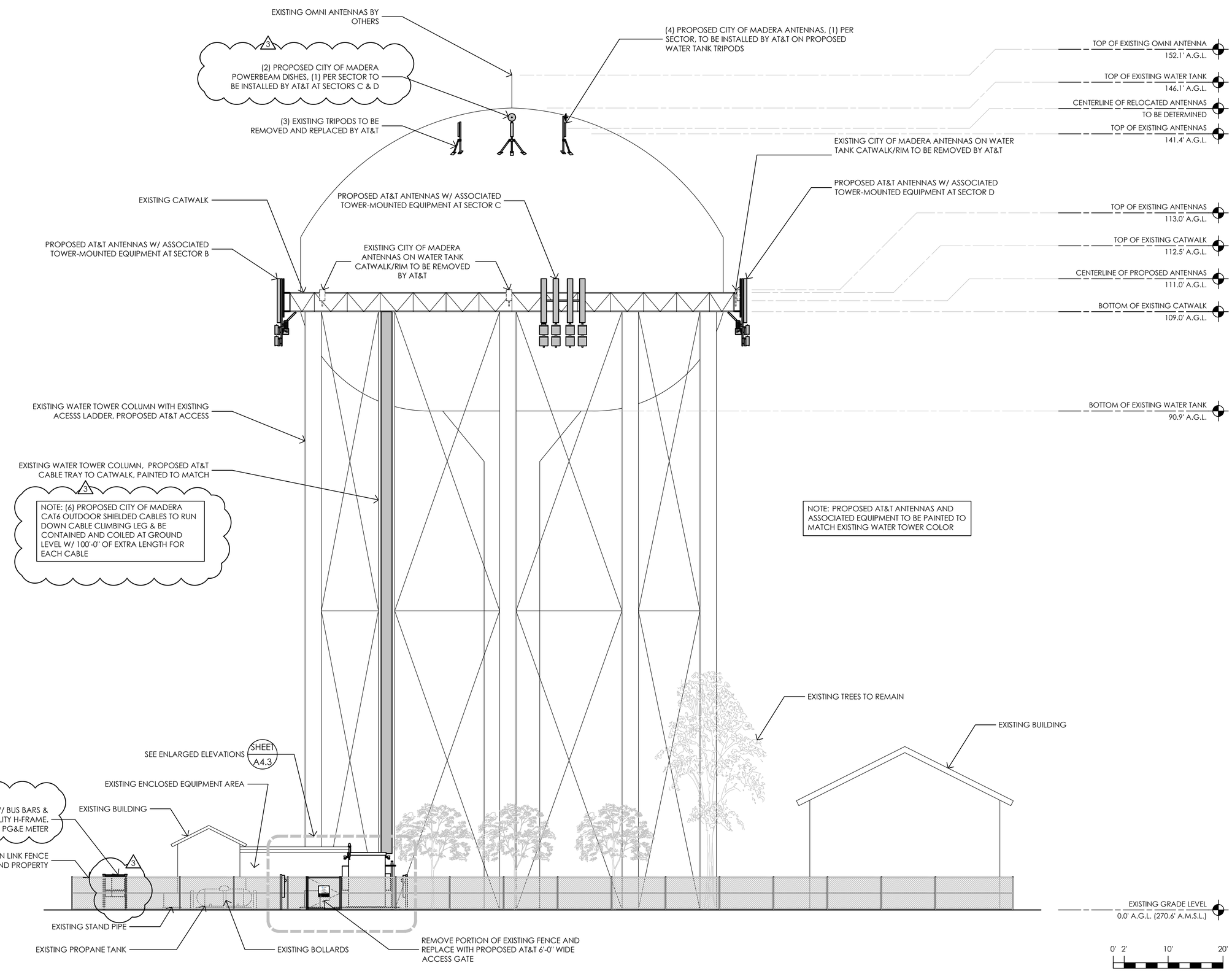
MST ARCHITECTS
1520 River Park Drive
Sacramento, California 95815

SHEET TITLE:

PROPOSED ELEVATIONS

SHEET NUMBER:

A-4.1



1 WEST ELEVATION
1/8" = 1'-0"

Issued For:

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COLUMBUS ST. & RIVERSIDE

716 COLUMBIA STREET
MADERA, CA. 93638

PREPARED FOR

at&t

2600 Camino Ramon
San Ramon, California 94583

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Architect:

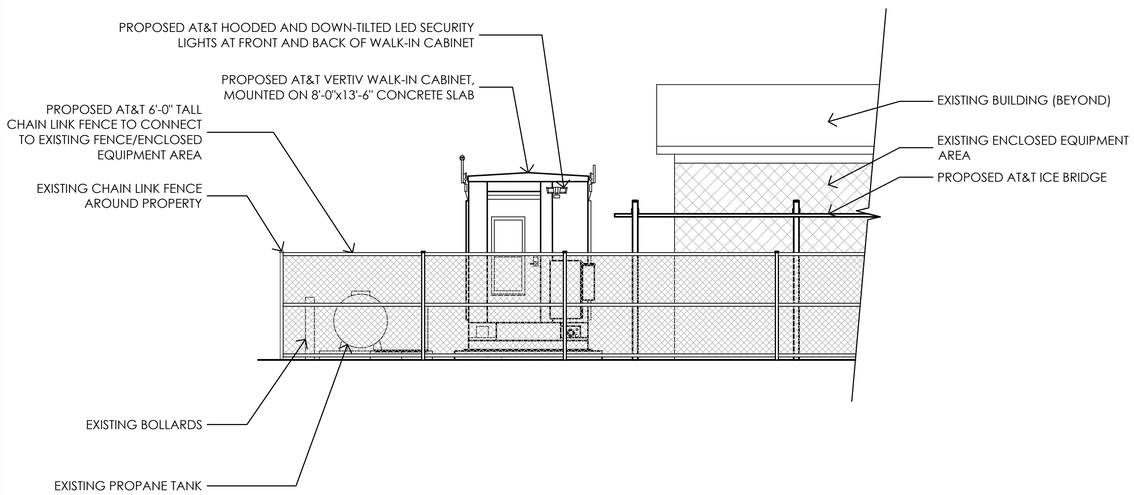
MST ARCHITECTS
1520 River Park Drive
Sacramento, California 95815

SHEET TITLE:

PROPOSED ELEVATIONS

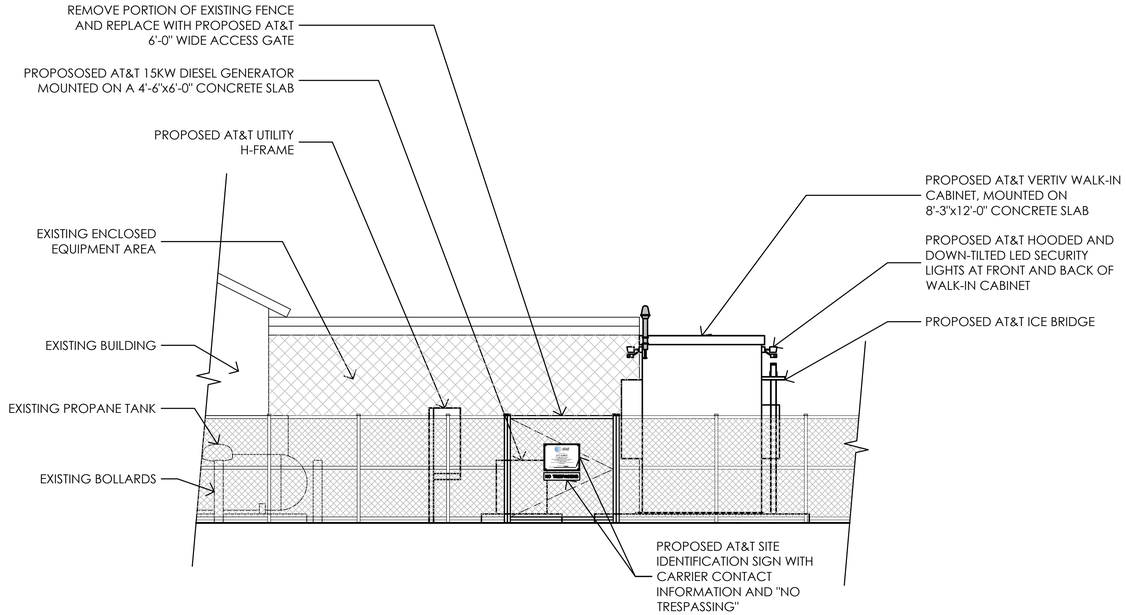
SHEET NUMBER:

A-4.2



2 ENLARGED SOUTH ELEVATION
1/4" = 1'-0"

0' 1' 5' 10'
1/4" = 1'-0"



1 ENLARGED WEST ELEVATION
1/4" = 1'-0"

0' 1' 5' 10'
1/4" = 1'-0"

Issued For:

CVL01150
COLUMBUS ST. & RIVERSIDE

716 COLUMBIA STREET
MADERA, CA. 93638

PREPARED FOR

at&t

2600 Camino Ramon
San Ramon, California 94583

Vendor:

COMPLETE
Wireless Consulting, Inc.

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Licensee:

LICENSED ARCHITECT
MANUEL S. TSIRIGAS
No. C-28021
Exp. 08-19
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Architect:

MST ARCHITECTS
1520 River Park Drive
Sacramento, California 95815

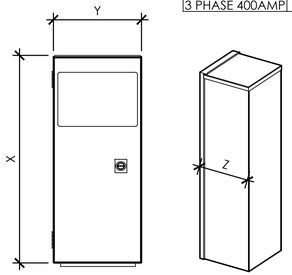
SHEET TITLE:

PROPOSED ELEVATIONS

SHEET NUMBER:

A-4.3

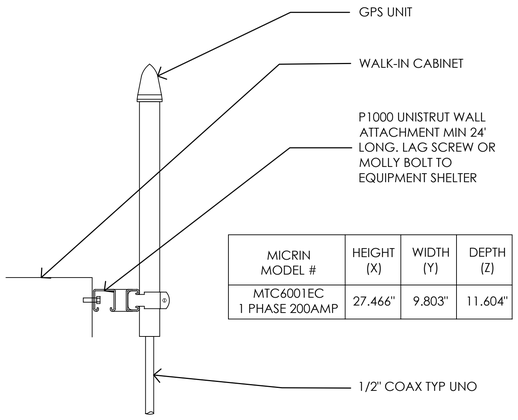
MICRIN MODEL #	HEIGHT (X)	WIDTH (Y)	DEPTH (Z)
MTC6001EC 1 PHASE 200AMP	27.466"	9.803"	11.604"
MTC6001ESH 1 PHASE 400AMP	28.914"	21.267"	9.792"
MTC6003EC 3 PHASE 200AMP	27.466"	9.803"	11.604"
MTC6001ESH 3 PHASE 400AMP	28.914"	24.142"	9.792"



FRONT COVER CLOSED VIEW

SIDE CLOSED VIEW

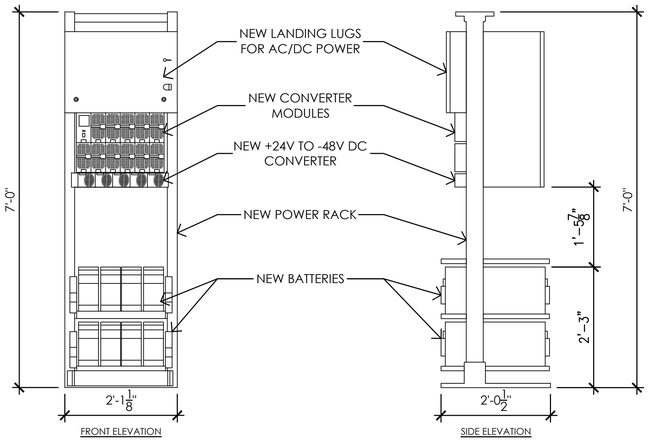
8 MICRIN GENERATOR INTERFACE
NO SCALE



MICRIN MODEL #	HEIGHT (X)	WIDTH (Y)	DEPTH (Z)
MTC6001EC 1 PHASE 200AMP	27.466"	9.803"	11.604"

6 GPS MOUNTING DETAIL
NOT TO SCALE

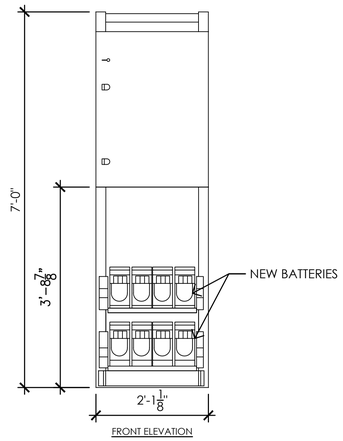
PROPOSED POWER PLANT RACK



FRONT ELEVATION

SIDE ELEVATION

PROPOSED BATTERY RACK

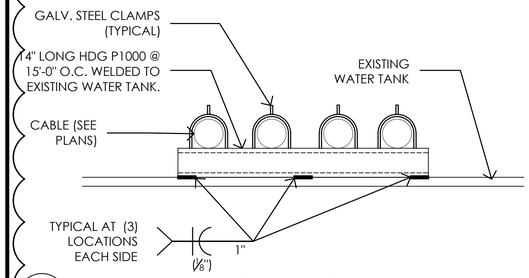


FRONT ELEVATION

3 INTERIOR POWER PLANT AND BATTERY RACKS
3/4" = 1'-0"

3 WELDING NOTES FOR WATER TANK:

1. WELDING PROCEDURES, WELDER CERTIFICATION, AND WELDING OPERATORS SHALL BE PER AWWA D100 SECTION A.8.2 & AWS D1.1.
2. PRIOR TO WELDING, WELDER SHALL VERIFY THAT CORROSION RESISTANCE OF EXTERIOR AND INTERIOR OF TANK CAN BE REPLACED/REPAIRED IN KIND.
3. PRIOR TO WELDING, VERIFY THE TANK CONTENTS ARE NON-COMBUSTIBLE AND THAT THE TANK IS NOT PRESSURIZED.
4. AT A MINIMUM, COLD GALVANIZE ALL WELDED COMPONENTS WITH A PREMIUM EXTERIOR PRIMER AND PAINT SUCH AS TNEMEC.



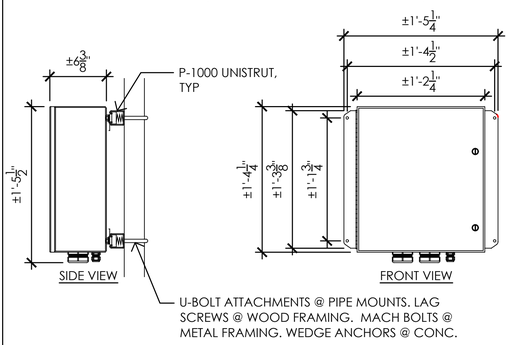
7 UNISTRUT CABLE MOUNTING DETAIL
3"= 1'-0"

RAYCAP DC6-48-60-0-1E FIBER DC POWER CONNECTION

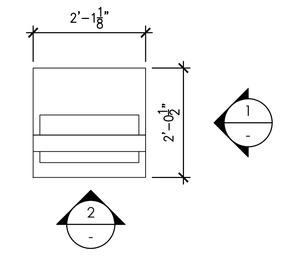
COLOR: LIGHT TAN

DIMENSIONS: 17.23" WIDE X 16.28" TALL X 6.33" DEEP

WIEGHT: +/- 35 LBS. (INCLUDING MOUNTING HARDWARE)

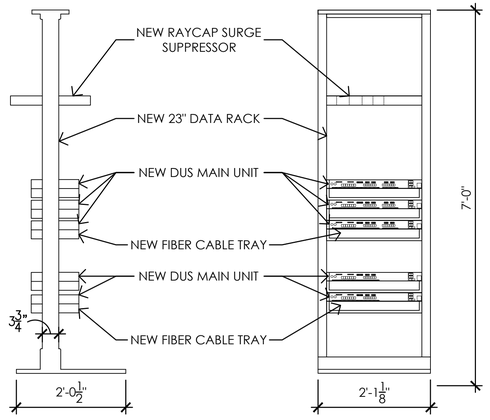


5 DC6 POWER CONNECTION
1-1/2"= 1'-0"



PROPOSED RADIO RACK

PROPOSED RADIO RACK

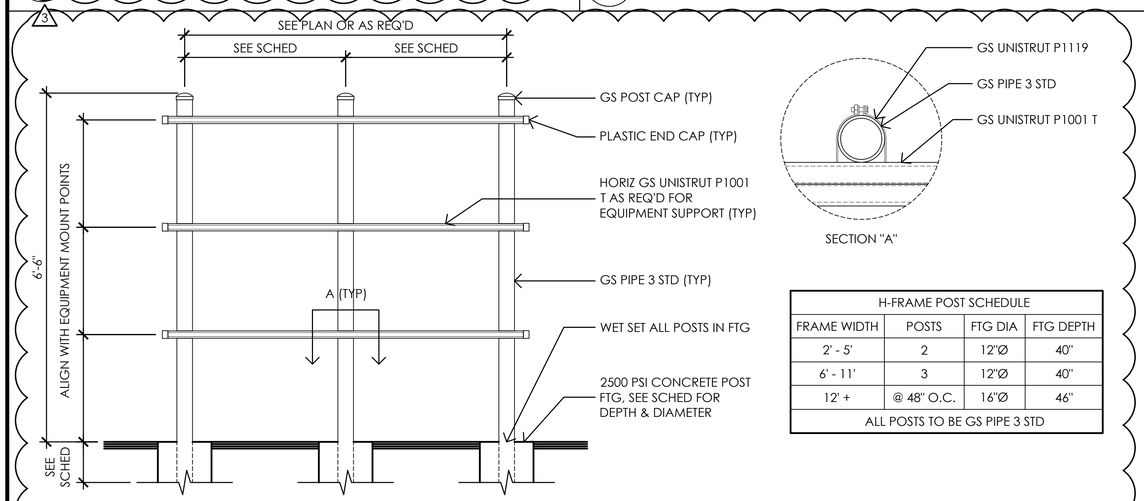


1. SIDE ELEVATION

2. FRONT ELEVATION

2 INTERIOR RADIO RACK
3/4" = 1'-0"

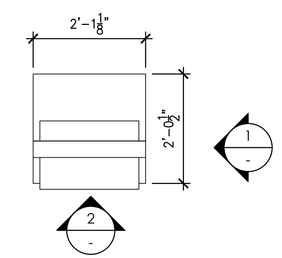
3



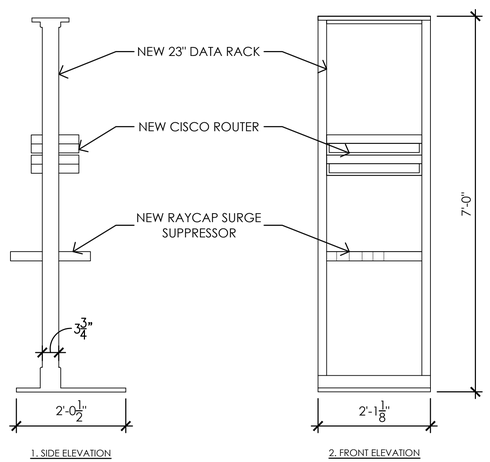
H-FRAME POST SCHEDULE			
FRAME WIDTH	POSTS	FTG DIA	FTG DEPTH
2' - 5'	2	12"Ø	40"
6' - 11'	3	12"Ø	40"
12' +	@ 48" O.C.	16"Ø	46"
ALL POSTS TO BE GS PIPE 3 STD			

4 TYPICAL EQUIPMENT H-FRAME
3/4" = 1'-0"

PROPOSED TRANSPORT RACK



PROPOSED TRANSPORT RACK



1. SIDE ELEVATION

2. FRONT ELEVATION

1 INTERIOR TRANSPORT RACK
3/4" = 1'-0"

Issued For:

CVL01150
COLUMBUS ST. & RIVERSIDE

716 COLUMBIA STREET
MADERA, CA. 93638

PREPARED FOR

at&t

2600 Camino Ramon
San Ramon, California 94583

Vendor:

COMPLETE Wireless Consulting, Inc.

AT&T SITE NO:	CVL01150
PROJECT NO:	162.2188
DRAWN BY:	MWS
CHECKED BY:	SST

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	07/12/18	100% ZD REV 2
	06/15/18	100% ZD REV 1
	05/22/18	100% ZD
	04/27/18	90% ZD

Licensee:

LICENSED ARCHITECT MANUEL S. TSIHLAS No. C-28021 Exp. 08-19 STATE OF CALIFORNIA

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Architect:

MST ARCHITECTS

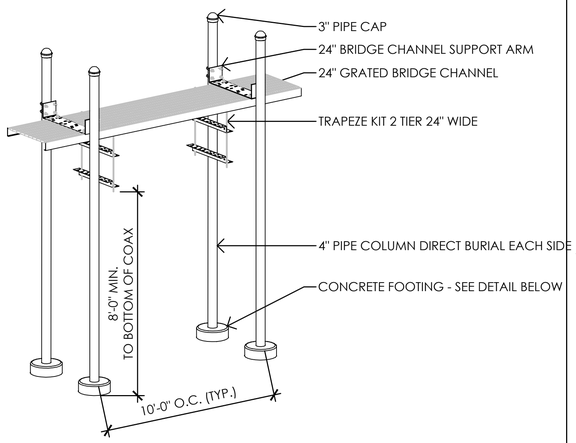
1520 River Park Drive
Sacramento, California 95815

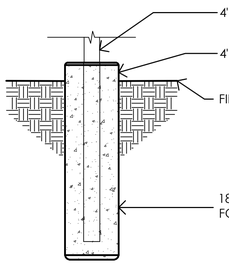
SHEET TITLE:
CONSTRUCTION DETAILS - EQUIPMENT

SHEET NUMBER:
A-5.0

3 NOT USED

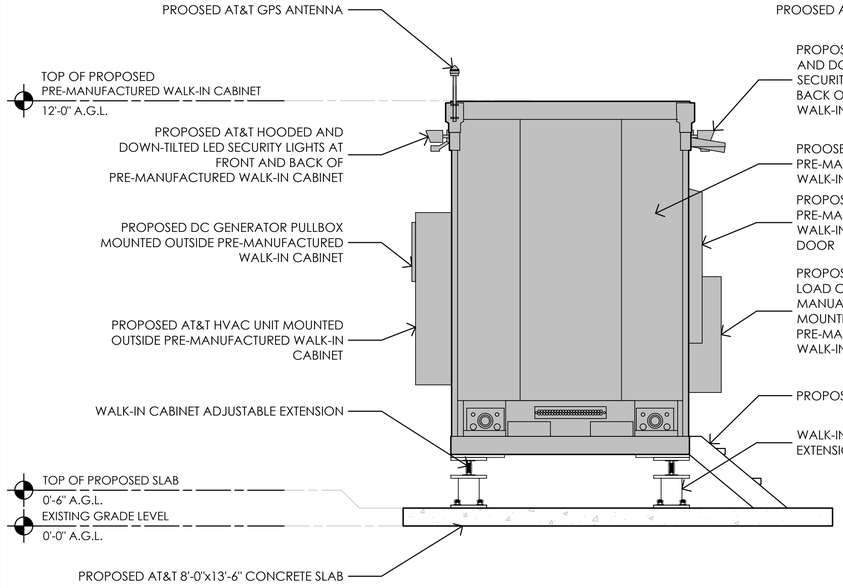
NOT TO SCALE



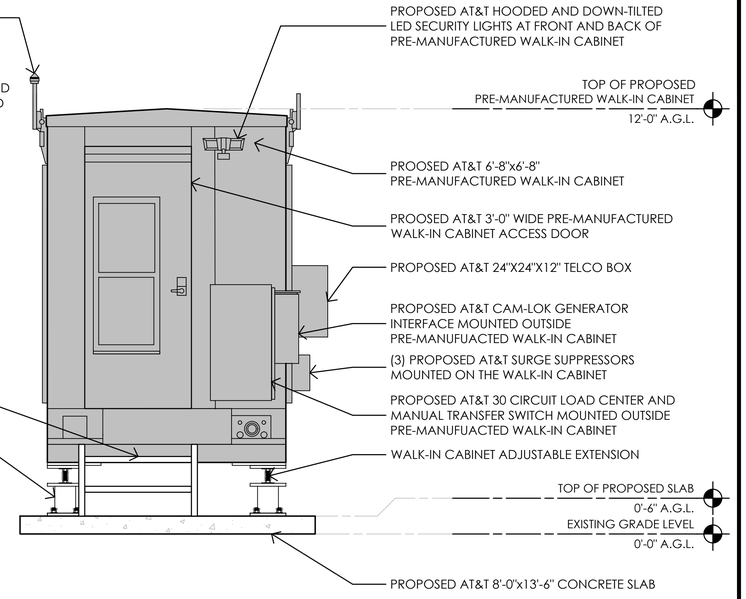


2 ICE BRIDGE DETAIL

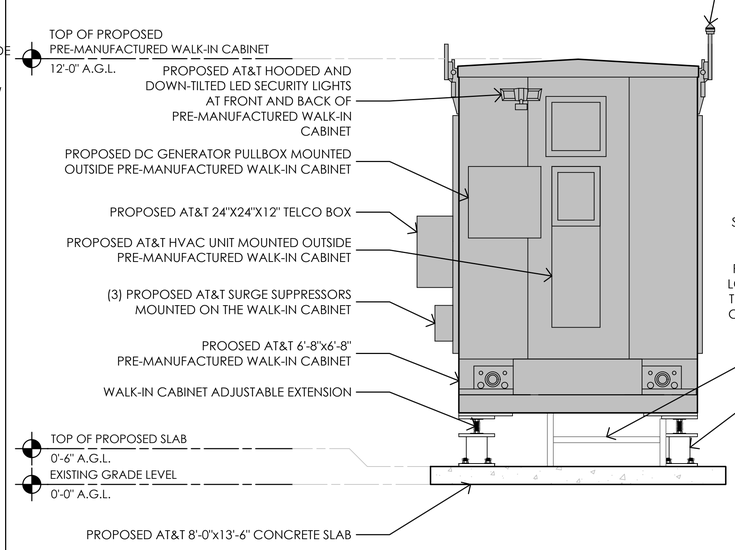
NONE



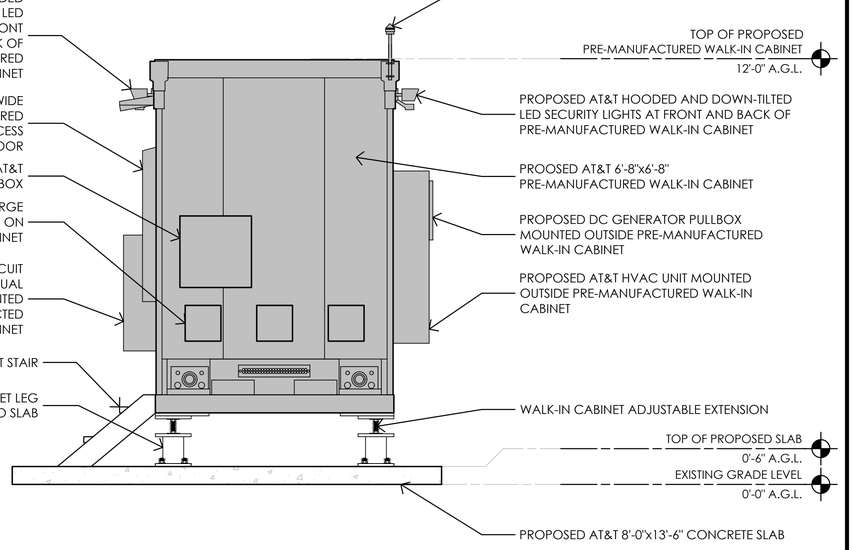
RIGHT ELEVATION



FRONT ELEVATION



REAR ELEVATION



LEFT ELEVATION

1 PRE-MANUFACTURED PRE-MANUFACTURED WALK-IN CABINET ELEVATIONS

1/2" = 1'-0"

Issued For:

CVL01150
COLUMBUS ST. & RIVERSIDE

716 COLUMBIA STREET
MADERA, CA. 93638

PREPARED FOR

at&t

2600 Camino Ramon
San Ramon, California 94583

Vendor:

COMPLETE Wireless Consulting, Inc.

AT&T SITE NO:	CVL01150
PROJECT NO:	162.2188
DRAWN BY:	MWS
CHECKED BY:	SVT

REV	DATE	DESCRIPTION
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	08/07/18	90% CD
	07/12/18	100% ZD REV 2
	06/15/18	100% ZD REV 1
	05/22/18	100% ZD
	04/27/18	90% ZD

Licensee:

LICENSED ARCHITECT
MANUEL S. TSIHLAS
No. C-28021
Exp. 08-19
STATE OF CALIFORNIA

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.

Architect:

MST ARCHITECTS

1520 River Park Drive
Sacramento, California 95815

SHEET TITLE:

CONSTRUCTION DETAILS - EQUIPMENT

SHEET NUMBER:

A-5.1

8220-100 series
Rugged Power

POLAR POWER INC.
Prime Power DC Generator Set

Founded in 1979 Polar Power specialized in solar photovoltaic systems, solar air conditioning and refrigeration. We developed and provided photovoltaic charging controls for telecommunications in the 1980s along with DC generators for the military. In 1994 we were first to provide DC generators with remote control and monitoring to the telecommunications industry.
Polar's success is based on engineering generators to meet the very specific needs of each application. Telecom site optimization is best met with the DC generator technology as the loads and batteries are DC. It makes no sense to install an AC generator and convert the output to DC. The AC generators are designed for a wide range of applications and they are not specifically produced for telecom applications so there are issues with reliability, space, and fuel efficiency.
Polar can save you considerable time and cost in permitting, installing, purchasing, and maintaining a backup generator. We reduce CAPEX and OPEX costs while improving backup reliability.

Intertek 4003706
Conforms to UL STD 2200
Certified to CSA STD C22.2 No. 100

Meets EPA Emission Regulations
CA/MA Emissions Compliant

2 year standard warranty

Model Numbers:

8220-100-D-6 - Diesel 6 kW -48 VDC
8220-100-D-10 - Diesel 10 kW -48 VDC
8220-100-D-15 - Diesel 15 kW -48 VDC

The concepts and features behind Polar's Hybrid application generator for telecommunications include:

SMALL FOOTPRINT. Polar's DC generator is considerably smaller in size than an AC generator. You can now backup sites that could not accommodate an AC generator. Smaller also means less cost for space leasing.

LOW MAINTENANCE. Due to oversized oil sump, and oil/fuel filtration system.

LOW ACOUSTIC NOISE. <62 dBA @ 7 meters for diesel, and low vibration so as not to disturb the local residents or building landlords.

LIGHTWEIGHT. Up to 1/3 the weight of a comparable AC generator.

CORROSION RESISTANT. All-aluminum enclosure with stainless hardware for low maintenance, and long service life.

FUEL EFFICIENT. Up to 85% fuel savings due to smaller engine displacement, high efficiency alternator, and variable speed operation.

RODENT RESISTANT. Small animals can quickly destroy a generator set by gnawing on wires, fuel lines, radiator hoses, etc. Cooling air inlets and outlets have perforated aluminum screens to keep small rodents and large insects out. Stainless steel wire braid is placed over fuel and radiator lines to prevent damage.

SUPERCAPACITOR STARTER. Failure to start is the number one problem plaguing generator reliability and typically this is caused by a bad starting battery. Polar unique design has replaced the starting battery with a Super Capacitor. Capacitors are more reliable and last longer than batteries (10-15 year life).

LONG LIFE. Controls and wire harnesses are designed to exceed a 20 year life. Higher grade, longer life electrical wire (UL 3173), weather tight connectors, gold plated connector pins on signal circuits. No transfer switches are required.

ADVANCED MONITORING. Remote diagnostics, control, and monitoring. Ethernet and RS232 standard, with optional SNMP.

POLAR POWER INC.
application and engineering data

COMPARING THE COST OF AC vs DC

	AC	DC
Transfer switch required	Yes	No
Rectifier	Yes	No
Permitting costs	$$	$
Shipping to site and installation cost	$$	$
Site preparation/reinforcing structures	$$$	$
Ethernet/RS232 remote control and monitoring	Extra	Standard

PERMITTING IS FACILITATED

- Small engine horsepower
- DC generator is fully isolated from the utility grid
- Low acoustic noise
- Incorporates all requirements made by local Fire Marshals

8220 ALTERNATOR FEATURES

- No mechanical adjustments
- Very lightweight
- High quality electrical output
- Voltage and current regulation
- Up to 94% efficiency
- -40° to 70° C operational range
- Class 220 C insulation
- Anodized type III process for aluminum parts
- Nickel plating for steel parts
- Stator is varnished

8220 ALTERNATOR SPECIFICATIONS

Type	Permanent Magnets, NdFeB
Weight (lb/kg)	46.5/21
Regulation Type	Variable engine speed operation over 500 RPM range
Stator	3 phase/32 poles
Overcurrent Protection (A)	10 kW - 250 15 kW - 350
Disconnect Means	Fused Disconnect, sized for each generator size.
Voltage Range (VDC)	44 to 62
Alternator Exhaust Flow (cfm/cmm)	130 to 180 or 3.68 to 5.1
MTBF (hr)	100,000+

STARTER SUPERCAPACITOR SPECIFICATIONS

Model	20-16-0001
Storage Rating (Farads)	500
Voltage (VDC)	13-14.4
Weight (lb/kg)	12.1/5.5
Operating Temperature (°C/°F)	-40 to 65 or -40 to 149
Service Life (year)	10 to 15

CHARGER SPECIFICATIONS

Model	00-10-0015
Input Voltage (VDC)	28.8 to 60
Output Voltage (VDC)	14 to 14.4
Recharge time from 0 VDC (min)	10
Recharge time from 8 VDC (min)	2
Weight (lb/kg)	2.2/1

ENCLOSURE

Model	88-25-0100
Type	Weather Protective
Materials	Marine Grade Aluminum
Door Hardware	Pad Locked with Removable Side Panels
Mounting	Secure Mounting Tabs

POLAR POWER INC.
application and engineering data

ENGINE SPECIFICATIONS: 6 - 10 KW DIESEL

Engine Model	Isuzu 3CA1 or Yanmar 3TNV74
Cylinders	3 In-line
Displacement (L)	0.993
Bore (in./mm)	2.91/74
Stroke (in./mm)	3.03/77
Intake Air System	Naturally Aspirated
Engine HP	18
Emissions Compliance	EPA and CARB Certified
Variable RPM	2300 to 2600

ENGINE SPECIFICATIONS: 15 KW DIESEL

Engine Model	Yanmar 3TNV88
Cylinders	3 In-line
Displacement (L)	1.642
Bore (in./mm)	3.4/88
Stroke (in./mm)	3.5/90
Intake Air System	Naturally Aspirated
Engine HP	24
Emissions Compliance	EPA and CARB Certified
Variable RPM	1500 to 1850

ENVIRONMENTAL

Operating Temperature (°C/°F)	-40 to 72 or -40 to 162
Operating Humidity %	100
Cold Start Aids	Glow Plugs

DIESEL FUEL SYSTEM

Type	Diesel
Fuel Pump Type	Electrical
Injector Type	Mechanical
Fuel Filtering	Paper element

POWER ADJUSTMENT FOR AMBIENT CONDITIONS

Temperature Deration	1% derate for every 5.6 °C (10 °F) above 25 °C (77 °F)
Altitude Deration	3% derate for every 300 m (1000 ft) above 91 m (300 ft)

WEIGHTS AND DIMENSIONS

	6 - 10 kW Diesel	15 kW Diesel
Dry Weight (lb/kg)	665/302	759/345
Dimensions (LxWxH) (in/cm)	54 x 38 x 38/137 x 97 x 97	

ENGINE LUBRICATION SYSTEM

Oil Filter Type	Full flow spin-on canister
Oil Capacity	2.8 L - 3CA1/3TNV74 14 L (optional) - 3CA1/3TNV74 6.7 L - 3TNV88
Oil Pressure Switch	Yes
Oil Pressure Transducer	Optional

ENGINE COOLING SYSTEM

Type	Pressurized Aluminum Radiator
Water Pump	Belt-driven, Pre-lubed, self-sealing
Fan Type	12 V Electric Fans
Fan Quantity	6
CFM	1300
M³/hr.	2200
Fan Mode	Pusher
Temperature Switch	Yes

DIESEL ENGINE FUEL CONSUMPTION

	Output (kW)	gal/hr	L/hr
3CA1/3TNV74	4	0.35	1.32
	5	0.44	1.66
	6	0.53	2
	7	0.615	2.33
	8	0.7	2.65
	9	0.79	2.99
	10	0.88	3.33
3TNV88	15	1.02	3.86

SOUND EMISSIONS

Contact us for current sound data.

POLAR POWER INC.
operating data

ENGINE COOLING

	6 - 10 kW	15 kW
System coolant capacity (gal/L)	2.2/8.3	
Maximum operation air temperature on radiator (°C/°F)	50/122	57/135
Maximum ambient temperature (°C/°F)	60/140	60/140

COMBUSTION REQUIREMENTS

	6 - 10 kW	15 kW
Flow at rated power (cfm/cmm)	47/1.34	68/1.92

EXHAUST

	6 - 10 kW	15 kW
Exhaust flow at rated output (cfm/cmm)	90/2.55	135/3.82
Exhaust temperature at rated output (°C/°F)	480/900	

CONTROLLER FEATURES

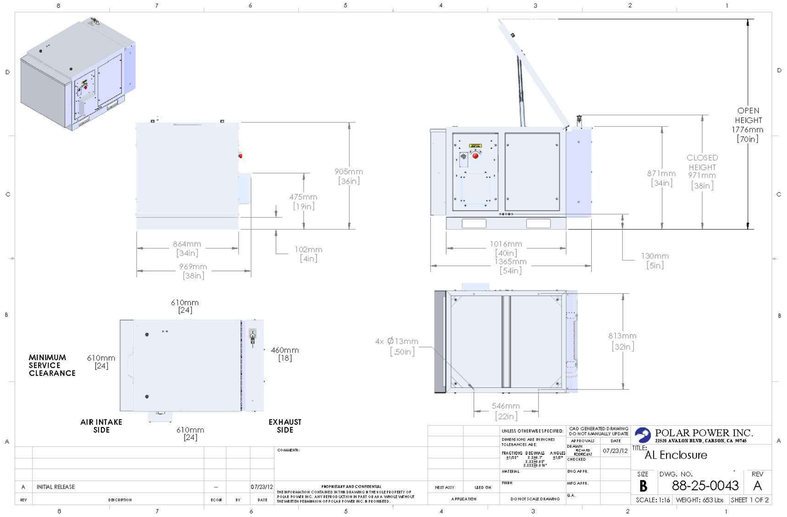
Controller Type.....Supra Model 250
4-Line Plain Text LCD Display.....Simple user interface for ease of operation
Engine Run Hours Indication.....Standard
Programmable Start Delay.....Standard
Run/Alarm/Maintenance Logs.....Standard
Engine Start Sequence.....Cyclic cranking: 5 sec on, 45 sec rest (3 attempts maximum)
Starter Supercapacitor Charger.....Standard
Automatic Voltage Regulation with Over and Under Voltage Protection.....Standard
Automatic Low Oil Pressure/High Oil Temperature Shutdown.....Standard
Overcrank/Overspeed.....Standard
Automatic High Engine Temperature Shutdown.....Standard
Field Upgradeable Firmware.....Standard
Glow Plug Delay.....Automatic With Temperature
Engine Start Delay.....Adjustable, Set at 60 sec
Return to Utility Delay.....Adjustable, Set at 60 sec
Engine Cooldown.....Adjustable, Set at 60 sec
Exerciser.....Programmable, weekly/bi-weekly

WARNING ALARMS

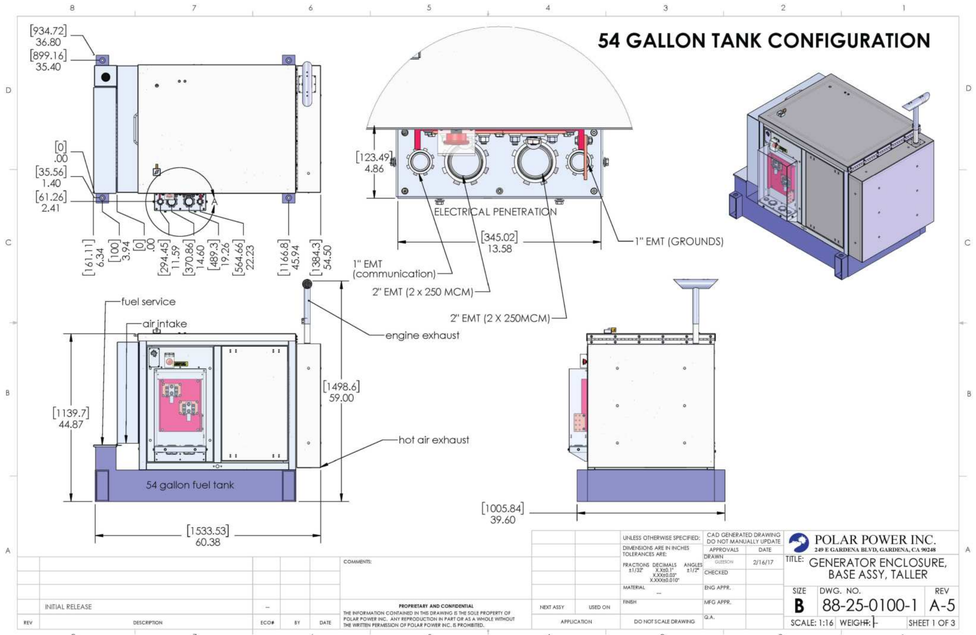
Low Diesel Fuel Level.....Standard
Diesel Fuel Tank Rapture Basin.....Standard
Low/High Supercapacitor Voltage.....Standard
High Water Temperature.....Standard
Low Oil Pressure.....Standard

CONTACT CLOSURE FOR REMOTE INDICATION

Shutdown Alarm.....Standard
Warning Alarm.....Standard
Engine Run.....Standard
Low Diesel Fuel Level.....Standard
Diesel Fuel Leak.....Standard
E-Stop Depressed.....Standard
Fuel Level Over 90%.....Standard



POLAR POWER INC.
installation layout



1 GENRATOR DETAILS
NONE

Issued For:
CVL01150
COLUMBUS ST. & RIVERSIDE
716 COLUMBIA STREET
MADERA, CA. 93638

PREPARED FOR
at&t
2600 Camino Ramon
San Ramon, California 94583

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	07/12/18	100% ZD REV 2
	06/15/18	100% ZD REV 1
	05/22/18	100% ZD
	04/27/18	90% ZD

Licensee:
LICENSED ARCHITECT MANUEL S. TSIRLAS No. C-28021 Exp. 08-19 STATE OF CALIFORNIA

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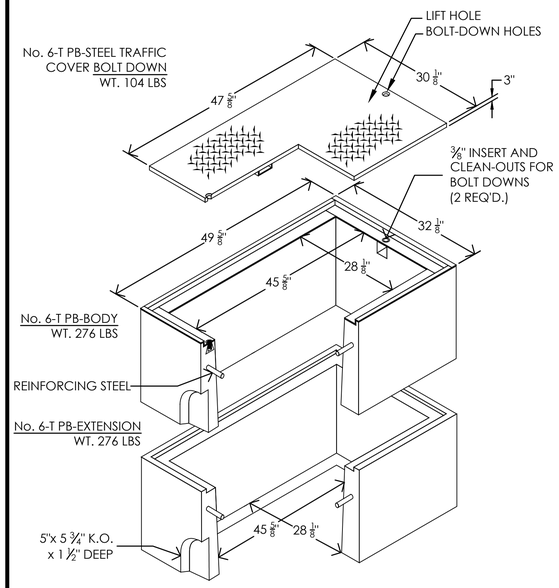
Architect:
MST ARCHITECTS
1520 River Park Drive
Sacramento, California 95815

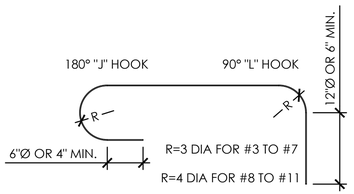
SHEET TITLE:
CONSTRUCTION DETAILS - GENERATOR

SHEET NUMBER:
A-5.2

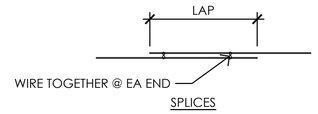


6 30"x48" TRAFFIC RATED PULLBOX (STATE SPEC 6-T)

1/4" = 1'-0"



STANDARD HOOKS

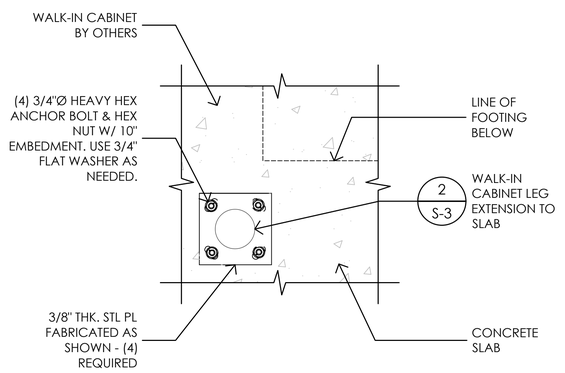


SPLICES

TYP LAP SPLICE		
BAR	CONC	MASONRY
#4	24"	26"
#5	30"	39"
#6	36"	47"
#7	48"	55"

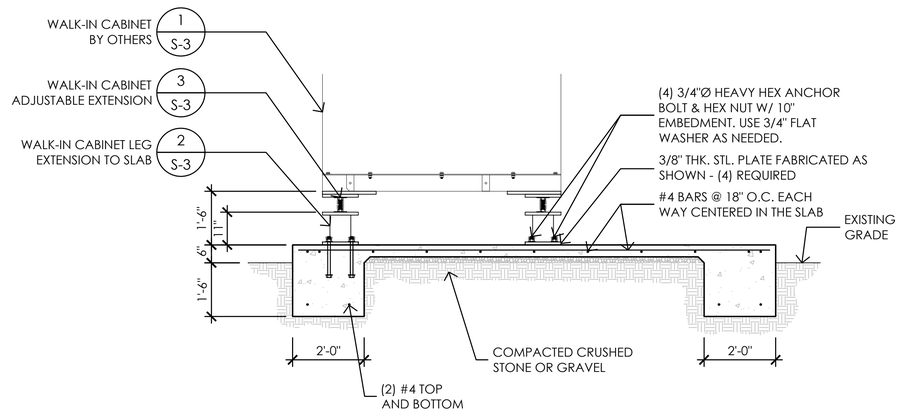
4 REINFORCING STEEL DATA

1/2" = 1'-0"



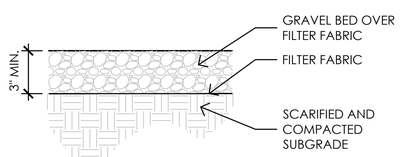
3 WALK-IN CABINET TO SLAB CONNECTION

1" = 1'-0"



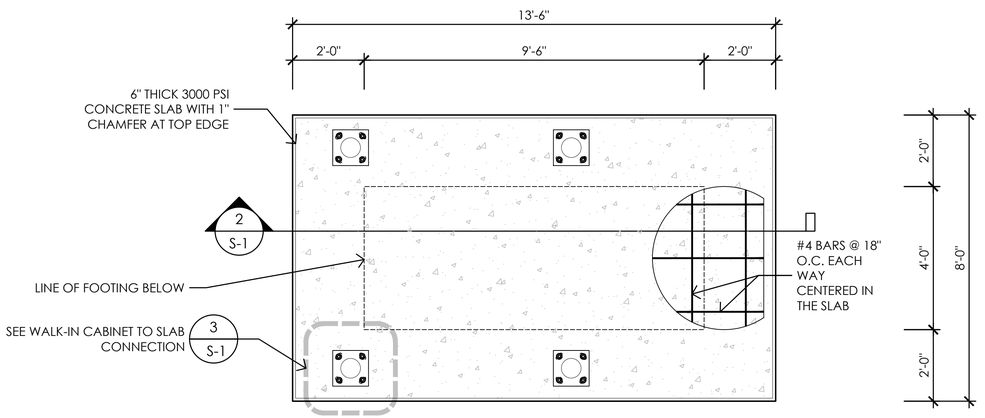
2 WALK-IN CABINET SLAB SECTION

1/2" = 1'-0"



5 GRAVEL DETAIL AT LEASE AREA

1-1/2"= 1'-0"



1 WALK-IN CABINET FOUNDATION PLAN

1/2" = 1'-0"

GENERAL NOTES:

1. ALL MATERIAL AND WORK SHALL CONFORM TO THE MINIMUM STANDARDS OF THE 2016 CALIFORNIA BUILDING CODE (OR 2015 INTERNATIONAL BUILDING CODE WHERE OCCURS), AND THE ADOPTED STANDARDS REFERENCED THEREIN; AS WELL AS OF ANY OTHER REGULATING AGENCIES HAVING AUTHORITY & JURISDICTION OVER ANY PORTION OF THE WORK; AND OF THESE STRUCTURAL NOTES AND SPECIFICATIONS.
2. ALL DRAWINGS SHALL BE CONSIDERED PART OF THE CONTRACT DOCUMENTS.
3. ANY WORK PERFORMED IN CONFLICT WITH THE CONTRACT DOCUMENTS OR ANY CODE REQUIREMENTS SHALL BE CORRECTED BY THE CONTRACTOR AT HIS OWN EXPENSE AND AT NO EXPENSE TO THE OWNER, ARCHITECT, OR ENGINEER OF RECORD.
4. THE CONTRACTOR SHALL VERIFY ALL DIMENSIONS, ELEVATIONS AND SITE CONDITIONS BEFORE STARTING WORK AND SHALL NOTIFY PSZE, INC - STRUCTURAL ENGINEERS, (PZSE, INC) OF ANY DISCREPANCIES.
5. ALL OMISSIONS AND CONFLICTS BETWEEN THE VARIOUS ELEMENTS OF THE WORKING DRAWINGS AND/OR SPECIFICATIONS SHALL BE BROUGHT TO THE ATTENTION OF PZSE, INC AND RESOLVED PRIOR TO PROCEEDING WITH WORK SO INVOLVED.
6. PROVIDE MANUFACTURER'S APPROVED PRODUCT EVALUATION REPORTS (ICC EVALUATION REPORTS) AND A LIST OF ALL PROPOSED SUBSTITUTIONS TO PZSE, INC FOR REVIEW AND WRITTEN APPROVAL BEFORE FABRICATION AND/OR INSTALLATION.
7. NEITHER THE OWNER NOR PZSE, INC WILL ENFORCE SAFETY MEASURES OR REGULATIONS. THE CONTRACTOR SHALL DESIGN, CONSTRUCT, AND MAINTAIN ALL SAFETY DEVICES INCLUDING SHORING AND BRACING, AND SHALL BE SOLELY RESPONSIBLE FOR CONFORMING TO ALL LOCAL, STATE AND FEDERAL SAFETY AND HEALTH STANDARDS, LAWS AND REGULATIONS. THE CONTRACT DRAWINGS AND SPECIFICATIONS REPRESENT THE FINISHED STRUCTURE AND DO NOT INDICATE METHODS, PROCEDURES OR SEQUENCE OF CONSTRUCTION. IF A LAWSUIT IS FILED BY ONE OF THE CONTRACTOR'S OR SUBCONTRACTOR'S EMPLOYEES, OR ANYONE ELSE, THE CONTRACTOR WILL INDEMNIFY, DEFEND AND HOLD THE OWNER AND PZSE, INC HARMLESS OF ANY AND ALL SUCH CLAIMS.
8. THE CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS TO MAINTAIN AND INSURE THE INTEGRITY OF THE STRUCTURE DURING CONSTRUCTION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO ASSURE THAT ALL STRUCTURAL ELEMENTS AND MEMBERS (ROOF, WALL, ETC) ARE ADEQUATELY BRACED DURING CONSTRUCTION. BRACING OF SUCH ELEMENTS AND MEMBERS SHALL REMAIN IN PLACE UNTIL THEY ARE PROPERLY SECURED.
9. SPECIFIC DETAILS OR NOTES SHALL PREVAIL OVER STANDARD NOTES ON THIS SHEET. WHERE CONSTRUCTION DETAILS ARE NOT SHOWN OR NOTED FOR ANY PART OF THE WORK, SUCH DETAILS SHALL BE THE SAME AS FOR SIMILAR WORK SHOWN ON THE DRAWINGS.
10. THE CONTRACTOR SHALL DETERMINE THE LOCATION OF THE UTILITY SERVICE IN THE AREA TO BE EXCAVATED PRIOR TO BEGINNING EXCAVATION.
11. NO PIPES, DUCTS, SLEEVES, CHASE ETC, SHALL BE PLACED IN SLABS, BEAMS, COLUMNS, WALLS, ETC, UNLESS SPECIFICALLY SHOWN OR NOTED. NOR SHALL ANY STRUCTURAL MEMBER BE CUT FOR PIPES, DUCTS, ETC, UNLESS SPECIFICALLY SHOWN. OBTAIN PRIOR WRITTEN APPROVAL FOR INSTALLATION OF ANY ADDITIONAL PIPES, DUCTS, ETC
12. SPECIFICATIONS AND DETAILING OF ALL WATERPROOFING AND DRAINAGE ITEMS, ALTHOUGH SOMETIMES INDICATED ON THE STRUCTURAL DRAWINGS FOR GENERAL INFORMATION PURPOSES, ARE SOLELY THE DESIGN RESPONSIBILITY OF OTHERS.
13. ALTERNATIVE PRODUCTS OF SIMILAR STRENGTH AND, NATURE, AND FORM FOR SPECIFIED ITEMS MAY BE SUBMITTED WITH ADEQUATE TECHNICAL DOCUMENTATION (TEST REPORTS, ICC EVALUATION REPORTS, ETC.) TO THE EOR FOR REVIEW. ALTERNATE MATERIALS THAT ARE SUBMITTED WITHOUT ADEQUATE TECHNICAL DOCUMENTATION OR THAT SIGNIFICANTLY DEVIATE FROM THE DESIGN INTENT MAY BE RETURNED WITHOUT REVIEW. ALTERNATES THAT REQUIRE SUBSTANTIAL EFFORT TO REVIEW SHALL REQUIRE APPROVAL FROM THE OWNER BEFORE REVIEW.
14. SHOP DRAWINGS, SPECIAL INSPECTIONS, AND MATERIAL SAMPLING & TESTING (WHEN REQUIRED) ARE SPECIFIED IN THESE STANDARD NOTES AND SPECIFICATIONS, AND THE SPECIAL INSPECTION TABLES.

REINFORCED CONCRETE NOTES:

1. DESIGN, FABRICATION AND ERECTION SHALL CONFORM TO THE SPECIFICATIONS AND STANDARDS OF THE AMERICAN CONCRETE INSTITUTE, BUILDING CODE REQUIREMENTS FOR STRUCTURAL CONCRETE, ACI 318-14.
2. CEMENT SHALL CONFORM TO ASTM C-150, TYPE II.
3. AGGREGATES SHALL CONFORM TO ASTM C-33 FOR NORMAL WEIGHT CONCRETE AND ASTM C-330 FOR LIGHT WEIGHT CONCRETE.
4. ANCHOR BOLTS SHALL CONFORM TO ASTM F1554 GRADE 36.
5. ALL REINFORCING STEEL, ANCHOR BOLTS, DOWELS AND OTHER INSERTS SHALL BE SECURED IN POSITION AND INSPECTED BY THE LOCAL BUILDING DEPARTMENT INSPECTOR PRIOR TO THE POURING OF ANY CONCRETE.
6. FINISHED SURFACES OF FLOOR SLABS SHALL NOT DEVIATE MORE THAN 1/8" FROM THE LOWER EDGE OF A 10 FOOT STRAIGHT EDGE.
7. CONCRETE SHALL MEET THE FOLLOWING DESIGN CRITERIA:

LOCATION	28 DAY COMP STRENGTH	MIN CEMENT	MAX AGGREGATE	MAX SLUMP
FOUNDATION	3000 psi	5.5 SACKS/ YD	1"	4"
NONSTRUCTURAL SLAB ON GRADE	3000 psi	5.0 SACKS/ YD SLAB ON GRADE	1"	4"

8. CONCRETE MIX TESTING AND DESIGN SHALL MEET THE REQUIREMENTS OF CHAPTER 26 OF ACI 318-14 AND SECTION 1904 OF THE 2016 CBC RESPECTIVELY, AND THESE SPECIFICATIONS.
9. ADMIXTURES SHALL BE REVIEWED BY PZSE, INC. CALCIUM CHLORIDE OR ADDED CHLORIDES ARE NOT PERMITTED.
10. DRY PACK SHALL BE 1 PART CEMENT AND 2 PARTS SAND BY VOLUME.
11. PROVIDE A 3/4" CHAMFER ON EXPOSED CORNERS.
12. CONSTRUCTION JOINTS SHALL BE ROUGHENED TO 1/4" AMPLITUDE MINIMUM OR KEYED JOINTS PER PLAN. WAIT 48 HOURS BETWEEN POURS.
13. CONCRETE CURING SHALL BE PER THE PROVISIONS OF CHAPTER 26 OF ACI 318-14.
14. ALL CONCRETE SHALL BE CONSOLIDATED WITH MECHANICAL VIBRATORS.

REINFORCING STEEL NOTES:

1. DESIGN, DETAILING, FABRICATION AND PLACEMENT OF STEEL REINFORCEMENT SHALL CONFORM TO THE SPECIFICATIONS AND STANDARDS OF ACI 318-14, TMS 402-13, TMS 602-13, AND AWS D1.4 AS APPLICABLE.
2. BAR REINFORCING SHALL CONFORM TO ASTM A615, GRADE 40.
3. ALL REINFORCING STEEL, ANCHOR BOLTS, HOLD-DOWN ANCHORS, DOWELS AND INSERTS SHALL BE WELL SECURED IN POSITION PRIOR TO PLACING CONCRETE OR GROUT.
4. REINFORCING STEEL SHALL BE PROVIDED WITH THE FOLLOWING AMOUNTS OF CONCRETE COVER UNLESS NOTED OTHERWISE:
   - CONCRETE CAST AGAINST EARTH ..... 3"
   - FORMED CONCRETE EXPOSED TO EARTH OR WEATHER:
     - NO. 5 OR SMALLER BARS ..... 1-1/2"
5. SPLICES:
   - SPLICES IN NO. 8 OR SMALLER BARS SHALL BE 45 BAR DIAMETERS. SPLICES IN ADJACENT BARS SHALL BE STAGGERED 5'-0".

Issued For:

CVL01150
COLUMBUS ST. & RIVERSIDE

716 COLUMBIA STREET
MADERA, CA. 93638

PREPARED FOR

at&t

2600 Camino Ramon
San Ramon, California 94583

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	08/07/18	90% CD
	07/12/18	100% ZD REV 2
	06/15/18	100% ZD REV 1
	05/22/18	100% ZD
	04/27/18	90% ZD

Licensee:

LICENSED ARCHITECT
MANUEL S. TSIHLAS
No. C-28021
Exp. 08-19
STATE OF CALIFORNIA

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Architect:

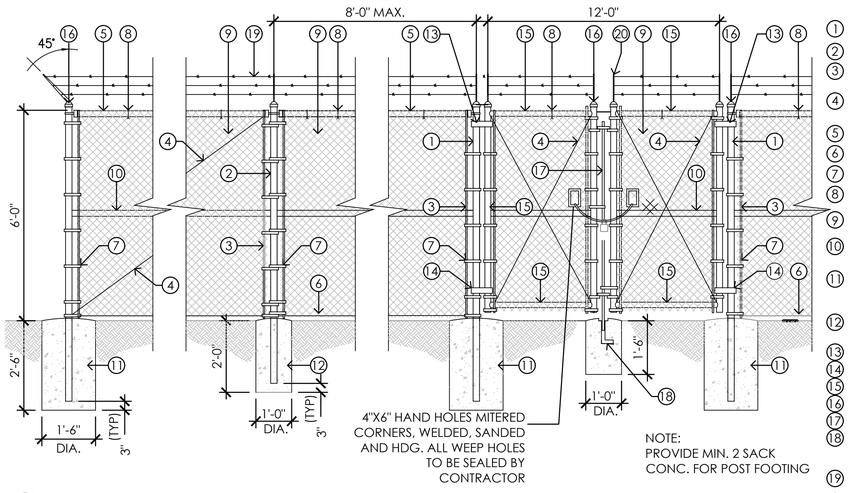
MST ARCHITECTS
1520 River Park Drive
Sacramento, California 95815

SHEET TITLE:

STRUCTURAL DETAILS

SHEET NUMBER:

S-1

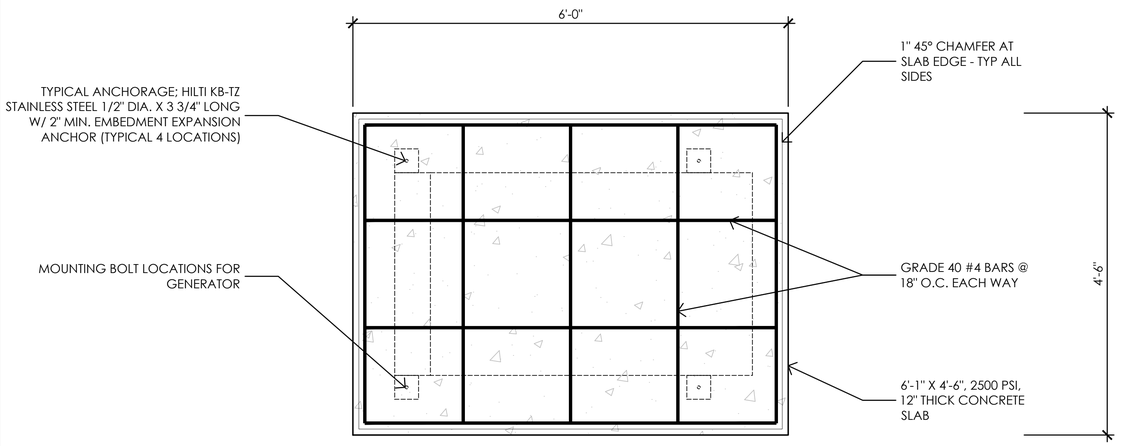


CONSTRUCTION NOTES

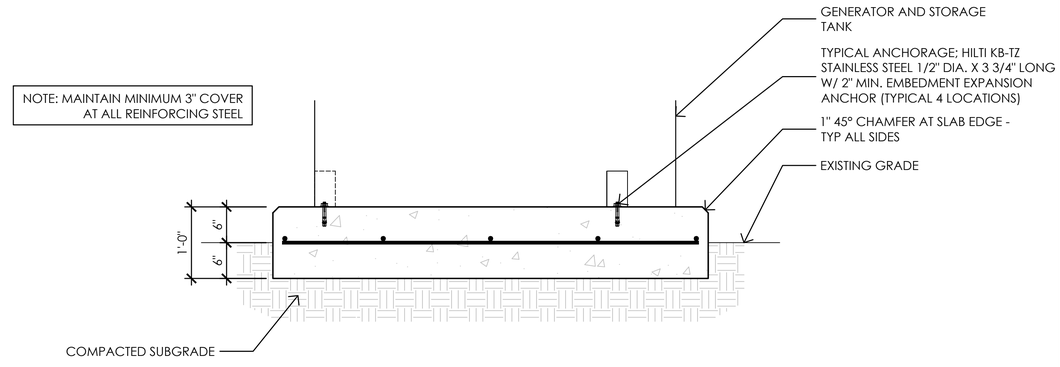
1. GATE, END OR CORNER POST, 3"Ø SCH. 40 PIPE (HDG) PIPE.
2. LINE POST, 2"Ø SCH. 40 (HDG) PIPE
3. TENSION BAR, 1/4" x 3/4" (HDG) 3/8" STEEL TRUSS ROD W/ TIGHTENER @ALL CORNERS, ANCHOR ENDS & GATE POST. ALL (HDG).
4. 1 1/4"Ø SCH. 40 (HDG) PIPE.
5. TENSION WIRE, 6 GA. GALV. COIL SPRING WIRE
6. 1/8" x 3/4" STRETCHER BANDS @ 12" O.C.
7. NO. 9 GA. TIE WIRE @ 14" O.C.
8. 2" x 2" MESH x 9 NO. 9 GA. GALV. CHAIN LINK FABRIC
9. 1 1/4" SCH. 40 (HDG) PIPE @ CORNER ANCHORS, & ENDS
10. CORNER AND GATE POST SHALL HAVE 18" RND. BY 30" DEEP CONC. FT'G. INTO NATIVE SOIL OR 90% COMPACTED SOIL.
11. LINE POST SHALL HAVE 12" BY 24" DEEP FT'G. INTO NATIVE SOIL OR 90% COMPACTED SOIL.
12. TOP HINGE PER MFR., TYP.
13. BOTTOM HINGE PER MFR., TYP.
14. WELD 2" ROUND GATE FRAME, TYP.
15. POST CAP(HDG), TYP.
16. FULL HEIGHT DROP BOLT GATE LOCK
17. MUSHROOM TYP. GATE ANCHOR TO PREVENT FREEZING CONC. BASE TO BE 12"Ø x 18" DEEP
18. GALV. BARBED WIRE 4-POINT x NO. 12 GA., 6" SPACING
19. EXTENSION EYE LOOP

2 TYPICAL CHAIN LINK FENCE DETAIL

1/2" = 1'-0"



SLAB PLAN VIEW



SLAB SECTION VIEW

1 GENERATOR SLAB

1" = 1'-0"

Issued For:

CVL01150
COLUMBUS ST. & RIVERSIDE

716 COLUMBIA STREET
MADERA, CA. 93638

PREPARED FOR

at&t

2600 Camino Ramon
San Ramon, California 94583

Vendor:

COMPLETE Wireless Consulting, Inc.

AT&T SITE NO:	CVL01150
PROJECT NO:	162.2188
DRAWN BY:	MWS
CHECKED BY:	SST

REV	DATE	DESCRIPTION
4	06/11/19	100% CD REV4
3	05/24/19	100% CD REV3
2	05/07/19	100% CD REV2
1	02/08/19	100% CD PC1
	11/29/18	100% CD
	08/07/18	90% CD
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Architect:

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1520 River Park Drive
Sacramento, California 95815

SHEET TITLE:

STRUCTURAL DETAILS

SHEET NUMBER:

S-2

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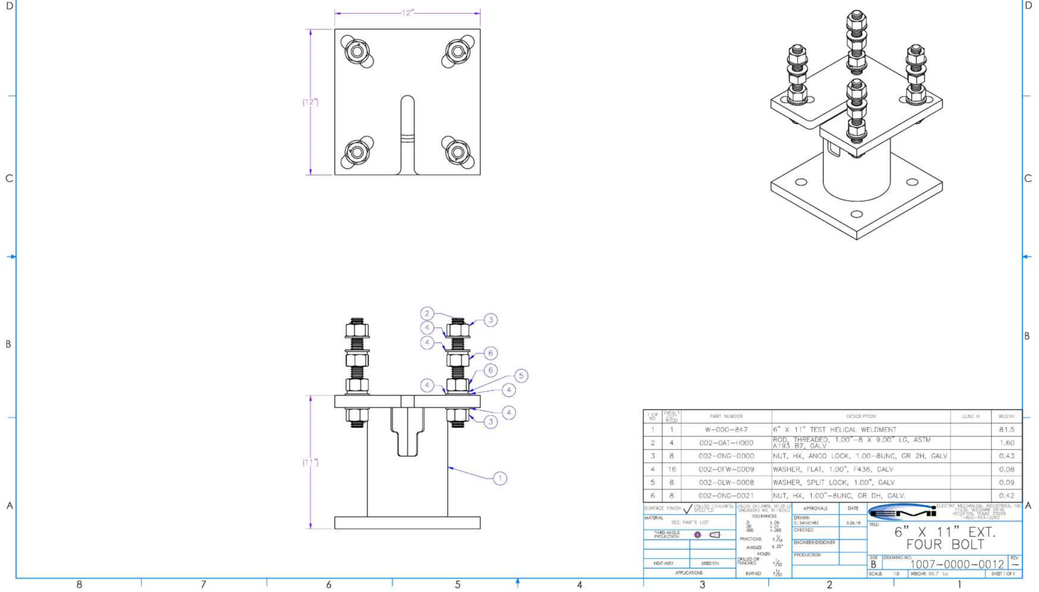

ITEM	QTY.	PART NUMBER	DESCRIPTION	WEIGHT
1	1	W-000-847	6" X 11" TEST HELICAL WELDMENT	81.5
2	4	002-0AT-H000	ROD, THREADED, 1.00"-8 X 9.00" LG, ASTM A193 B7, GALV	1.60
3	8	002-0NG-G000	NUT, HX, ANCO LOCK, 1.00-8UNC, GR 2H, GALV	0.43
4	16	002-0FW-G009	WASHER, FLAT, 1.00", F436, GALV	0.08
5	8	002-0LW-G008	WASHER, SPLIT LOCK, 1.00", GALV	0.09
6	8	002-0NG-G021	NUT, HX, 1.00"-8UNC, GR DH, GALV.	0.42

SURFACE FINISH: √ UNLESS OTHERWISE SPECIFIED | UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES | APPROVALS | DATE

MATERIAL: SEE PART'S LIST | TOLERANCES: FRACTIONS ± 1/64, ANGLES ± 30', ALL HOLES: LESS THAN 1.00 +.005 -.000, 1.00 AND OVER +.010 -.000, FINISHES √125 | DRAWN: G. SANCHEZ | CHECKED | ENGINEER/DESIGNER | PRODUCTION

THIRD ANGLE PROJECTION

NEXT ASSY | USED ON

APPLICATIONS

ELECTRO MECHANICAL INDUSTRIES, INC. 1-800-824-5050

TITLE: 6" X 11" EXT. FOUR BOLT

SIZE: B | DRAWING NO: 1007-0000-0012 | REV: —

SCALE: 1/8 | WEIGHT: 101.1 lbs | SHEET 1 OF 1

2 WALK-IN CABINET EXTENSION LEG DETAIL

NONE

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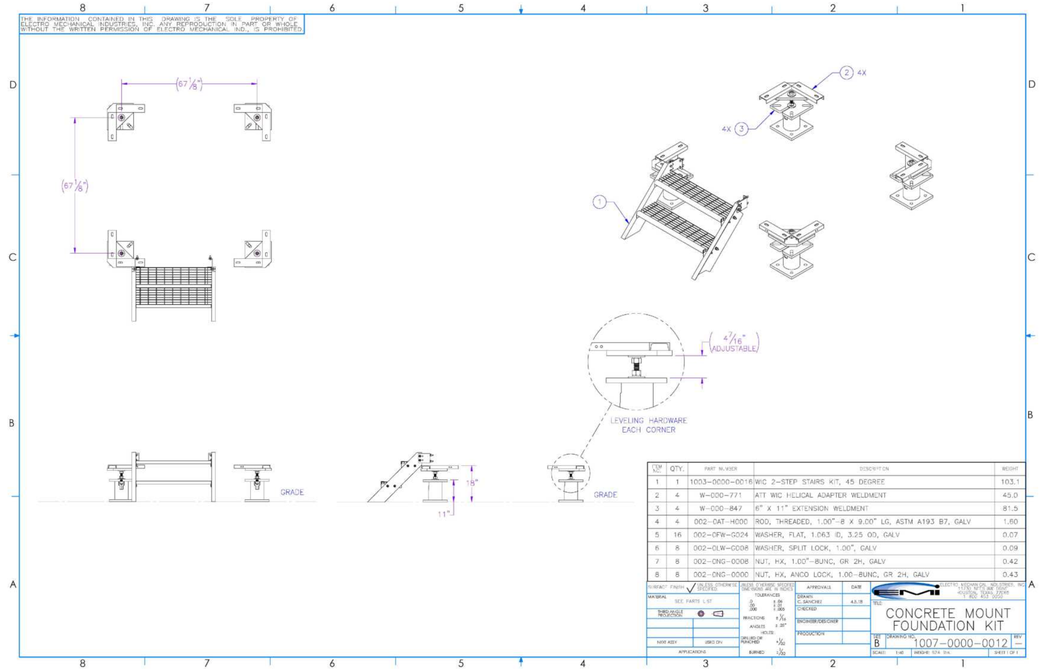

ITEM	QTY.	PART NUMBER	DESCRIPTION	WEIGHT
1	1	1003-0000-0018	WIC 2-STEP STAIRS KIT, 45 DEGREE	103.1
2	4	W-000-771	ATT WIC HELICAL ADAPTER WELDMENT	45.0
3	4	W-000-847	6" X 11" EXTENSION WELDMENT	81.5
4	4	002-0AT-H000	ROD, THREADED, 1.00"-8 X 9.00" LG, ASTM A193 B7, GALV	1.60
5	16	002-0FW-G024	WASHER, FLAT, 1.063 ID, 3.25 OD, GALV	0.07
6	8	002-0LW-G008	WASHER, SPLIT LOCK, 1.00", GALV	0.09
7	8	002-0NG-0008	NUT, HX, 1.00"-8UNC, GR 2H, GALV	0.42
8	8	002-0NG-0000	NUT, HX, ANCO LOCK, 1.00-8UNC, GR 2H, GALV	0.43

SURFACE FINISH: √ UNLESS OTHERWISE SPECIFIED | UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES | APPROVALS | DATE

MATERIAL: SEE PART'S LIST | TOLERANCES: FRACTIONS ± 1/64, ANGLES ± 30', HOLES: DRILLED OR PUNCHED ± 1/32, BURRED | DRAWN: G. SANCHEZ 4.5.18 | CHECKED | ENGINEER/DESIGNER | PRODUCTION

THIRD ANGLE PROJECTION

NEXT ASSY | USED ON

APPLICATIONS

ELECTRO MECHANICAL INDUSTRIES, INC. 1-800-824-5050

TITLE: CONCRETE MOUNT FOUNDATION KIT

SIZE: B | DRAWING NO: 1007-0000-0012 | REV: —

SCALE: 1/48 | WEIGHT: 574 lbs | SHEET 1 OF 1

3 WALK-IN CABINET STAIR AND EXTENSION TO SLAB DETAILS

NONE

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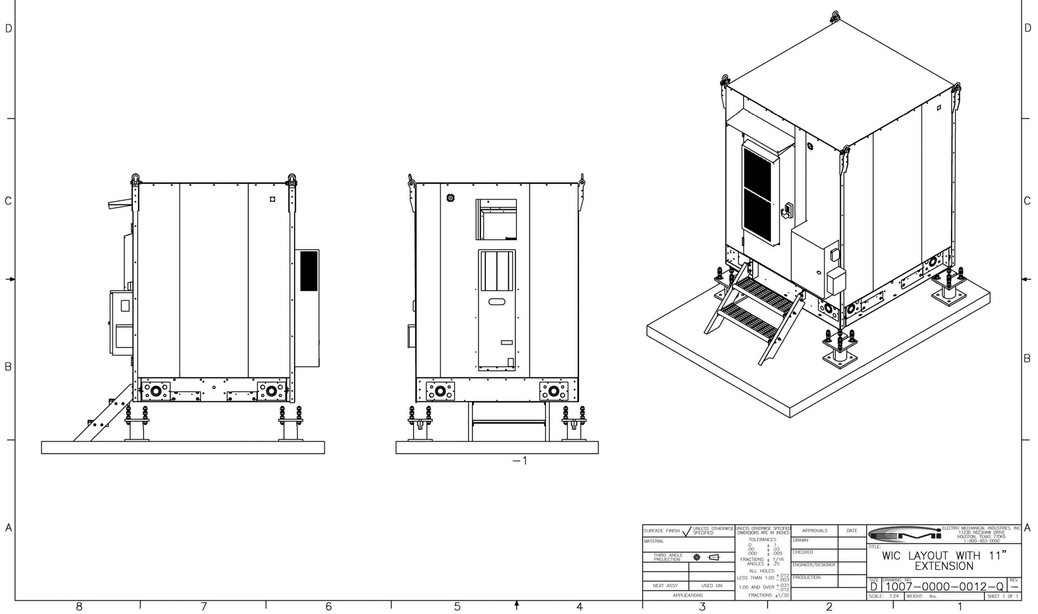
ZONE	REV.	DESCRIPTION	DATE	APPROVED



SURFACE FINISH: √ UNLESS OTHERWISE SPECIFIED | UNLESS OTHERWISE SPECIFIED DIMENSIONS ARE IN INCHES | APPROVALS | DATE

MATERIAL | TOLERANCES: FRACTIONS ± 1/64, ANGLES ± 30', ALL HOLES: LESS THAN 1.00 +.005 -.000, 1.00 AND OVER +.010 -.000, FINISHES √125 | DRAWN | CHECKED | ENGINEER/DESIGNER | PRODUCTION

THIRD ANGLE PROJECTION

NEXT ASSY | USED ON

APPLICATIONS

ELECTRO MECHANICAL INDUSTRIES, INC. 1-800-824-5050

TITLE: WIC LAYOUT WITH 11" EXTENSION

SIZE: D | DRAWING NO: 1007-0000-0012-Q | REV: —

SCALE: 1/24 | WEIGHT: lbs | SHEET 1 OF 1

1 WALK-IN CABINET ASSEMBLY

NONE

Issued For:

CVL01150
COLUMBUS ST. & RIVERSIDE

716 COLUMBIA STREET
MADERA, CA. 93638

PREPARED FOR

at&t

2600 Camino Ramon
San Ramon, California 94583

Vendor:

COMPLETE
Wireless Consulting, Inc.

AT&T SITE NO:	CVL01150
PROJECT NO:	162.2188
DRAWN BY:	MWS
CHECKED BY:	SST

REV	DATE	DESCRIPTION
4	06/11/19	100% CD REV4
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2	05/07/19	100% CD REV2
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Licensee:

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MANUEL S. TSIRLAS
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Exp. 08-19
STATE OF CALIFORNIA

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Architect:

MST ARCHITECTS
1520 River Park Drive
Sacramento, California 95815

SHEET TITLE:

STRUCTURAL DETAILS

SHEET NUMBER:

S-3

ELECTRICAL NOTES

GENERAL REQUIREMENTS:

1. ALL WORK AND MATERIALS SHALL BE IN ACCORDANCE WITH THE LATEST RULES AND REGULATIONS OF THE NATIONAL ELECTRICAL CODE AND ALL STATE AND LOCAL CODES. NOTHING IN THESE PLANS OR SPECIFICATIONS SHALL BE CONSTRUED AS TO PERMIT WORK NOT CONFORMING TO THE MOST STRINGENT OF THESE CODES. SHOULD CHANGES BE NECESSARY IN THE DRAWINGS OR SPECIFICATIONS TO MAKE THE WORK COMPLY WITH THESE REQUIREMENTS, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ARCHITECT IN WRITING AND CEASE WORK ON PARTS OF THE CONTRACT WHICH ARE AFFECTED.

2. THE CONTRACTOR SHALL MAKE A SITE VISIT PRIOR TO BIDDING AND CONSTRUCTION TO VERIFY ALL EXISTING CONDITIONS AND SHALL NOTIFY ARCHITECT IMMEDIATELY UPON DISCOVERY OF ANY DISCREPANCIES. THE CONTRACTOR ASSUMES ALL LIABILITY FOR FAILURE TO COMPLY WITH THIS PROVISION.

3. THE EXTENT OF THE WORK IS INDICATED BY THE DRAWINGS, SCHEDULES, AND SPECIFICATIONS AND IS SUBJECT TO THE TERMS AND CONDITIONS OF THE CONTRACT. THE WORK SHALL CONSIST OF FURNISHING ALL LABOR, EQUIPMENT, MATERIALS, AND SUPPLIES NECESSARY FOR A COMPLETE AND OPERATIONAL ELECTRICAL SYSTEM. THE WORK SHALL ALSO INCLUDE THE COMPLETION OF ALL ELECTRICAL WORK NOT MENTIONED OR SHOWN WHICH IS NECESSARY FOR SUCCESSFUL OPERATION OF ALL SYSTEMS.

4. THE CONTRACTOR SHALL PREPARE A BID FOR A COMPLETE AND OPERATIONAL SYSTEM, WHICH INCLUDES THE COST FOR MATERIAL AND LABOR.

5. WORKMANSHIP AND NEAT APPEARANCE SHALL BE AS IMPORTANT AS THE OPERATION. DEFECTIVE OR DAMAGED MATERIALS SHALL BE REPLACED OR REPAIRED PRIOR TO FINAL ACCEPTANCE IN A MANNER ACCEPTABLE TO OWNER AND ENGINEER.

6. COMPLETE THE ENTIRE INSTALLATION AS SOON AS THE PROGRESS OF THE WORK WILL PERMIT, ARRANGE ANY OUTAGE OF SERVICE WITH THE OWNER AND BUILDING MANAGER IN ADVANCE. MINIMIZE DOWNTIME ON THE BUILDING ELECTRICAL SYSTEM.

7. THE ENTIRE ELECTRICAL SYSTEM INSTALLED UNDER THIS CONTRACT SHALL BE DELIVERED IN PROPER WORKING ORDER. REPLACE, WITHOUT ADDITIONAL COST TO THE OWNER, ANY DEFECTIVE MATERIAL AND EQUIPMENT WITHIN ONE YEAR FROM THE DATE OF FINAL ACCEPTANCE.

8. ANY ERROR, OMISSION OR DESIGN DISCREPANCY ON THE DRAWINGS SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER FOR CLARIFICATION OR CORRECTION BEFORE CONSTRUCTION.

9. "PROVIDE" INDICATES THAT ALL ITEMS ARE TO BE FURNISHED, INSTALLED AND CONNECTED IN PLACE.

10. CONTRACTOR SHALL SECURE ALL NECESSARY BUILDING PERMITS AND PAY ALL REQUIRED FEES.

EQUIPMENT LOCATION:

1. THE DRAWINGS INDICATE DIAGRAMMATICALLY THE DESIRED LOCATIONS OR ARRANGEMENTS OF CONDUIT RUNS, OUTLETS, EQUIPMENT, ETC., AND ARE TO BE FOLLOWED AS CLOSELY AS POSSIBLE. PROPER JUDGEMENT MUST BE EXERCISED IN EXECUTING THE WORK SO AS TO SECURE THE BEST POSSIBLE INSTALLATION IN THE AVAILABLE SPACE LIMITATIONS OR INTERFERENCE OF STRUCTURE CONDITIONS ENCOUNTERED.

2. IN THE EVENT CHANGES IN THE INDICATED LOCATIONS OR ARRANGEMENTS ARE NECESSARY, DUE TO FIELD CONDITIONS IN THE BUILDING CONSTRUCTION OR REARRANGEMENT OF FURNISHINGS OR EQUIPMENT, SUCH CHANGES SHALL BE MADE WITHOUT COST, PROVIDING THE CHANGE IS ORDERED BEFORE THE CONDUIT RUNS, ETC., AND WORK DIRECTLY CONNECTED TO THE SAME IS INSTALLED AND NO EXTRA MATERIALS ARE REQUIRED.

3. LIGHTING FIXTURES ARE SHOWN IN THEIR APPROXIMATE LOCATIONS ONLY. COORDINATE THE FIXTURE LOCATION WITH MECHANICAL EQUIPMENT TO AVOID INTERFERENCE.

4. COORDINATE THE WORK OF THIS SECTION WITH THAT OF ALL OTHER TRADES, WHERE CONFLICTS OCCUR, CONSULT WITH THE RESPECTIVE CONTRACTOR AND COME TO AGREEMENT AS TO CHANGES NECESSARY, OBTAIN WRITTEN ACCEPTANCE FROM ENGINEER FOR THE PROPOSED CHANGES BEFORE PROCEEDING.

SHOP DRAWINGS:

1. N/A UNLESS NOTED OTHERWISE.

SUBSTITUTIONS:

1. NO SUBSTITUTIONS ARE ALLOWED

TESTS:

1. BEFORE FINAL ACCEPTANCE OF WORK, THE CONTRACTOR SHALL INSURE THAT ALL EQUIPMENT, SYSTEMS, FIXTURES, ETC., ARE WORKING SATISFACTORILY AND TO THE INTENT OF THE DRAWINGS.

PERMITS:

1. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TAKING OUT AND PAYING FOR ALL REQUIRED PERMITS, INSPECTION AND EXAMINATION WITHOUT ADDITIONAL EXPENSE TO THE OWNER.

GROUNDING:

1. THE CONTRACTOR SHALL PROVIDE A COMPLETE, AND APPROVED GROUNDING SYSTEM INCLUDING ELECTRODES, ELECTRODE CONDUCTOR, BONDING CONDUCTORS, AND EQUIPMENT CONDUCTORS AS REQUIRED BY ARTICLE 250 OF THE NATIONAL ELECTRICAL CODE.

2. CONDUITS CONNECTED TO EQUIPMENT AND DEVICES SHALL BE METALLICALLY JOINED TOGETHER TO PROVIDE EFFECTIVE ELECTRICAL CONTINUITY.

3. FEEDERS AND BRANCH CIRCUIT WIRING INSTALLED IN A NONMETALLIC CONDUIT SHALL INCLUDE A CODE SIZED GROUNDING CONDUCTOR HAVING GREEN INSULATION. THE GROUND CONDUCTOR SHALL BE PROPERLY CONNECTED AT BOTH ENDS TO MAINTAIN ELECTRICAL CONTINUITY.

4. REFER TO GROUND BUS DETAILS. PROVIDE NEW GROUND SYSTEM COMPLETE WITH CONDUCTORS, GROUND ROD AND DESCRIBED TERMINATIONS.

5. ALL GROUNDING CONDUCTORS SHALL BE SOLID TINNED COPPER AND ANNEALED #2 UNLESS NOTED OTHERWISE.

6. ALL NON-DIRECT BURIED TELEPHONE EQUIPMENT GROUND CONDUCTORS SHALL BE #2 STRANDED THHN (GREEN) INSULATION.

7. ALL GROUND CONNECTIONS SHALL BE MADE WITH "HYGROUND" COMPRESSION SYSTEM BURNDY CONNECTORS EXCEPT WHERE NOTED OTHERWISE.

8. PAINT AT ALL GROUND CONNECTIONS SHALL BE REMOVED.

9. GROUNDING SYSTEM RESISTANCE SHALL NOT EXCEED 5 OHMS. IF THE RESISTANCE VALUE IS EXCEEDED, NOTIFY THE OWNER FOR FUTURE INSTRUCTION ON METHODS FOR REDUCING THE RESISTANCE VALUE. SUBMIT TEST REPORTS AND FURNISH TO SMART SMR ONE COMPLETE SET OF PRINTS SHOWING "INSTALLED WORK".

UTILITY SERVICE:

1. TELEPHONE AND ELECTRICAL METERING FACILITIES SHALL CONFORM TO THE REQUIREMENTS OF THE SERVING UTILITY COMPANIES. CONTRACTOR SHALL VERIFY SERVICE LOCATIONS AND REQUIREMENTS. SERVICE INFORMATION WILL BE FURNISHED BY THE SERVING UTILITIES.

2. CONFORM TO ALL REQUIREMENTS OF THE SERVING UTILITY COMPANIES.

PRODUCTS:

1. ALL MATERIALS SHALL BE NEW, CONFORMING WITH NEC, ANSI, NEMA, AND THEY SHALL BE U.L. LISTED AND LABELED.

2. CONDUIT:
   A) RIGID CONDUIT SHALL BE U.L. LABEL GALVANIZED ZINC COATED WITH ZINC INTERIOR AND SHALL BE USED WHEN INSTALLED IN OR UNDER CONCRETE SLABS, IN CONTACT WITH THE EARTH, UNDER PUBLIC ROADWAYS, IN MASONRY WALLS OR EXPOSED ON BUILDING EXTERIOR. RIGID CONDUIT IN CONTACT WITH EARTH SHALL BE 1/2 LAPPED WRAPPED WITH HUNTS WRAP PROCESS NO. 3.

   B) ELECTRICAL METALLIC TUBING SHALL U.L. LABEL, FITTINGS SHALL BE COMPRESSION TYPE. EMT SHALL BE USED ONLY FOR INTERIOR RUNS.

   C) FLEXIBLE METALLIC CONDUIT SHALL HAVE U.L. LISTED LABEL AND MAY BE USED WHERE PERMITTED BY CODE. FITTINGS SHALL BE "JAKE" OR "SQUEEZE" TYPE. SEAL TIGHT FLEXIBLE CONDUIT. ALL CONDUIT EXCESS OF SIX FEET IN LENGTH SHALL HAVE FULL SIZE GROUND WIRE.

   D) CONDUIT RUNS MAY BE SURFACE MOUNTED IN CEILING OR WALLS UNLESS INDICATED OTHERWISE. CONDUIT INDICATED SHALL RUN PARALLEL OR AT RIGHT ANGLES TO CEILING, FLOOR OR BEAMS. VERIFY EXACT ROUTING OF ALL EXPOSED CONDUIT WITH ARCHITECT PRIOR TO INSTALLING.

   E) ALL UNDERGROUND CONDUITS SHALL BE PVC SCHEDULE 40 (UNLESS NOTED OTHERWISE) AT A MINIMUM DEPTH OF 24" BELOW GRADE

   F) ALL CONDUIT ONLY (C.O.) SHALL HAVE PULL ROPE.

   G) CONDUITS RUN ON ROOFS SHALL BE INSTALLED ON 4x4 REDWOOD SLEEPERS, 6'-0" ON CENTER, SET IN NON-HARDENING MASTIC.

3. ALL WIRE AND CABLE SHALL BE COPPER, 600 VOLT, #12 AWG MINIMUM UNLESS SPECIFICALLY NOTED OTHERWISE ON THE DRAWINGS. CONDUCTORS #10 AWG AND SMALLER SHALL BE SOLID. CONDUCTORS #8 AWG AND LARGER SHALL BE STRANDED. TYPE THHN INSULATION USED UNLESS CONDUCTORS INSTALLED IN CONDUIT EXPOSED TO WEATHER, IN WHICH CASE TYPE THWN INSULATION SHALL BE USED.

4. PROVIDE GALVANIZED COATED STEEL BOXES AND ACCESSORIES SIZED PER CODE TO ACCOMMODATE ALL DEVICES AND WIRING.

5. DUPLEX RECEPTACLES SHALL BE SPECIFICATION GRADE WITH WHITE FINISH (UNLESS NOTED BY ENGINEER), 20 AMP, 125 VOLT, THREE WIRE GROUNDING TYPE, NEMA 5-20R. MOUNT RECEPTACLE AT +12" ABOVE FINISHED FLOOR UNLESS OTHERWISE INDICATED ON DRAWINGS OR IN DETAILS. WEATHERPROOF RECEPTACLES SHALL BE GROUND FAULT INTERRUPTER TYPE WITH SIERRA #WPD-8 LIFT COVERPLATES.

6. TOGGLE SWITCHES SHALL BE 20 AMP, 120 VOLT AC, SPECIFICATION GRADE WHITE (UNLESS NOTED OTHERWISE) FINISH, MOUNT SWITCHES AT +48" ABOVE FINISHED FLOOR.

7. PANELBOARDS SHALL BE DEAD FRONT SAFETY TYPE WITH ANTI-BURN SOLDERLESS COMPRESSION APPROVED FOR COPPER CONDUCTORS, COPPER BUS BARS, FULL SIZED NEUTRAL BUS, GROUND BUS AND EQUIPPED WITH QUICK-MAKE QUICK-BREAK BOLT-IN TYPE THERMAL MAGNETIC CIRCUIT BREAKERS. MOUNT TOP OF THE PANELBOARDS AT 6'-3" ABOVE FINISHED FLOOR. PROVIDE TYPE WRITTEN CIRCUIT DIRECTORY.

8. ALL CIRCUIT BREAKERS, MAGNETIC STARTERS AND OTHER ELECTRICAL EQUIPMENT SHALL HAVE AN INTERRUPTING RATING NOT LESS THAN MAXIMUM SHORT CIRCUIT CURRENT TO WHICH THEY MAY BE SUBJECTED.

9. GROUND RODS SHALL BE COPPER CLAD STEEL, 5/8" ROUND AND 10' LONG. COPPERWELD OR APPROVED EQUAL.

INSTALLATION:

1. PROVIDE SUPPORTING DEVICES FOR ALL ELECTRICAL EQUIPMENT, FIXTURES, BOXES, PANEL, ETC., SUPPORT LUMINARIES FROM UNDERSIDE OF STRUCTURAL CEILING. EQUIPMENT SHALL BE BRACED TO WITHSTAND HORIZONTAL FORCES IN ACCORDANCE WITH STATE AND LOCAL CODE REQUIREMENTS. PROVIDE PRIOR ALIGNMENT AND LEVELING OF ALL DEVICES AND FIXTURES.

2. CUTTING, PATCHING, CHASES, OPENINGS: PROVIDE LAYOUT IN ADVANCE TO ELIMINATE UNNECESSARY CUTTING OR DRILLING OF WALLS, FLOORS CEILINGS, AND ROOFS. ANY DAMAGE TO BUILDING STRUCTURE OR EQUIPMENT SHALL BE REPAIRED BY THE CONTRACTOR. OBTAIN PERMISSION FROM THE ENGINEER BEFORE CORING.

3. IN DRILLING HOLES INTO CONCRETE WHETHER FOR FASTENING OR ANCHORING PURPOSES, OR PENETRATIONS THROUGH THE FLOOR FOR CONDUIT RUNS, PIPE RUNS, ETC., IT MUST BE CLEARLY UNDERSTOOD THAT TENDONS AND/OR REINFORCING STEEL WILL NOT BE DRILLED INTO, CUT OR DAMAGED UNDER THE CIRCUMSTANCES.

4. LOCATION OF TENDONS AND/OR REINFORCING STEEL ARE NOT DEFINITELY KNOWN AND THEREFORE, MUST BE SEARCHED FOR BY APPROPRIATE METHODS AND EQUIPMENT VIA X-RAY OR OTHER DEVICES THAT CAN ACCURATELY LOCATE THE REINFORCING AND/OR STEEL TENDONS.

5. PENETRATIONS IN FIRE RATED WALLS SHALL BE FIRE STOPPED IN ACCORDANCE WITH THE REQUIREMENTS OF THE C.B.C.

PROJECT CLOSEOUT:

1. UPON COMPLETION OF WORK, CONDUCT CONTINUITY, SHORT CIRCUIT, AND FALL POTENTIAL GROUNDING TESTS FOR APPROVAL. SUBMIT TEST REPORTS TO PROJECT MANAGER. CLEAN PREMISES OF ALLS DEBRIS RESULTING FROM WORK AND LEAVE WORK IN A COMPLETE AND UNDAMAGED CONDITION.

2. PROVIDE PROJECT MANAGER WITH ONE SET OF COMPLETE ELECTRICAL "AS INSTALLED" DRAWINGS AT THE COMPLETION OF THE JOB, SHOWING ACTUAL DIMENSIONS, ROUTINGS AND CIRCUITS.

3. ALL BROCHURES, OPERATING MANUALS, CATALOG, SHOP DRAWINGS, ETC., SHALL BE TURNED OVER TO OWNER AT JOB COMPLETION.

GROUNDING NOTES:

1. ALL DETAILS ARE SHOWN IN GENERAL TERMS. ACTUAL GROUNDING INSTALLATION REQUIREMENTS AND CONSTRUCTION ACCORDING TO SITE CONDITIONS. AT&T'S GROUNDING SPECIFICATIONS NUMBER ATT-TP-76416 (CHAPTER 7), AND MANUFACTURER SPECIFICATION.

2. ALL GROUNDING CONDUCTORS: #2 AWG SOLID BARE TINNED COPPER WIRE UNLESS OTHERWISE NOTED.

3. GROUND BAR LOCATED IN BASE OF EQUIPMENT WILL BE PROVIDED, FURNISHED AND INSTALLED BY THE VENDOR.

4. ALL BELOW GRADE CONNECTIONS: EXOTHERMIC WELD TYPE. ABOVE GRADE CONNECTIONS: EXOTHERMIC WELD TYPE.

5. GROUND RING SHALL BE LOCATED A MINIMUM OF 24" BELOW GRADE OR 6" MINIMUM BELOW THE FROST LINE.

6. INSTALL GROUND CONDUCTORS AND GROUND ROD MINIMUM OF 1'-0" FROM EQUIPMENT CONCRETE SLAB, SPREAD FOOTING, OR FENCE.

7. EXOTHERMIC WELD GROUND CONNECTION TO FENCE POST: TREAT WITH A COLD GALVANIZED SPRAY.

8. GROUND BARS:
   A) EQUIPMENT GROUND BUS BAR (EGB) LOCATED AT THE BOTTOM OF ANTENNA POLE/MAST FOR MAKING GROUNDING JUMPER CONNECTIONS TO COAX FEEDER CABLES SHALL BE FURNISHED AND INSTALLED BY ELECTRICAL CONTRACTOR. JUMPERS (FURNISHED BY OWNERS) SHALL BE INSTALLED AND CONNECTED BY ELECTRICAL CONTRACTOR.

9. ALL GROUNDING INSTALLATIONS AND CONNECTIONS SHALL BE MADE BY ELECTRICAL CONTRACTOR.

10. OBSERVE N.E.C. AND LOCAL UTILITY REQUIREMENTS FOR ELECTRICAL SERVICE GROUNDING.

11. GROUNDING ATTACHMENT TO TOWER SHALL BE AS PER MANUFACTURER'S RECOMMENDATIONS OR AT GROUNDING POINTS PROVIDED (2 MINIMUM).

12. IF EQUIPMENT IS IN A C.L. FENCE ENCLOSURE, GROUND ONLY CORNER POSTS AND SUPPORT POSTS OF GATE. IF CHAIN LINK LID IS USED, THEN GROUND LID ALSO.

13. GROUNDING AT PPC CABINET SHALL BE VERTICALLY INSTALLED.

14. ALL GROUNDING FOR ANTENNAS SHALL BE CONNECTED SO THAT IT WILL BY-PASS MAIN BUSS BAR.

15. ALL EMT RUNS SHALL BE GROUNDED AND HAVE A BUSHING, NO PVC ABOVE GROUND.

16. USE SEPARATE HOLES FOR GROUNDING AT BUSS BAR. NO "DOUBLE-UP" OF LUGS.

17. POWER AND TELCO CABINETS SHALL BE GROUNDED (BONDED) TOGETHER.

18. NO LB'S ALLOWED ON GROUNDING.

19. PROVIDE STAINLESS STEEL CLAMP AND BRASS TAGS ON COAX AT ANTENNAS AND DOGHOUSE.

Issued For:

CVL01150
COLUMBUS ST. & RIVERSIDE

716 COLUMBIA STREET
MADERA, CA. 93638

PREPARED FOR

at&t

2600 Camino Ramon
San Ramon, California 94583

Vendor:

COMPLETE
Wireless Consulting, Inc.

AT&T SITE NO:	CVL01150
PROJECT NO:	162.2188
DRAWN BY:	MWS
CHECKED BY:	SST

REV	DATE	DESCRIPTION
4	06/11/19	100% CD REV4
3	05/24/19	100% CD REV3
2	05/07/19	100% CD REV2
1	02/08/19	100% CD PC1
	11/29/18	100% CD
	08/07/18	90% CD
	07/12/18	100% ZD REV 2
	06/15/18	100% ZD REV 1
	05/22/18	100% ZD
	04/27/18	90% ZD

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LICENSED ARCHITECT
MANUEL S. TSIHLAS
No. C-28021
Exp. 08-19
STATE OF CALIFORNIA

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Architect:

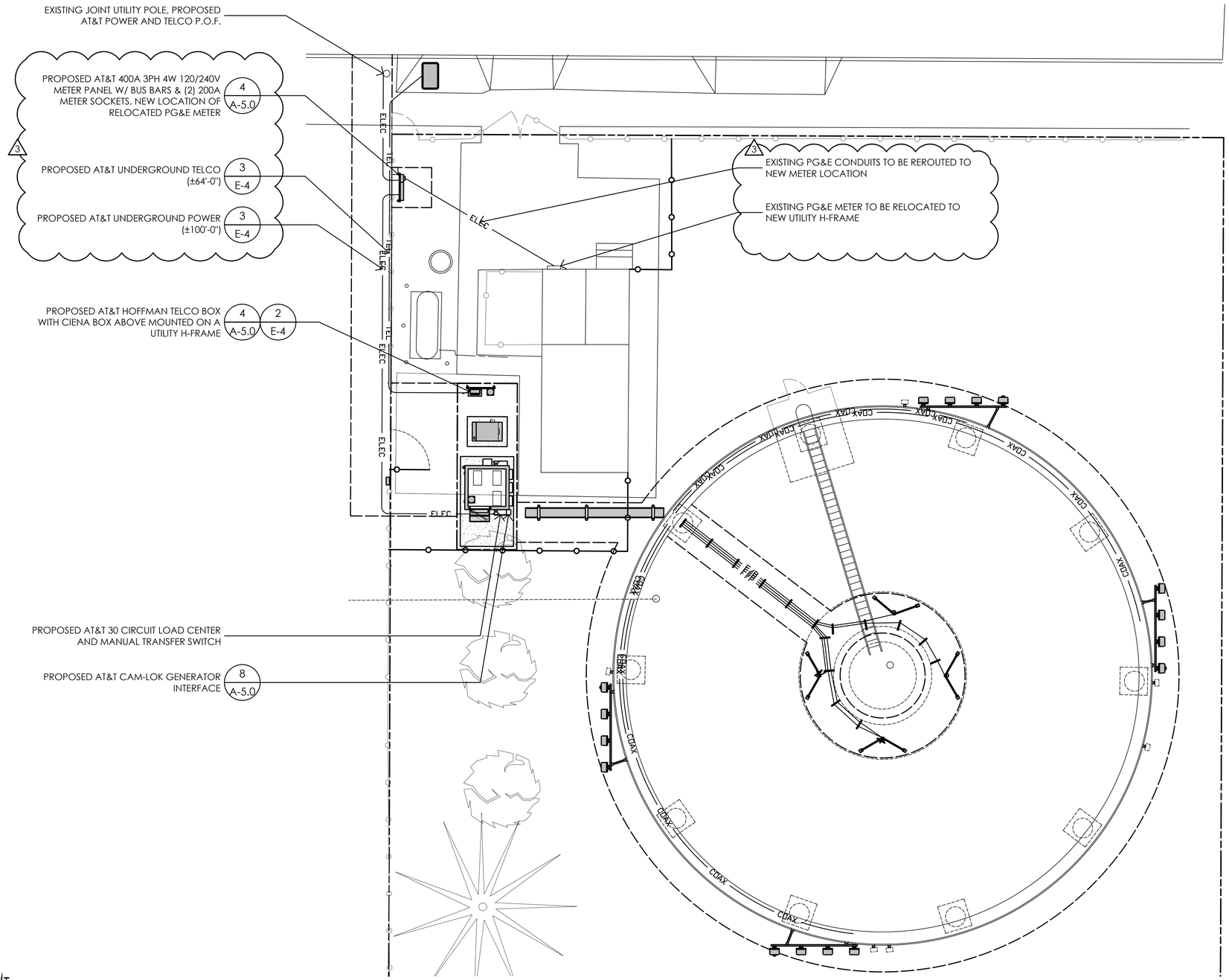
MST ARCHITECTS
1520 River Park Drive
Sacramento, California 95815

SHEET TITLE:

GENERAL ELECTRICAL NOTES

SHEET NUMBER:

E-1



PLAN NORTH

NORTH

1 UTILITY SITE PLAN

1/8" = 1'-0"

0' 2' 10' 20'

1/8" = 1'-0"

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Architect:

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1520 River Park Drive
Sacramento, California 95815

SHEET TITLE:

UTILITY SITE PLAN

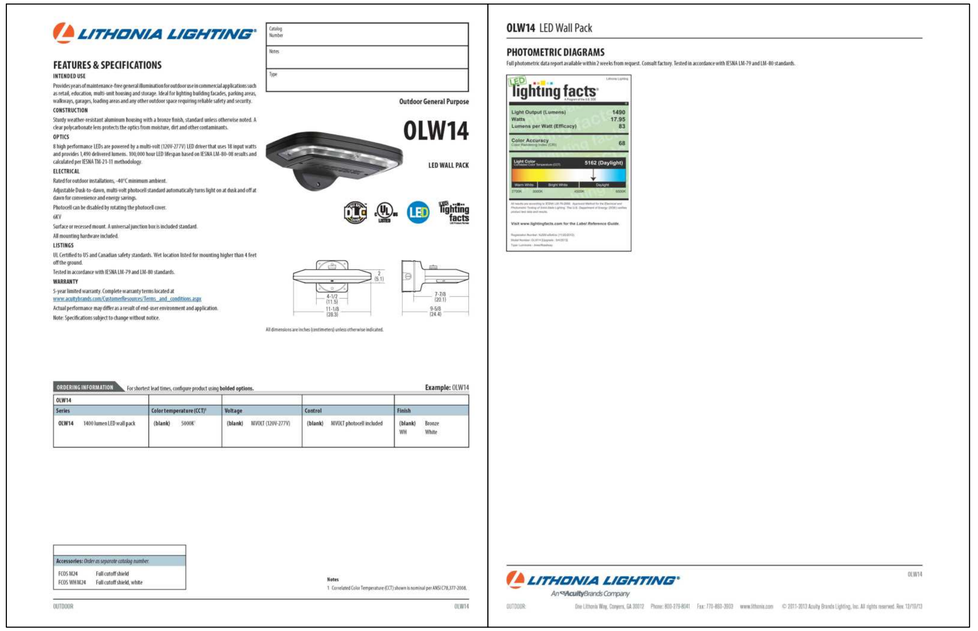
SHEET NUMBER:

E-2

ELECTRICAL INSTALLATION METHODS:

1. This installation shall comply with the currently adopted edition of the National Electrical Code and with utility company and local code requirements.
2. Install sufficient lengths of LFMC including all conduit fittings (nuts, reducing bushings, elbows, couplings, etc) necessary for connection from IMC or PVC conduit to the interior of the BTS cabinet.
3. Power, control and equipment ground wiring in tubing or conduit shall be single conductor (#14 AWG and larger), 600V, oil resistant THHN or THWN-2, Class B stranded copper cable rated for 90°C (wet and dry) operation; listed or labeled for the location and raceway system used.
4. Cut, coil and tape a 3 foot pigtail from end of LFMC for terminating by BTS equipment manufacturer.
5. Supplemental equipment ground wiring located indoors shall be single conductor (#6 AWG and larger), 600V, oil resistant THHN or THWN-2 green insulation, Class B stranded copper cable rated for 90°C (wet and dry) operation, listed or labeled for the location and raceway system used.
6. Supplemental equipment ground wiring located outdoors or below grade shall be single conductor #2 AWG solid, tinned, copper cable.
7. Power and control wiring, not in tubing or conduit, shall be multi-conductor, Type TC. Cable (#14 AWG and larger), 600V, oil resistant THHN or THWN-2, Class B, Stranded copper cable rated for 90°C (Wet or Dry) operation, with outer jacket listed or labeled for the location used.
8. Cables shall not be routed through ladder-style cable tray rungs.
9. Raceway and cable tray shall be listed or labeled for electrical use in accordance with NEMA, UL, ANSI/IEEE and NEC.
10. New raceway or cable tray shall match the existing installation where possible.
11. All power and grounding connections shall be crimp style, compression, wire lugs and wirenuts by Thomas and Betts (or equal). Lugs and wirenuts shall be rated for operation at no less than 75°C.
12. Each end of every power, grounding and T1 conductor and cable shall be labeled with color coded insulation or electrical tape. The identification method shall conform with NEC & OSHA and match existing installation requirements.
13. All electrical components shall be clearly labeled with engraved laminated plastic labels. All equipment shall be labeled with their voltage rating, phase configuration, wire configuration, power or ampacity rating and branch circuit ID numbers (panelboard and circuit identification).
14. All tie wraps shall be cut flush with approved cutting tool to remove sharp edges.
15. Rigid nonmetallic conduit (PVC Schedule 40 or PVC Schedule 80) shall be used underground, direct buried in areas of occasional light vehicle traffic or encased in reinforced concrete in areas of heavy vehicle traffic.
16. All conduit run above ground or exposed shall be LFMC, IMC or Rigid Steel.
17. Electrical metallic tubing (EMT) shall be used for concealed indoor locations.
18. Liquid tight flexible metallic conduit shall be used indoors and outdoors where vibration occurs or flexibility is needed.
19. Conduit and tubing fittings shall be threaded or compression type and approved for the location used. Setscrew fittings are not acceptable.
20. Cabinets, boxes and wireways shall be listed or labeled for electrical use in accordance with NEMA, UL, ANSI/IEEE and NEC.
21. Cabinets, boxes and wireways shall match the existing installation where possible.
22. Provide necessary tagging on the breakers, cables and distribution panels in accordance with applicable codes and standards to safeguard life and property.
23. The subcontractor shall review and inspect the existing facility grounding system and lightning protection system (as designed and installed) for strict compliance with the NEC. The site specific lightning protection code and general compliance with Telcordia and TIA grounding standards. The subcontractor shall report any violations or adverse findings to the contractor for resolution.
24. All electrode systems (including telecommunication, radio, lightning protection and AC power GES's) shall be bonded together at or below grade by two or more copper bonding conductors in accordance with the NEC.
25. Perform IEEE fall-of-potential resistance to earth testing (per IEEE 1100 and 81) for new ground electrode systems. The subcontractor shall furnish and install supplemental ground electrodes as needed to achieve a test result of 5 ohms or less.
26. Metal raceway shall not be used as the NEC required equipment ground conductor. Stranded copper conductors with green insulation sized in accordance with the NEC shall be furnished and installed with the power circuits to BTS equipment.
27. Each indoor BTS cabinet frame shall be directly connected to the master ground bar with supplemental equipment ground wires #6 or larger.
28. Exothermic welds shall be used for all grounding connections below grade.
29. Approved antioxidant coatings (i.e. conductive gel or paste) shall be used on all compression and bolted ground connections.
30. ICE bridge bonding conductors shall be exothermically bonded or bolted to the bridge and the tower ground bar.
31. Surfaces to be connected to ground conductors shall be cleaned to a bright surface at all connections.
32. Exposed ground connections shall be made with compression connectors which are then bolted to equipment using stainless steel hardware. Installation torque shall be per manufacturer's requirements.
33. DC power cables shall be Cobra COP-FLEX 2000, Flexible Class B or approved equal.

4 ELECTRICAL NOTES
1/4" = 1'-0"



LITHONIA LIGHTING

Catalog Number
Notes
Type

Outdoor General Purpose

OLW14

LED WALL PACK

FEATURES & SPECIFICATIONS

INTENDED USE

Provides years of maintenance-free general illumination for outdoor use in commercial applications such as retail, education, multi-unit housing and storage. Ideal for lighting building facades, parking areas, walkways, garages, loading areas and any other outdoor space requiring reliable safety and security.

CONSTRUCTION

Sturdy weather-resistant aluminum housing with a bronze finish, standard unless otherwise noted. A clear polycarbonate lens protects the optics from moisture, dirt and other contaminants.

OPTICS

8 high performance LEDs are powered by a multi-volt (120V-277V) LED driver that uses 18 input watts and provides 1,490 delivered lumens. 390,000 hour LED lifespan based on IESNA LM-80-08 results and calculated per IESNA TM-21-11 methodology.

ELECTRICAL

Rated for outdoor installations, -40°C minimum ambient.

Adjustable Dusk-to-dawn, multi-volt photocell standard automatically turns light on at dusk and off at dawn for convenience and energy savings.

Photocell can be disabled by rotating the photocell cover.

6KV

Surface or recessed mount. A universal junction box is included standard.

All mounting hardware included.

LISTINGS

UL Certified to US and Canadian safety standards. Wet location listed for mounting higher than 4 feet off the ground.

Tested in accordance with IESNA LM-79 and LM-80 standards.

WARRANTY

5-year limited warranty. Complete warranty terms located at www.acuitybrands.com/CustomerResources/Terms_and_conditions.aspx

Actual performance may differ as a result of end-user environment and application.

Note: Specifications subject to change without notice.

All dimensions are inches (centimeters) unless otherwise indicated.

ORDERING INFORMATION For shortest lead times, configure product using **bolded options.** **Example:** OLW14

OLW14 Series		Color temperature (CCT)*		Voltage		Control		Finish	
OLW14	1400 lumens LED wall pack	**(blank)**	5000K	**(blank)**	MVOLT (120V-277V)	**(blank)**	MVOLT photocell included	**(blank)**	Bronze
								WH	White

Accessories: Order as separate catalog number.

FCOS WL24	Full cutoff shield
FCOS WHWL24	Full cutoff shield, white

Notes
1. Correlated Color Temperature (CCT) shown is nominal per ANSI C78.377-2008.

OUTDOOR OLW14

OLW14 LED Wall Pack

PHOTOMETRIC DIAGRAMS

Full photometric data report available within 2 weeks from request. Consult factory. Tested in accordance with IESNA LM-79 and LM-80 standards.

LITHONIA LIGHTING
An Acuity Brands Company

OLW14

One Lithonia Way, Conyers, GA 30012 Phone: 800-370-4141 Fax: 770-860-3930 www.lithonia.com © 2011-2013 Acuity Brands Lighting, Inc. All rights reserved. Rev. 12/19/13

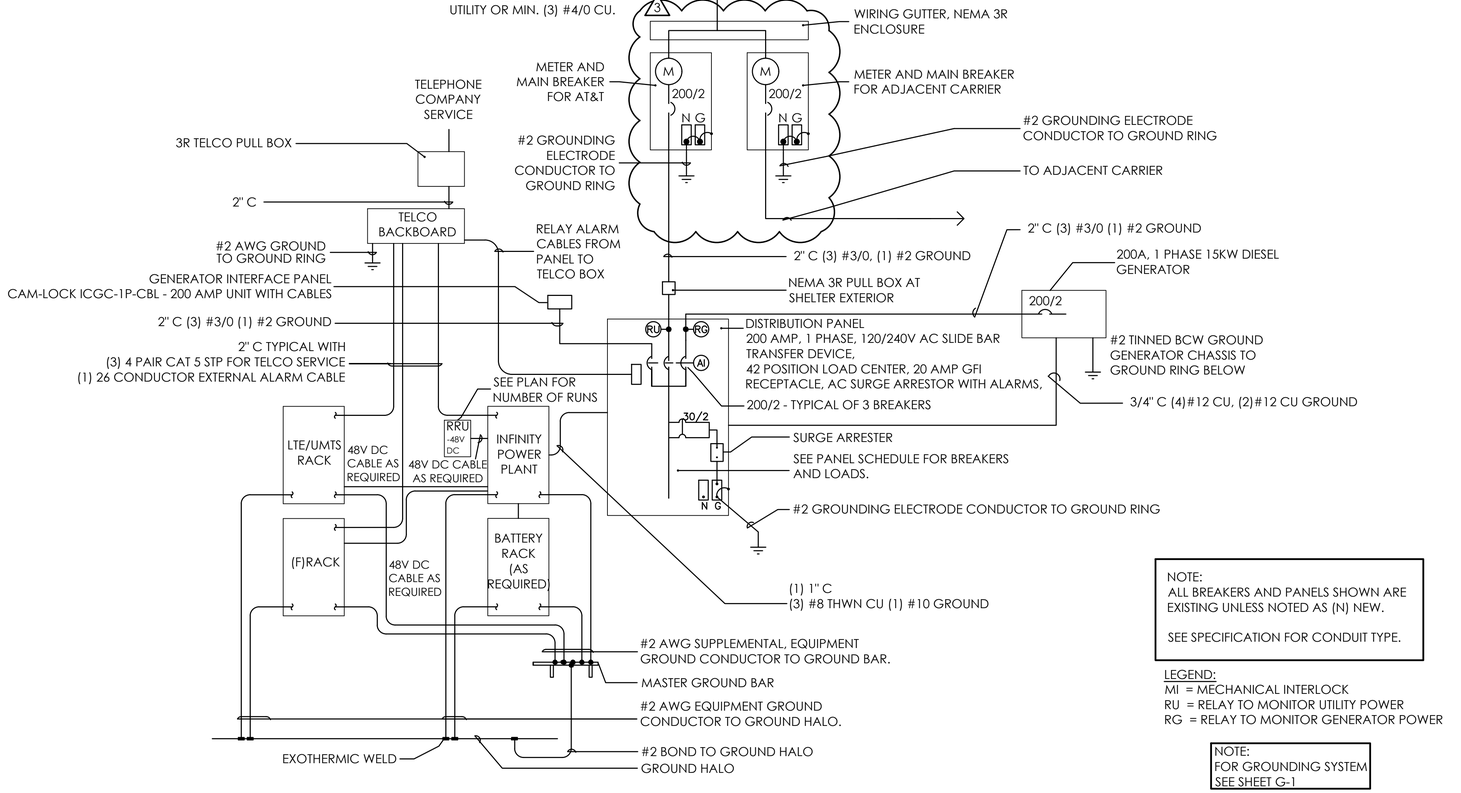
3 LIGHT FIXTURE
NONE

ABBREVIATIONS:

BCW	BARE COPPER WIRE
BTS	BASE TRANSCEIVER STATION
C	CONDUIT
(E)	EXISTING
EG	EQUIPMENT GROUND
(F)	FUTURE
FACP	FIRE ALARM CONTROL PANEL
GEN	GENERATOR
IG	ISOLATED GROUND
IMC	INTERMEDIATE METAL CONDUIT
LFMC	LIQUID TIGHT FLEXIBLE METAL CONDUIT
MCM	MILLION CIRCULAR MILLS
MI	MECHANICAL INTERLOCK
MP&S	SEE MECHANICAL PLANS & SPECIFICATIONS
(N)	NEW
NEMA	NATIONAL ELECTRICAL MANUFACTURER'S ASSOCIATION
NL	NIGHT LIGHT - FIXTURE TO BE UNSWITCHED
PFB	PROVISION FOR FUTURE BREAKER
PVC	POLYVINYL CHLORIDE CONDUIT
(R)	RELOCATE
RG	RELAY TO MONITOR GENERATOR POWER
RU	RELAY TO MONITOR UTILITY POWER
TYP	TYPICAL
UON	UNLESS OTHERWISE NOTED
WP	WEATHERPROOF
GFCI	GROUND FAULT CIRCUIT INTERRUPTER

NOTE: SYMBOLS INDICATED ABOVE MAY NOT NECESSARILY APPEAR AS PART OF THESE DRAWINGS IF NOT REQUIRED.

2 ABBREVIATIONS
1/4" = 1'-0"



NOTE:
ALL BREAKERS AND PANELS SHOWN ARE EXISTING UNLESS NOTED AS (N) NEW.

SEE SPECIFICATION FOR CONDUIT TYPE.

LEGEND:
MI = MECHANICAL INTERLOCK
RU = RELAY TO MONITOR UTILITY POWER
RG = RELAY TO MONITOR GENERATOR POWER

NOTE:
FOR GROUNDING SYSTEM
SEE SHEET G-1

1 SINGLE LINE DIAGRAM
1/4" = 1'-0"

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PREPARED FOR

at&t

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San Ramon, California 94583

Vendor:

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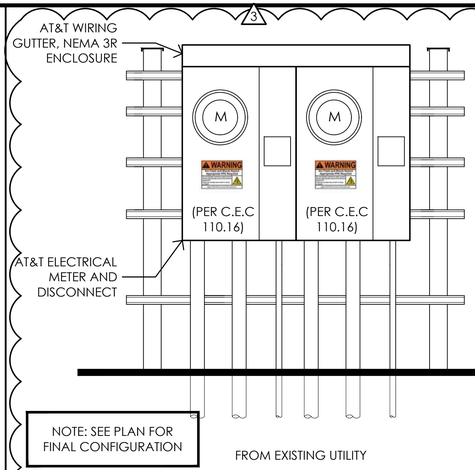
SHEET TITLE:

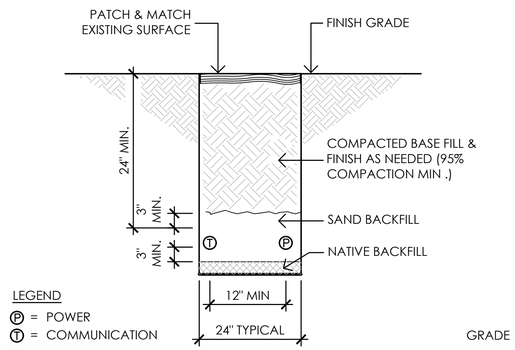
POWER SINGLE LINE DIAGRAM

SHEET NUMBER:

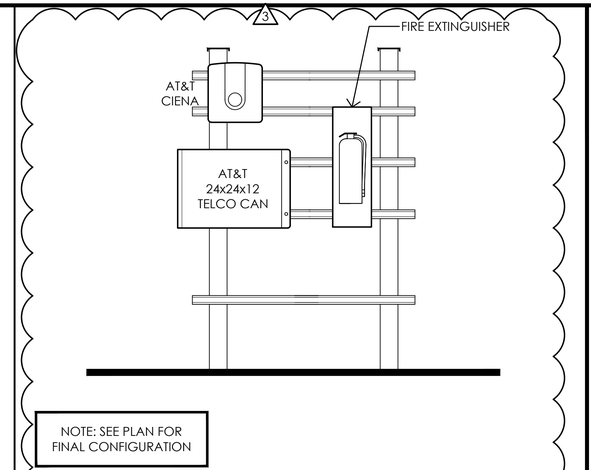
E-3



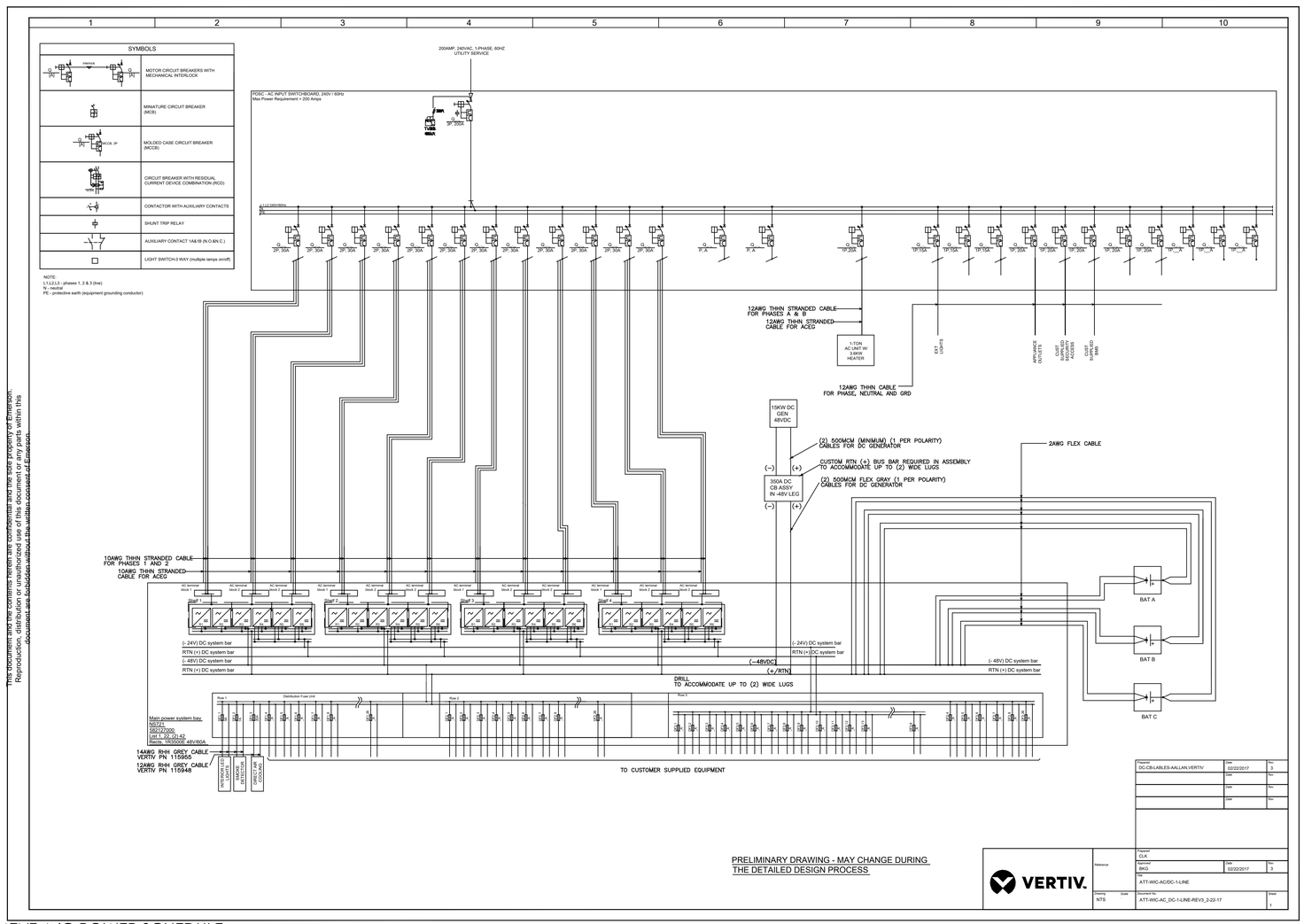
4 POWER H-FRAME ELEVATION
NTS



3 UTILITY TRENCH DETAIL
3/4" = 1'-0"



2 H-FRAME @ EQUIPMENT ELEVATION
NTS



1 EQUIPMENT A/C POWER SCHEDULE
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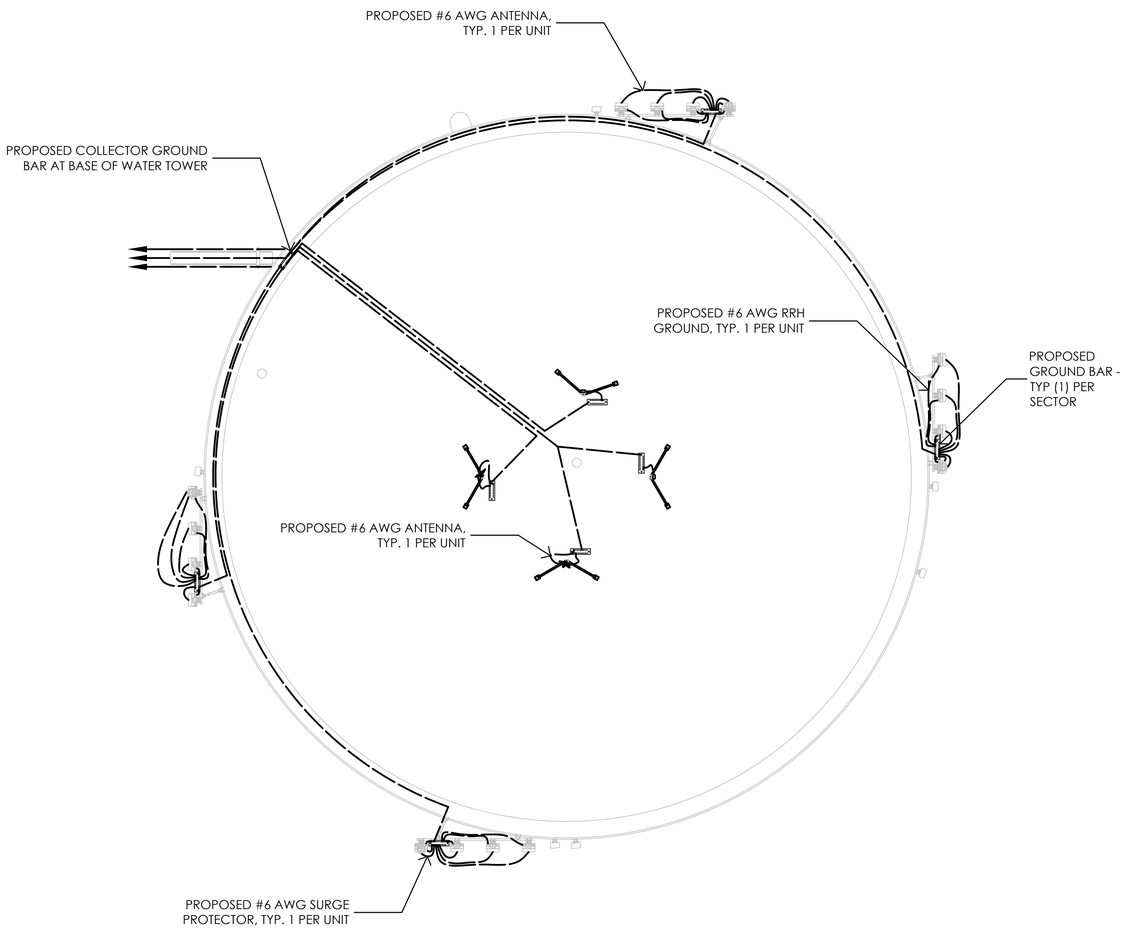
SHEET TITLE:

POWER PANEL SCHEDULE & DETAILS

SHEET NUMBER:

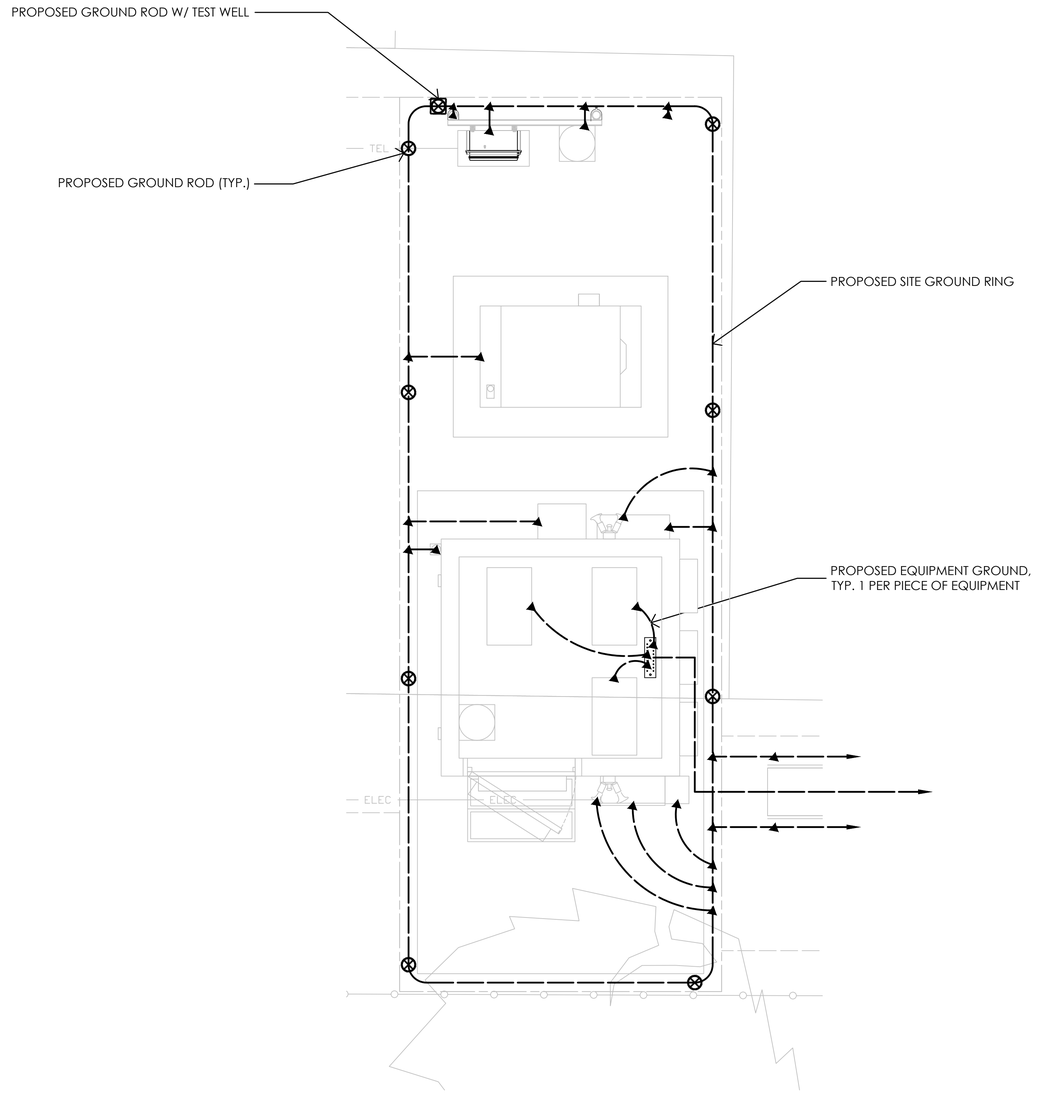
E-4



PLAN NORTH
NORTH

0' 1' 5' 10'
1/2" = 1'-0"

2 ANTENNA GROUNDING PLAN
1/4" = 1'-0"



LEGEND

- GROUND RING
- CADWELD CONNECTION (EXOTHERMIC WELD) 2/G-3
- MECHANICAL CONNECTION 1/G-3
- GROUND ROD 4/G-2
- GROUND ROD WITH TEST WELL 4/G-2

PLAN NORTH
NORTH

0' 1' 5' 10'
1/4" = 1'-0"

1 EQUIPMENT GROUNDING PLAN
1/2" = 1'-0"

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Sacramento, California 95815

SHEET TITLE:
GROUNDING PLAN, NOTES & DETAILS

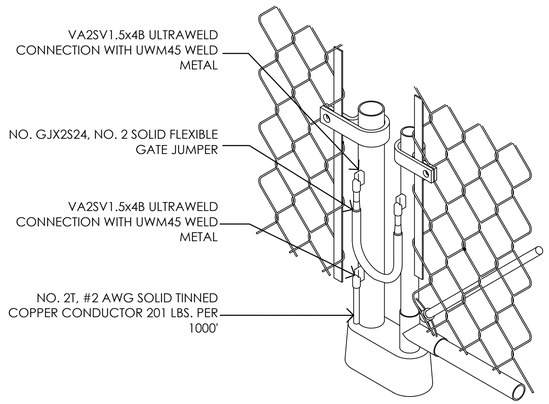
SHEET NUMBER:
G-1

9 NOT USED

NTS

6 FENCE GROUNDING DETAIL "FG"

NTS



3 GROUNDING ROD DETAIL

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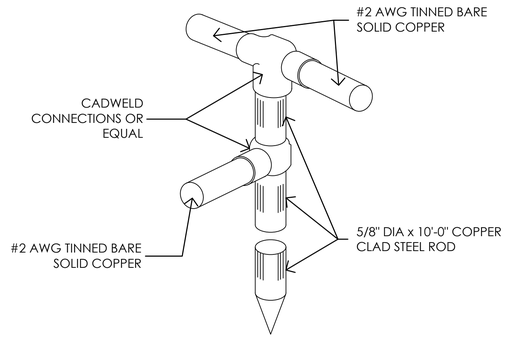


GROUNDING NOTES

1 ALL ELECTRICAL AND GROUNDING AT THE CELL SITE SHALL COMPLY WITH THE NATIONAL ELECTRICAL CODE (NEC), NATIONAL FIRE PROTECTION ASSOCIATION (NFPA) 780 (LATEST EDITION), AT&T'S GROUNDING SPECIFICATIONS NUMBER ATT-TP-76416 (CHAPTER 7), AND MANUFACTURER SPECIFICATION.

2 IF THE AC PANEL IN THE POWER CABINET IS WIRED AS SERVICE ENTRANCE, THE AC SERVICE GROUND CONDUCTOR SHALL BE CONNECTED TO GROUND ELECTRODE SYSTEM. WHEN THE AC PANEL IN THE POWER CABINET IS CONSIDERED A SUB-PANEL, THE GROUND WIRE SHALL BE INSTALLED IN THE AC POWER CONDUIT. THE INSTALLATION SHALL BE PER LOCAL AND NATIONAL ELECTRIC CODE (NFPA-70).

3 EXOTHERMIC WELDING IS RECOMMENDED FOR GROUNDING CONNECTION WHERE PRACTICAL. OTHERWISE, THE CONNECTION SHALL BE MADE USING COMPRESSION TYPE-2 HOLES. LONG BARREL LUGS OR DOUBLE CRIMP CLAMP "C" CLAMP. THE COPPER CABLES SHALL BE COATED WITH ANTIOXIDANT (COPPER SHIELD) BEFORE MAKING THE CONNECTIONS. THE MANUFACTURER'S TORQUING RECOMMENDATIONS ON THE BOLT ASSEMBLY TO SECURE CONNECTIONS SHALL BE FOLLOWED.

4 THE ANTENNA CABLES SHALL BE GROUNDED AT THE TOP AND BOTTOM OF THE VERTICAL RUN FOR LIGHTING PROTECTION. THE ANTENNA CABLE SHIELD SHALL BE BONDED TO A COPPER GROUND BUSS AT THE LOWER MOST POINT OF A VERTICAL RUN JUST BEFORE IT BEGINS TO BEND TOWARD THE HORIZONTAL PLANE. WIRE RUNS TO GROUND SHALL BE KEPT AS STRAIGHT AND SHORT AS POSSIBLE. ANTENNA CABLE SHIELD SHALL BE GROUNDED JUST BEFORE ENTERING THE CELL CABINET. ANY ANTENNA CABLES OVER 200 FEET IN LENGTH SHALL ALSO BE EQUIPPED WITH ADDITIONAL GROUNDING AT MID-POINT.

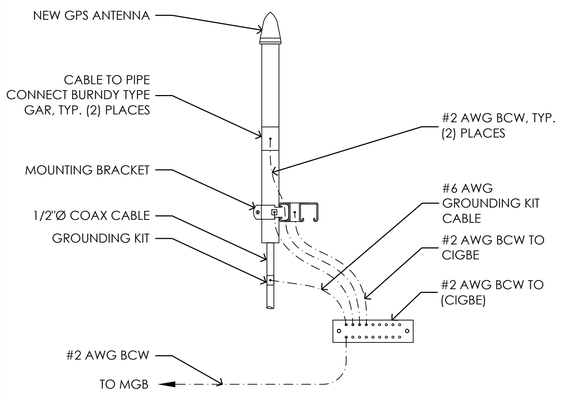
5 ALL GROUNDING CONDUCTORS INSIDE THE BUILDING SHALL BE RUN IN CONDUIT RACEWAY SYSTEM, AND SHALL BE INSTALLED AS STRAIGHT AS PRACTICAL WITH MINOR BENDS TO AVOID OBSTRUCTIONS. THE BENDING RADIUS OF ANY #2 GROUNDING CONDUCTOR IS 8". PVC RACEWAY MAY BE FLEXIBLE OR RIGID PER THE FIELD CONDITIONS. GROUNDING CONDUCTORS SHALL NOT MAKE CONTACT WITH ANY METALLIC CONDUITS, SURFACES OR EQUIPMENT.

6 PROVIDE PVC SLEEVES WHERE GROUNDING CONDUCTORS PASS THROUGH THE BUILDING WALLS AND /OR CEILINGS.

7. INSTALL GROUND BUSHINGS ON ALL METALLIC CONDUITS AND BOND TO THE EQUIPMENT GROUND BUSS IN THE PANEL BOARD.

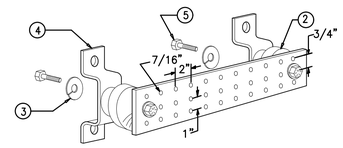
8 GROUND ANTENNA BASES, FRAMES, CABLE RACKS AND OTHER METALLIC COMPONENTS WITH #2 GROUNDING CONDUCTORS AND CONNECT TO INSULATED SURFACE MOUNTED GROUND BARS. CONNECTION DETAILS SHALL FOLLOW MANUFACTURER'S SPECIFICATIONS FOR GROUNDING.

9. ALL PROPOSED GROUNDING CONDUCTORS SHALL BE ROUTED AND CONNECTED TO THE MAIN GROUND BAR OR EXISTING GROUND RING.



8 GPS ANTENNA GROUNDING

NTS



LEGEND

1- COPPER GROUND BAR, "X 1/4"X 20", NEWTON INSTRUMENT CO. CAT. NO. B-6142 OR EQUAL. HOLE CENTERS TO MATCH NEMA DOUBLE LUG CONFIGURATION. (ACTUAL GROUND BAR SIZE WILL VARY BASED ON NUMBER OF GROUND CONNECTIONS)

2- INSULATORS, NEWTON INSTRUMENT CAT. NO. 3061-4 OR EQUAL

3- 5/8" LOCKWASHERS, NEWTON INSTRUMENT CO. CAT. NO. 3015-8 OR EQUAL

4- WALL MOUNTING BRACKET, NEWTON INSTRUMENT CO. CAT NO. A-6056 OR EQUAL

5- 5/8-11 X 1" HHCS BOLTS, NEWTON INSTRUMENT CO. CAT NO. 3012-1 OR EQUAL

6- INSULATORS SHALL BE ELIMINATED WHEN BONDING DIRECTLY TO TOWER/MONOPOLE STRUCTURE. CONNECTION TO TOWER/MONOPOLE STRUCTURE SHALL BE PER MANUFACTURERS RECOMMENDATIONS.

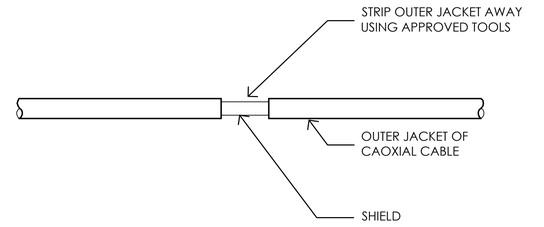
NOTE: ALL HARDWARE SHALL BE STAINLESS STEEL

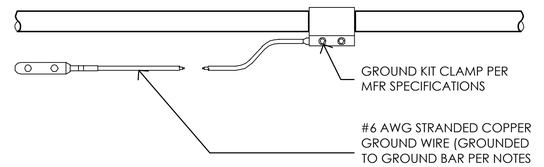
5 GROUND BAR DETAIL

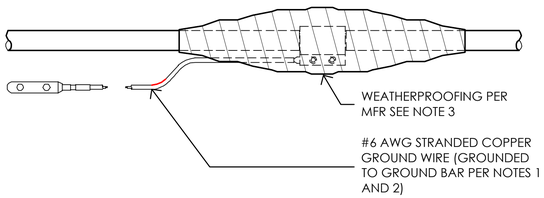
NTS

NOTES:

1. DO NOT INSTALL CABLE GROUND KIT AT A BEND AND ALWAYS DIRECT GROUND WIRE DOWN TO GROUND BAR
2. GROUNDING KIT SHALL BE TYPE AND PART NUMBER AS SUPPLIED OR RECOMMENDED BY CABLE MFR
3. WEATHER PROOFING SHALL BE TYPE AND PART NUMBER AS SUPPLIED OR RECOMMENDED BY THE CABLE MFR

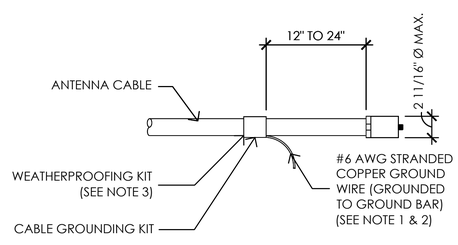






2 GROUND KIT

1/2" = 1'-0"



NOTE:

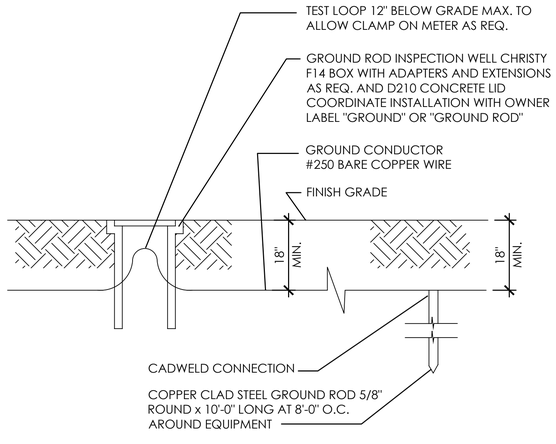
1 DO NOT INSTALL CABLE GROUND KIT AT A BEND AND ALWAYS DIRECT WIRE DOWN TO GROUND BAR.

2. GROUNDING KIT SHALL BE TYPE AND PART NUMBER AS SUPPLIED OR RECOMMENDED BY CABLE MANUFACTURER.

3. WEATHER PROOFING SHALL BE (TYPE AND PART NUMBER AS SUPPLIED OR RECOMMENDED BY CABLE MANUFACTURER.)

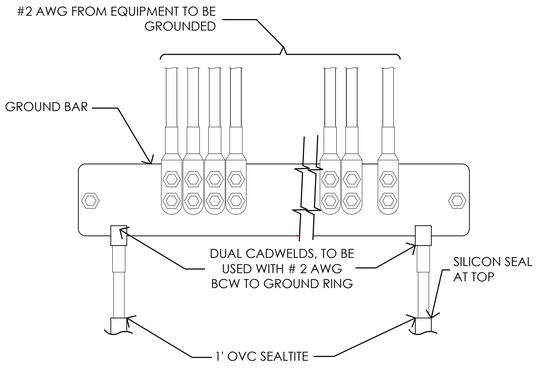
7 GROUND CONNECTION TO GROUND BAR

1/2" = 1'-0"



4 GROUND RING INSPECTION WELL DETAIL

1/2"=1'-0"



NOTE:
1. CONTRACTOR TO UTILIZE KOPR-SHIELD (THANS & BETTS) ON ALL LUG CONNECTIONS OR APPROVED EQUAL
2. ALL LUGS TO BE DUAL HOLE LONG BARREL AND CRIMPED TWICE WITH MFR'S RECOMMENDED TOOL

1 GROUND BAR CONNECTION DETAIL

NTS

Issued For:

CVL01150
COLUMBUS ST. & RIVERSIDE

716 COLUMBIA STREET
MADERA, CA. 93638

PREPARED FOR

at&t

2600 Camino Ramon
San Ramon, California 94583

Vendor:

COMPLETE Wireless Consulting, Inc.

AT&T SITE NO:	CVL01150
PROJECT NO:	162.2188
DRAWN BY:	MWS
CHECKED BY:	SST

REV	DATE	DESCRIPTION
4	06/11/19	100% CD REV4
3	05/24/19	100% CD REV3
2	05/07/19	100% CD REV2
1	02/08/19	100% CD PC1
	11/29/18	100% CD
	08/07/18	90% CD
	07/12/18	100% ZD REV 2
	06/15/18	100% ZD REV 1
	05/22/18	100% ZD
	04/27/18	90% ZD

Licensee:

LICENSED ARCHITECT MANUEL S. TSIRLAS No. C-28021 Exp. 08-19 STATE OF CALIFORNIA

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.

Architect:

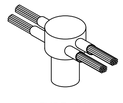
MST ARCHITECTS
1520 River Park Drive
Sacramento, California 95815

SHEET TITLE:

GROUNDING DETAILS

SHEET NUMBER:

G-2



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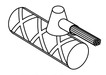
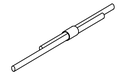


TYPE RR

TYPE NC



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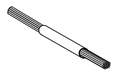

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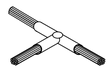

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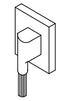
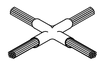


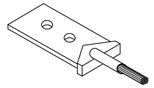
TYPE VB

TYPE PH



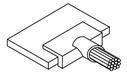
TYPE XA

TYPE GT



TYPE GL LUG

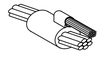
TYPE GR



TYPE LJ

TYPE HA

TYPE VS



TYPE PC

TYPE ND

TYPE NX1

TYPE GR

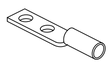
TYPE GY

2 TYPICAL CADWELD TYPE CONNECTIONS
NTS

BOLT GROUND ROD CLAMP

2 BOLT PARALLEL SPLICER

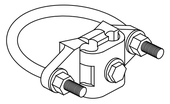
CROSS RUN CLAMP



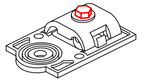
2 HOLE LUG

CAST "T" SPLICER

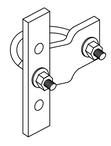
1 BOLT PARALLEL SPLICER



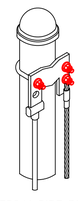
"U" BOLT PIPE CLAMP



1 BOLT PARALLEL CLAMP



UNIVERSAL PIPE CLAMP 75/1.25



UNIVERSAL PIPE CLAMP 50H2

1 TYPICAL MECHANICAL TYPE CONNECTIONS
NTS

Issued For:

CVL01150
COLUMBUS ST. & RIVERSIDE

716 COLUMBIA STREET
MADERA, CA. 93638

PREPARED FOR

at&t

2600 Camino Ramon
San Ramon, California 94583

Vendor:

COMPLETE
Wireless Consulting, Inc.

AT&T SITE NO:	CVL01150
PROJECT NO:	162.2188
DRAWN BY:	MWS
CHECKED BY:	SST

REV	DATE	DESCRIPTION
4	06/11/19	100% CD REV4
3	05/24/19	100% CD REV3
2	05/07/19	100% CD REV2
1	02/08/19	100% CD PC1
	11/29/18	100% CD
	08/07/18	90% CD
	07/12/18	100% ZD REV 2
	06/15/18	100% ZD REV 1
	05/22/18	100% ZD
	04/27/18	90% ZD

Licensee:

LICENSED ARCHITECT
MANUEL S. TSIVILAS
No. C-28021
Exp. 08-19
STATE OF CALIFORNIA

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Architect:

MST ARCHITECTS
1520 River Park Drive
Sacramento, California 95815

SHEET TITLE:

GROUNDING DETAILS

SHEET NUMBER:

G-3

NOTES : UNLESS OTHERWISE SPECIFIED

1. THE GENERAL CONTRACTOR MUST VERIFY ALL DIMENSIONS, CONDITIONS AND ELEVATIONS BEFORE STARTING WORK. ALL DISCREPANCIES SHALL BE CALLED TO THE ATTENTION OF THE ENGINEER AND SHALL BE RESOLVED BEFORE PROCEEDING WITH THE WORK. ALL WORK SHALL BE PERFORMED IN A WORKMANLIKE MANNER IN ACCORDANCE WITH ACCEPTED CONSTRUCTION PRACTICES.

2. NOTES AND DETAILS ON THESE DRAWINGS SHALL TAKE PRECEDENCE OVER THESE GENERAL NOTES.

3. THE DETAILS ON THESE DRAWINGS SHALL APPLY IN ALL CASES UNLESS SPECIFICALLY SHOWN OTHERWISE. WHERE NO DETAIL IS SHOWN, CONSTRUCTION SHALL BE AS SHOWN FOR SIMILAR WORK.

4. IT IS THE INTENTION OF THESE DRAWINGS TO SHOW THE COMPLETED INSTALLATION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TEMPORARY BRACING, SHORING, TIES, FORMWORK, ETC. IN ACCORDANCE WITH ALL NATIONAL, STATE, AND LOCAL ORDINANCES, TO SAFELY EXECUTE ALL WORK AND SHALL BE RESPONSIBLE FOR SAME. ALL WORK SHALL BE IN ACCORDANCE WITH LOCAL CODES.

5. THE CONTRACTOR SHALL USE ADEQUATE NUMBERS OF SKILLED WORKMEN WHO ARE THOROUGHLY TRAINED AND EXPERIENCED IN THE NECESSARY CRAFTS, AND WHO ARE COMPLETELY FAMILIAR WITH THE SPECIFIED REQUIREMENTS AND METHODS NEEDED FOR PROPER PERFORMANCE OF THE WORK.

6. CONSTRUCTION CONTRACTOR AGREES THAT IN ACCORDANCE WITH GENERALLY ACCEPTED CONSTRUCTION PRACTICES, CONSTRUCTION CONTRACTOR WILL BE REQUIRED TO ASSUME SOLE AND COMPLETE RESPONSIBILITY FOR JOB SITE CONDITIONS DURING THE COURSE OF CONSTRUCTION OF THE PROJECT, INCLUDING SAFETY OF ALL PERSONS AND PROPERTY, THAT THIS REQUIREMENT SHALL BE MADE TO APPLY CONTINUOUSLY AND NOT BE LIMITED TO NORMAL WORKING HOURS, AND CONSTRUCTION CONTRACTOR FURTHER AGREES TO INDEMNIFY AND HOLD DESIGN PROFESSIONAL HARMLESS FROM ANY AND ALL LIABILITY, REAL OR ALLEGED, IN CONNECTION WITH THE PERFORMANCE OF WORK ON THIS PROJECT.

7. THE TOWER DESIGN DOES NOT INCLUDE STRESSES DUE TO ERECTION AND/OR TRANSPORTATION SINCE ERECTION EQUIPMENT AND METHODS ARE UNKNOWN.

8. THE TOWER IS DESIGNED TO SUPPORT ONLY THE ANTENNAS AS SHOWN ON THE DRAWINGS. THE ENGINEER WILL NOT BE RESPONSIBLE FOR OVERSTRESS CONDITIONS WHICH MAY OCCUR DUE TO DEVIATIONS IN ANTENNA SIZES AND/OR LOCATIONS FROM THOSE SHOWN ON THE DRAWINGS.

9. ALL WORK SHALL COMPLY WITH OSHA SAFETY REQUIREMENTS. PROCEDURES FOR THE PROTECTION OF EXCAVATIONS, EXISTING CONSTRUCTION AND UTILITIES SHALL BE ESTABLISHED PRIOR TO FOUNDATION INSTALLATION.

10. FOR THIS PROJECT, THERE IS NO HIGH STRENGTH BOLTING OR WELDING. NO SPECIAL INSPECTION IS REQUIRED.

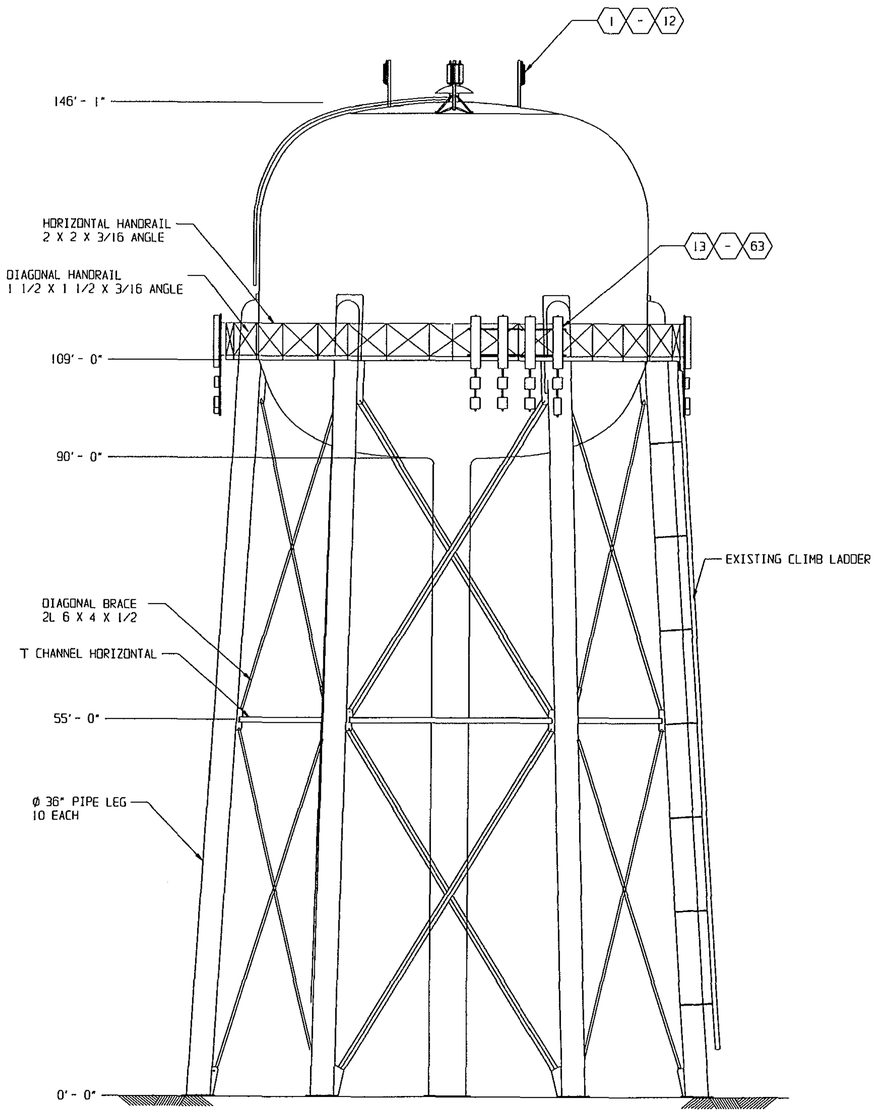
11. THIS PROJECT CONSISTS OF:

    MOVE EXISTING PANEL ANTENNA TO THE 141' ELEVATION ON NEW TRI- POD ANTENNA MOUNTS.

    INSTALL (16) QUINTEL QS8458-5 PANEL ANTENNAS, (32) RRU AND (4) SURGE SUPPRESORS AT THE 111' ELEVATION.

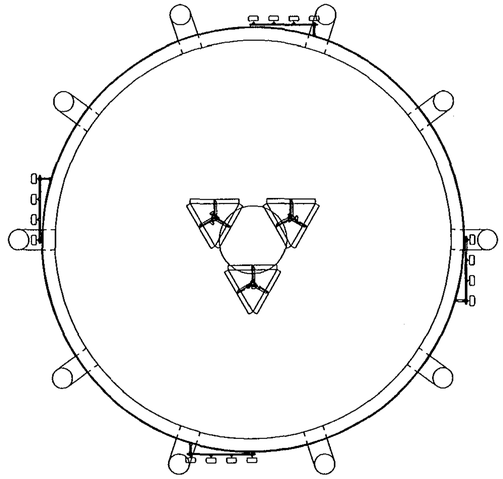
TOWER DESIGN LOADING

WIND LOAD: 2016 CBC 1609A.1.1, ASCE7-10 BASIC WIND SPEED 110 MPH
EXPOSURE C, STRUCTURE CLASS II
TOPOGRAPHY CATEGORY 1 WITH A CREST HEIGHT 0'
FOUNDATION REACTIONS: SHEAR= 170.3 kips, AXIAL= 5854 kips,
LOAD COMBINATION 1.20 + 1.0W



ANTENNA INFORMATION

	ITEM (#)	ELEVATION	QUANTITY	ANT. TYPE	AZIM	PROJ'D AREA	LINE SIZE
CITY OF MADERA	(1)-(6)	146'	6 EA.	PANEL ANTENNA	N / A	2.25 SQ FT	1 e 1 5/8" 18 e 1/4"
	(7)-(12)	146'	6 EA.	EQUIPMENT	N / A	1.2 SQ FT	
PROPOSED AT&T	(13)-(28)	111'	16 EA.	QUINTEL QS8458-5	N / A	14.37 SQ FT	1 e 1 5/8"
	(29)-(32)	111'	4 EA.	ERICSSON #RRUS-E2	N / A	2.79 SQ FT	
	(33)-(40)	111'	8 EA.	ERICSSON #4415	N / A	1.84 SQ FT	
	(41)-(44)	111'	4 EA.	ERICSSON #RRH-32	N / A	3.31 SQ FT	
	(45)-(48)	111'	4 EA.	ERICSSON #RRH-11	N / A	2.79 SQ FT	
	(49)-(52)	111'	4 EA.	ERICSSON #4426	N / A	2.79 SQ FT	
	(53)-(60)	111'	8 EA.	ERICSSON #4478	N / A	2.79 SQ FT	
	(61)-(63)	111'	4 EA.	RAYCAP SURGE	N / A	1.03 SQ. FT.	



PLAN VIEW

ENGINEER: TASHJIAN TOWERS CORP.
KARL K. TASHJIAN
2765 S. TEMPERANCE AVE.
FOWLER, CA. 93625
WORK (559) 834-4300
FAX (559) 834-4377
MOBILE (559) 284-9707
RCE #35542

CARRIER:
AT&T
2600 CAMINO RAMON
SAN RAMON, CA N 94583

CONSULTANT:
COMPLETE WIRELESS CONSULTING
2009 V STREET
SACRAMENTO, CA 95818

JOB ADDRESS:
CVL01150
COLUMBUS ST & RIVERSIDE DR
716 COLUMBIA ST
MADERA CA 93638

REGISTERED PROFESSIONAL ENGINEER
KARL KEVIN TASHJIAN
No. 35542
Exp. 9/30/2019
10/8/18
CIVIL ENGINEER
STATE OF CALIFORNIA

PART NO.		
APPROVALS	DATE	
DRAWN TAM	10/01/18	
CHECKED		
ENG. APPD.		
DO NOT SCALE DRAWING		

TASHJIAN TOWER CORPORATION
2765 S. TEMPERANCE AVENUE, FOWLER, CALIF. 93625

TITLE: WATER TANK
COLUMBUS ST. & RIVERSIDE DRIVE
AT&T

SIZE	CAGE CODE	DRAWING NO.	REV.
D		S-1	

SCALE NONE — SHEET 1 OF 1

RETURN TO AGENDA

REPORT TO CITY COUNCIL

Approved by:

Wendy Silva

Wendy Silva, Director of Human Resources

Arnoldo Rodriguez

Arnoldo Rodriguez, City Manager

Council Meeting of: April 15, 2020

Agenda Number: B-5

SUBJECT:

Increase Claims Settlement Authority Delegated to the City Manager from $5,000 or less to $10,000 or less

RECOMMENDATION:

1. Waive Full Reading and Adopt an Ordinance of the City of Madera Adding Section 1-6.18 to Title I Chapter 6 of the Madera Municipal Code relating to City Manager Authority on Claims Against the City

2. Adopt a Resolution Rescinding Resolution No. 96-77 that Designated the City Administrator as the Person Authorized to Make Administrative Claims Settlement

SUMMARY:

At its meeting of April 1, 2020, the City Council (Council) introduced an ordinance amending the Madera Municipal Code relative to settlement authority for claims filed against the City. The City published notice of the proposed ordinance in the Madera Tribune on Saturday, March 28, 2020. The Ordinance would delegate authority for claims settlement of ten thousand dollars ($10,000) or less to the City Manager. In addition, the City Manager would have the authority to determine timeliness and sufficiency of claims filed, as well as reject all claims.

DISCUSSION:

During the normal course of business, the City of Madera experiences claims for damages or injuries filed:

- Under the Tort Claims Act
- Through litigation not covered by the Tort Claims Act
- Under the Workers' Compensation System

In addition, the City files claims against insurance companies or individuals for damage or injuries incurred to City property or employees caused by an outside party.

Currently, the City has a resolution that provides the City Manager, in consultation with the City Attorney, authority to:

- Determine timeliness and sufficiency of claims filed under the Tort Claims Act
- Settle any claim that is valued at $5,000 or less

In order to increase operational efficiencies, the City Attorney has drafted an Ordinance that would delegate the following authority to the City Manager:

- Determine timeliness and sufficiency of claims filed under the Tort Claims Act
- Rejection authority for all claims
- Settle any claim that is valued at $10,000 or less

There are no statutory limitations on authority that can be granted for settlement of litigation not covered by the Tort Claims Act or worker's compensation claims, however it should be noted that Government Code §935.4 provides that delegation of authority to an employee of a General Law City shall not exceed fifty thousand dollars ($50,000). The recommended authority limit is well within the Government Code requirements.

A summary of the proposed ordinance was published in the Madera Tribune, along with information on how to obtain a complete copy. The publication ran on Saturday, March 28, 2020.

FINANCIAL IMPACT:

There is no anticipated financial impact from this modification.

CONSISTENCY WITH THE VISION MADERA 2025 PLAN:

The information contained herein is not addressed by the Vision Madera 2025 plan, nor is the information in conflict with that plan.

ALTERNATIVES:

Council could direct staff to modify the settlement authority amount up or down.

ATTACHMENTS:

1. Ordinance
2. Resolution rescinding Resolution No. 96-77

ORDINANCE NO. 20-

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MADERA ADDING SECTION 1-6.18 TO TITLE I CHAPTER 6 OF THE MADERA MUNICIPAL CODE RELATING TO CITY MANAGER AUTHORITY ON CLAIMS AGAINST CITY

THE CITY COUNCIL OF THE CITY OF MADERA DOES ORDAIN AS FOLLOWS:

SECTION 1. Section 1-6.18 is added to the Madera Municipal Code is amended to read as follows:

§ 1.6.18 City Manager Authority on Claims.

Pursuant to Government Code Section 935.4, the City Council delegates authority to the City Manager to review all claims for sufficiency and to reject any and all claims. The City Council delegates to the City Manager authority to allow, compromise, or settle claims, including workers' compensation claims, for an amount up to ten thousand dollars ($10,000.00) subject to consultation with the City Attorney. The City Council shall have sole authority to allow, compromise, or settle claims for an amount in excess of ten thousand dollars ($10,000.00).

Any reference to "City Council" in this Chapter shall apply to claims authority of City Manager under this section.

SECTION 2. CEQA. The City Council finds this ordinance is not a project under the California Environmental Quality Act because it can be seen with certainty that it will not have a significant effect or physical change to the environment. See Title 14, California Code of Regulations, Section 15061 (b) (3).

SECTION 3. PUBLICATION. This ordinance shall be published in accordance with the provisions of Government Code Section 36933.

SECTION 4. EFFECTIVE DATE. This ordinance shall take effect thirty (30) days after its passage.

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MADERA RESCINDING RESOLUTION NO. 96-77 THAT DESIGNATED THE CITY ADMINISTRATOR AS THE PERSON AUTHORIZED TO MAKE ADMINISTRATIVE CLAIMS SETTLEMENT

WHEREAS, on June 5, 1996, the City Council of the City of Madera adopted a resolution numbered 96-77 and entitled "Resolution of the City Council of the City of Madera, California Designating the City Administrator as the Person Authorized on Behalf of the City Council to make Administrative Claims Settlement"; and

WHEREAS, Resolution 96-77 provides that the City Administrator may determine timeliness and sufficiency of claims filed under the Tort Claims Act and settle all claims up to five thousand dollars ($5,000); and

WHEREAS, in order to increase operational efficiencies, the City Attorney has recommended modification to this authority to include rejection of all claims and to increase settlement authority to ten thousand dollars ($10,000), as well as recognizing the title change to the position from City Administrator to City Manager; and

WHEREAS, the City's claims processes are captured in the Madera Municipal Code and the proposed modification to the City Manager's authority is proposed to be made as an ordinance that will place the details of such authority within the same section of the published Municipal Code to ensure the information is accessible to the public.

NOW, THEREFORE, THE COUNCIL OF THE CITY OF MADERA hereby resolves, finds, and orders as follows:

1. The above recitals are true and correct.

2. Resolution No. 96-77 is rescinded effective May 16, 2020.

3. This resolution is effective immediately upon adoption.

* *

RETURN TO AGENDA

REPORT TO CITY COUNCIL

Approved By:

Keith Helmuth, Department Director

Arnoldo Rodriguez, City Manager

Council Meeting of: April 15, 2020
Agenda Item Number: B-6

SUBJECT:

Amendment to the Agreement with Stantec Architecture, Inc. for the New Transit Operations Facility located at Freedom Industrial Park

RECOMMENDATION:

Adopt a Resolution Amending the Agreement with Stantec Architecture, Inc. for Professional Architectural and Engineering Services in the amount of $48,000 for Construction of the New Transit Operations Facility and Consider Acceptance of the Project

SUMMARY:

The Agreement with Stantec Architectural, Inc. (Stantec) was approved by Council on September 7, 2016 for a specific scope of work and for an estimated amount of $415,000 for design and construction services. Stantec has submitted a list of additional services requested by the City that they have encountered during the construction of the project. Staff has reviewed the items and concurs with the additional services. Funds are available in the project contingency allocation for the additional $48,000.

The Council, at its September 19, 2018 meeting, awarded a contract to BMY Construction Group, Inc., (Contractor) for the Project in the amount of $3,838,500. The Contractor has completed the project in accordance with the plans and specifications and as modified by approved change orders. Staff recommends that the Council accept the Project.

DISCUSSION:

Amendment to Agreement with Stantec

The estimated expense in the Architectural & Engineering Agreement for construction inspection and management services performed by Stantec was $94,000. The scope of these services include:

- Responding to contractor requests for information on construction details and interpretation of plans and specifications
- Review and approval of contractor shop drawings and submittals of products and materials to be used
- Review and approval of product warranties
- Participation in bi-weekly meetings with the contractor
- Perform inspections on critical structural design elements
- Conduct final inspection including preparing a "punch list" of items that need to be addressed; and
- Preparation of as-built record drawings

In addition to the increase in hours performed by Stantec for the work mentioned above, Stantec made revisions and modifications to the original plans to meet current project needs, including providing electrical conduit and pull boxes for a future PG&E transformer to serve proposed Bus Electrical Charging Stations, riser pole parking lot lighting to accommodate security cameras, and the addition of a flagpole.

The expense for the additional work is available from the 10 percent contingency approved with the original construction contract.

Pictures of the completed project are provided including a Plaque awarded to the City by the APWA Central California Chapter as a recipient of "Project of the Year" for Buildings/Structures less than $5,000,000 Construction Cost.

Acceptance of the Madera Transit Operations Facility

The Contractor has completed the project in accordance with the plans and specifications and as modified by approved change orders. Final inspections were conducted by the Engineering and Public Works Departments as required for approval of the building permit. The project Architect, Stantec, along with various design disciplines provided final inspections for compliance with project plans and specifications. The Grants Department also performed a final inspection of the project. All parties agree that the project can be recommended for acceptance by the Council and a "Notice of Completion" recorded.

The Project's design and construction consists of a 3,200 square foot building that includes Transit staff offices, lobby/reception area, conference/training room, dispatch room, fare box room, break room, lockers, restrooms, storage room, and data/communications room. The

building is ADA compliant. A separate bus wash building was constructed with bus wash equipment and soap dispensers.

The Project contains parking areas for staff and buses that are fully landscaped. The Project provides parking for the current 22 transit buses and space for an additional 14 buses. A perimeter fence has been constructed along with access gate security features and surveillance cameras within parking areas.

The site work consists of constructing a fully paved access road into the Project including curbs, gutters, sidewalks, and ADA ramps. Sewer, water, and storm drains have been extended to serve the new facility. Included in the construction is LED lighting for access road and parking lots.

The Project includes a joint utility trench for installation of PG&E, AT&T, and Comcast conduit to serve the facility, inclusive of required manholes and ground vaults

The City Engineering Department provided construction management for the overall project and performed construction inspections as required for the site work. The City's Building Division provided building inspections for compliance with the Building Code and building permit requirements.

Three Construction Contract Change Orders (CCO's) have been processed for additional construction items that were necessary to complete the work. Also, several deductions were applied for deleted items and contractor credits. See tabulation in Table 1 below.

***Table 1**: Contract Change Orders (CCO)*

CCO	*Item Description*	*Amount*
1	CCO No. 1, Additive *Includes addition of 30-year extension for roof warranty, security cameras and other electrical items, various water, storm drain, and piping changes, changes in signage and fencing, additional concrete, and other miscellaneous adjustments.*	$179,567.33
2	CCO No. 2, Additive *Includes changes to benches, addition of flag pole, water/drainage changes, electrical items, design changes, other miscellaneous adjustments.*	$98,316.27
2	CCO No. 2, Deductive *Removal of paving for bus wash area.*	($1,889.43)
3	CCO No. 3, Additive *Includes bronze plaque, surveying, concrete, interior hardware and signage, water, pipe, changes to utilities, flooring, and striping, other miscellaneous adjustments.*	$37,530.45

3	CCO No. 3, Deductive *Removal of PG&E line and compaction retesting fees incurred by Contractor.*	($3,509.21)
	TOTAL ADDITIVE AMOUNT	$315,414.05
	TOTAL DEDUCTIVE AMOUNT	($5,398.64)
	TOTAL CONTRACT CHANGE ORDER AMOUNT	$310,015.41

The final progress payment, less the retention amount of five percent, has been processed. The original contract amount was $3,838,500. The total cost of CCO's resulted in a net increase of $310,015.41, increasing the cost of the project approximately 8.07 percent to $4,148,515.41. See attached list of CCO's.

The construction project was completed within the adjusted construction schedule with extensions of time, granted by change order, for the extra work and weather delays. Project's budget amount was approved by Council with the award of project at the September 19, 2018, meeting.

FINANCIAL IMPACT:

There is no fiscal impact to the City's General Fund. The Project is included in the adopted FY 2018/19 City Budget– Capital Improvement Program with $2,339,588 of PTMISEA funds, $300,000 of FTA Section 5307 funds CA-90-Z193-00 grant and $3,284,990 FTA Section 5307 funds CA-2018-061-00 grant. These funds are programmed for the design and construction of the Project in the 2018 Federal Transportation Improvement Program approved by the Madera County Transportation Authority.

CONSISTENCY WITH THE VISION MADERA 2025 PLAN:

Meets components of Strategy 121 to develop a city-wide multi-modal transportation plan and facilities to ensure safe, affordable, and convenient transportation modes for residents and businesses within Madera.

ALTERNATIVES:

As an alternative, the Council may elect to reject the Notice of Acceptance of the Project. Rejection of the Notice of Acceptance which will effect compliance with the Project's Construction Contract requirement to close the project and release the retention.

ATTACHMENTS:

1. Resolution: Amendment to Agreement with Stantec Architecture, Inc.
2. Notice of completion
3. Project Pictures (3)

ATTACHMENT 1

Resolution No. 20____
Amendment to Agreement with Stantec Architecture, Inc.

RESOLUTION NO. 20-___

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MADERA, CALIFORNIA, APPROVING AMENDMENT TO AGREEMENT STANTEC ARCHITECTURE, INC. FOR PROFESSIONAL ARCHITECTURAL AND ENGINEERING SERVICES TO THE CITY OF MADERA FOR CONSTRUCTION OF THE NEW TRANSIT OPERATIONS FACILITY AND APPROVING ACCEPTANCE OF THE MADERA TRANSIT OPERATIONS FACILITY CITY PROJECT NO. TRANS-1, FEDERAL TRANSIT ADMINISTRATION GRANT PROJECT N0. CA-90-Z193-02, PTMISEA GRANT, NEW TRANSIT FACILITY, FILING OF NOTICE OF COMPLETION, AND RELEASING RETENTION FUNDS

WHEREAS, on September 7, 2016, the City Council adopted Resolution No. 16-142 approving an agreement with RNL Interplan, Inc.; and

WHEREAS, thereafter the City Council adopted Resolution No. 17-123 consenting to assignment of the agreement to Stantec Architecture, Inc.; and

WHEREAS, Stantec Architecture, Inc. has requested additional compensation for professional architectural and engineering services incurred during the construction of the Madera Transit Center; and

WHEREAS, City Staff has reviewed the request and the scope of additional services and concurs that the additional amount of compensation is justified; and

WHEREAS, City Staff recommends acceptance of the Madera Transit Operations Facility City Project No. Trans-1, Federal Transit Administration Grant Project N0. CA-90-Z193-02, PTMISEA Grant, New Transit Facility, filing of Notice of Completion, and releasing retention funds.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MADERA, resolves as follows:

1. The above recitals are true and correct.
2. The Council approves the Amendment to Agreement with Stantec Architecture, Inc. a copy of which is attached hereto as Exhibit A and incorporated by reference.
3. The Council approves acceptance of the Madera Transit Operations Facility City Project No. Trans-1, Federal Transit Administration Grant Project N0. CA-90-Z193-02, PTMISEA Grant, New Transit Facility, filing of Notice of Completion, and releasing retention funds.
4. This resolution is effective immediately upon adoption.

* * * * * * * *

EXHIBIT A

AMENDMENT TO AGREEMENT WITH STANTEC ARCHITECTURE, INC. FOR PROFESSIONAL ARCHITECTURAL AND ENGINEERING SERVICES TO THE CITY OF MADERA FOR CONSTRUCTION OF THE NEW TRANSIT OPERATIONS FACILITY PROJECT, ADDITIONAL AMOUNT NOT TO EXCEED $48,000.

RECITALS

WHEREAS, This Amendment to Agreement for Professional Architectural and Engineering Services for the Construction of the New Transit Operations Facility Project is entered between the City of Madera, a municipal corporation of the State of California, hereinafter called **"CITY",** and Stantec Architecture, Inc., hereinafter called "**ARCHITECT**".

WHEREAS, CITY and RNL Interplan, Inc. entered into agreement dated September 6, 2017 for the new Transit Operations Facility, hereinafter called "the Project"; and

WHEREAS, pursuant to a request for consent of assignment, the City Council adopted Resolution No. 17-203 consenting to the assignment of the Agreement to Stantec Architecture Inc. (ARCHITECT); and

WHEREAS, during the course of performance of the Agreement extra work was required and agreed to by the Parties;

WHEREAS, CITY and ARCHITECT wish to amend the Agreement to increase compensation for the extra work.

AGREEMENT

Based on the foregoing recitals, the Parties hereto mutually agree as follows:

Section 1. Section 5 of the Agreement titled "Extra Services" is hereby amended to read as follows:

5. EXTRA SERVICES:

Extra services not contemplated hereunder, as set forth in Exhibit A or for such services beyond the control of the CITY or ARCHITECT, may be specifically requested in writing by CITY or ARCHITECT. Upon mutual agreement of the

requested extra services, ARCHITECT shall be compensated at the hourly rates in EXHIBIT "C", provided, however, the City Engineer's authority is limited to expenditures not to exceed an additional amount of $48,000.

Section 2. Except as amended by this Amendment, all other terms and conditions of the Agreement remain in full force and effect.

Section 3. This Amendment to Agreement shall be effective upon full execution by both Parties.

CITY OF MADERA

By: _____
Andrew J. Medellin, Mayor

STANTEC ARCHITECTURE, INC.

By: _____
Patrick M. McKelvey, Senior Principal

_____
Taxpayer I.D. Number

APPROVED AS TO FORM:

By: _____
Hilda Cantú Montoy, City Attorney

ATTEST:

By: _____
Alicia Gonzales, City Clerk

ATTACHMENT 2

Notice of Completion

Recording Requested by:
City of Madera

And When Recorded, Mail to:
City of Madera – City Clerk
205 W. 4th Street
Madera, CA 93637

Space above this line for Recorder's Use

Fee Waived per Section 27383 & 27388.1(a)(2)(D) of the Government Code – No Document Tax Due $ -0-

NOTICE OF COMPLETION

Corporation

NOTICE IS HEREBY GIVEN THAT:

1. The undersigned is owner of the interest or estate stated below in the property hereinafter described.
2. The full name of the undersigned is **City of Madera**.
3. The full address of the undersigned is **205 W. 4th Street, Madera, CA 93637**.
4. The nature of the title of the undersigned is: In fee **Public Improvement**
   (If other than fee, strike "In fee" and insert, for example, "purchaser under contract of purchase" or "lessee".)
5. The full name and full addresses of all persons, if any, who hold title with the undersigned as joint tenant or as tenants in common are:

Name	Address
N/A	N/A

6. A work of improvement on the property hereinafter described was completed on April 15, 2020
7. The name of the original contractor, if any, for such work of improvement was:
   (If no contractor for work of improvements as a whole, insert "none".)

   BMY Construction Group, Inc.
8. The full name(s) and address(es) of the transferor(s) of the undersigned is(are):

Name	Address
N/A	N/A

9. The property on which said work of improvement was completed is in the City of **Madera**, County of **Madera**, State of California, and is described as follows:

   Madera Transit Operations Facility, City Project No. Trans-1, Federal Transit Administration Grant Project No. CA-90-Z193-02, PTMISEA Grant, New Transit Facility

10. The street address of said property is **Madera City Limits**
    (If no street address has been officially assigned, insert "none".)

(Signature of Owner named in Paragraph 2)

Dated

Keith Brent Helmuth, P.E.
City Engineer

State of California
County of Madera

Keith Brent Helmuth, being duly sworn says: He is the City Engineer of the City of Madera, the corporation that executed the foregoing notice as owner of the aforesaid interest or estate in the property therein described; that he makes this verification on behalf of said corporation; that he has read said notice and knows the contents thereof, and that the facts herein stated are true.

(Signature of Officer)

_____
Keith Brent Helmuth, P.E.
City Engineer

The notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached and not the truthfulness, accuracy or validity of that document.

State of California
County of Madera

Subscribed and sworn to (or affirmed) before me on the_____day of_____, 2020 by Keith Brent Helmuth, proved to me on the basis of satisfactory evidence to be the person(s) who appeared before me.

_____ (Seal)
Alicia Gonzales
City Clerk

ATTACHMENT 3

Project Pictures

Figure 1: Exterior of the City of Madera Transit Center

Figure 2: Interior of the City of Madera Transit Center

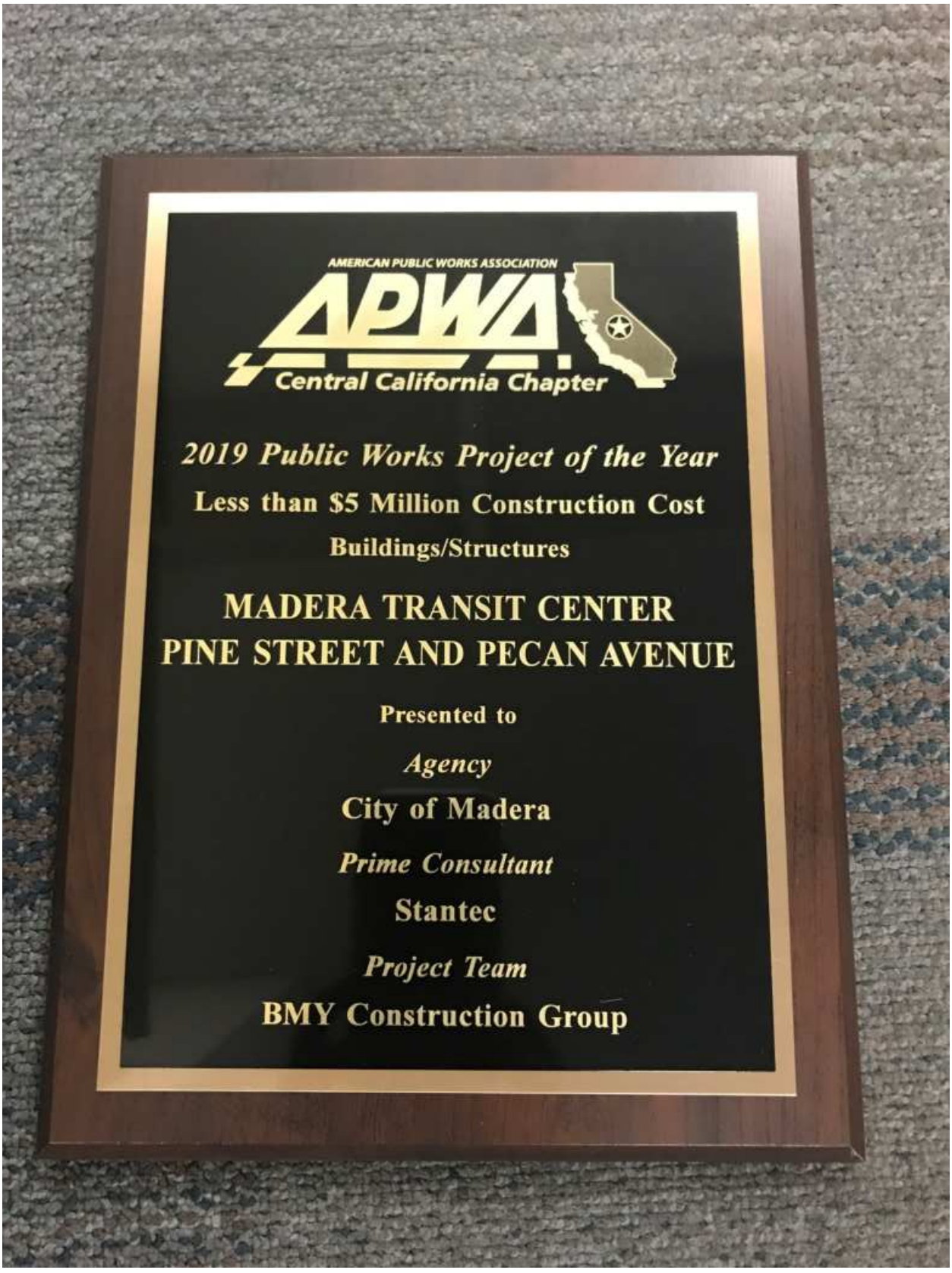


Figure 3: APWA Plaque for 2019 Public Works Project of the Year.

RETURN TO AGENDA

REPORT TO CITY COUNCIL

Approved By:

Council Meeting of: April 15, 2020

Agenda Number: D-1

Department Director

Arnoldo Rodriguez, City Manager

SUBJECT:

Proposed Annexation No. 9 to Community Facilities District (CFD) No. 2005-01, Adoption of Boundary Map, and Declaring Intent to Annex Territory (Sherwood Apartments)

RECOMMENDATIONS:

1. Adopt a Resolution Adopting a Boundary Map Showing the Territory Proposed for Annexation to CFD No. 2005-01

2. Adopt a Resolution Declaring the City's Intention to Authorize the Annexation of Territory into CFD No. 2005-01

SUMMARY:

The attached Resolutions will begin the proceedings for the annexation of the development project known as Sherwood Apartments (the "Project") into Community Facilities District 2005 - 01 (the "CFD 2005-01"). The conditions of approval for the Project require it to annex into CFD 2005-01, which was established as an annexable district to provide funding to offset the increased cost for public safety, open space, and parks maintenance created by new development.

The conditions of approval for the Project require it to annex into CFD 2005-01, which was established as an annexable district to provide funding to offset the increased cost for public safety, open space, and parks maintenance created by new development.

DISCUSSION:

In 2005, by Resolution No. 05-334, the Council established CFD 2005-01, a Mello Roos Community Facilities District with the intention that future development within the City would annex into

this district. The special taxes collected from the property owners within the district are used for the funding of police and fire protection services, storm drain infrastructure maintenance and operations, and park maintenance. Property owner assessments are paid as a component of the property tax collection process. As was originally envisioned with the establishment of the CFD, future residential projects not included in the initial formation process are required to go through an annexation process in order to be included in CFD 2005-01. Projects may be annexed one at a time, or in a group if they are ready at the same time.

One project makes up Annexation No. 9. Sherwood Apartments is owned by Vanik Etal Pogosyan. The Project includes the development of approximately 16 multi-family residential units. The boundaries of the Project consist of the area within assessor's parcel number 003-240-015 as depicted on Attachment 1.

Project Name	*Owner*	*Units*	*Location*
Sherwood Apartments	Pogosyan Vanik Etal	16	Sherwood Way, east of Owens Street

The two attached resolutions represent the first steps that must be taken in the annexation process. The first resolution adopts a boundary map depicting the territory that is proposed for annexation. The second resolution declares the City's intention to annex the proposed territory into CFD 2005-01. The resolution also establishes May 20, 2020, as the public hearing date for the final consideration of the annexation of the property into CFD 2005-01.

As with all residential subdivisions, conditions of approval for the subdivision require annexation into CFD 2005-01 prior to recordation of the final subdivision map. This will comprise the ninth annexation. Attachment 1 provides a map of the subdivision, while Attachment 2 is a history of annexations into CFD 2005-01.

FINANCIAL IMPACT:

The 2019/20 Fiscal Year CFD 2005-01 assessment for multi-family residential development is approximately $428.12 per dwelling unit. Based on this figure, the estimated annual revenue that will be received by the City (Fund 76650) for all 16 units in Annexation No. 9 will be $6,849.92. Because CFD 2005-01 includes an annual CPI adjustment, this amount will grow over time. The process for annexation is funded by the developer and no General Fund monies are used for this effort.

CONSISTENCY WITH THE VISION MADERA 2025 PLAN:

The proposed action is not specifically addressed as part of the plan, is not in conflict with the plan, but rather is sympathetic of the underlying principles of the Vision 2025 Plan.

ALTERNATIVES:

The Council adopted Ordinance C.S. 792, which established the district and its special tax structure, on December 7, 2005. The Council could, at its discretion, consider alternative methods for funding the necessary services that are demanded by residential development and supported by CFD 2005-01. Amendment of the ordinance would be required.

ATTACHMENTS:

1. Resolution Adopting a Boundary Map
   Exhibit A – Annexation Map No. 9
2. Resolution Declaring Intent to Annex
3. CFD 2005-01 Annexation Map No. 9
4. CFD 2005-01 Boundary Map
5. Rate and Method of Apportionment

1. Resolution Adoption of a Boundary Map

RESOLUTION NO. _____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MADERA, CALIFORNIA, ADOPTING A BOUNDARY MAP SHOWING TERRITORY PROPOSED FOR ANNEXATION TO CITY OF MADERA COMMUNITY FACILITIES DISTRICT NO. 2005-01

WHEREAS, the City Council of the City of Madera, California, ("City Council"), formed a Community Facilities District, designated as Community Facilities District No. 2005-01 (hereafter referred to as "CFD No. 2005-01"), pursuant to the terms and provisions of the "Mello-Roos Community Facilities Act of 1982", being Chapter 2.5, Part 1, Division 2, Title 5 of the Government Code of the State of California (the "Act"); and

WHEREAS, the City Council desires to initiate proceedings to annex the territory known as Sherwood Apartments ("Annexation No. 9") to CFD No. 2005-01 Annexation No. 9 will consist of 16 multi-family units located on north of Sherwood Way, between Owens Street and Sonora Street; and

WHEREAS, there has been submitted a map attached as Exhibit A showing the territory proposed to be annexed to CFD No. 2005-01, said area to be designated as Community Facilities District No. 2005-01, Annexation No. 9.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MADERA DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. Recitals. The above recitals are all true and correct.

SECTION 2. Annexation Map. The map showing Annexation No. 9 and to be subject to the levy of a special tax by CFD No. 2005-01 upon the annexation of such territory to CFD No. 2005-01 is hereby approved and adopted. Such map is designated by the name of "Annexation No. 9 to City of Madera Community Facilities District No. 2005-01."

SECTION 3. Certificate. A certificate shall be endorsed on the original and on at least one (1) copy of the map of Annexation No. 9, evidencing the date and adoption of this Resolution, and within fifteen days after the adoption of the Resolution fixing the time and place of the Public Hearing on the intention to annex Annexation No. 9 to CFD No. 2005-01, a copy of said map shall be filed with the correct and proper endorsements thereon with County Recorder, all in the manner and form provided for in Section 3111 of the Streets and Highways Code of the State California.

EXHIBIT A

SHEET 1 OF 1

ANNEXATION MAP NO. 9
COMMUNITY FACILITIES DISTRICT NO. 2005-01

CITY OF MADERA
COUNTY OF MADERA
STATE OF CALIFORNIA

FILED IN THE OFFICE OF THE CITY CLERK THIS _____ DAY OF _____, 20__.

I HEREBY CERTIFY THAT THE WITHIN MAP SHOWING PROPOSED BOUNDARIES OF ANNEXATION MAP NO. 9 OF COMMUNITY FACILITIES DISTRICT NO. 2005-01, CITY OF MADERA, COUNTY OF MADERA, STATE OF CALIFORNIA, WAS APPROVED BY THE CITY COUNCIL OF THE CITY OF MADERA AT A REGULAR MEETING, THEREOF, HELD ON THE _____ DAY OF _____, 20__, BY ITS RESOLUTION NO. _____.

_____
CITY CLERK
CITY OF MADERA

FILED THIS _____ DAY OF _____, 20__, AT THE HOUR OF _____ O'CLOCK _____M IN BOOK _____ PAGE(S) _____ OF MAPS OF ASSESSMENT AND COMMUNITY FACILITIES DISTRICT AND INSTRUMENT NO. _____ IN THE OFFICE OF THE COUNTY RECORDER IN THE COUNTY OF MADERA, STATE OF CALIFORNIA.

_____
COUNTY RECORDER
COUNTY OF MADERA
STATE OF CALIFORNIA

REFERENCE IS MADE TO THAT BOUNDARY OF COMMUNITY FACILITIES DISTRICT NO. 2005-01 OF THE CITY OF MADERA RECORDED WITH THE MADERA COUNTY RECORDER'S OFFICE ON OCTOBER 7, 2005, IN BOOK 4 OF MAPS OF ASSESSMENT AND COMMUNITY FACILITIES DISTRICT ON PAGES 42 THROUGH 45.

THE LINES AND DIMENSIONS OF EACH LOT OR PARCEL SHOWN ON THIS DIAGRAM SHALL BE THOSE LINES AND DIMENSIONS AS SHOWN ON THE MADERA COUNTY ASSESSOR'S MAPS FOR THOSE PARCELS LISTED.

THE MADERA COUNTY ASSESSOR'S MAP SHALL GOVERN FOR ALL DETAIL CONCERNING THE LINES AND DIMENSIONS OF SUCH LOTS OR PARCELS.

Legend

Annexation Parcels

(1) Map Reference Number

1 in = 80 feet

MAP REFERENCE NUMBER	ASSESSOR'S PARCEL NUMBER
1	003-240-015

WILLDAN

2. Resolution Declaring Intent to Annex

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MADERA, CALIFORNIA, DECLARING ITS INTENTION TO ANNEX TERRITORY (SHERWOOD APARTMENTS) TO A COMMUNITY FACILITIES DISTRICT AND TO AUTHORIZE THE LEVY OF SPECIAL TAXES THEREIN, THE CITY OF MADERA COMMUNITY FACILITIES DISTRICT NO. 2005-01 (PUBLIC SERVICES) ANNEXATION NO. 9

WHEREAS, the City Council of the City of Madera has conducted proceedings to establish Community Facilities District No. 2005-01 (Public Services) (the "CFD") pursuant to the Mello-Roos Community Facilities Act of 1982, as amended (the "Act"), Chapter 2.5 of Part 1 of Division 2 of Title 5, commencing at Section 53311, of the California Government Code; and

WHEREAS, under the Act, the City Council, as the legislative body for the CFD, is empowered with the authority to annex territory to the CFD, and now desires to undertake proceedings to annex the territory known as Sherwood Apartments ("Annexation No. 9") to the CFD. Annexation No. 9 will consist of 16 multi-family residential units located on north of Sherwood Way between Owens Street and Sonora Street.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MADERA, HEREBY RESOLVES:

SECTION 1. This Council hereby finds and determines that public convenience and necessity require that territory be added to the CFD.

SECTION 2. The name of the existing CFD is "Community Facilities District No. 2005-01 (Public Services)".

SECTION 3. The territory included in the existing CFD is as shown on the maps thereof filed in the office of the County Recorder, County of Madera State of California, to which maps reference is hereby made which have been filed with the Madera County Recorder's Office.

The territory now proposed to be annexed to the CFD is as shown on the Boundary Map of Annexation No. 9 to the CFD, on file with the City Clerk, a copy of which is attached hereto as Exhibit "A" and made a part hereof, the boundaries of which territory are hereby preliminarily approved. The City Clerk is hereby directed to cause the recordation of said Boundary Map of Annexation No. 9 to the CFD, showing the territory to be annexed, in the Office of the County Recorder of the County of Madera within fifteen days of the date of adoption of this resolution.

SECTION 4. The types of public services financed by the CFD and pursuant to the Act consist of those services (the "Services") described in Exhibit A to Resolution No. 05-334 adopted by the Council on the 16st day of November 2005 (the "Resolution of Formation"). It is presently intended that the Services will be shared, without preference or priority, by the existing territory in the CFD and the territory proposed to be annexed to the CFD.

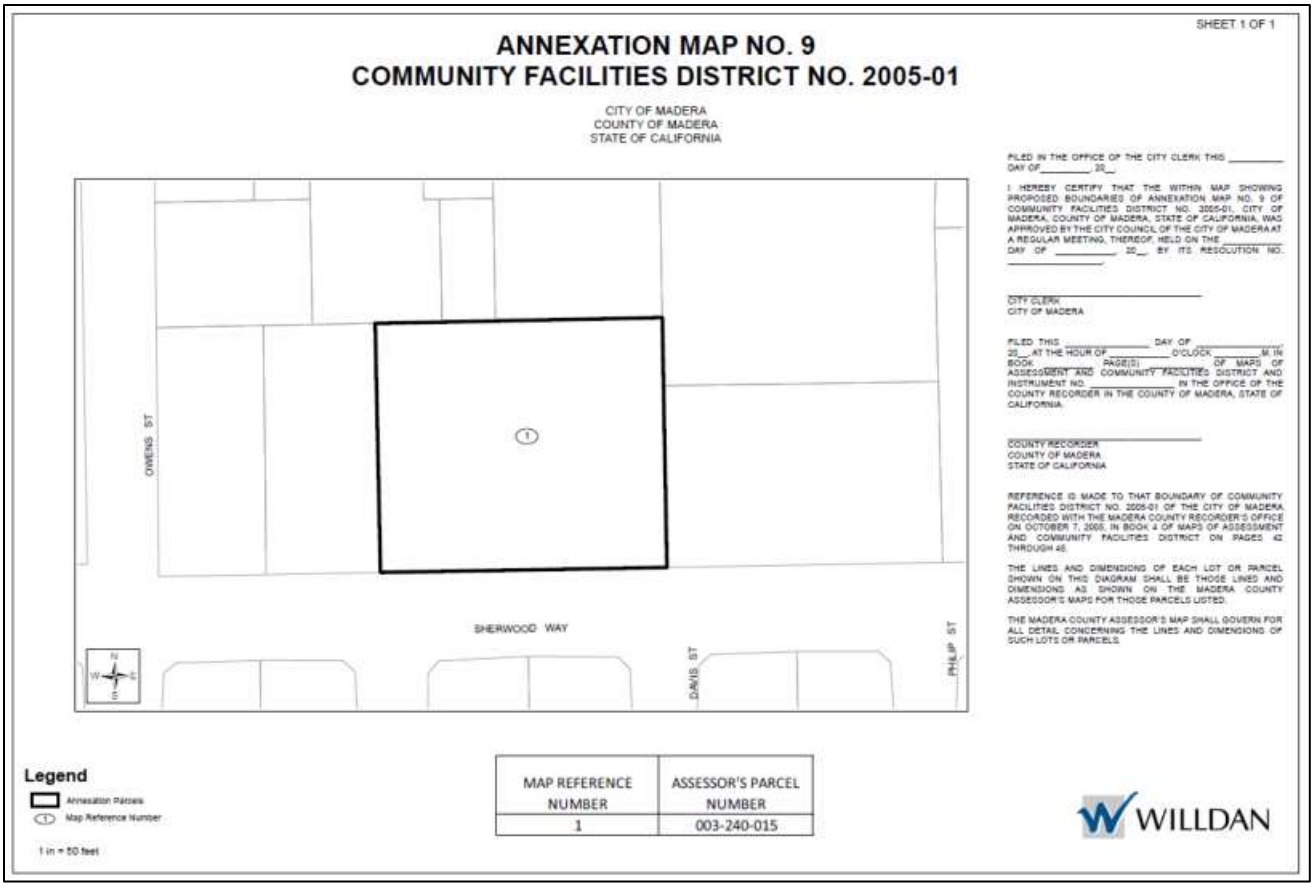
SECTION 5. Except to the extent that funds are otherwise available to the CFD to pay for the Services and/or the principal and interest as it becomes due on bonds of the CFD issued to finance the Services, a special tax sufficient to pay the costs thereof is intended to be levied annually within the CFD, and collected in the same manner as ordinary ad valorem property taxes. The proposed rate and method of apportionment of the special tax among the parcels of real property within the CFD, as now in existence and following the annexation proposed herein, and in sufficient detail to allow each landowner within the territory proposed to be annexed to the CFD to estimate the maximum amount such owner will have to pay, is described in Exhibit B, which is hereby incorporated by this reference.

SECTION 6. The City Staff presented Annexation No. 9 to City Council at a Council Meeting on April 1, 2020 in order to begin annexation proceedings.

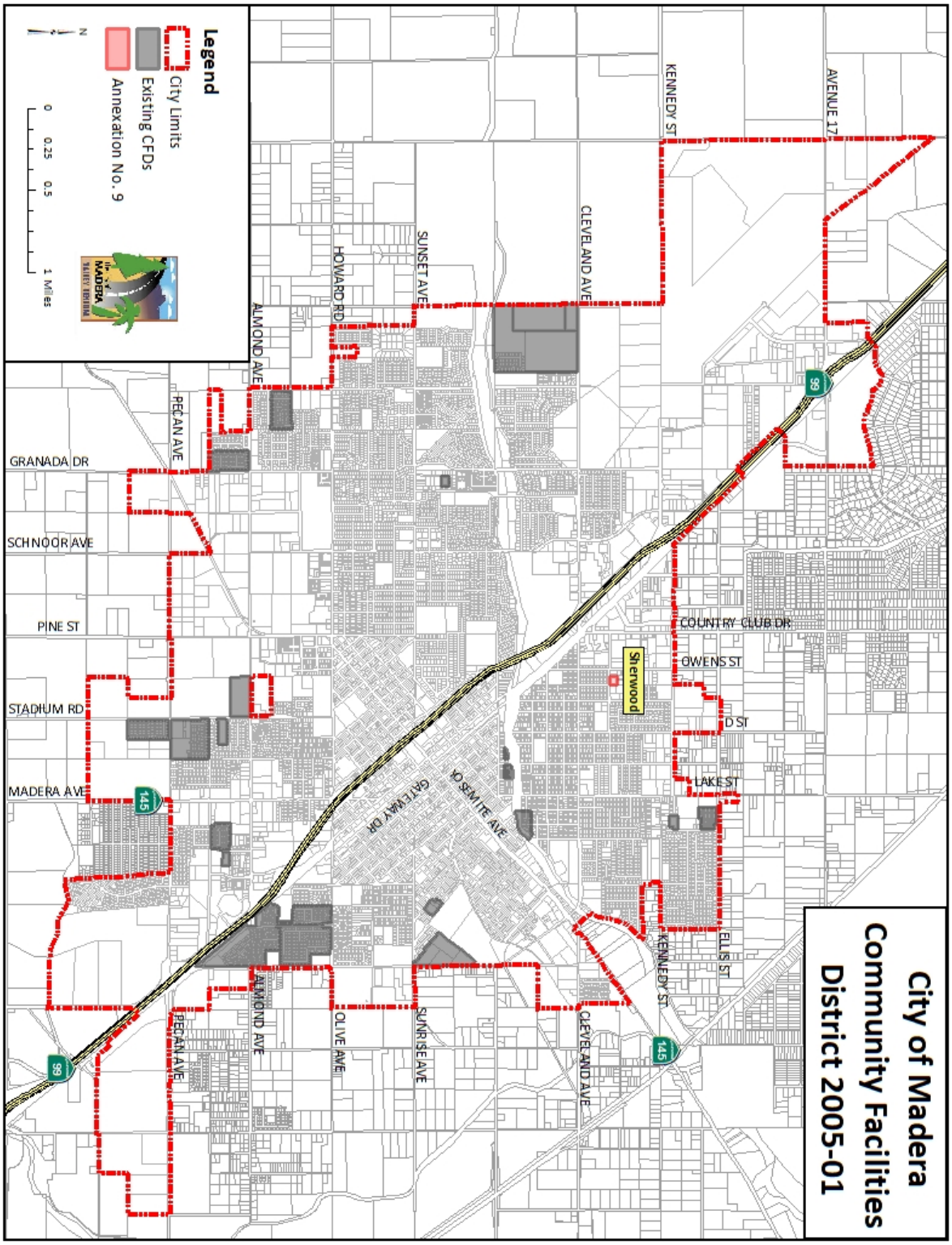
SECTION 7. Notice is given that on May 20, 2020, at 6:00 p.m., in the regular meeting place of this Council, being the City Council Chambers, located at 205 W. 4th St, Madera, California, the Council, as legislative body for the CFD, will conduct a public hearing on the annexation of territory to the CFD and consider and finally determine whether the public interest, convenience and necessity require said annexation of territory to the CFD and the levy of said special tax therein.

SECTION 8. The City Clerk is hereby directed to cause notice of said public hearing to be given by publication one time in a newspaper of general circulation in the area of the CFD. The publication of said notice shall be completed at least seven days before the date herein set for said hearing. Said notice shall be substantially in the form specified in Section 53339.4 of the Act. The City Clerk shall also cause a copy of the Resolution of Annexation, or a notice thereof, to be mailed to each landowner (and to each registered voter, if any) within the territory proposed to be annexed, which resolution or notice shall be mailed at least fifteen days before the date of said hearing.

3. CFD 2005-01 Annexation Map No. 9



4. CFD 2005-01 Boundary Map



5. Rate and Method of Apportionment

RATE AND METHOD OF APPORTIONMENT OF SPECIAL TAX

A Special Tax of Community Facilities District No. 2005-01 of the City of Madera (the "District") shall be levied on all Assessor's Parcels in the District and collected each Fiscal Year commencing Fiscal Year 2006-07 in an amount determined by the City through the application of the rate and method of apportionment of the Special Tax set forth below. All of the real property in the District, unless exempted by law or by the provisions hereof shall be taxed for the purposes, to the extent and in the manner herein provided.

DEFINITIONS

The terms hereinafter set forth have the following meanings:

"Acre or Acreage" means the land area of an Assessor's Parcel as shown on an Assessor's Parcel Map, or if the land area is not shown on an Assessor's Parcel Map, the land area shown on the applicable final subdivision map, other final map, other parcel map, other condominium plan, or functionally equivalent map or instrument recorded in the Office of the County Recorder. The square footage of an Assessor's Parcel is equal to the Acreage multiplied by 43,560.

"Act" means the Mello-Roos Community Facilities Act of 1982, being Chapter 2.5, Part 1, Division 2 of Titles of the Government Code of the State of California, as amended, which authorizes the establishment of the District to finance: a) police protection services, and b) fire protection and suppression services, c) park maintenance, d) storm drainage system operation and maintenance and other services as defined herein including but not limited to ambulance and paramedic services.

"Administrative Expenses" means the actual or estimated costs incurred by the City as administrator of the District to determine, levy and collect the Special Taxes, including the proportionate amount of the salaries and benefits of City employees whose duties are directly related to administration of the District and the fees of consultants, legal counsel, the costs of collecting installments of the Special Taxes upon the general tax rolls, preparation of required reports; and any other costs required to administer the District as determined by the City.

"Annual Escalation Factor" means the greater of the increase in the annual percentage change of the All Urban Consumers Consumer Price Index (CPI) or three percent (3%). The annual CPI used shall be for the area of San Francisco-Oakland-San Jose, CA as reflected in the then-current April update. The annual CPI used shall be as determined by the United States Department of Labor, Bureau of Labor Statistics, and may be obtained through the California Division of Labor Statistics and Research (www.dir.ca.gov/dlsr). If the foregoing index is not available, the District Administrator shall select a reasonably comparable index.

"Assessor's Parcel" means a lot or parcel shown in an Assessor's Parcel Map with an assigned assessor's parcel number.

"Assessor's Parcel Map" means an official map of the Assessor of the County designating parcels by assessor's parcel number.

"Base Year" means Fiscal Year ending June 30, 2007.

"City" means the City of Madera.

"Council" means the City Council of the City of Madera, acting as the legislative body of the District. "County" means the County of Madera, California.

"**Developed Multi-Family Residence"** means all Assessor's Parcels of Developed Property for which a building permit has been issued for purposes of constructing a residential structure consisting of two or more residential units that share common walls, including but not limited to, duplexes, triplexes, town homes, condominiums, and apartment units.

"**Developed Property"** means all Taxable Property, exclusive of Property Owner Association Property, Non-Residential Property, or Public Property, for which a building permit was issued after January 1, 2005, and prior to May 1st preceding the Fiscal Year in which the Special Tax is being levied.

"**Developed Single-Family Residence"** means all Assessor's Parcels of Developed Property for which a building permit(s) has been issued for purposes of constructing one single-family residential dwelling unit.

"District Administrator" means an official of the City, or designee thereof responsible for determining the Special Tax Requirement and providing for the levy and collection of the Special Taxes.

"District" means Community Facilities District No. 2005-01 of the City of Madera.

"Entitled Property" means an Assessor's Parcel and/or Lot in the District, which has a Final Map recorded prior to January 1st preceding the Fiscal Year in which the Special Tax is being levied, but for which no building permit has been issued prior to the May 1st preceding the Fiscal Year in which the Special Tax is being levied. The term "Entitled Property" shall apply only to Assessors' Parcels and/or Lots, which have been subdivided for the purpose of residential development, excluding any Assessor's Parcel that is designated as a remainder parcel determined by final documents and/or maps available to the District Administrator.

"Final Map" means an Assessor's Parcel Map, a final subdivision map, other parcel map, other

final map, other condominium plan, or functionally equivalent map that has been recorded in the Office of the County Recorder.
"Fiscal Year" means the period starting July 1 and ending on the following June 30.

"Land Use Class" means any of the classes listed in Table 1.

"Lot" means property within a recorded Final Map identified by a lot number for which a building permit has been issued or may be issued.

"Maximum Special Tax" means the maximum Special Tax, determined in accordance with Section C below that can be levied in the District in any Fiscal Year on any Assessor's Parcel.

"Non-Residential Property" means all Assessors' Parcels for which a building permit(s) has been issued for a non-residential use and does not contain any residential units as defined under Developed Single Family Residence or Developed Multi-Family Residence.

"Property Owner Association Property" means any property within the boundaries of the District that is owned by, or irrevocably dedicated as indicated in an instrument recorded with the County Recorder to a property owner association, including any master or sub- association.

"Proportionately" means in a manner such that the ratio of the actual Special Tax levy to the Maximum Special Tax is equal for all Assessor's Parcels within each Land Use Class.

"Public Property" means any property within the boundaries of the District that is, at the time of the District formation or at the time of an annexation, expected to be used for rights-of-way, parks, schools or any other public purpose and is owned by or irrevocably offered for dedication to the federal government, the State, the County, the City or any other public agency.

"Service Costs" means the estimated and reasonable costs of providing police protection services and fire protection and suppression services, including but not limited to (i) the costs of contracting services, (ii) equipment, vehicles, ambulances and paramedics, fire apparatus, supplies, (iii) the salaries and benefits of City staff that directly provide police protection services and fire protection and suppression services and other services as defined herein, respectively, (iv) City overhead costs associated with providing such services within the District, (v) park maintenance, and (vi) storm drainage system operation and maintenance. On each July 1 following the Base Year, the increases attributed to salaries and benefits shall be calculated and limited to the increase based on the Annual Escalation Factor. The Special Tax will finance Services that are in addition to those provided in or required for the territory within the District and will not be replacing Services already available. The Special Tax provides only partial finding for police services, fire suppression and protection services, park maintenance, and storm drainage system operation and maintenance.

"Special Tax" means the Special Tax to be levied in each Fiscal Year on each Assessor's Parcel of Taxable Property to find the Special Tax Requirement, and shall include Special Taxes levied or to be levied under Sections C and D, below.

"Special Tax Requirement" means that amount required in any Fiscal Year for the District to: (i) pay for Service Costs; (ii) pay reasonable Administrative Expenses; (iii) pay any amounts required to establish or replenish any reserve funds; and (iv) pay for reasonably anticipated delinquent Special Taxes based on the delinquency rate for Special Taxes levied in the previous Fiscal Year; less any surplus of funds available from the previous Fiscal Year's Special Tax levy.

"State" means the State of California.

"**Property"** means all of the Assessor's Parcels within the boundaries of the District and any future annexation to the District that are not exempt from the Special Tax pursuant to law or as defined herein.

"Tax Exempt Property" means an Assessor's Parcel not subject to the Special Tax. Tax- Exempt Property includes: (i) Public Property, (ii) Property Owner Association Property, (iii) Non-Residential Property, and (iv) property designated by the City or District Administrator as Tax-Exempt Property.

"Undeveloped Property" means, for each Fiscal Year, all Assessor's Parcels of Taxable Property not classified as Developed Property or Entitled Property, including an Assessor's Parcel that is designated as a remainder parcel and is not identified as potential Public Property by any final documents and/or maps available to the District Administrator means any separate residential dwelling unit in which a person or persons may live, which comprises an independent facility capable of conveyance separate from adjacent residential dwelling units and is not considered to be for commercial or industrial use.

ASSIGNMENT TO LAND USE CATEGORIES

Each Fiscal Year using the definitions above, all Taxable Property within the District shall be classified as Developed Property, Entitled Property, or Undeveloped Property. Developed Property shall be further classified as Developed Single-Family Residence or Developed Multi-Family Residence. Commencing with the Base Year and for each subsequent Fiscal Year, all Taxable Property shall be subject to Special Taxes pursuant to Sections C and D below.

1. Developed Property

Table 1
Maximum special Tax for Developed Property
Community Facilities District No. 2005-01

Land Use Class	Description	Maximum Special Tax Per Unit[1]
1	Developed Single-Family Residence	$311 per unit
2	Developed Multi-Family Residence	$285 per unit
[1] Maximum Special Tax includes Administrative Expenses		

2. Entitled Property

Table 2
Maximum Special Tax for Entitled Property
Community Facilities District No. 2005-01

Land Use Class	Description	Maximum Special Tax Per Unit[1]
3	Entitled Property	$166 per lot
[1] Maximum Special Tax includes Administrative Expenses		

On each July 1 following the Base Year (i.e., July 1, 2007), the Maximum Special Tax Rates in Table 1 and Table 2 shall be increased in accordance with the Annual Escalation Factor.

3. Undeveloped Property

No Special Tax shall be levied on Undeveloped Property.

4. Tax-Exempt Property

No Special Tax shall be levied on Tax-Exempt Property.

5. Multiple Land Use Classes

In some instances an Assessor's Parcel may contain more than one Land Use Class. The Maximum Special Tax levied on an Assessor's Parcel shall be the sum of the Maximum Special Tax levies that can be imposed on all Land Use Classes located on that Assessor's Parcel.

METHOD OF APPORTIONMENT OF SPECIAL TAXES

Commencing with Fiscal Year 2006-07, and for each subsequent Fiscal Year, the District Administrator shall calculate the Special Tax Requirement based on the definitions in Section A and levy the Special Tax as follows until the amount of the Special Tax levied equals the Special Tax Requirement. First, the Special Tax shall be levied each Fiscal Year on each Assessor's Parcel of Developed Property Proportionately between Developed Single- Family Residence and Developed Multi-Family Residence up to 100% of the applicable Maximum Special Tax. Second, if the Special Tax Requirement has not been satisfied by the first step, then the Special Tax shall be levied each Fiscal Year on each Assessor's Parcel of Entitled Property up to 100% of the applicable Maximum Special Tax for Entitled Property.

APPEALS

Any taxpayer that believes that the amount of the Special Tax assigned to an Assessor's Parcel is in error may file a written notice with the District Administrator appealing the levy of the Special Tax. This notice is required to be filed with the District Administrator during the Fiscal Year the error is believed to have occurred. The District Administrator or designee will then promptly review the appeal and, if necessary, meet with the taxpayer. If the District Administrator verifies that the tax should be changed, the Special Tax levy shall be corrected and, if applicable in any case, a refund shall be granted.

EXEMPTIONS

No Special Tax shall be levied on Non-Residential Property, Undeveloped Property, Property Owner Association Property or Public Property.

MANNER OF COLLECTION

Special Tax as levied pursuant to Section D above shall be collected in the same manner and at the same time as ordinary ad valorem property taxes; provided, however, that the District Administrator may directly bill the Special Tax, may collect Special Taxes at a different time or in a different manner if necessary to meet the financial obligations of the District or as otherwise determined appropriate by the District Administrator.

TERM OF SPECIAL TAX

After the establishment of the District, the City Council may reexamine, if deemed necessary by City Council, the necessity of the continuance of the Special Tax through the preparation of a Fiscal Impact Analysis, otherwise the Special Tax shall be levied in perpetuity.

RETURN TO AGENDA

REPORT TO CITY COUNCIL

Approved by:

_____
Keith Helmuth, City Engineer

_____
Arnoldo Rodriguez, City Manager

Council Meeting of: April 15, 2020

Agenda Number: D-2

SUBJECT:

Actions Relating to the Final Report for the State Route 145 (Yosemite Avenue) as the Downtown Main Street Plan

RECOMMENDATION:

Adopt a Resolution Adopting the Final Report for the State 145 (Yosemite Avenue) as the Downtown Main Street Plan

SUMMARY:

City of Madera currently has no working Downtown Specific Plan. Madera received funding to develop a downtown masterplan, beginning with a focus on State Route 145 (Yosemite Avenue) as this roadway traverses downtown, serving as the community's "Main Street." The Plan that has been developed utilizes Caltrans Smart Mobility Framework, Complete Streets elements, and was built upon a recently community-based arts center plan. All components of the Plan, developed through a planning process with community and organization leaders and residents, has resulted in document that will enable Yosemite Avenue and the surrounding street-network to serve as a well-planned complete street concept that will provide a sense of place for vehicles, pedestrians, and cyclists.

DISCUSSION:

The City currently lacks a plan to effectively guide the development and redevelopment of the downtown district towards the vibrant, multi-cultural hub envisioned by Vision Madera 2025 and the City's General Plan. In May 2018, the City received a grant of $272,672 through the Sustainability Communities Grant Program, which is administered by Caltrans, to enable a planning effort focusing on enhancing Yosemite Avenue as Main Street in Downtown Madera.

Historically, Yosemite Avenue served as the City's "Main Street." In an attempt to enhance the Plan area, a well-rounded plan is imperative. To develop the Plan, the City focused on Yosemite

Avenue and its' surrounding area. The planning limits are bordered by H Street on the west, High Street on the east, 4th Street on the north and 6th Street on the south. It followed principles found in the Caltrans Smart Mobility Framework, Complete Streets Elements Toolbox. The Plan also built upon ideas from the Vision Madera 2025 Plan and other community-based planning efforts, including those associated with the cultural arts center project spearheaded by the Arts Council on the DOMA project. An important objective of the Plan was to build upon existing studies and create a Plan with elements that make sense for the community.

In February 2019, the City hired the consulting firm Mark Thomas and Company (Mark Thomas) to develop the Plan. Mark Thomas began by analyzing the existing conditions of the project area and worked with a Steering Committee that consisted of members of the community and organizations within Madera to develop ideas for the downtown area.

Public Outreach

Public Outreach was an important component to the development of the Plan. Early in the project, a Steering Committee was established to assist with the development of the Plan. The Steering Committee consisted of members of the community and business owners and provided feedback during the Plan development. Several meetings were held with the Steering Committee, including a walking tour of the project area.

Two well attended public meetings were held to introduce the public to the ideas of the Plan and solicit their feedback. The first of these meetings introduced various concepts and alternatives while an overview of the draft Plan was provided at the second. Feedback received from these meetings, through conversation during the meetings and comment cards that attendees were able to complete and hand in, provided valuable information on what the community thought should occur within the Downtown area. Comments received have been summarized and are included in the Appendix of the Final Plan.

Master Plan

A goal of the State Route 145 Yosemite Avenue as Downtown Main Street Plan is to identify multi-modal improvements along the downtown area to implement complete streets improvements and prioritize potential projects that would be competitive for grant funding opportunities. The improvements developed with the Plan will help provide a safer environment, reduce congestion, reduce greenhouse gas emissions and help make Downtown Madera a destination for the community.

Utilizing feedback from the Steering Committee and the public, the Plan identifies many ways to improve the downtown core. Some examples of proposed improvements include:

- Constructing bulb-outs and high visibility crosswalks at intersections to reduce the travel path for pedestrians and make the crossings more visible for drivers
- Improving street lighting to make the area safer and provide enhanced visibility of pedestrians at crossings at night

- Incorporating Rectangular Rapid-Flashing Beacons (RRFB) at uncontrolled intersections to improve visibility of pedestrians when crossing the street
- Installing a High Intensity Activated Crosswalk Beacon (HAWK) at the Yosemite and G Street Intersection, as recommended in the DOMA report
- Filling in sidewalk gaps and repairing broken sidewalks, and
- Enhance the pedestrian experience with new street trees and street furniture

Cost estimates of the proposed improvements have been developed and are included with the Plan. It is estimated that the improvements will cost $27.8 million to design and construct.

This Plan is comprehensive and with its high cost estimate that is cumulative of multiple different types of improvements, it is unreasonable to consider that all the proposed improvements will be constructed as one project. For this reason, the Plan was created as a "toolbox" that can be utilized to develop individual bite-sized projects that will be competitive for various funding opportunities as they become available. Individual items or streets can be pulled together depending upon the requirement of the specific source of the funding. This Plan has identified multiple funding sources in which the City can utilize or apply for grants.

Next Steps

Looking at the upcoming funding sources, staff will begin to prioritize projects that will be competitive. Grant applications will then be prepared and submitted for this funding.

FINANCIAL IMPACT:

There will be no impact to the General Fund by adopting this Plan. Future grant funded projects may require a local match, which can be secured from a number of eligible funding sources.

CONSISTENCY WITH THE VISION MADERA 2025 PLAN:

Objective 151.1 – Develop a taskforce of business owners, property owners, RDA, and citizens to prepare a plan for future development and redevelopment of the downtown area.

ALTERNATIVES:

If Council chooses not to adopt the Plan, Caltrans may require reimbursement of all grant funds received. Council may also make changes to the Plan, however grant funds expired at the end of February 2020 and will not be available for this purpose.

ATTACHMENTS:

1. Resolution
2. Yosemite Avenue as Downtown Main Street Plan – Final Report

ATTACHMENT 1

RESOLUTION NO. 20 -_____

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MADERA, CALIFORNIA, ADOPTING THE FINAL REPORT FOR THE STATE ROUTE 145 (YOSEMITE AVENUE) AS DOWNTOWN MAIN STREET PLAN

WHEREAS, the Council of the City of Madera applied for and received State funding to develop State Route 145 (Yosemite Avenue) as Downtown Main Street transportation plan (Plan) through the California Department of Transportation; and

WHEREAS, the Council of the City of Madera entered into a Sustainable Communities Grant Agreement with the California Department of Transportation on May 11, 2018 for purposes of completing a transportation study and planning of the Project Area; and

WHEREAS, the Council of the City of Madera supports efforts to develop Complete Streets and multi-modal transportation improvements; and

WHEREAS, the Project Area is bounded by H Street on the west, High Street on the east, 4th Street on the north and 6th Street on the south; and

WHEREAS, the Plan has been prepared which provides Conceptual Estimates of costs for improvements as well as potential funding sources; and

WHEREAS, adoption of the Plan does not formally commit the City to construction of the improvements within the Plan but rather provides the City with a valuable resource when preparing future capital projects.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MADERA HEREBY, finds, orders and resolves as follows:

1. The above recitals are true and correct.

2. The Council adopts the Plan prepared pursuant to the Sustainable Communities Grant which is attached hereto as Exhibit A and incorporated by reference.

3. This resolution is effective immediately upon adoption.

****

EXHIBIT A

SUSTAINABLE COMMUNITIES GRANTS (STATE)

RESTRICTED GRANT AGREEMENT

THIS RESTRICTED GRANT AGREEMENT (RGA), between the State of California acting by and through its Department of Transportation, referred to herein as **CALTRANS** and the City of Madera, hereinafter referred to as **AGENCY**, will commence on **May 1, 2018**, or approval by **CALTRANS**, whichever occurs later. This RGA is of no effect unless approved by **CALTRANS**. **AGENCY** shall not receive payment for work performed prior to approval of the RGA and before receipt of notice to proceed by the **CALTRANS** Contract Manager. This RGA shall expire on **February 28, 2020**.

RECITALS

1. Under this RGA, **CALTRANS** intends to convey State grant funds to **AGENCY**, pursuant to Budget Act Line Item 2660-102-3290, who will conduct transportation studies and planning within the regional area under the jurisdiction of **AGENCY** under the terms, covenants and conditions of this RGA.

2. **CALTRANS** and **AGENCY** intend that only funds that are authorized as grants will be subject to this RGA, and that no funds that should be the subject of a Joint Powers Agreement, Interagency Agreement, or other non-grant agreement shall be subject to this RGA.

SECTION I

AGENCY AGREES:

To timely and satisfactorily complete all Project Work described in **Attachment II** within the project budget and in accordance with the items of this RGA.

SECTION II

CALTRANS AGREES:

That when conducting an audit of the costs claimed by **AGENCY** under the provisions of this RGA, to conduct the audit in accordance with applicable laws and regulations.

SECTION III

IT IS MUTUALLY AGREED:

In consideration of the foregoing and the mutual promises of the parties hereto, **AGENCY** and **CALTRANS** agree as follows:

1. Under this RGA, **CALTRANS** will convey State grant funds to **AGENCY**, pursuant to Budget Act Line Item 2660-102-3290, who will conduct transportation studies and planning within the regional area under the jurisdiction of **AGENCY**. The funds subject to this RGA must be (a) identified as available for a grant in **CALTRANS**' budget and (b) for the purpose of conducting transportation studies or planning or to a **CALTRANS** organization that is responsible for conducting transportation studies or planning.

2. Under this Restricted Grant, funds may be only used for the purpose set forth in this paragraph and funds may only be used for costs and expenses that are directly related to such purpose.

3. **AGENCY** shall perform all the duties and obligations described in the **"State Route 145 (Yosemite Avenue) as Downtown Main Street,"** hereinafter the Project, subject to the terms and conditions of this RGA. The Approved Project Grant Application (Scope of Work and Project timeline), which are attached hereto as **Attachment II**.

4. The resolution authorizing **AGENCY** to execute this RGA pertaining to the above described Project is attached hereto as **Attachment I**.

5. All services performed by **AGENCY** pursuant to this RGA shall be performed in accordance with all applicable State and **AGENCY** laws, regulations, ordinances, policies and procedures and **CALTRANS** published manuals, including Grant Application Guide at: http://www.dot.ca.gov/hq/tpp/offices/orip/Grants/grants.html. In case of conflict between State and **AGENCY** laws, regulations, ordinances, policies or procedures, the order of precedence applicability of these laws shall be established by prevailing California laws and regulations; **CALTRANS** policies and procedures; ordinances; and, **AGENCY** policies and procedures. This RGA may not include any federal funds.

6. Project funding is as follows:

FUND TITLE	FUND SOURCE	DOLLAR AMOUNT
RMRA	**SB 1**	**$ 272,672.00**
LOCAL MATCH	**Agency Provided**	**$ 35,328.00**
Total Project Costs		**$ 308,000.00**

No in-kind contributions may be made unless the amount and type of the contribution is identified above.

7. This RGA is exempt from legal review and approval by the Department of General Services, pursuant to AG Opinions: 58 Ops. AG 586 (1974), 63 Ops. AG 290 (1980), 74 Ops AG 10 (1991), and 88 Ops AG 56.]

8. **Notification of Parties**

   a. **AGENCY**'s Project Manager for PROJECT is Ivette Iraheta.

   b. **CALTRANS'** Contract Manager is Jamaica Gentry. "Contract Manager" as used herein includes his/her designee.

   c. All notices herein provided to be given, or which may be given, by either party to the other, shall be deemed to have been fully given when made in writing and received by the parties at their respective addresses:

   City of Madera
   Attention: Ivette Iraheta, Grants Administrator
   Phone Number: (559) 661-3692
   Email: iiraheta@cityofmadera.com
   205 W. Fourth Street
   Madera, CA 93637

   California Department of Transportation
   District 6/Planning
   Attention: Jamaica Gentry, Contract Manager
   Phone Number: (559) 488-7307
   Email: Jamaica.Gentry@dot.ca.gov
   1352 W. Olive Avenue
   Fresno, CA 93728

9. **Period of Performance**

   a. Reimbursable work under this RGA shall begin no earlier than on **May 1, 2018**, contingent upon the approval by **CALTRANS** and receipt of the Notice to Proceed letter of this RGA by the **CALTRANS** Contract Manager, and will expire on **February 28, 2020**.

   b. **AGENCY** will attend a kickoff meeting with **CALTRANS** to be scheduled within one (1) week from receipt of Notice to Proceed letter by the **CALTRANS'** Contract Manager.

10. **Changes in Terms/Amendments**

    This RGA may only be amended or modified by mutual written agreement of the parties.

11. **Cost Limitation**

    a. The total amount reimbursable to **AGENCY** pursuant to this RGA by **CALTRANS** shall not exceed **$272,672.00**.

    b. It is agreed and understood that this RGA fund limit is an estimate and that

CALTRANS will only reimburse the cost of services actually rendered as authorized by the **CALTRANS** Contract Manager at or below that fund limitation established hereinabove.

12. Termination

a. **CALTRANS** reserves the right to terminate this RGA upon written notice to **AGENCY** at least thirty (30) days in advance of the effective date of such termination in the event **AGENCY** fails to proceed with PROJECT work in accordance with the terms of this RGA.

b. This RGA may be terminated by either party for any reason by giving written notice to the other party at least thirty (30) days in advance of the effective date of such termination. In the event of termination for convenience, **CALTRANS** will reimburse **AGENCY** for all allowable, authorized and non-cancelled costs up to the date of termination.

c. **AGENCY** has sixty (60) days after the Termination Date to submit invoices to **CALTRANS** to make final allowable payments for Project costs in accordance to the terms of this RGA. Failure to submit invoices within this period may result in a waiver by **AGENCY** of its right to reimbursement of expended costs.

13. Budget Contingency Clause

a. It is mutually agreed that if the U.S. Congress or the State Legislature fail to appropriate or allocate funds during the current year and/or any subsequent years covered under this RGA does not appropriate sufficient funds for the program, this Agreement shall be of no further force and effect. In this event, **CALTRANS** shall have no liability to pay any funds whatsoever to **AGENCY** or to furnish any other considerations under this Agreement and **AGENCY** shall not be obligated to perform any provisions of this RGA.

b. If funding for any fiscal year is reduced or deleted by the U.S. Congress or the State Legislature for purposes of this program, **CALTRANS** shall have the option to either terminate this Agreement with no liability occurring to **CALTRANS**, or offer a RGA Amendment to **AGENCY** to reflect the reduced amount.

14. Payment and Invoicing

a. The method of payment for this RGA will be based on actual allowable costs. **CALTRANS** will reimburse **AGENCY** for expended actual allowable direct costs and including, but not limited to labor costs, travel, and contracted consultant services costs incurred by **AGENCY** in performance of the Project work. Indirect costs are reimbursable only if the **AGENCY** has an approved Indirect Cost Allocation Plan or an Indirect Cost Rate Proposal as set forth in **Section III – Cost Principles, Item 16.d**. The total cost shall not exceed the cost reimbursement limitation set forth in **Section III – Cost Limitations, Item 11.a**. Actual costs shall not exceed the estimated wage rates, labor costs, travel and other estimated costs and fees set forth in **Attachment II** without an

amendment to this RGA, as agreed between **CALTRANS** and **AGENCY**.

b. Reimbursement of **AGENCY** expenditures will be authorized only for those allowable costs actually incurred by **AGENCY** in the performance of the Project work. **AGENCY** must not only have incurred the expenditures on or after the start date and the issuance of the Notice to Proceed letter for this RGA and before the Expiration Date, but must have also paid for those costs to claim any reimbursement.

c. Travel expenses and per diem rates are not to exceed the rate specified by the State of California Department of Human Resources for similar employees (i.e. non-represented employees) unless written verification is supplied that government hotel rates were not then commercially available to **AGENCY**, its sub- recipients, contractors, and/or subcontractors, at the time and location required as specified in the California Department of Transportation's Travel Guide Exception Process at the following link:
http://www.dot.ca.gov/hq/asc/travel/ap_b/bu1.htm
Also see website for summary of travel reimbursement rules.

d. **AGENCY** shall submit invoices to **CALTRANS** at least quarterly but no more frequently than monthly in arrears for completion of milestones in accordance with the Project Timeline in **Attachment II** to the satisfaction of the **CALTRANS**' Contract Manager. Invoices shall reference this RGA Number and shall be signed and submitted to the **CALTRANS**' Contract Manager at the following address, as stated in **Section III – Notification of Parties, Item 8.c**.

e. Invoices shall include the following information:

   1) Names of the **AGENCY** personnel performing work
   2) Dates and times of project work
   3) Locations of project work
   4) Itemized costs as set forth in **Attachment II**, including identification of each employee or subcontractor staff that provided services during the period of the invoice, the number of hours and hourly rates for each employee or subcontractor staff member, authorized travel expenses with receipts, receipts for authorized materials or supplies, and subcontractor invoices.
   5) **AGENCY** shall submit written progress reports with each set of invoices to allow the **CALTRANS**' Contract Manager to determine if **AGENCY** is performing to expectations, is on schedule, is within funding cost limitations, to communicate interim findings, and to afford occasions for airing difficulties respecting special problems encountered so that remedies can be developed.

f. Incomplete or inaccurate invoices shall be returned to the **AGENCY** unapproved for correction. Failure to submit invoices on a timely basis may be grounds for termination of this RGA for material breach per **Section III – Termination, Item 12**.

g. **CALTRANS** will reimburse **AGENCY** for all allowable Project costs at least quarterly but no more frequently than monthly in arrears as promptly as **CALTRANS** fiscal procedures permit upon receipt of an itemized signed invoice.

h. The RGA Expiration Date refers to the last date for **AGENCY** to incur valid Project costs or credits and is the date the RGA expires. **AGENCY** has sixty (60) days after that Expiration Date to make final allowable payments to Project contractors or vendors, submit the Project's Final Product(s) as defined in **Attachment II** and final invoice to **CALTRANS** for reimbursement for allowable Project costs. Any unexpended Project funds not invoiced by the sixtieth (60th) day will be reverted and will no longer be accessible to reimburse late Project invoices.

15. Local Match Funds

a. **AGENCY** shall contribute not less than a proportional cash amount toward the services described herein on a monthly or quarterly basis. The frequency of the payments shall be agreed upon by the parties in a document signed by both parties. Notwithstanding the foregoing, to the extent that in-kind contributions are permitted under this Agreement, the contributions may be counted as cash when they are actually received by **CALTRANS**. Except where expressly allowed in writing herein, reimbursement of credits for local matching funds will be made or allowed only for work performed on and after the date of issuance of the Notice to Proceed and prior to the Expiration Date of this RGA.

b. Local cash and in-kind match requirements can be found at: http://www.dot.ca.gov/hq/tpp/offices/orip/Grants/grants.html, Grants Application Guide. **AGENCY** agrees to contribute the statutorily required local contribution of matching funds if any is specified within this RGA or in any Attachment hereto, toward the actual cost of the services described in **Attachment II. AGENCY** shall contribute not less than its required match amount toward the services described herein. Local cash and in-kind match requirements can be found at the Office of Regional Planning (ORP) website: http://www.dot.ca.gov/hq/tpp/offices/orip/Grants/grants.html

16. Cost Principles

a. **AGENCY** agrees to comply with Title 2, Code of Federal Regulations (CFR), Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards.

b. **AGENCY** agrees, and will assure that its contractors and subcontractors will be obligated to agree, that (a) Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allowability of individual Project cost items and (b) and (b) all parties shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements,

Cost Principles, and Audit Requirements for Federal Awards. Every sub-recipient receiving Project funds as a sub-recipient, contractor, or subcontractor under this RGA shall comply with Federal administrative procedures in accordance with 2 CFR, Part 200, Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards to the extent applicable.

c. Any Project costs for which **AGENCY** has received payment or credit that are determined by subsequent audit to be unallowable under 2 CFR, Part 200, and/or Part 48, Chapter 1, Part 31, are subject to repayment by **AGENCY** to **CALTRANS**. Should **AGENCY** fail to reimburse moneys due **CALTRANS** within thirty (30) days of discovery or demand, or within such other period as may be agreed in writing between the parties hereto, **CALTRANS** is authorized to intercept and withhold future payments due **AGENCY** from **CALTRANS** or any third-party source, including, but not limited to, the State Treasurer, the State Controller or any other fund source.

d. Prior to **AGENCY** seeking reimbursement of indirect costs, **AGENCY** must prepare and submit annually to **CALTRANS** for review and approval an indirect cost rate proposal and a central service cost allocation plan (if any) in accordance with 2 CFR, Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards and Chapter 5 of the Local Assistance Procedures Manual which may be accessed at: http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm.

e. **AGENCY** agrees and shall require that all of its agreements with consultants and sub-recipients contain provisions requiring adherence to this section in its entirety **except for section c, above**.

17. Americans with Disabilities Act

By signing this RGA, **AGENCY** assures **CALTRANS** that in the course of performing Project work, it will fully comply with the applicable provisions of the Americans with Disabilities Act (ADA) of 1990, which prohibits discrimination on the basis of disability, as well as all applicable regulations and guidelines issued pursuant to the ADA. (42
U.S.C. 12101 et seq.)

18. Indemnification

Neither **CALTRANS** nor any officer or employee thereof is responsible for any injury, damage or liability occurring by reason of anything done or omitted to be done by **AGENCY**, its officers, employees, agents or its subcontractors under or in connection with any work, authority or jurisdiction conferred upon **AGENCY** under this RGA. It is understood and agreed that **AGENCY**, its officers, employees, agents, or subcontractors shall fully defend, indemnify and save harmless **CALTRANS** and all its officers and employees from all claims, suits or actions of every name, kind and description brought forth under, including, but not

limited to, tortuous, contractual, inverse condemnation or other theories or assertions of liability occurring by reason of anything done or omitted to be done by **AGENCY**, its officers, employees, agents or subcontractors under this RGA.

19. Nondiscrimination Clause (2 CCR 11105 Clause b)

a. During the performance of this RGA, the **AGENCY**, and its Subcontractors shall not deny the contract's benefits to any person on the basis of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status, nor shall they discriminate unlawfully against any employee or applicant for employment because of race, religious creed, color, national origin, ancestry, physical disability, mental disability, medical condition, genetic information, marital status, sex, gender, gender identity, gender expression, age, sexual orientation, or military and veteran status. **AGENCY** shall insure that the evaluation and treatment of employees and applicants for employment are free of such discrimination.

b. **AGENCY** shall comply with the provisions of the Fair Employment and Housing Act (Gov. Code, § 12900 et seq.), the regulations promulgated thereunder (Cal. Code Regs., tit. 2, § 11000 et seq.), the provisions of Article 9.5, Chapter 1, Part 1, Division 3, Title 2 of the Government Code (Gov. Code, §§ 11135-11139.5), and the regulations or standards adopted by **CALTRANS** to implement such article.

c. **AGENCY** shall permit access by representatives of the Department of Fair Employment and Housing and **CALTRANS** upon reasonable notice at any time during the normal business hours, but in no case less than twenty four (24) hours' notice, to such of its books, records, accounts, and all other sources of information and its facilities as said Department or **CALTRANS** shall require to ascertain compliance with this clause.

d. **AGENCY** and its Subcontractors shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other agreement.

e. **AGENCY** shall include the nondiscrimination and compliance provisions of this clause in all subcontracts to perform work under the RGA.

20. Retention of Records/Audits

a. **AGENCY**, its contractors, subcontractors and sub-recipients shall establish and maintain an accounting system and records that properly accumulate and segregate incurred Project costs and matching funds by line. The accounting system of **AGENCY**, its contractors, all subcontractors, and sub-recipients shall conform to Generally Accepted Accounting Principles (GAAP), enable the

determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices. All accounting records and other supporting papers of **AGENCY**, its contractors, subcontractors and sub-recipients connected with Project performance under this RGA shall be maintained for a minimum of three (3) years from the date of final payment to **AGENCY** and shall be held open to inspection, copying, and audit by representatives of **CALTRANS**, the California State Auditor, and auditors representing the federal government. Copies thereof will be furnished by **AGENCY**, its contractors, its subcontractors and sub-recipients upon receipt of any request made by **CALTRANS** or its agents. In conducting an audit of the costs and match credits claimed under this RGA, **CALTRANS** will rely to the maximum extent possible on any prior audit of **AGENCY** pursuant to the provisions of State and **AGENCY** law. In the absence of such an audit, any acceptable audit work performed by **AGENCY's** external and internal auditors may be relied upon and used by **CALTRANS** when planning and conducting additional audits.

b. For the purpose of determining compliance with applicable State and **AGENCY** law in connection with the performance of **AGENCY's** contracts with third parties pursuant to GC Section 8546.7**, AGENCY**, **AGENCY's** sub-recipients, contractors, subcontractors, and **CALTRANS** shall each maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts. All of the above referenced parties shall make such materials available at their respective offices at all reasonable times during the entire Project period and for three (3) years from the date of final payment to **AGENCY** under this RGA. **CALTRANS**, the California State Auditor, or any duly authorized representative of **CALTRANS** or the United States Department of Transportation, shall each have access to any books, records, and documents that are pertinent to a Project for audits, examinations, excerpts, and transactions, and **AGENCY** shall furnish copies thereof if requested.

c. **AGENCY**, its sub-recipients, contractors, and subcontractors will permit access to all records of employment, employment advertisements, employment application forms, and other pertinent data and records by the State Fair Employment Practices and Housing Commission, or any other **AGENCY** of the State of California designated by **CALTRANS**, for the purpose of any investigation to ascertain compliance with this RGA.

d. Additionally, all grants may be subject to a pre-award audit prior to execution of the RGA to ensure **AGENCY** has an adequate financial management system in place to accumulate and segregate reasonable, allowable and allocable costs.

e. Any contract with a consultant or sub-recipient entered into as a result of this Agreement shall contain all the provisions of this article.

21. Disputes

a. Any dispute concerning a question of fact arising under this RGA that is not disposed of by agreement shall be decided by the **CALTRANS** Contract Officer, who may consider any written or verbal evidence submitted by **AGENCY**. The decision of the **CALTRANS** Contract Officer shall be the **CALTRANS**'s final decision regarding the dispute.

b. Neither the pendency of a dispute nor its consideration by the **CALTRANS** Contract Officer will excuse **AGENCY** from full and timely performance in accordance with the terms of the RGA.

22. Third-Party Contracts

a. **AGENCY** shall perform the work contemplated with resources available within its own organization and no portion of the work shall be subcontracted without prior written authorization by **CALTRANS** Contract Manager unless expressly included (sub-recipient identified) in **Attachment II** as part of the identified Project work.

b. All State-government-funded procurements must be conducted using a fair and competitive procurement process. **AGENCY** may use its own procurement procedures as long as the procedures comply with the local **AGENCY's** laws, rules, and ordinances governing procurement and all applicable provisions of state law, including without limitation the requirement that the **AGENCY** obtain at least three (3) competitive bids for solicitation of goods, services and consulting services (see Part 2, Chapter 2, Articles 3 and 4 of the Public Contract Code); a qualifications-based solicitation process, for which statements of qualifications are obtained from at least three (3) qualified firms for architecture and engineering services (see Title 1, Division 5, Chapter 10 of the Government Code); and, the provisions of the Local Assistance Procedures Manual (LAPM), Chapter 10, which are not inconsistent with this section 23, Third Party Contracts. The LAPM can be found and the following link: http://www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm#LAPMop1.

c. Any subcontract entered into as a result of this RGA shall contain all the provisions stipulated in this RGA to be applicable to **AGENCY**'s sub-recipients, contractors, and subcontractors. Copies of all agreements with sub-recipients, contractors, and subcontractors must be submitted to the **CALTRANS** Contract Manager.

d. **CALTRANS** does not have a contractual relationship with the **AGENCY**'s sub- recipients, contractors, or subcontractors and the **AGENCY** shall be fully responsible for all work performed by its sub-recipients, contractors, or subcontractors.

e. Prior authorization in writing by the **CALTRANS** Contract Manager shall be

required before **AGENCY** enters into any non-budgeted purchase order or sub- agreement for supplies, or consultant services. **AGENCY** shall provide an evaluation of the necessity or desirability of incurring such costs. **AGENCY** shall retain all receipts for such purchases or services and shall submit them with invoices per **Section III, Item 14e.4, above**.

f. Any subcontract entered into by **AGENCY** as a result of this RGA shall mandate that travel and per diem reimbursements and third-party contract reimbursements to subcontractors will be allowable as Project costs only after those costs are incurred and paid for by the subcontractors. Travel expenses and per diem rates for subcontractors shall be reimbursed pursuant to **Section III, Item 14c, above**.

23. Drug-Free Workplace Certification

By signing this RGA, **AGENCY** hereby certifies under penalty of perjury under the laws of California that **AGENCY** will comply with the requirements of the Drug-Free Workplace Act of 1990 (GC Section 8350 et seq.) and will provide a Drug-Free workplace by doing all of the following:

a. Publish a statement notifying employees that unlawful manufacture, distribution, dispensation, possession, or use of a controlled substance is prohibited and specifying actions to be taken against employees for violations, as required by GC Section 8355(a).

b. Establish a Drug-Free Awareness Program as required by GC Section 8355(b) to inform employees about all of the following:

   1) The dangers of drug abuse in the workplace.
   2) The person's or organization's policy of maintaining a Drug-Free workplace;
   3) Any available counseling, rehabilitation, and employee assistance programs.
   4) Penalties that may be imposed upon employees for drug abuse violations.

c. Provide, as required by GC Section 8355(c), that every employee who works on the proposed contract or grant:

   1) Will receive a copy of the company's Drug-Free policy statement.
   2) Will agree to abide by the terms of the company's statement as a condition of employment on the contract or grant.

d. Failure to comply with these requirements may result in suspension of payments under this RGA or termination of this RGA or both, and **AGENCY** may be ineligible for the award of any future state contracts if **CALTRANS** determines that any of the following has occurred: (1) **AGENCY** has made a false certification or, (2) **AGENCY** violates the certification by failing to carry out the requirements as noted above.

24. Relationship of Parties

It is expressly understood that this RGA is an agreement executed by and between two independent governmental entities and is not intended to, and shall not be construed to, create the relationship of agent, servant, employee, partnership, joint venture or association, or any other relationship whatsoever other than that of an independent party.

25. State-Owned Data

a. **AGENCY** agrees to comply with the following requirements to ensure the preservation, security, and integrity of State-owned data on portable computing devices and portable electronic storage media:

1) Encrypt all State-owned data stored on portable computing devices and portable electronic storage media using government-certified Advanced Encryption Standard (AES) cipher algorithm with a 256-bit or 128-bit encryption key to protect **CALTRANS** data stored on every sector of a hard drive, including temp files, cached data, hibernation files, and even unused disk space.

2) Data encryption shall use cryptographic technology that has been tested and approved against exacting standards, such as FIPS 140-2 Security Requirements for Cryptographic Modules.

3) Encrypt, as described above, all State-owned data transmitted from one computing device or storage medium to another.

4) Maintain confidentiality of all State-owned data by limiting data sharing to those individuals contracted to provide services on behalf of the State, and limit use of State information assets for State purposes only.

5) Install and maintain current anti-virus software, security patches, and upgrades on all computing devices used during the course of the Agreement.

6) Notify the **CALTRANS** Contract Manager immediately of any actual or attempted violations of security of State-owned data, including lost or stolen computing devices, files, or portable electronic storage media containing State-owned data.

7) Advise the owner of the State-owned data, the **AGENCY** Information Security Officer, and the **AGENCY** Chief Information Officer of vulnerabilities that may present a threat to the security of State-owned data and of specific means of protecting that State-owned data.

b. **AGENCY** agrees to use the State-owned data only for State purposes under this RGA.

c. **AGENCY** agrees to not transfer State-owned data to any computing system, mobile device, or desktop computer without first establishing the specifications

for information integrity and security as established for the original data file(s). (State Administrative Manual (SAM) Section 5335.1)

26. Assumption of Risk and Indemnification Regarding Exposure to Environmental Health Hazards

In addition to and not a limitation of the **AGENCY'S** indemnification obligations contained elsewhere in this Agreement, the **AGENCY** hereby assumes all risks of the consequences of exposure of **AGENCY'S** employees, agents, Subcontractors, Subcontractors' employees, and any other person, firm or corporation furnishing or supplying work services, materials, or supplies in connection with the performance of this Agreement, to any and all environmental health hazards, local and otherwise, in connection with the performance of this Agreement. Such hazards include, but are not limited to, bodily injury and/or death resulting in whole or in part from exposure to infectious agents and/or pathogens of any type, kind or origin. **AGENCY** also agrees to take all appropriate safety precautions to prevent any such exposure to **AGENCY'S** employees, agents, Subcontractors, Subcontractors' employees, and any other person, firm or corporation furnishing or supplying work services, materials, or supplies in connection with the performance of this Agreement. **AGENCY** also agrees to indemnify and hold harmless **CALTRANS**, the State of California, and each and all of their officers, agents and employees, from any and all claims and/or losses accruing or resulting from such exposure. Except as provided by law, **AGENCY** also agrees that the provisions of this paragraph shall apply regardless of the existence or degree of negligence or fault on the part of **CALTRANS**, the State of California, and/or any of their officers, agents and/or employees.

27. Mandatory Organic Waste Recycling

It is understood and agreed that pursuant to Public Resources Code §42649.8 et. seq, if **AGENCY** generates four (4) cubic yards of organic waste per week the **AGENCY** shall arrange for organic waste recycling services. "Organic waste" means food waste, green waste, landscape and pruning waste, non-hazardous wood waste, and food-soiled paper waste that is mixed in food.

The **AGENCY** shall take at least one of the following actions:

1) Source separate organic waste from other waste and subscribe to a basic level of organic waste recycling service that includes collection and recycling of organic waste.
2) Recycle its organic waste onsite or self-haul its own organic waste for recycling.
3) Subscribe to an organic waste recycling service that may include mixed waste processing that specifically recycles organic waste.

28. Project Close Out/Final Product

a. **AGENCY** will provide two (2) copies and two (2) electronic versions of the Final Product(s) to the **CALTRANS** Contract Manager.

b. **CALTRANS** reserves the right to withhold final payment to **AGENCY** pending receipt of Final Product(s) to the **CALTRANS** Contract Manager.

29. OWNERSHIP OF PROPRIETARY PROPERTY

a. **Definitions**

1) **Work**: The work to be directly or indirectly produced by **AGENCY** under this RGA.

2) **Work Product**: All deliverables created or produced from Work under this Agreement including but not limited to, all Work and Deliverables conceived or made, or made hereafter conceived or made, either solely or jointly with others during the term of this Agreement and during a period of six (6) months after the termination thereof, which relates to the Work commissioned or performed under this Agreement. "Work Product" includes all deliverables, inventions, innovations, improvements, or other works of authorship Contractor may conceive of or develop in the course of this Agreement, whether or not they are eligible for patent, copyright, trademark, trade secret, or other legal protection.

3) **Inventions**: Any idea, methodologies, design, concept, technique, invention, discovery, improvement or development regardless of patentability made solely by the Contractor or jointly with the Contractor's Subcontractor and/or the Contractor's Subcontractor's employee's with one or more employees of the Department of Transportation (herein after referred to as "the Department"), during the term of this Agreement and in performance of any Work under this Agreement, provided that either the conception or reduction to practice thereof occurs during the term of this Agreement and in performance of Work issued under this Agreement.

b. **OWNERSHIP OF WORK PRODUCT AND RIGHTS**

1) **Ownership of work product:** Except in regard to Pre-existing Works, all Work Product derived by the Work performed by the Contractor, its employees or by any of the Contractor's Subcontractor's employees under this Agreement, shall be owned by the Department and shall be considered to be works made for hire by the Contractor's Subcontractor for the Department. The Department shall own all United States and international copyrights in the Work Product.

As such, all Work Product shall contain, in a conspicuous place, a copyright designation consisting of a "c" in a circle followed by the four-digit year in which the Work Product was produced, followed by the words "California Department of Transportation." For example, a Work Product created in the year 2012 would contain the copyright designation © 2012 California Department of Transportation.

2) **Vesting of copyright rights**: Contractor, its employees or any of Contractor's Subcontractor's employees agrees to perpetually assign, and upon creation of each Work Product automatically assigns, to the Department, its successors and assigns, ownership of all United States and international copyrights in each and every Work Product, insofar as any such Work Product, by operation of law, may not be considered work made for hire by the Contractor's Subcontractor from the Department. From time to time upon the Department's request, the Contractor's Subcontractor and/or its employees, shall confirm such assignments by execution and delivery of such assignments, confirmations or assignment, or other written instruments as the Department may request. The Department, its successors and assigns, shall have the right to obtain and hold in its or their own name(s) all copyright registrations and other evidence of rights that may be available for Work Product. Contractor hereby agrees to waive all moral rights relating to identification of authorship restriction or limitation on use, or subsequent modifications of the Work.

c. **INVENTIONS**

1) **Vesting of patent rights:** The Contractor, its employees and any Contractor's Subcontractor hereby agrees to assign to the Department, its successors, and assigns, all Inventions, together with the right to seek protection by obtaining patent rights therefore and to claim all rights or priority there under, and the same shall become and remain the Department's property regardless of whether such protection is sought. The Contractor, its employees and Contractor's Subcontractor shall promptly make a complete written disclosure to the Department of each Invention not otherwise clearly disclosed to the Department in the pertinent Work Product, specifically pointing out features or concepts that the Contractor, its employees and Contractor's Subcontractor believes to be new or different. The Contractor, its employees and Contractor's Subcontractor shall, upon the Department's request and at the Department's expense, cause patent applications to be filed thereon, through solicitors designated by the Department, and shall sign all such applications over to the Department, its successors, and assigns. The Contractor, its employees and Contractor's Subcontractor shall give the Department and its solicitors all reasonable assistance in connection with the preparation and prosecution of any such patent applications and shall cause to be executed all such assignments or other instruments or documents as the Department may consider necessary or appropriate to carry out the intent on this Agreement.

2) **Agency:** In the event that the Department is unable for any reason whatsoever to secure the Contractor's, its employees' and/or Contractor's Subcontractor's signature to any lawful or necessary document required or desirable to apply for or prosecute any United States application (including renewals or divisions thereof), Contractor, its employees and Contractor's Subcontractor hereby irrevocably designates and appoints the Department and its duly authorized officers and agents, as its agent and attorney-in-fact,

to act for and on Contractor, its employees and Contractor's Subcontractor's behalf and stead, to execute and file such applications and to do all other lawfully permitted acts to further the prosecution and issuance of any copyrights, trademarks or patents thereon with the same legal force and effect as if executed by Contractor, its employees and/or Contractor's Subcontractor. The Department shall have no obligations to file any copyright, trademark or patent applications.

d. **ADDITIONAL PROVISIONS**

1) **Avoidance of infringement:** In performing services under this Agreement, Contractor and its employees agree to avoid designing or developing any items that infringe one or more patents or other intellectual property rights of any third party. If Contractor or its employees becomes aware of any such possible infringement in the course of performing any Work under this Agreement, Contractor or its employees shall immediately notify the Department in writing.

2) **Pre-existing works and license:** Contractor acknowledges that all Work Product shall be the sole and exclusive property of the Department, except that any pre-existing works created by Contractor and third parties outside of the Agreement but utilized in connection with the Agreement (the "Pre-existing Works") shall continue to be owned by Contractor or such parties. Contractor agrees to notify the Department in writing of any Pre-existing Works used in connection with any Work Product produced under this Agreement and hereby grants to the Department a non-exclusive, perpetual, royalty-free license to utilize the Pre-existing Works in connection with the Work Product.

3) **Subcontractors:** Contractor shall affirmatively bind by contract any of its subcontractors or service vendors (hereinafter "Contractor's Subcontractor") providing services under this Agreement to conform to the provisions of this Exhibit. Contractor's Subcontractor shall then provide the signed contract to the Contractor, who shall provide it to the Department's Contract Manager prior to the commencement of any work. In performing services under this Agreement, Contractor's Subcontractor agrees to avoid designing or developing any items that infringe one or more patents or other intellectual property rights of any third party. If Contractor's Subcontractor becomes aware of any such possible infringement in the course of performing any Work under this Agreement, Contractor's Subcontractor shall immediately notify the Contractor in writing, Contractor will then immediately notify the Department in writing.

e. **OWNERSHIP OF DATA**

1) Upon completion of all work under this Agreement, all intellectual property rights, ownership and title to all reports, documents, plans, specifications, and estimates, produced as part of this Agreement will automatically be

vested in **CALTRANS** and no further agreement will be necessary to transfer ownership to **CALTRANS**. The Consultant shall furnish **CALTRANS** all necessary copies of data needed to complete the review and approval process.

2) It is understood and agreed that all calculations, drawings, and specifications, whether in hard copy of machine readable form, are intended for one-time use in the construction of the project for which this Agreement has been entered into.

3) The Consultant is not liable for claims, liabilities or losses arising out of, or connected with, the modification or misuse by **CALTRANS** of the machine readable information and data provided by the Consultant under this Agreement; further, the Consultant is not liable for claims, liabilities or losses arising out of, or connected with, any use by **CALTRANS** of the project documentation on other projects, for additions to this project, or for the completion of this project by others, excepting only such use as may be authorized, in writing, by the Consultant.

4) Any sub-agreement in excess of $25,000.00, entered, into as a result of this Agreement, shall contain all of the provisions of this clause.

SECTION IV

ATTACHMENTS:
The following attachments are incorporated into and are made a part of this RGA by this reference and attachment.

I. **AGENCY** Resolution
II. Scope of Work and Project Timeline

IN WITNESS WHEREOF, the parties hereto have executed this RGA on the day and year first herein above written:

STATE OF CALIFORNIA **DEPARTMENT OF TRANSPORTATION**	**CITY OF MADERA**
By: Kathleen Stonetakai	By: Steve Frazier
Printed Name: Kathleen Stonetakai	Printed Name: Steve Frazier
Title: Contract Officer	Title: City Administrator
Date: 5/11/2018	Date: 05/04/18
	By:
	Printed Name:
	Title:
	Date:
	By:
	Printed Name:
	Title:
	Date:

RESOLUTION NO. 18- 09

A RESOLUTION AUTHORIZING THE CITY ADMINISTRATOR OR HIS/HER DESIGNEE TO EXECUTE AGREEMENT TO EXECUTE AGREEMENT WITH THE CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR THE STATE ROUTE 145 (YOSEMITE AVENUE) AS DOWNTOWN MAIN STREET PROJECT

WHEREAS, THE City Council of the City of Madera is eligible to receive State funding to develop *State Route 145 (Yosemite Avenue) as Downtown Main Street* transportation planning plans through the California Department of Transportation; and

WHEREAS, the Conditional Grant Agreement is needed to be executed with the California Department of Transportation before such funds can be claimed through the Transportation Planning Grant Programs; and

WHEREAS, the Council of the City of Madera supports efforts to develop Complete Streets and Multi-modal transportation improvements as well as a Downtown Specific Plan; and

WHEREAS, the City of Madera wishes to delegate authorization to execute these agreements and any amendments thereto; and

NOW THEREFORE, THE COUNCIL OF THE CITY OF MADERA authorize the City Administrator to execute all Restricted Grant Agreements and any amendments thereto with the California Department of Transportation; and hereby find, resolve, and order:

1. The above recitals are true and correct.
2. The Grants Department is directed to accept the grant award in the amount of $272,672.
3. The City Administrator, or his/her designee, is hereby authorized to execute all documents required for the acceptance and implementation of grant award.
4. This resolution shall be effective immediately upon adoption.

****

Res. No. 18-09

PASSED AND ADOPTED by the City Council of the City of Madera this 17th day of January, 2018 by the following vote:

AYES:	Mayor Medellin, Council Members Foley Gallegos, Rigby, Oliver, Rodriguez, Holley.
NOES:	None.
ABSTENTIONS:	None.
ABSENT:	Council Member Robinson.

APPROVED:

ANDREW J. MEDELLIN, Mayor

ATTEST:

SONIA ALVAREZ, City Clerk

CITY OF MADERA INCORPORATED March 27, 1907 CALIFORNIA

APPROVED AS TO LEGAL FORM:

BRENT RICHARDSON, City Attorney

State Route 145 (Yosemite Avenue) as Downtown Main Street

INTRODUCTION:

> Main Street (*noun*) pronounced ˈmān ˌstrēt/:
> **The principal street of a town**, traditionally the site of shops, banks, and other businesses. (*Merriam-Webster Dictionary*)

Madera, California is located in the exact center of the state, with Madera County encompassing 2,147 square miles and the City of Madera covering approximately 14 square miles. The Madera General Plan outlines the Downtown District as approximately 1,160 acres (Exhibit A). State Route 145 (SR145) also called Yosemite Avenue runs right down the middle of the district.

The most recent California Department of Finance population estimate provided in 2017 was 156,492 for Madera County, of those 66,082 (or 42%) reside in the City of Madera. According to the 2010 Census about 16,000 reside in the Downtown District, our project focus area represented by Census Tract 8 and 9.

The City's project areas are Senate Bill 535/Assembly Bill 1550 Low-income Communities and Disadvantaged Communities (Exhibit B) and represent the 25% highest scoring census tracts in the California Environmental Protection Agency's (CalEPA) CalEnviroScreen 3.0, (Exhibit C) along with other areas with high amounts of pollution and low populations. As such, they are identified by the State for the purposes of investments based on geographic, socio-economic, public health, and environmental hazard criteria.

The community is as diverse as the plethora of agricultural products grown in the region. From the 2015 American Community Survey census data (Exhibit D), the racial makeup of Tract 8 was predominately Hispanic (82%) and White (15.9%) which is somewhat higher than the City and County percentages, and as such other ethnicities are at or below 1% for the Tract. Approximately 34% of the population is foreign born. The median age is 28, slightly older than the citywide median age. The average median household income is $27,869, and about 28% of individuals live below the federal poverty level. However, for foreign born residents, almost 36% live below the poverty level. Tract 9 diverges from the demographics of Tract 8 in that Hispanic's makeup 88% while Whites are at 4%, and Asian and Black represent 4% and 2% respectively. All other ethnicities are at or below 1%. Approximately 47% of the population is foreign born. At 26, the median age is slightly younger in this tract. The average median household income is $29,523, and about 40% of individuals live below the federal poverty level. For foreign born residents, almost 36% live below the poverty level in this Tract.

With respect to housing, transportation and geographic mobility, residents in both tracts have a high percentage of renter occupied homes (69%) as compared to the broader City (52%) and have high rates of families staying in the same house as a year ago (89%) with tract 9 (92%) being higher than the City (91.2), County (89.4), and State (86.6). Residents travel between 20 and 31.5 minutes to work, with almost two-thirds driving alone. While 5%, 3% and 1% walk, bike or take public transit respectively in tract 8. No one (0%) bikes or uses transit in tract 9, and 6% walk.

The State Route (SR) 145 (Yosemite Avenue) as Downtown Main Street project seeks to address transportation deterioration and inefficiencies in Census Tracts 8 and 9 along SR 145 through downtown City of Madera in efforts to improve multi-modal transportation at its key City center.

The goals for improving transportation efficiencies are to reduce congestion, vehicle miles traveled by City residents, reduce greenhouse gas emissions and ultimately make it a more attractive destination to live, work and play while boosting economic development opportunities. Currently, this transportation corridor lacks the maintenance and adequate infrastructure to allow for efficient multi-modal transportation. It is unattractive, blighted, streets are worn, parking is confusing and markings are faded, curbs and sidewalks are uneven and/or have cracked concrete. The project area (Exhibit E) is generally along SR 145 in the City of Madera, intersected by High Street to the east, H Street to the west. It also includes parallel streets to SR 145 between Fourth and Sixth Streets to the extent they may assist in the goal of providing improved connectivity to Yosemite Avenue and its anticipated incorporation of Complete Street elements.

RESPONSIBLE PARTIES:
The City of Madera will be the grantee. The project will be carried out through a joint collaboration of stakeholders, including local residents, community-based organizations, Caltrans District 6 (Caltrans), Madera County Transportation Commission (MCTC), Consultants and City of Madera (City). Working groups to be created include a Project Team and Steering Committee. Madera will also hire consultants to perform the study, assist the City of Madera through the process of creating the SR 145 (Yosemite Avenue) as Downtown Main Street Plan, and to facilitate community outreach and engagement.

One specific community partner to engage will be the Madera County Arts Council. They have recently completed a two-year community engaged planning process to construct and develop part of the downtown area into a cultural arts mecca. The project is called and will be referenced as Downtown Madera (DOMA). The DOMA project focus area is identified on Exhibit E.

Letters of support from partners obtained by the application due date are attached as Exhibit J.

OVERALL PROJECT OBJECTIVES:
When complete, the street(s) will incorporate many of the objectives below and others that are found feasible.

- A road diet to improve bike, pedestrian and transit connectivity for residents of nearby homes.
- Add bicycle lanes (Class I, II, III, and IV) or markings as found feasible either on SR 145 or nearest parallel streets.
- Include conceptual design for improved traffic signals, bulb outs, refuge islands and crosswalks.
- Install pedestrian-scale street lighting along SR 145 that is energy efficient.
- Apply “green street” concepts, such as storm water planter boxes, shading trees, and porous pavers where possible.
- Install street furniture and other design features.
- Increase and make parking more accessible, by either creating diagonal parking or clearly marking parking spots.
- Make recommendations for necessary maintenance of sidewalks, curbs and streets, including re-surfacing as needed to address both physical deterioration and ADA deficiencies such as gaps.
- Coordinate transit routes and/or scheduling (Exhibit H) to best reflect the region’s diverse land use, socioeconomic conditions, travel patterns and mitigate roadway congestion.
- Create traffic calming design such as parkletts along sidewalks and bulb outs on medians as found to be feasible within the preferred design.

Ultimately, the City’s primary objective is that all components combined will result in Yosemite Avenue and the surrounding street network coming together to serve all elements of a well-

planned multi-modal complete street concept while also providing a sense of place for the residents, businesses and visitors. A place where people will want to be.

1. Project Commences

Task 1.1 Project Kick-Off Meeting #1

- The City will hold a kick-off meeting with Caltrans staff to develop the Project Team, discuss grant procedures and project expectations including invoicing, quarterly reporting, and all other relevant project information. Meeting summary will be documented.
- **Responsible Party**: City of Madera

Task 1.2 Develop a Steering Committee

- Identify, invite, and confirm individual stakeholders (senior managers and resident representatives) that represent specific sectors to serve on a Steering Committee to meet face-to-face quarterly or as needed. In addition to organizations identified as partners under the "Responsible Parties" Section, local organizations already identified and/or contacted include: Madera NAACP, Pequenos Futuros Empresarios, Madera County Department of Social Services, Madera County Department of Public Health, California Rural Legal Assistance, Leadership Council for Justice & Accountability, Madera Neighborhood Revitalization (including Neighborhood Watch), Madera Chamber of Commerce, Hispanic Chamber of Commerce, First 5 Madera County, and Camarena Health Centers.
- The purpose of the Steering Committee as a decision-making body within the project governance structure (Exhibit G) is to provide, review and monitor strategic direction and policy guidance to the Project Team and other stakeholders.
- The Committee will provide recommendations on project approaches and participate in discussing general strategies and opportunities for project planning and implementation. Meeting summaries will be documented.
- Caltrans to review, provide comment, and approve invitation list.
- **Responsible Party**: City of Madera

Task 1.3 Project Kick-Off Meeting #2

- The City will hold a kick-off meeting with community partners' staff to discuss grant procedures and project expectations including meeting schedules/timeline, invoicing/in-kind accountability, quarterly reporting, and all other relevant project information. Meeting summary will be documented.
- **Responsible Party**: City of Madera

Task 1.4 Staff Coordination

- Monthly face-to-face Project Team meetings to ensure good communication on upcoming tasks and to make sure the project remains on time and within budget. Caltrans District 6 will serve as a member of the Project Team.
- Meetings to include Consultants or Community partners as appropriate.
- **Responsible Party**: City of Madera

Task 1.5 Procure Consultant Services

- Complete an RFP process for selection of consultants (one for Existing Conditions "Consultant" and one for Community Outreach "Outreach Organization" including implementation of Public Participating & Outreach Plan developed in Task 2.1) using the proper procurement procedures.

- With respect to before/during/after procuring consulting services, discuss and pursue collaboration on with Madera County Transportation Commission in support of the Active Transportation Plan (ATP)
- **Responsible Party:** City of Madera

Task 1.6 Data Collection/Identify Existing Conditions

- Gather existing conditions and background data by identifying opportunities and constraints as well as standards that should be used to guide preparation of the plan such as existing and planned land uses, population characteristics, and travel projections within downtown Madera.
- Identify and collect all available information that currently exists relative to the study limits. Information includes but may not be limited to:
    - DOMA study, exhibits, concepts, etc. that was prepared as part of their plan for the Madera Arts Center and part of the Downtown District (Exhibit E).
    - Information currently available or will be available from the ATP that is focusing on pedestrian, transit and bicycle needs within the City and County of Madera
- Review Smart Mobility Framework place types (Exhibit F) and conduct location efficiency analysis along SR 145 (Yosemite Avenue) corridor and nearest parallel streets.
- Conduct pedestrian, bicycle and vehicle counts at select locations, and acquire transit ridership data for the corridor.
- Physical measurements of all distinctly different street sections throughout the study limits including side streets. Use information in the evaluation and possible change in street cross sections proposed for the purposes of providing complete street components where reasonably possible.
- Coordinate with the MCTC on the Regional Transportation Plan/Sustainable Communities Strategies (RTP/SCS) and relevant information that may be collected.
- Coordinate with MCTC, ATP, and other Consultants to ensure inventory and evaluation of existing transit ridership, bicycle and pedestrian facilities and nearby apartments and homes in downtown Madera.
- **Responsible Party:** City of Madera, Consultant

Task 1.7 Review and Approval of Existing Conditions Reports

- Submit Draft Existing Conditions Report to Caltrans and Project Team for review and comment.
-
- Submit Final Existing Conditions Report to Caltrans and Project Team for review and approval

Task	Deliverable
1.1	*Meeting Notes*
1.2	*Steering Committee Roster, Meeting Notes*
1.3	*Meeting Notes*
1.4	*Monthly Meetings Notes*
1.5	*Copy of Procurement Procedures and Executed Consultant Contract*
1.6	*Draft Existing Conditions Report/DOMA Study*
1.7	*Final Existing Conditions Report*

2. Public Participation & Outreach

Task 2.1 Develop Public Participation & Outreach Plan (PPOP)

- Develop and use a documented PPOP that defines a process for providing residents and key stakeholders with reasonable opportunities to be involved, informed, and actively engaged in the Yosemite Avenue plan development. Examples of processes include: community workshops, focus groups, surveys, and joint commission/committee meetings.
- The PPOP will include but not be limited to: process and timing for press advisories, development of web-based and social media interaction, participant satisfaction data, process for development of "Cultural Brokers" to promote meaningful engagement by the average 'lay person' in the planning process.
- The PPOP will be developed prior to the start of the development of the Yosemite Avenue Plan.
- **Responsible Party:** City of Madera, Outreach Organization Consultant

Task 2.2 Review and Approval of Public Participation & Outreach Plan

- Caltrans to review, provide comment and approve the PPOP.
- PPOP to be reviewed and approved by the Steering Committee prior to implementation.
- **Responsible Party:** City of Madera

Task 2.3 Community Workshop #1

- Workshop and walking tour. This workshop will introduce the project to the public, define project parameters, inform the community of project opportunities and constraints, and solicit opinions from the community to shape Task 3.1, Develop Streetscape Concept.
- Ensure Outreach Organization notifies public of meeting; uses available grant resources to mitigate barriers to attendance; and utilizes PPOP to support meaningful engagement.
- **Responsible Party:** City of Madera, Consultant, Outreach Organization Consultant

Task 2.4 Conduct Community Focus Groups

- Up to three (3) focus groups targeting distinct groups, i.e., low-income residents, business owners/operators, public officials/Caltrans, young people, etc. will be conducted to gather additional feedback on the design concepts and project plans developed. Groups will be identified in the PPOP and confirmed based on gaps in representation from Community Workshop #1.
- **Responsible Party:** City of Madera, Consultant, Outreach Organization Consultant

Task 2.5 Community Workshop #2

- An interactive workshop that will use clicker technology, modeling tools, and maps to present the streetscape design concept alternatives. Community will decide on preferred alternatives. Continue to solicit feedback from the community to shape Task 3.3, Draft a Projects Implementation Matrix.
- Ensure Outreach Consultant notifies public of meeting; mitigates barriers to attendance
- **Responsible Party:** City of Madera, Consultant, Outreach Organization Consultant

Task 2.6 Community Workshop #3

- Present Draft Design Concept and Report and continue to solicit feedback for public comments to shape Task 3.3, Draft Projects Implementation Matrix and Task 3.6, Final Projects Implementation Matrix.
- Ensure Outreach Consultant notifies public of meeting; mitigates barriers to attendance
- **Responsible Party:** City of Madera, Consultant, Outreach Organization Consultant

Task	Deliverable
2.1	*Draft Public Participation & Outreach Plan*
2.2	*Final Public Participation & Outreach Plan*
2.3	*PowerPoint Presentation, Workshop Summary, Photos*
2.4	*Meeting Notes*
2.5	*PowerPoint Presentation, Workshop Summary, Photos*
2.6	*PowerPoint Presentation, Workshop Summary, Photos*

3. SR145/Yosemite Avenue as Main Street Plan

Task 3.1 Develop Main Street Concept

- Based on the existing conditions report and the community input from Workshop #1, a "main street" concept will be developed. The conceptual design will incorporate complete streets elements and will include plans, sketches, and photos to accommodate bicycles, pedestrians, vehicles (including freight trucks), transit and parking.
- **Responsible Party**: City of Madera, Consultant

Task 3.2 Develop Conceptual Design Concept Alternatives

- Up to three main street conceptual design alternatives will be developed. Illustrations will be made in plan-view, as street cross sections, and as sketches. A model simulation will be developed for each alternative. The alternatives will be prepared and presented at Community Workshop #2.
- **Responsible Party**: City of Madera, Consultant, Outreach Organization

Task 3.3 Develop a Projects Implementation Matrix

- Review and identify potential funding sources for future implementation of the preferred alternative. The matrix will include improvement projects, timing/phasing, cost estimates and potential funding sources.
- **Responsible Party:** City of Madera, Consultant

Task 3.4 Draft SR145/Yosemite Avenue as Main Street Plan/Report

- Based on the preferred design alternative chosen in Workshop #2, a draft report will be prepared. The draft report will be presented at Workshop #3 for public comment. Submit the Draft SR145/Yosemite Avenue as Main Street Plan to Caltrans for review and approval.
- **Responsible Party**: City of Madera, Consultant

Task 3.5 Joint Commissions/Committee Meeting

- Coordinate a joint session among the appropriate commissions/committees to review the draft report and conceptual design alternative. Solicit feedback, respond to any questions, and resolve any critical issues.
- **Responsible Party:** City of Madera, Consultant

Task 3.6 Produce Final SR145/Yosemite Avenue as Main Street Plan

- Complete the final report that addresses the comments given from Workshop #3 and the Joint Commission Meeting. Submit Final SR145/Yosemite Avenue as Main Street Plan for Caltrans review and approval. Four hard-copies and four electronic copies of the final report will be submitted to Caltrans. Credit of the financial contribution of the grant program will be credited on the cover of the report.
- **Responsible Party:** City of Madera, Consultant

Task 3.7 City Council Adoption

- Present the final Sr145/Yosemite Avenue as Main Street Plan at a City Council meeting. Resolve any critical issues. By Resolution, adopt final City of Madera SR145/Yosemite Avenue as Main Street Plan.
- **Responsible Party:** City of Madera

Task	Deliverable
3.1	*Sketches, illustrations*
3.2	*Sketches, illustrations*
3.3	*Funding Source Report (Matrix)*
3.4	*Draft Report (Matrix)*
3.5	*PowerPoint Presentation, Workshop Summary, Photos*
3.6	*Final Report*
3.7	*Adopted City Resolution*

4. Fiscal Management

Task 4.1 Invoicing

- Submit complete invoice packages to Caltrans district staff based on milestone completion—at least quarterly, but no more frequently than monthly.
- **Responsible Party:** City of Madera

• **Task 4.2** Quarterly Reports

- Submit quarterly reports to Caltrans district staff providing a summary of project progress and grant/local match expenditures.
- **Responsible Party:** City of Madera

Task	Deliverable
4.1	*Invoice Packages*
4.2	*Quarterly Reports*

California Department of Transportation
Transportation Planning Grants
Fiscal Year 2017-2018

PROJECT TIMELINE

	Project Title	SR145/Yosemite Avenue as Downtown Main Street		**Grantee**	City of Madera	
		Fund Source			**Fiscal Year 2017/18**	**FY 2018/19**	**FY 2019/20**	
Task Number		**Responsible Party**	**Total Cost**	**Grant Amount**	**Local Cash Match**	**Local In-Kind Match**	J A S O N D J F M A M J	J A S O N D J F M A M J	J A S O N D J F M A M J	**Deliverable**
1	***Project Commences***									
1.1	Project Kick-Off Meeting #1	City of Madera	$4,500	$3,984	$516					*Meeting Notes*
1.2	Develop a Steering Committee	City of Madera	$5,000	$4,427	$574					*Formation of Steering Committee and Meeting Notes*
1.3	Project Kick-off Meeting #2	City of Madera	$3,000	$2,656	$344					*Meeting Notes*
1.4	Staff Coordination	City of Madera	$24,000	$21,247	$2,753					*Monthly Meetings Notes*
1.5	Procure Consultant Services	City of Madera	$4,100	$3,630	$470					*Copy of Procurement Procedures and Executed Consultant Contracts*
1.6	Data Collection/Identify Existing Conditions	City of Madera/MCTC	$15,000	$13,280	$1,721					*Draft Existing Conditions Report*
1.7	Final Existing Conditions Report	City of Madera/CalTrans	$18,000	$15,935	$2,065					*Final Existing Conditions Report*
2	***Public Participation Outreach Plan***									
2.1	Develop Public Participation & Outreach Plan (PPOP)	City of Madera/Outreach Consultant	$4,000	$3,541	$459					*PPOP Developed*
2.2	Review and Approval of Public Participaton & Outreach Plan	City of Madera	$5,500	$4,869	$631					*Approval of PPOP by CalTrans*
2.3	Community Workshop #1	City of Madera/Consultants	$12,000	$10,624	$1,376					*PowerPoint Presentation, Workshop Summary, Photos*
2.4	Conduct Community Focus Groups	City of Madera/Consultants	$3,000	$2,656	$344					*Meeting Notes*
2.5	Community Workshop #2	City of Madera/Consultants	$12,000	$10,624	$1,376					*PowerPoint Presentation, Workshop Summary, Photos*
2.6	Community Workshop #3	City of Madera/Consultants	$12,000	$10,624	$1,376					*PowerPoint Presentation, Workshop Summary, Photos*
3	***SR145/Yosemite Avenue as Main Street Plan***									
3.1	Develop Mainstreet Concept	City of Madera/Consultant	$70,000	$61,971	$8,029					*Sketches, illustrations*
3.2	Develop Conceptual Design Concept Alternatives	City of Mafira/Consultant	$40,000	$35,412	$4,588					*Sketches, illustrations*
3.3	Develop a Projects Implementation Matrix	City of Madera/Consultant	$15,000	$13,280	$1,721					*Draft Report (Matrix)*
3.4	Draft SR145/Yosemite Avenue as Main Street Plan/Report	City of Madera/Consultant	$15,000	$13,280	$1,721					*Funding Source Report (Matrix)*
3.5	Joint Commissions/Committee Meetings	City of Madera/Consultant	$10,000	$8,853	$1,147					*PowerPoint Presentation, Workshop Summary, Photos*
3.6	Final SR145/Yosemite Avenue as Main Street Plan	City of Madera/Consultant	$18,000	$15,935	$2,065					*Final Report*
3.7	City Council Adoption	City of Madera	$2,900	$2,567	$333					*Adopted City Resolution*
4	***Fiscal Management***									
4.1	Invoicing	City of Madera	$5,000	$4,427	$574					*Invoice Packages*
4.2	Quarterly Reports	City of Madera	$10,000	$8,853	$1,147					*Quarterly Reports*
			$0							
			$0							
			$0							
	TOTALS		$308,000	$272,672	$35,328	$0				

Reimbursement of indirect costs is allowable upon approval of an Indirect Cost Allocation Plan for each year of project activities.
Provide rate if indirect costs are included in the project budget. Approved Indirect Cost Rate: _____%

Note: Each task must contain a grant amount and a local cash match amount. Local cash match must be proportionally distributed by the same percentage throughout each task. Local in-kind match needs to be indicated where in-kind services will be used. Please review the grant program section that you are applying to for details on local match requirements. The project timeline must be consistent with the scope of work.

ATTACHMENT 2

STATE ROUTE 145 YOSEMITE AVENUE AS DOWNTOWN MAIN STREET PROJECT

Final Report

PREPARED BY:
Mark Thomas

MARCH 2020

Project Sponsor:

Caltrans

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This Final Report has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

3/5/20

Edgar A. Noriega — Date

Registered Professional Engineer

Mark Thomas

1. EXECUTIVE SUMMARY

Yosemite Avenue is a street with a rich history; a street full of pride and tradition. Known as Madera's "Main Street", located in the heart of Downtown Madera, Yosemite Avenue has been the center of local and regional culture, civic engagement, and commerce for over 100 years. Many multi-generational residents of Madera will recall stories of long passed relatives who once traversed and experienced much of their lives on Yosemite Avenue. Fast-forward to today, and you'll find that much of what made Yosemite Avenue the "Main Street" of Madera is still intact.

Historic photo of the Madera County Courthouse & Jail Annex, along Yosemite Avenue.

Many of today's locals have spent time on Yosemite Avenue; whether stopping in at shops or restaurants, watching annual parades and holiday lights, visiting the historic courthouse, or a trip to the civic district, just to name a few. This street is truly the heart of the city, as well as the region.

Downtown Madera's borders fall between H Street to the west, High Street to the east, 4th Street to the north, and 6th Street to the south. In recent years, the community surrounding the downtown area has taken necessary steps to help fulfill the city's ultimate desire to make downtown a destination where residents and visitors alike can visit, spend time, and enjoy entertainment, shopping, and dining. To accomplish this, the city realizes it needs to invest in public space to enhance aesthetics and to make the downtown core a safer and more comfortable place for the public to visit and spend time, create bicycle and pedestrian-friendly facilities to support a more livable downtown core, and establish traffic calming devices to complement enhanced aesthetic improvements. Past studies have looked to revitalize downtown by exploring and identifying these kinds of improvements. Since 2005, the City of Madera has actively engaged in the studies and program implementations to improve multi-modal transportation along Yosemite Avenue, also known as State Route (SR) 145, at its key city

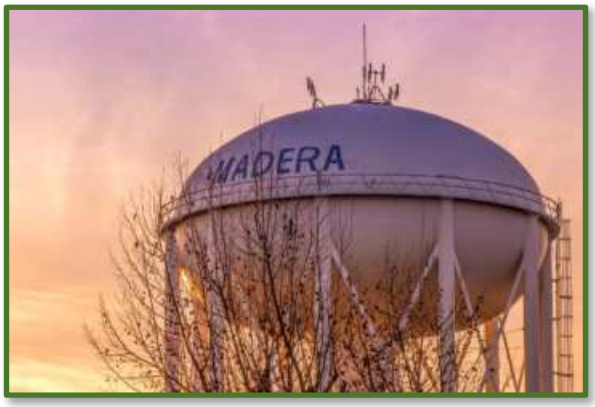
Historic phot of Yosemite Avenue, sometime during the 1950s.

center. More recently, a group of local government and public organizations teamed up to commission a reimaging of the downtown core. A rich community conversation evolved out of this process, through community workshops with local stakeholders, investigations and observations by design professionals, and a feedback and revision process that was completed in 2018.

This document looks to these past studies and efforts, as well as their ultimate goals and guiding values, in order to propose realistic improvements that complement how the downtown core functions and to provide a list of funding opportunities for the defined improvements in order to deliver a fully-realized Downtown Madera as destination and Yosemite Avenue as a true "Main Street". Funding for this document comes from the Caltrans Sustainable Transportation Planning Grant.

1.1 Purpose & Background

The purpose behind this documentation is to establish a visionary master plan, a road map, for Yosemite Avenue and the rest of Downtown Madera, based on feedback generated through engagement with stakeholders and the community, and to provide initial guidance for the City of Madera, should they seek funding for the various projects outlined in the master plan. The ultimate goal is to reduce congestion, vehicles miles traveled by City residents, reduce greenhouse gas emissions, and ultimately make it a more attractive destination to live, work, and play while boosting economic development opportunities.



The Madera Water Tower, welcoming people into the city, near SR 99.

The community knows that Downtown Madera is a unique place and the heart of the city. The central business district, civic district, and surrounding urban residential neighborhoods bring in vehicular, bicycle, and pedestrian traffic. Facilities for mass bus transit currently exist along Yosemite Avenue, however there are gaps in connectivity for pedestrians and bicyclists; missing and damaged sidewalks create accessibility gaps, while gaps in bicycle facilities make it difficult to navigate across downtown. There is already planning in place to utilize state funds to help jump start improvements to pedestrian access by repairing and replacing sidewalks and ramps along Yosemite Avenue, as well as a plan to reactivate vacant land and develop a veterans' facility, along with a low-income

housing development. The community knows the importance of investing in their downtown core and the city has heard the call and continued the effort through this master planning document to realize a fully crafted and well thought out plan for improvements that will help better connect the community and have a lasting impact.

The foundation of this comes from past reports and studies of Yosemite Avenue and the rest of Downtown Madera. These include the following:

- UC Berkeley Transportation Injury Mapping System
- Madera 2025 Vision
- DOMA (Reimagining Downtown Madera)
- Madera County Traffic Monitoring Program 2018 Traffic Volumes Report

Summaries of these reports can be found in Chapter 2.2a. These reports and studies can be found in the Appendix.

1.2 Process & Outreach

The strategies and vision in this document evolved from a collaborative effort between design, planning, and engineering professionals, along with local government proponents, and a community based advisory steering committee. The project team's strategy involved a multiphase process; data collection and identification of existing conditions, reporting and refining existing condition findings, a public participation and outreach plan, a draft master plan & report for presentation to the public, and a final master plan & report. Professionals investigated and researched existing conditions, as well as analyzed and laid out opportunities for improvements and design constraints. Close communication with the City of Madera, the Madera County Transportation Commission (MCTC), and Caltrans helped inform and refine the initial data collection and existing conditions phases. The community-based side of the process, led by the project steering committee, trusted community leaders with a vested interest in Downtown Madera, provided important feedback and input to the draft master plan. These committee members included:

- City of Madera
- First 5 Madera County
- Madera Chamber of Commerce
- Landmark Real Estate

- Leadership Counsel of Justice and Accountability
- Madera County Department of Public Health
- Camarena Health
- Madera County Arts Council
- Madera Police Department
- Madera Downtown Association
- Madera County Economic Development Commission
- Madera County Transportation Commission
- Madera NAACP
- Leighton's Jewelers
- Madera County
- Caltrans

Concepts and goals in this report reflect an overarching vision to make the downtown core a more attractive destination to live, work and play while boosting economic development opportunities.

View of a row of businesses along Yosemite Avenue, between C Street & E Street.

1.3 Concept Overview

Ultimately, the stakeholders were presented with a master plan of Downtown Madera with the following features:

- Upgraded ADA compliant ramps and gap closures in sidewalks to provide unobstructed accessibility.
- Enhanced pedestrian experience with new street trees to provide a fuller urban canopy for enhanced aesthetics and more comfortable temperature regulation.
- Enhanced pedestrian amenities & furnishings for a more comfortable environment.
- Activated alleys with enhanced paving materials, amenities, furnishings, and decorative lighting to better utilize unused space in the downtown core.
- Gap closures in street lighting to enhance safety and the feeling of security.
- Protected crosswalks to enhance pedestrian safety and to provide complete access to downtown for pedestrians.
- Traffic calming devices with added aesthetic features.

- New and upgraded bicycle facilities.

Inspirational photo showing many of the proposed improvements to Downtown Madera

Inspirational photo showing many of the proposed improvements to Downtown Madera

- Select area for street closure to enhance neighborhood safety.

1.4 Estimated Cost

Estimated costs for the entirety of the downtown master plan are around $27.8 million in 2019 dollars. Federal, state, and local grants will ensure project success; however, every effort has been made to capitalize on design earmarked to current grant funding opportunities.

- Landscaped 'bulb-outs' at most intersections to calm the flow of traffic, improve safety sightlines between vehicles and pedestrians for enhanced safety, and for landscape aesthetic treatment.
- Pedestrian crosswalk refuge space in protected median, at the widest streets, for enhanced pedestrian safety.
- Parklet locations throughout the downtown core, by utilizing unused space within diagonal parking scheme areas, in order to provide additional amenity and vendor space along sidewalks and to add enhanced landscape aesthetics.
- Bicycle facilities throughout all the downtown core streets in order to provide gap closures with existing bike lanes.
- Signalization at high volume intersections lacking protections for vehicles, bicyclists, and pedestrians.

Inspirational photo showing many of the proposed improvements to Downtown Madera

1.5 Next Steps

Late 2020

- Obtain grant funding to progress to next phase of design

2021-2022

- Procurement for first phase Project Approval & Environmental Documents (PA&ED)
- Environmental Clearance
- Plans, Specifications and Estimates (PS&E) for first phase.
- Applications for construction & management of grant funds.

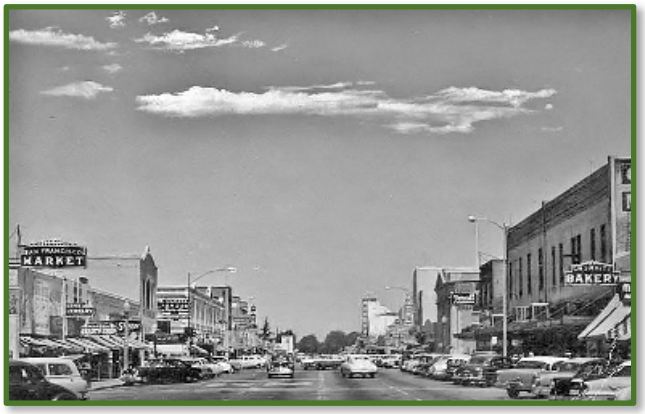
2. INTRODUCTION

For over 100 years, generations of Madera residents have embraced Yosemite Avenue as the heart of the city. Over the decades, the city has looked for ways to incrementally improve Yosemite Avenue and the surrounding streets; concrete sidewalks have been installed on a number of streets that lacked sidewalk, paving has been upgraded and enhanced along portions of the corridor, street lighting has been added and upgraded in some of the more dense areas of downtown, and landscape planting areas and street trees have been added in select areas. For the next evolution of Yosemite Avenue, the entire downtown core must be taken into consideration in order to solve bigger problems, create a more cohesive and connected district, and to shape the foundation to make Downtown Madera into a destination where residents and visitor are drawn to visit and spend time.

Historic photo of Yosemite Avenue as a dirt road at the corner of D Street, circa 1910

2.1 History

Yosemite Avenue is a street as old as the city itself; where horses and wagons once cleared a path through the valley dirt, which made way for a growing city that would be incorporated as the City of Madera (1907). Madera, which translates to 'lumber' in Spanish, was named after the industry that propelled its initial growth. The crossroads of the city's early industrial water flume, which carried precious lumber to the city, the railroad, and Yosemite Avenue laid the foundations for the city grid and vibrant community that would later grow and expand. A central business district was established, as well as local and regional civic operations after the construction of the county courthouse (1900). From that grew Madera's first urban residential neighborhoods. With all this growth and change, Yosemite Avenue remained at the center of the community; a human scale, walkable neighborhood.



Historic photo of Yosemite Avenue, sometime during the 1950s.

The Historic Madera County Courthouse Park along Yosemite Avenue

Fast-forward to today, and you'll find Madera, a city with a population spilling over 65,000 residents, at a familiar yet evolved crossroads. With the growth of the city and era of the automobile, the city has seen sprawling development and its boundaries have more than doubled in land area. Although historic Yosemite Avenue and the downtown core are still at the heart of the city and region, they've become underutilized as the era of the car has pulled people out of the traditional downtown core. The current state of Yosemite Avenue is partly to blame; the corridor's multimodal transportation uses have evolved and changed so dramatically over the past hundred years, all while major improvements to the corridor have been neglected. Today's corridor lives in the past, in terms of design and layout. Instead of slow-moving horses, wagons, and people traversing a dusty untamed road we find cars, motorcycles, and semi-trucks zipping up and down an asphalt paved road, with the pedestrian at the sidelines; the evolution of the corridor has prioritized vehicular travel above all else, and over the years the downtown core has paid the price for this. Vehicular traffic has risen over the past decades. While some of that has been driven by the central location of the corridor, much of it has been driven by the growing population, as well as the increase in development and services in the area.

Over the years, the civic district along Yosemite Avenue has grown substantially; you'll find a historic courthouse and park, along with a modern county courthouse to meet the needs of the 21st century, a historic library building, new library, county government center, city hall, and other city services clustered around the historic courthouse near SR 99. At the Eastern end of Yosemite Avenue, near Flume & Lake Streets, you'll find an assortment of government

New Madera County Courthouse, South of the Historic Courthouse.

Historic photo of a parade along Yosemite Avenue in Downtown Madera. Date unknown.

social services, park, and community center. The variety of services and amenities in the downtown core make the area a place many people go on a regular basis.

Although the central business district has grown and evolved with the needs of the community, it was designed with human scale in mind, and the slower moving pace of the pedestrian, not the semi-truck and the car. To add to the unforeseen problems associated with the age of the car, a change was made decades ago to Yosemite Avenue; the state laid claim on Yosemite Avenue as State Route (SR) 145. Over the years, the additional traffic that comes along with a SR designation exacerbated pedestrian accessibility gaps and has created safety obstacles that make it difficult and dangerous to traverse the central business district. With the rise in traffic collisions caused by vehicular traffic, it's become obvious that changes need to be made to make the corridor safer; this is the perfect opportunity to think beyond just the car and design a safer corridor for all users in order to make Yosemite Avenue a safer and more vibrant place.

Downtown Madera has the location and bones to make for new transformation; a transformation guided by thoughtful planning, design, and engineering in order to transform it into a vital urban core district that better serves the needs of 21st century Madera residents, all while keeping with its historic aesthetics and value to the community. The City of Madera recognized that a master plan would be the most appropriate next step in

The annual 'Old Timer's Parade' along Yosemite Avenue in Downtown Madera in 2018. The parade has been an annual tradition for 88 years.

establishing a way to successfully accomplish the community supported improvements needed in Downtown Madera.

2.2 Project Background

The Historic Madera Courthouse Park along Yosemite Avenue

The planning area (Downtown Madera) is generally along SR 145 (Yosemite Avenue) and within the boundaries of Fourth and Sixth Streets (north and south) and H and High Streets (west and east). In its function as State Route (SR) 145, the corridor has faced challenges with high vehicular speeds, long pedestrian crossing distances, and insufficient lighting that have created a north/south separation within the city. In 2018, to create an opportunity for a re-imagined and energized downtown core, the city began seeking a qualified consultant team to support a proposed multi-modal transportation plan along SR 145 (Yosemite Avenue) as Downtown Main Street. The city's primary desire was to address transportation deterioration and inefficiencies along SR 145 through downtown Madera in efforts to improve multi-modal transportation at its key city center. The City applied and received the Caltrans Sustainable Transportation Planning Grant. The purpose behind this documentation is to establish a visionary master plan, a road map, for Yosemite Avenue and the rest of Downtown Madera, based on feedback generated through engagement with stakeholders and the community, and to provide initial guidance for the City of Madera, should they seek funding for the various projects outlined in the master plan. The ultimate goal was to reduce congestion, vehicles miles traveled by city residents, greenhouse gas emissions, and ultimately make Downtown Madera a more attractive destination to live, work and play while boosting economic development opportunities.

Prior to the 2018 effort, the community surrounding the downtown area had already begun taking steps to begin revitalizing this undervalued area, by identifying future areas for improvements, through multiple studies and efforts.

2.2a Previous Studies

Since 2005, the City of Madera has actively engaged in studies and program implementations to improve multi-modal transportation along Yosemite Avenue, also known as State Route (SR) 145, at its key city center. That was one of the goals of Vision Madera 2025. The bigger goal of program

was to ultimately make the downtown core a more attractive destination to live, work and play while boosting economic development opportunities.

The DOMA document cover, reimagining Downtown Madera.

More recently, the City of Madera, County of Madera, Madera Unified School District, and Madera County Arts Council commissioned the creation of the "Reimaging Downtown Madera" document, also known as "DOMA". Completed in 2018, DOMA represented a vision for a revitalized Downtown Madera and a Cultural Performing Arts Center. Significant financial support from the local arts council brought the community together through a series of community workshops with local stakeholders and designers. The end result gave the community inspiring ideas on how to make Downtown Madera, along Yosemite Avenue, a vibrant destination and community asset for the people.

Following DOMA, "The State Route 145 (Yosemite Avenue) as Downtown Main Street Feasibility Study", initiated by the City of Madera, seeked to identify improvements that would address the safety and use of a proposed multi-modal transportation plan while also reducing congestion, vehicle miles traveled by City residents, and greenhouse gas emissions. This study's goal was to make Downtown Madera an attractive destination for its residents by integrating prior studies, plans, and projects with bicycle and pedestrian safety improvement.

Some of the conceptual ideas that were presented in the DOMA document.

2.2b Identification of Need

The City of Madera serves as the urban center of the County of Madera and its population is steadily growing. Within a

30-year period, from 1980 to 2010, the City of Madera's population had nearly tripled from 21,732 to 61,416. Within the next 30-year period, the population is expected to double again, rising to 120,000. This population increase will understandably require safe and reliable transportation networks into and around the city's urban center, Downtown Madera. With a revitalized downtown core, the City of Madera can provide a safe and desirable destination for its growing residents to use as their social and economic hub.

2.3 Purpose

An example of a complete street with multimodal transportation options.

Past studies and design efforts have shown the community's drive and desire for positive change in their community. Along with this drive comes more good news: a changing attitude at Caltrans regarding complete streets. According to the Caltrans Complete Streets Program and Smart Mobility Framework, a complete street is a "transportation facility that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, and motorists, appropriate to the function and context of the facility. Every complete street looks different, according to its context, community preferences, the types of road users, and their needs."

The benefits of complete streets, which are recognized by Caltrans, are what the City of Madera desires as part of the remaking of the downtown core as a destination for entertainment, shopping, and dining in order to in residents and visitors. These benefits include:

- Increased Transportation Choices
- Economic Revitalization
- Improved Return on Infrastructure Investments
- Livable Communities
- Improved Safety for All Users
- More Walking and Bicycling to Improve Public Health
- Greenhouse Gas Reduction and Improved Air Quality

The goal of the State Route 145 Yosemite Avenue as Downtown Main Street Project is to identify multi-modal improvements along the downtown area between H and High Streets to implement complete streets improvements and prioritize potential projects that would be competitive for grant funding opportunities. The desires and goals of the community call for Yosemite Avenue to move into the 21st century as a complete street. The project requires that the master plan be informed by feasibility studies, Crime Prevention Through Environmental Design (CPTED), placemaking and public space activation techniques, and conceptual design exploration in order to create a successful master plan for Downtown Madera.

An example of a downtown themed wayfinding signage to help visitors navigate the downtown core.

2.4 Guiding Principles

We look back to the community led efforts and recent studies as a guide to community values. Efforts such as master planning for complete streets improvements have the benefit of bringing design professionals together, such as engineers and landscape architects, for a more holistic approach; a way to consider all issues and aspects faced within a project area and to come up with a comprehensive plan to address them. For Downtown Madera, this approach has benefits such as reduced congestion, vehicles miles traveled by city residents, and reduced greenhouse gas emissions. To be sure, all those things make the downtown core a more attractive destination overall, however, it's guiding values and principles that guide our understanding and design process. Those principles are…

The guiding principles, as established by the DOMA document.

- *Authenticity:* Informed by surroundings, represents Madera community values, takes material cues from historical buildings and elements.
- *Connectivity:* Placemaking, pedestrian and bicycle-friendly streets, branded destination district.
- *Economy:* Performing arts center activating economic revival in downtown core, ribbon retail, expanding influence.

3. MASTER PLANNING GOALS & OBJECTIVES

At the onset of the planning process, the design team reviewed previous studies and reports. A full list of supporting documentation may be found in the Appendix. Key findings from these documents included the following:

- The need for safety improvements to roadway facilities.
- The desire for aesthetic improvements along Yosemite Avenue.
- The desire for multimodal transportation options in Madera.

The beginnings of the master planning process took on a technical approach, which involved the following:

- *Clearly Define the Problem:* The need for improvement within the project area, specifically along SR 145, was a top concern for the City of Madera, at the onset of the project.
- *Identified the Key Issues:* Once a clearer picture begins to come into view and we have identified the problems we can begin to tie these problems to specific improvements and funding sources.
- *Inventory and Analysis of Existing Conditions:* Conduct a detailed on-site review of existing conditions in order to field evaluate site features, parking usage during peak and off hours, utilities, circulation patterns, land uses, and urban canopy.
- *Identify Opportunities for Improvement:* Worked with community members, stakeholders, and steering committee members to establish a vision and propose solutions that could be supported by the community.
- *Make a Plan:* Created a plan that captured community input, directly related to issues identified in previous studies, and took into account what is possible in a Caltrans right of way. The master plan created offers flexibility and shows a full vision of what is possible and what an end result can look like.

- *Capture Funding:* Based on the vision established generate a list of capital improvements, with supporting costs that identify potential funding sources.

4. DATA GATHERING & RESEARCH

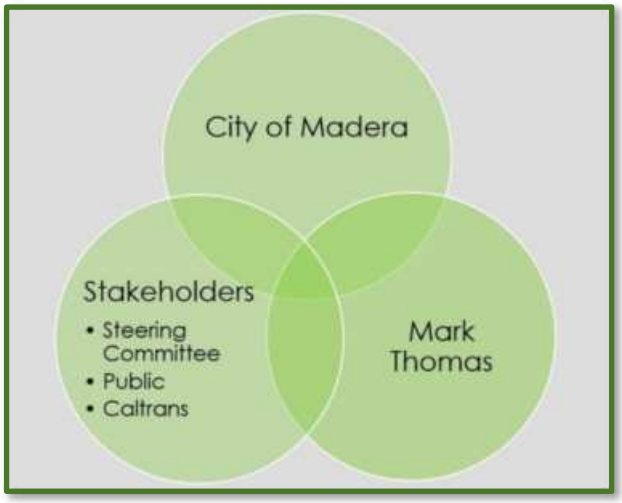
The design team utilized existing studies and supplemented them with additional data gathering and research to help build a case for design decisions that would be implemented in the master plan. This process began with a stakeholder site walk, design team observational site visits, a study and analysis of existing conditions, and an evaluation of opportunity and constraints.

4.1 Stakeholder Site Walk

On June 27, 2019, the project was officially kicked off with a site walk among key members of the design team and stakeholder group. The purpose of this site walk was to collect valuable information from the key stakeholders regarding items of importance to the community. Much of what was discussed during the site walk was brought about through observations made by those present.

Most comments made during the site walk centered around the following topics:

- General Neighborhood Safety/Security/Feel.
- Vehicular Traffic Patterns & Multimodal Transportation Safety
- Programming and Management



The groups guiding much of the project efforts; The City of Madera, Mark Thomas (lead consultant), and the stakeholders' group.

Comments concerning general neighborhood safety, security, and feel centered on the pedestrian, and how pedestrians interact throughout the downtown core. Some specific concerns were regarding the lack of separation between vehicular traffic and pedestrian spaces, such as sidewalks. Stakeholders commented that the lack of landscape buffer in those areas created an uncomfortable feeling for pedestrians. The nature of heavy, fast-moving traffic, in general made the downtown core an unfriendly feeling place for pedestrians. Stakeholders also commented that better crosswalk design and the addition of more historic "acorn" style street lighting would add to

a safer and more secure feel for pedestrians. Additional comments were made about incorporating "bulb outs" to shorten pedestrian crossings with additional landscape and stormwater management capabilities that would add shade and a better aesthetic to all the intersections.

There was much discussion regarding vehicular traffic patterns and overall multimodal transportation safety. Many stakeholders commented that heavy traffic exists along the Yosemite corridor, for extended periods of time, throughout the day. Many observed bicyclists on sidewalks, likely due to concerns for their own safety if they were to ride in the street alongside fast-moving vehicular traffic. This, in turn, created unsafe conditions for pedestrians using the sidewalks. Many noted that long stretches of the corridor lacked crosswalks, and many crosswalks felt unsafe. This may have emboldened some pedestrians to simply jaywalk instead of finding a safe crossing, as jaywalking was observed on several occasions during the site walk. Another concern of stakeholders was of the observed effects that slowing traffic had on vehicular drivers. Concerns about the danger of speeding cars leaving Yosemite Avenue to take "shortcuts" through narrow side-streets and even alleys were common refrains from stakeholders.

Photo from the day of the site walk with the steering committee and design team.

Lastly, the cultural and use components came into play with stakeholder discussion about general programming around the downtown core. Stakeholders noted the importance of several parades that the town holds, right in the heart of the downtown core, along Yosemite Avenue. There were concerns over any changes that might distort the parade route. There was also expressed importance of the downtown farmer's market. Since there is a large presence of businesses and civic resources in the area with a regular flow of patrons, stakeholders had a concern over availability of parking on city streets. They preferred angled parking as it allowed for safer entrance/exit from the vehicle. The stakeholders also expressed interest in creating plaza areas at select locations, such as Cesar Chavez Plaza and between the historic courthouse and the city/county buildings across the street along Yosemite. Opportunities such as enhanced paving, shade trees, and resources that would support plug and play activities, vendors, and neighborhood events. Vehicular noise was also a concern, especially near SR 99, and along Yosemite Avenue from fast-moving vehicular traffic.

Photo from the day of the site walk with the steering committee and design team. Notice the heavy North/South traffic moving along D Street at Yosemite Avenue.

4.2 Observations

The design team also made their own visits to Downtown Madera to drive and walk the area, with primary focus on Yosemite Avenue.

General Neighborhood Safety/Security/Feel:

- Many parts of the downtown core, especially to the east and throughout much of the residential districts, are lacking adequate street lighting. See the Site Lighting Map Exhibit in the Appendix.
- There is a lack of urban canopy, otherwise known as street tree shade/protection cover, which creates a lack of shade on most streets throughout the downtown core. This lack of shade contributes to a 'heat island effect'; a phenomenon in which urban areas experience warmer temperatures. Considering that the average summer temperatures range between the low to high 90-degree marks, this creates a recipe for an uncomfortable environment for pedestrians walking through downtown. If there were

street trees it would help mitigate some of the high heat and protect from direct sun exposure. Street trees would also help to add a layer of security when walking along side taller buildings by creating a more enclosed feel that is more comfortable for pedestrians. See the Urban Canopy Map Exhibit in the Appendix.

Photo from the day of the site walk with the steering committee and design team. One observation made throughout the downtown core was the lack of urban canopy.

- Some parking lots and most vacant lots create the feeling of a lack of management and care, while a few are being used by street vendors, as there was no space on the sidewalk; there is a need to better utilize space and to activate additional public space for public use. See the Parking Analysis Map Exhibit in the Appendix.
- The civic/park spaces to the east, such as John W. Wells Youth Center and the Centennial Pool Complex, were the easiest for the residential neighborhoods to access. However, the civic/park space to the west around the courthouse was difficult to access because of busy intersection crossings with heavy and fast-moving traffic, lack of ADA accessibility at railroad tracks, driveway aprons and parking areas that block sightlines, and parallel parking on Yosemite Avenue that felt dangerous to use due to the heavy and fast-moving traffic along the corridor. See the Green Space Accessibility Map Exhibit in the Appendix.

Photo from the day of the site walk with the steering committee and design team at the 4th & Lake Street intersection.

- Much of the civic areas feel deserted during off hours. It doesn't help that there are large parking lots and parking structures that are left empty during those times. The team did notice security patrols in the civic areas, which did help with the feeling of security, even though the area was empty in the evening and on weekends.

Vehicular Traffic Patterns & Multimodal Transportation Safety:

- High speed and heavy traffic were observed along Yosemite Avenue, well beyond typical rush hour windows. When traffic is clear, many drivers speed through the area because there is nothing stopping them. See the Collision Data Map 2014-2018 Exhibit and the Map of Network Deficiencies Exhibit in the Appendix.
- Bus service runs along Yosemite and through other parts of the downtown core, but stop locations are minimal in terms of comfort and amenities; simply a bench and partial shade cover. These stops are well located in the civic districts, but crossings near the bus stops are dangerous. See Opportunities & Constraints Analysis Map Exhibit in the Appendix.
- Bicyclists are present but generally use the sidewalk because of dangerous street conditions. See the Map of Network Deficiencies Exhibit in the Appendix.
- Many areas within downtown are missing ADA access ramps, and some areas are missing sidewalks entirely. See the Sidewalk Analysis Map Exhibit and the Map of Network Deficiencies Exhibit in the Appendix.

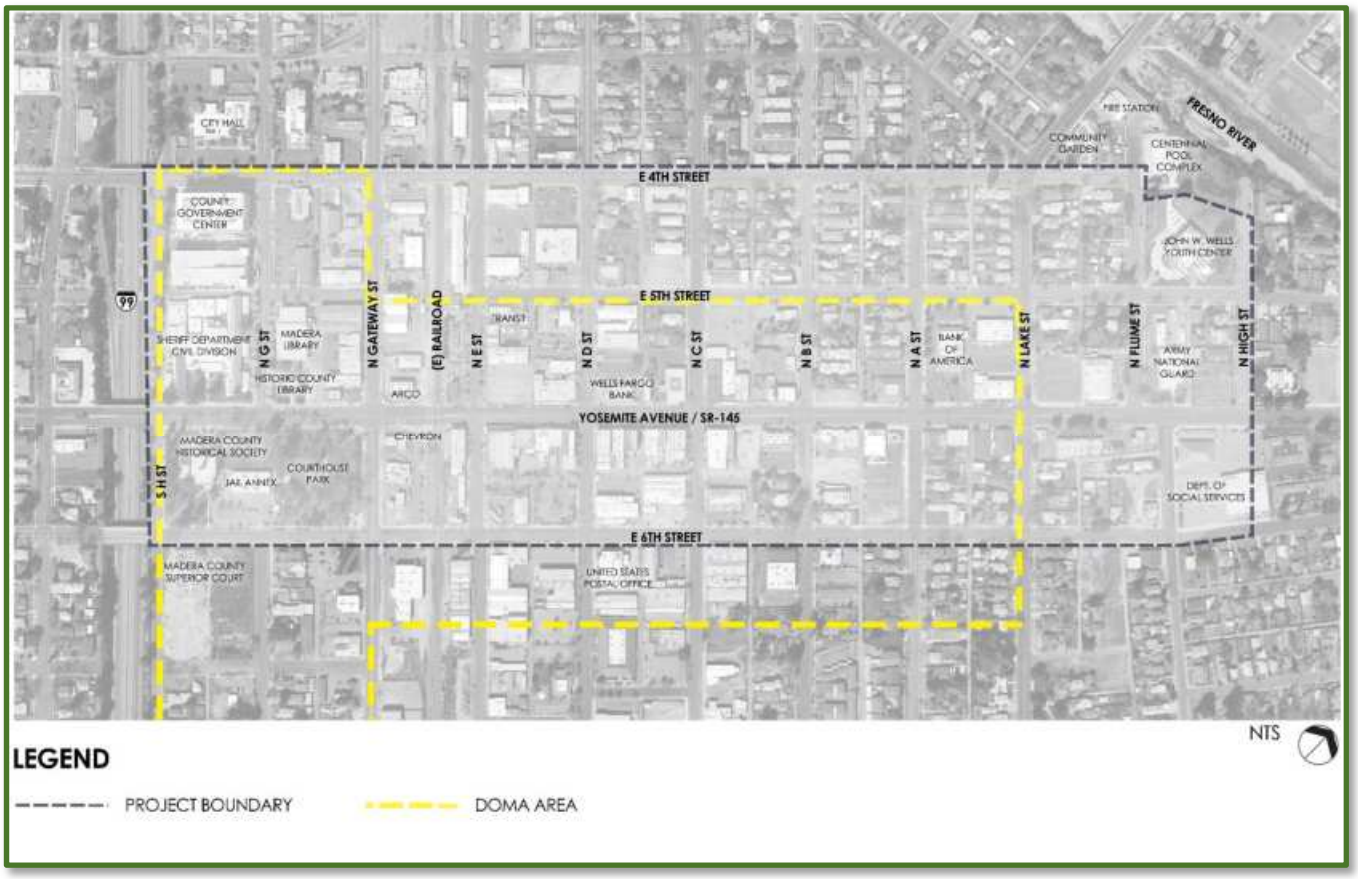
Photo from the day of the site walk with the steering committee and design team. Courthouse Park, as well as many other civic locations at the east end of downtown are difficult to access due to the lack of safe crosswalks and the lack nearby parking.

Programming and Management:

- The team observed a lack of dedicated public space and lack of access to the existing public space, such as the two parks on each end of the downtown core. Much of the lack of access had to do with missing sidewalks that caused accessibility gaps, as well as dangerous crossings at busy intersections.
- Even with several vacant lots around downtown, much of the open land was being underutilized; the spaces that exist were not suited for gathering as they lacked adequate space and connectivity. They also did not provide a feeling of comfort or protection, due to the lack of site user amenities such as seating, and they also lacked security lighting, tree canopy and green space.

- There doesn't appear to be maintenance in and around the commercial district. As improvements have been made, they haven't been maintained consistently.

4.3 Existing Conditions



Map showing the project area which existing conditions were analyzed.

The points below summarize the existing conditions within the study area. For the purposes of this study, we have focused on those features which have a connection to available funding at the state and federal level. These issues have been identified in prior studies.

- *Collision History:* Collision data gathered from TIMS and SWITRS between 2013-2017 show a high density of incidents along SR 145 (Yosemite Avenue), Fourth, Fifth, and Sixth Streets (72 collision - 15 bicycle, 8 pedestrian). Within Madera County, the top two most dangerous intersections for pedestrians/bicyclist are in the city at the intersections of Yosemite/D and Sixth/Lake. Most of the collisions resulted in personal injury, with seven resulting in a severe injury or fatality.

- *Vehicular Speeds:* The posted speed limit varies from 30 mph to 40 mph along the corridor. Speed issues occur due to various factors but are mainly attributed to high speeds entering and exiting the City, and the continuous 4-lane facility with no side friction.
- *Unprotected Crosswalks:* There are 7 unprotected marked crossings within the study limits. These locations have a higher chance for pedestrian collisions and should be considered for enhancement.
- *Accommodation for Bikes:* There are no existing bike lanes along SR 145 (Yosemite Avenue). However, the community has defined a Class IV Separated Bikeway within the Madera ATP. The feasibility of incorporating planned facilities as well as identify opportunities to connect with regional network was reviewed as well.
- *ADA Accessibility:* Many of the existing sidewalk and ramps within the project areas appear to be noncompliant with current ADA standards. Mobility barriers were identified throughout the corridor and potential solutions considered.

Photo from the day of the site walk with the steering committee and design team at the 4th & Lake Street intersection. Most of the downtown core needs new ADA compliant ramps.

- *Access to Transit:* Route 1 of MAX operates through this corridor. Concepts were developed that would improve functionality of transit stops. Transit improvements potentially include turnouts, ADA loading areas, new shelters / street furniture, and signage.
- *Lack of Placemaking Identity:* City residents have wanted to create a sense of place, transforming SR 145 (Yosemite Avenue) as a "Main Street". We looked to activate locations that would encourage residents to think of downtown Madera as a destination and instill a sense of pride and ownership in the downtown core.
- *Public Parking:* Downtown users have expressed the importance of parking and a focus on ease for patrons to access a specific destination. We analyzed existing parking and looked to identify parcels for potential public parking that can serve the downtown area.
- *Create & Foster A Community Cohesiveness*: Over the decades, downtown has evolved into a collection of civic, commercial, and residential uses, buildings, and empty lots without continuity or unifying aesthetic. We worked with the project stakeholders and residents to

develop a unifying aesthetic of street elements and treatments unique to Downtown Madera.

4.3a Summary – full report in appendix

Yosemite Avenue is currently a four-lane conventional highway that serves farming communities connecting SR 41 to I-5. It also serves as the primary corridor and center of the downtown core of the City of Madera. The road is approximately 73 feet wide and has four 12-foot-wide travel lanes, one center 11 food median/left turn lane, and 7-foot-wide parallel parking along each side of the road. The right of way is approximately 100 feet, which lends to wide sidewalks, however, no landscape buffer planting to separate the street from the sidewalk. At its center, the corridor has businesses directly on the right of way frontage, with parking in the rear or along the street only. Most four-way intersections are signalized with pedestrian crosswalks, but three-way intersections lack signalization and crosswalks. The more historic civic district, nearest to SR 99, has park space, historic buildings, and modern civic structures along the right of way frontage; parking is at the back of the properties, away from the corridor. The civic district to the east contains buildings set back further from the corridor, with street level parking lots along the right of way. Each of the two civic districts have their own bus stops; both near unprotected crosswalks, but close to civil services. Bike lanes are not present along the corridor. For the most part, alleys connect across each block, in both directions.

Photo from the day of the site walk with the steering committee and design team at the D Street & Yosemite Avenue. Yosemite Avenue is a wide 4 lane highway.

Other downtown core streets range in size from 50 to 54 feet wide, with right of ways ranging from 78 to 80 feet wide. Within a block of Yosemite, E, D, and C Streets have angled parking, with the except of D Street north of Yosemite that has parallel parking. The remaining stretches have parallel parking. 5th street between E and C Streets has angled parking. With Exception of 4th Street

and select portions of Yosemite Ave & 6th Street around the railroad tracks, all the other streets have parallel parking. Nearly all the downtown core has time restricted parking regulations.

The further away from the SR 99 and the central portion of the business district, the less dense it gets, and the fewer users you'll find. Pedestrians aren't as common in this area, as walking distances between properties gets further apart and tree canopy and lighting are lacking. Large parking lots and empty lots are more common in this area. Into the center of the business district you'll find more users and a more walkable neighborhood with historic buildings built against the right of way frontage. Closer to SR 99 and the civic district you'll find more users, as more tree canopy, more street lighting, and open public spaces become more common.

The full existing conditions report can be found in the Appendix, along with the following Exhibits:

- Project Area Map
- Land Use Relationship Map
- Collision Data Map 2014-2018
- Crosswalk Analysis Map
- Urban Canopy Map
- Parking Analysis Map
- Site Lighting Map
- Preliminary Utility Map
- Green Space Accessibility Map
- Sidewalk Analysis Map
- Map of Network Deficiencies

4.3b Key Issues That Impact Design Alternatives

There are several existing conditions that have impact on what can be done throughout the project. Below are some key issues that have an impact:

- *Roadway Size & Road Diet:* A road diet was discussed as an option, but the existing roadway size creates constraints. Existing building setbacks prevent roadway widening in most locations. The central location of Yosemite Avenue, as well as its designation as SR 145, burdens it with heavy and constant vehicular traffic. Capacity of the corridor is of concern to city residents, not only by those along the corridor and who use it who are concerned with congestion on the corridor, but also by those in surrounding neighborhoods that do

not want increased local traffic in their neighborhoods due to a road diet along Yosemite Avenue.

- *Parking:* The community wants to retain and, if possible, add more parking in the downtown core. On top of the challenge of designing a safe road with on street parking, a street in which space is already restricted due to current setbacks, it's exacerbated further by the community preference of only having diagonal parking. A diagonal parking layout would take up more of the street width space. On some smaller streets, these space limitations prevent diagonal parking entirely. On Yosemite Avenue, diagonal parking would only be possible with a road diet. Adding more parking on vacant lots would create fewer opportunities to add new businesses, amenities, and activated spaces to the downtown core.

AGENCY	KEY CONCERNS
MCTC	Designing and funding improvements to serve the community.
City of Madera	Safety for all users and maintenance of improvements.
Caltrans	Safety, circulation and maintenance.
Madera Area Express	Bus transit operations and rider amenities.
Madera County Arts Council	Transforming downtown area into a cultural arts mecca (DOMA).
Madera Chamber of Commerce	Accommodating maximum number of users, security, access and parking.
Local Resident and Groups	Preserving the character of the community, access and parking.

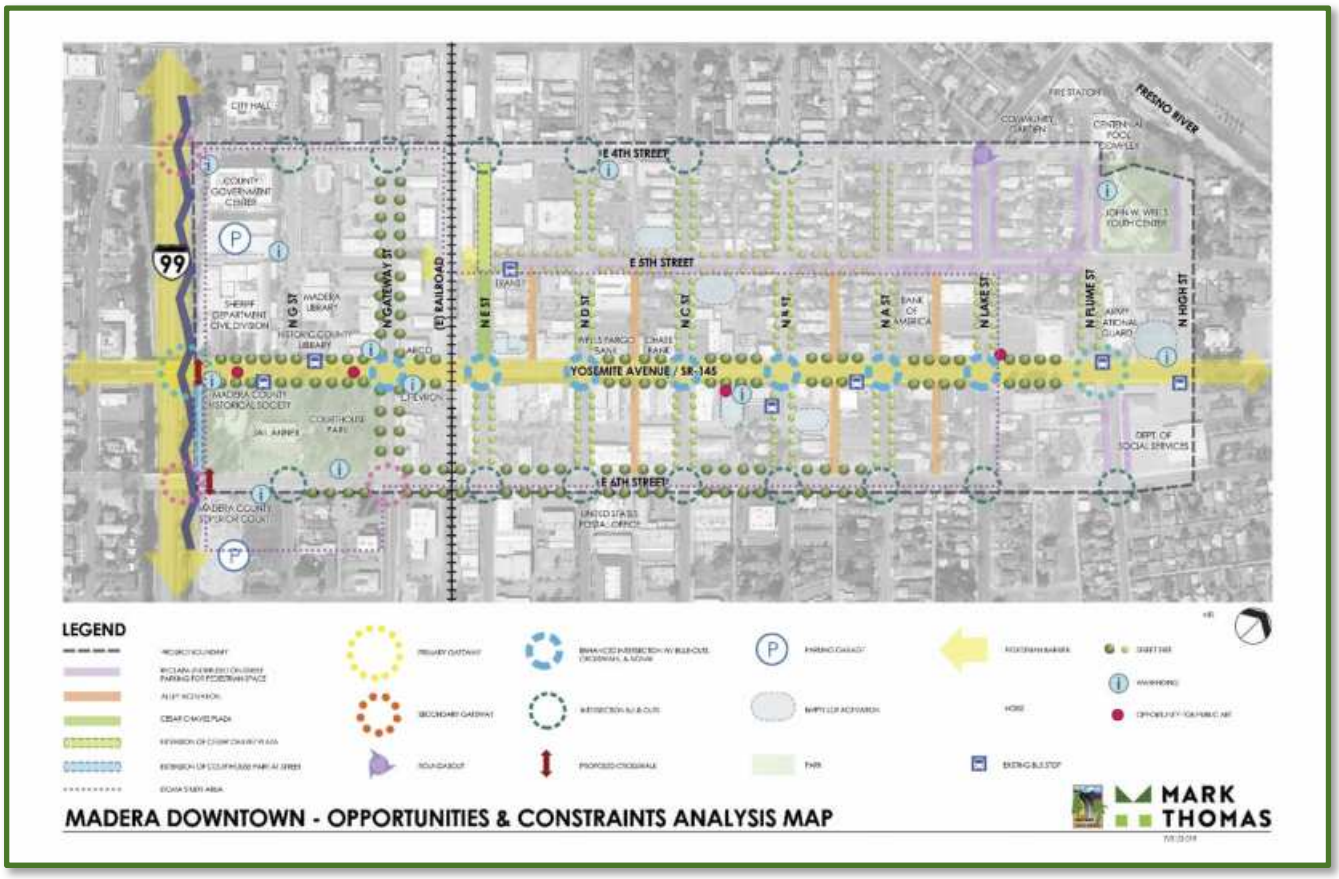
The key concerns of each stakeholder group.

- *Accommodation for Bikes:* The existing built environment put limitations on what can be done on each street; street widths are constrained to their current widths and can't be widened, due to existing building setbacks. That means something has to give; Class II bike lanes are possible on each street, but these Class II bike lane are limited because of the need for adequately sized travel lanes and the importance of retaining and adding parking spaces.
- *Long Pedestrian Crossings:* The corridor, as well as several other downtown core streets are very wide, which creates long crossings for pedestrians. Currently there is no safety refuge areas for pedestrians, once they leave the sidewalk and start crossing the street. Bulb-outs or a road diet would be the only ways to solve this problem.
- *ADA Accessibility:* Many existing sidewalks are in disrepair and are not smooth and safe surfaces to traverse. Select areas of the downtown core are missing sidewalks entirely, and street geometry would need to be changed to ensure continuous ADA accessibility. An

audit will need to be performed to ensure all pedestrian paths and facilities are ADA compliant.

- *Urban Canopy & Greenspace Access:* Street trees have been identified to add to the urban canopy, which will add numerous benefits for the community and downtown core users. There's current lack of space for trees in some areas; building awnings encroaching into the right of way, along Yosemite Avenue, creates additional constraints. The need for hardscape removal or planters in order to plant trees will require coordination between the city and business owners. The downtown core, especially along Yosemite Avenue, lacks watering infrastructure that trees will require. Also, some streets have overhead utility lines that will limit tree species selection and canopy size. Parklets are a good way to expand green space throughout parts of the downtown core, but some restraints involve potential loss of parking spaces along the street, and the need to remove hardscape, adjust roadway geometry, and install infrastructure for watering.

4.4 Opportunities & Constraints



Map showing opportunities & constraints analysis.

The downtown core is ripe for improvements that will have a lasting impact on the community and how they interact within Downtown Madera. The project team looked at the project area to consider limitations and places for improvement. Some of the opportunities and constraints the project team analyzed and mapped included:

- Reclaiming underused on-street parking for pedestrian space that will help support activities in the downtown core.
- Activating alleys for additional off-hours use and as an easier means of travel through the downtown core for pedestrians and cyclists.
- Expanding and creating additional plaza spaces that fill the need for community gathering spaces for events and vendors.

- Yosemite Avenue has a high volume of fast-moving vehicular traffic that acts as a barrier for pedestrian and bicycle travel across Downtown Madera.
- Utilizing high vehicular traffic streets, that lead into Downtown Madera, and establishing 'gateway' entries through branding, wayfinding, and signage into the downtown core that benefits both vehicular travelers, as well as pedestrians and bicyclists; establishes a sense of place and arrival.

Alleys can be activated in many ways. This example shows an alley with art on the wall surfaces, decorative paving, and café seating to help support Downtown Madera as a destination for visitors that encourages them to stay.

- Creating more green space and a safer intersection for vehicles, pedestrians, and bicyclists by reconfiguration and establishing signalization at Lake & 4th Streets.

This example of a gateway shows monument signage with art incorporated into it. Gateways like this would help establish a sense of place and identity for Downtown Madera.

- Overhauling signalized intersections by adding bulb-outs to protect pedestrians, create shorter crossing distances, and establish better sightlines for both pedestrians and vehicular travelers along the corridor.
- Adding signalization and other protective measures for pedestrians and bicyclists at the most dangerous intersections to increase safety.
- Adding crosswalks at select locations for ease of accessibility for pedestrians.
- Activating vacant and infrequently used lots for added public gathering spaces and green spaces throughout Downtown Madera to make the area a more attractive place to visit and spend time in.

This example shows a pedestrian crosswalk with decorative paving, to help differentiate it from the road, as well as a planted median that acts as a pedestrian refuge to shorten crossing distances.

- Adding better connectivity to existing parks and greenspace to help visitors and residents have easier access to them.
- Adding more amenities and site furniture at bus stops to help support Downtown Madera as a destination and encourage public transportation use to help reduce traffic and greenhouse gases along the corridor.

This example shows a bulb-out with landscape planting and a crosswalk; bulb-outs help slow down traffic and create shorter pedestrian crossing distances.

Siting pieces of sculptural art around the downtown core, like this example, can be help reinforce a sense of place.

- Looking beyond the project limits of 'DOMA' and realizing a fully master planned Downtown Madera that better connects and serves residents, business owners, visitors alike.
- Locating potential new street tree locations to enhance and add to the urban canopy
- Proposed wayfinding opportunities and locations.
- Work with the local arts council to identify key locations for art in public places, around the downtown core, to help support the area as a destination and add aesthetic value; pride in art created by and for the community.

See the Opportunities & Constraints Analysis Map in the Appendix.

4.5 Goals & Objectives

In addition to the opportunities & constraints, the team identified 'big picture' goals and objectives for the entirety of the master plan. The design team collaborated with project proponents and the steering committee to refine these goals and objectives and devise initial design alternatives. These strategies are outlined below:

This example shows decorative paving that provides a visual connection across a road and can act as plaza space in the civic district with

Traffic Calming: One of the key goals in any safety project is to discourage excessive vehicle speeds. Here are some strategies that were explored during the project along the downtown streets including SR 145:

- Road Diet – A road diet would have multiple benefits. Reducing the number of travel lanes from four to two would have a dramatic effect on vehicular speeds. Caltrans has expressed operational concerns with a road diet in the past. If a road diet moves forward a more focused study could show that a road diet is viable for a portion of the corridor.
- Curb Bulb-outs & Wider Sidewalks– Bringing the pedestrian closer to the travel way prior to crossing will make the motorists more aware of the roadside environment and cause speeds to reduce. Wider Sidewalk will allow higher levels of pedestrian activity.
- Roundabout Intersections – The intersection geometry associated with a roundabout forces motorists to reduce speed. Strategically placed roundabouts along the Fourth, Fifth, and Sixth Street corridors could have a large impact.
- Enhanced Streetscape & Landscape Features – Creating a more attractive corridor filled with trees and enhanced paving encourages motorists to slow down and observe their surroundings.
- Placing a Higher Priority on Transit Facilities – Interaction with bus transit along the corridor results in more people at the stops and more buses along the route. While buses do pose a minor operational hindrance, the reduction in vehicular speed along the corridor provides an excellent safety benefit.

Articular paving, street trees, and various other landscape design elements help to enhanced streetscape.

Improve Pedestrian Safety: Collision data gathered from TIMS and SWITRS shows a high density of pedestrian incidents along SR 145 (Yosemite Avenue). However, pedestrian safety throughout the corridor could be enhanced with the following improvements:

- Enhanced Street Lighting – Make the entire downtown core feel safer at night, and to provide enhanced safety at pedestrian crossings and throughout the corridor.

- High Visibility Crosswalks with Enhanced Controls – High visibility pavement markings for added visibility to motorists, and enhanced paving textures to add aesthetic value. Enhanced safety controls at crosswalks, such as a "HAWK" signal (high-intensity activated crosswalk beacon) and/or "RRFB" (rectangular rapid flashing beacons).

A protected crosswalk with a "RRFB" (Rectangular Rapid Flashing Beacon)

- Improved Intersections – Improved pedestrian signal hardware, including countdown signals, and auditory/vibratory push buttons.
- An increase in the amount of downtown wayfinding signage, especially to downtown attractions and parking, will improve pedestrian circulation downtown and provide an opportunity to reinforce theming and aesthetic continuity.

Incorporate Bicycle Facilities: Currently, Yosemite Avenue and most of the downtown core streets are absent of any bicycle facilities, with the exception of class II bike lanes on 6th Street. However, if a road diet were implemented along Yosemite Avenue, it would create space for bike lanes. As an alternative, and as planned within the Madera ATP, the feasibility of implementing a Class IV, Separated Bikeway, was considered. Class II and III bicycle facilities along other corridors in the project were analyzed. Additionally, provisions for bicycle infrastructure such as bike parking and racks were considered as part of the streetscape improvements to avoid potential pedestrian/bicycle conflicts and encourage use of alternate modes of transportation.

Activation of Public Spaces: Many times, a successful complete street requires an approach that looks beyond the obvious confines of the project, whether they be physical and/or programmatic, to not just look at what is "good enough" but what would "make it better". Along the Yosemite Avenue corridor, the design team discussed opportunities to create new spaces to encourage people to get out and walk by

This 'parklet', with café seating and landscape planting is an example of enhanced streetscape with landscape.

fostering a sense of pride and ownership and reinforcing comfort and safety. Such spaces can be created with the following improvements:

- Site Furnishings – Adding site furnishings will help support visitors to Downtown Madera by providing a welcoming environment for them to spend time and encourage visitation. Some furnishings would include benches/seating, trash receptacles, bicycle racks, and drinking fountains.
- Urban Parklets – Unused spaces in parking lots and at intersection corners can be activated as park space to add additional public space, added aesthetics, and transform he corner into a gateway opportunity. These small parklets also can become memorial plazas, restaurant or café seating, spaces for bicycle parking, etc.
- Alley & Empty Lot Activation – Empty alley-ways and abandoned parcels and parking area can be enhanced with the use of special concrete treatments, ornamental iron work, materials to match the architecture of the corridor, and the application of plenty of lighting that is both functional and creative.
- Public Art – Local artwork, such as murals and sculptures can be placed in newly activated alleys, urban parklets, and along other areas of the streetscape throughout the downtown core to not only add aesthetic value and create a sense of place, but to also highlight the what is great about the local community.
- Wayfinding – Adding signage and other features to help motorists, bicyclists, and pedestrians navigate the downtown core to create a place that is a joy to visit.
- Central Music Amplification – This system can help create a background noise themed for the district to further enhance activation along the streetscape areas of the district.
- Crime Prevention Through Environmental Design (CPTED) – This is a multi-disciplinary approach for reducing crime through urban and environmental design and the management and use of built environments. CPTED strategies aim to reduce victimization, deter offender decisions that precede criminal acts, and build a sense of community among inhabitants so they can gain territorial control of areas and reduce opportunities for crime and fear of crime. Some specific design strategies include eliminating blind/hiding spots by using selective vegetation and keeping areas well-lit.

Placemaking & Identity Branding: Celebrating and recognizing the community's personality was a primary aesthetic goal for the design team. They explored solutions grounded in the built

environment, neighborhood context, history, and community input. It all began with centering around the community's identity.

Placemaking features, such as this mural, are pulled from the history of the community, such as the early 20th century founding of the city and the history of Downtown Madera.

Madera has a deep history of hard-working people, drawn in by local industry and demand, who rolled up their sleeves to build themselves a vibrant community; from Madera's humble beginnings as a lumber town, to the growth of its farm and agricultural identity and into the present. Local industry drew in workers from many parts of the county, as well as from different parts of the world over the past century; over that time immigrants have become an important part of the fabric of Madera. Madera's past, present and future has supported the American Dream of opportunity, not only in industry, but also in the affordability of living in Madera, even as the state of California has seen a spike in living costs over the past decades. This is made clear by Madera's growing population, that continues to grow year after year, into the foreseeable future.

When the project team walked the streets of Downtown Madera, the history could be seen in the character of the buildings, the longtime and new businesses present throughout the downtown core, the civic and cultural amenities present, and the deep-rooted connection to the city that many of the steering committee members share; long-time and multi-generational Madera residents.

5. PUBLIC OUTREACH SUMMARY

The Public Participation and Outreach Plan (PPOP) utilized an established public participation process model, with the goal of open information and flow of ideas between the public and the project design team. The goal was the connect with the community at large and key stakeholders, including but not limited to pedestrians, bicyclists, businesses and residents particularly in the vicinity Downtown Madera. Objectives included the following:

- Identifying opportunities for increasing awareness and educating the public about the proposed "State Route 145 (Yosemite Avenue) as Downtown Main Street Plan".

- Organizing/attending public and community events to stimulate dialogue about proposed project.
- Building a rapport with businesses and property owners in targeting project areas.
- Developing and maintaining a communications stream to facilitate the exchange of information.

A full PPOP can be found in the Appendix.

5.1 Meetings

- *Kick-off Meeting (4/11/19)*
    - 19 in attendance – Steering Committee, Caltrans, City of Madera, Mark Thomas, and Rios.
    - Purpose of the meeting was to introduce the Project team to the Steering Committee and discuss the focus of the project to insight the Steering Committee to provide feedback on their goals of the project. By receiving constructive goals from the Steering Committee, the project team could better construct their plan to meet the community's needs.
    - Outcomes were Steering Committee provided feedback on types of improvements they would like to see and emphasized the use of the DOMA study to guide project improvements.
- *Walking Tour (6/18/19)*
    - 16 in attendance – Steering Committee, Caltrans, City of Madera, Mark Thomas, and Rios.
    - Purpose of the meeting was to introduce the typical project sites to the steering committee to insight feedback on possible improvements.
    - Outcomes were steering committee provided feedback on types of improvements and additional information that was site specific.
- *City Council Presentation (10/2/19)*
    - Number unknown – Madera City Council, Meeting attendees, City of Madera, Mark Thomas, and Rios.
    - Purpose of the meeting was to present progress of the project in respects to public outreach to the City Council and inform them of upcoming events.

  - Outcomes were City Council was informed to City, received feedback from the mayor, improved connection of the City Council to the project outreach efforts.
- *Public Meeting #1 (11/13/19)*
  - 12 members of Project team including: City of Madera, Mark Thomas, and Rios plus 81 Public Attendees.
  - Purpose of the meeting was to present a draft plan of the project area to the public and open these improvements for comments from the public.
  - Outcomes were an informed public, positive feedback on the direction of the project, and constructive feedback on improvement types.
- Public Meeting #2 (1/23/20)
  - 10 members of Project team including: City of Madera, Mark Thomas, and Rios plus 51 Public Attendees.
  - Purpose of the meeting was to present a final plan of the project area to the public for one last round of feedback from the public.
  - Outcomes were an informed public, positive feedback on the direction of the project, and constructive feedback on improvement types and maintenance.

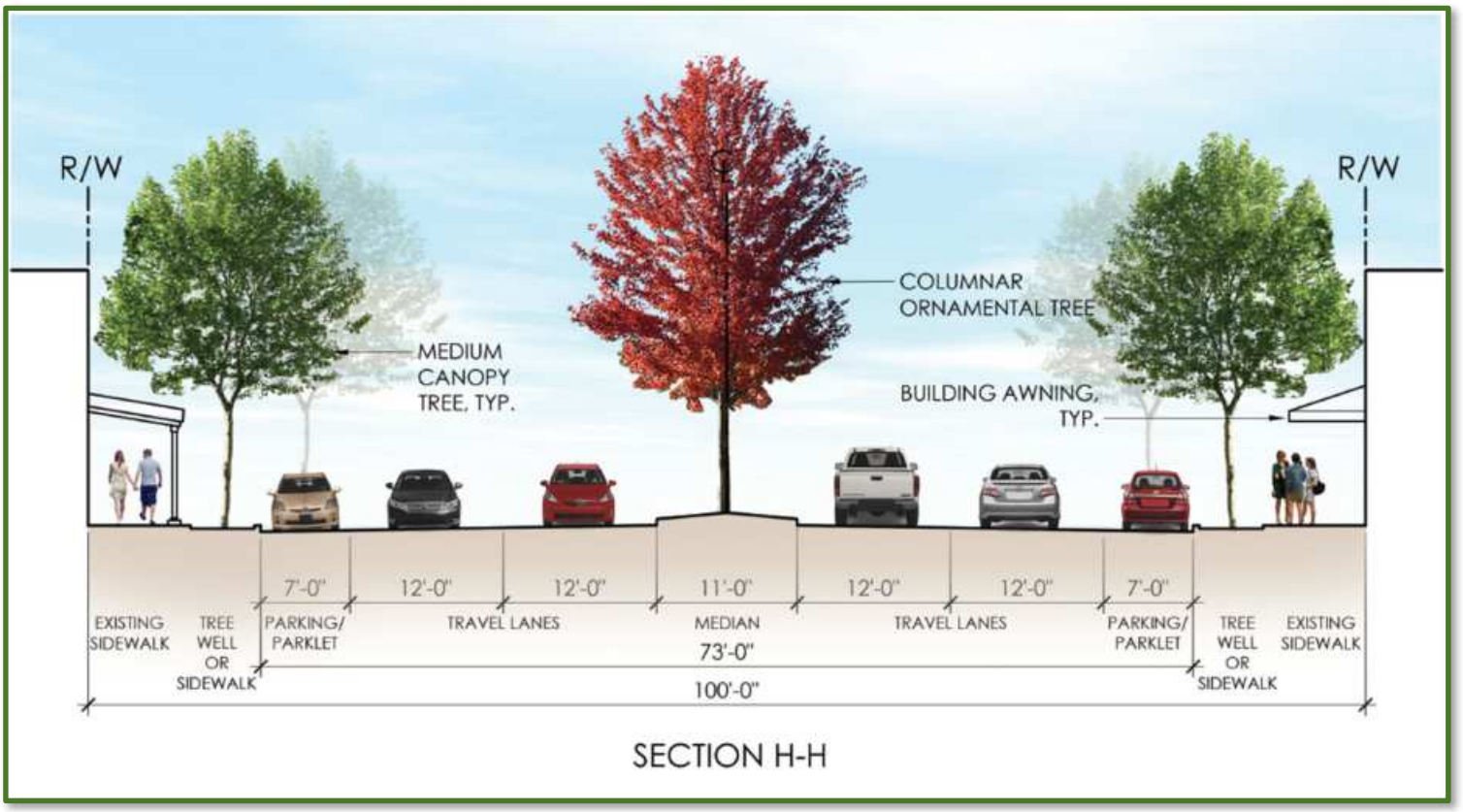
Meeting minutes and report summaries that include more detail on what was discussed, and participant feedback can be found in the Appendix.

6. CONCEPTUAL STREET DESIGNS

With a full grasp of the challenges, as well as input from the project proponents and the steering committee, the design team was able to create conceptual street designs that worked towards solving problems, addressing constraints, capitalizing on opportunities, and closing gaps found throughout Downtown Madera in order to help create a more vibrant downtown core. A primary objective was that all components, combined, would result in Yosemite Avenue and the entire downtown core coming together to serve as a well-planed multi-modal complete street concept. Behind that was an overall design intent actively considering how each element contributed to a revitalized downtown atmosphere that would beckon visitation by the community and would support the making of Downtown Madera as a destination for the community and the region. The recommendations for the conceptual master plan included the following:

- Two design options for Yosemite Avenue. The first option has a four-lane configuration with on-street parking and a shared lane for bicyclists and vehicular travel. The second option is a 'road-diet' option with a two-lane configuration, on-street parking, and a class IV bike lane.
- A proposal for additional bicycle lanes (Class II & III) throughout the remaining downtown streets; with exception of 6th Street, which already has class II bike lanes, to encourage and create safer options for multimodal transportation.
- Recommendations for additional and modified traffic signals, bulb outs, refuge islands and crosswalks along Yosemite Avenue, 6th Street, and 4th street for improved pedestrian safety at the most dangerous intersections and crossings.
- Locations showing pedestrian-scale street lighting along Yosemite Avenue, and improved street lighting throughout the downtown core, especially in areas currently lacking street lighting.
- Locating areas of "Green street" concepts, such as storm water biofiltration planters at street corner bulb outs and shading trees along all the downtown streets to provide refuge, comfort, and aesthetic value.
- Locations of site furnishings and other design features throughout the downtown streetscape, especially at alley-ways and bulb-outs in and around Yosemite Avenue to create and support gathering spaces to help support Downtown Madera as a destination.
- Creation of additional accessible parking by either diagonal parking, additional opportunities for public parking or clearly marked parking spots, especially on C, D, & E Streets.
- Locations mapped for necessary maintenance of sidewalks, curbs and streets, including re-surfacing as needed to address both physical deterioration and ADA deficiencies such as gaps.
- Locating traffic calming design concepts such as parklets along sidewalks, bulb-outs, and medians in locations identified as the most hazardous for pedestrian safety

6.1 Design Intent by Area/Street



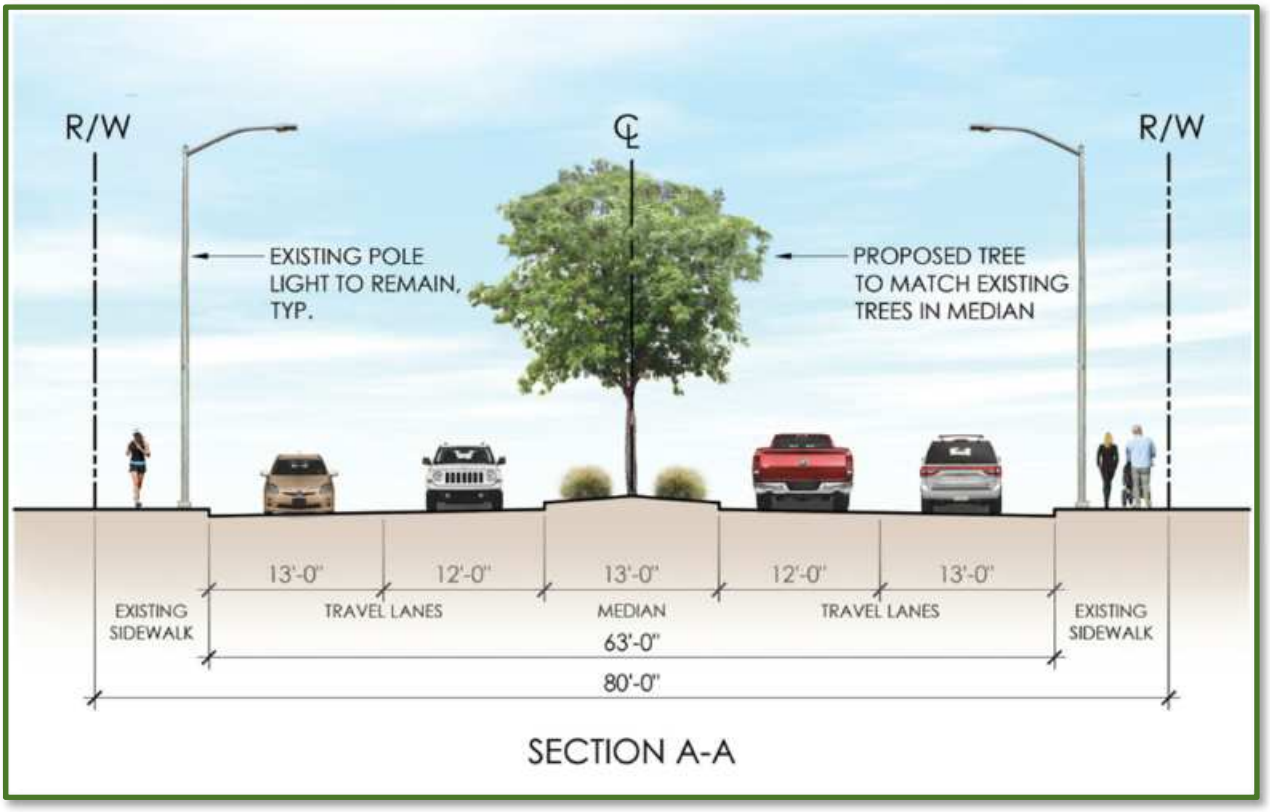
Yosemite Avenue, between H Street & High Street (see section H-H, above): As the main arterial street in the center of the downtown core, Yosemite Avenue has the opportunity to set the tone and create a first impression as the gateway into Downtown Madera. This historic corridor has the widest right of way in the project area, which adds more opportunity for placemaking. There are several opportunities to enhance this roadway:

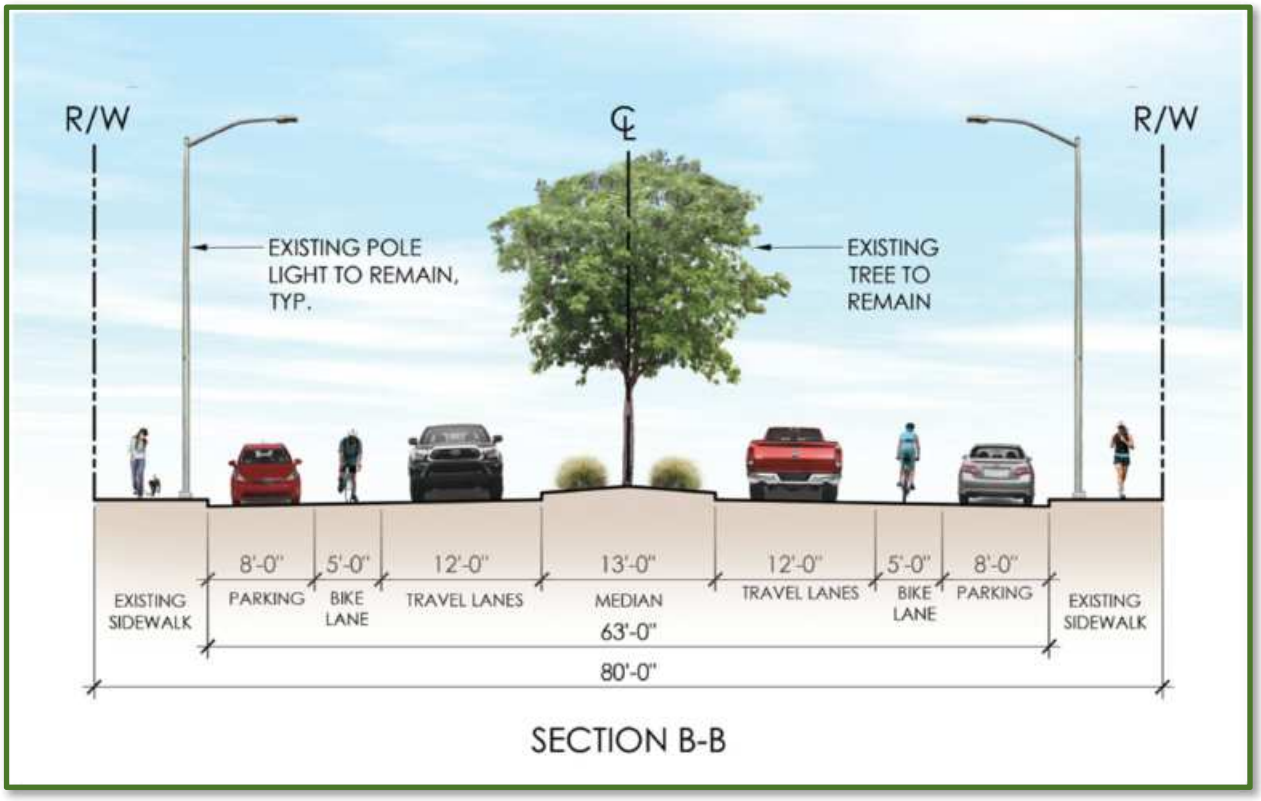
- Enhanced landscape architectural features:
    - Adding a planted median with ornamental tree, shrub, and groundcover plantings which acts as a pedestrian safe refuge at crosswalks, between C Street & Lake Street.
    - Improved pedestrian experience through opportunities to add enhanced paving, at all street corner sidewalk areas and crosswalks, that compliments existing architectural elements and wide sidewalks.
    - Improved pedestrian experience through additional planting to add a buffer between pedestrians and the roadway at street corners, and the addition of street trees to

provide shade and added enclosure along the entire corridor between the sidewalk and the roadway

- Pedestrian scale decorative street lighting that further enhances the historic character of Downtown Madera in all areas currently without street lighting.

- Upgraded roadway facilities:
  - Enhanced crosswalks with high visibility paving at all intersections to create a safer pedestrian experience.
  - HAWK protected crosswalk at Yosemite Ave. and G St.
  - RRFB protected crosswalk at G St., B St. and A St. crossings along Yosemite Ave.
  - Bulb-outs at all street corners to create a narrower roadway to calm traffic, enhanced pedestrian safety sightlines, and space for downtown themed landscape planting scheme.
- Space Activation:
  - Activating alleys, between E St. and Lake St., to add public spaces and provide more pedestrian connections to surrounding streets.

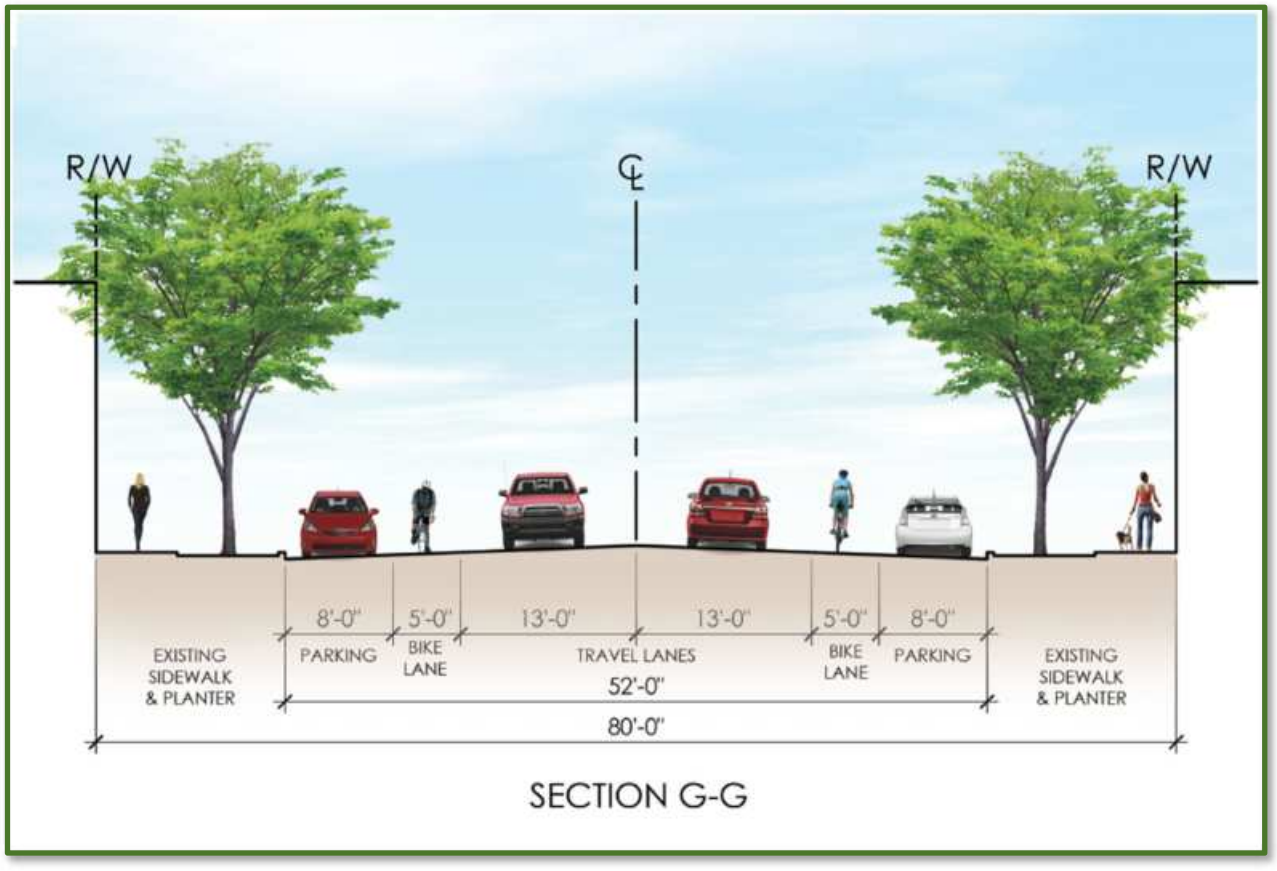




<u>4TH Street</u>, between H Street & Flume Street (see sections A-A & B-B, above): As another arterial street, along the North project boundary, this street primarily serves the residential district and business and civic engagement near SR 99. Some recent improvements have already been made to this street, such as upgraded street lighting, new sidewalks, and median space for landscape planting. In addition, our design intent looks to build upon the improvements already made:

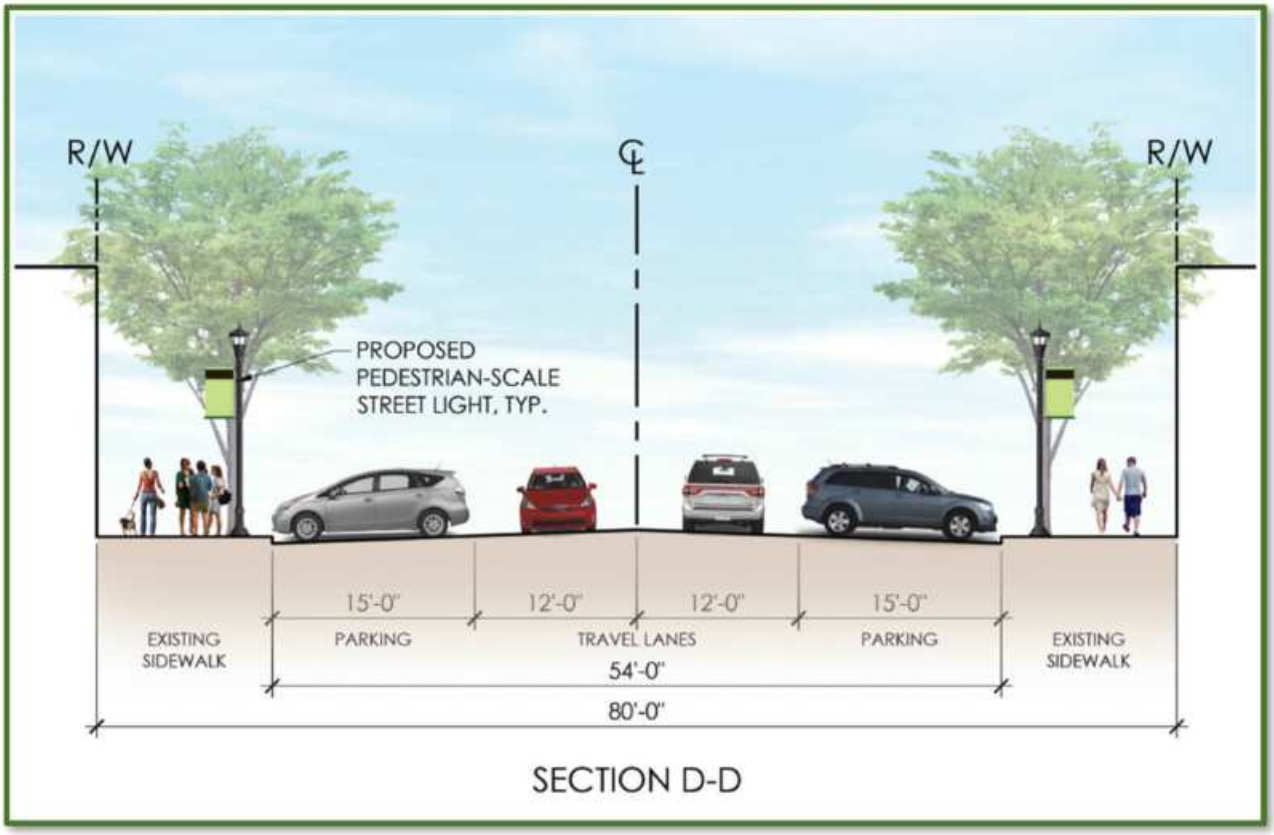
- Enhanced landscape architectural features:
    - Adding Downtown Madera themed planting to medians, along the entire corridor, to match other downtown streets with the goal of creating continuity within the downtown core.
    - Improved pedestrian experience through opportunities to add enhanced paving, at all street corner sidewalk areas and crosswalks, that compliments existing architectural elements and wide sidewalks.
    - Closing off 4th St., east of Lake St., to provide community green space and enhanced neighborhood aesthetics.
- Upgraded roadway facilities:

- Bulb-outs at all street corners to create a narrower roadway to calm traffic, enhanced pedestrian safety sightlines, and space for downtown themed landscape planting scheme.
- Enhanced crosswalks with high visibility paving at all intersections to create a safer pedestrian experience.
- Signalizing and reconfiguring the 4th St. and Lake St. intersection to enhance pedestrian and vehicular safety.
- Providing class II bicycle facilities along the entire corridor.
- RRFB protected crosswalks at E St. along 4th St.

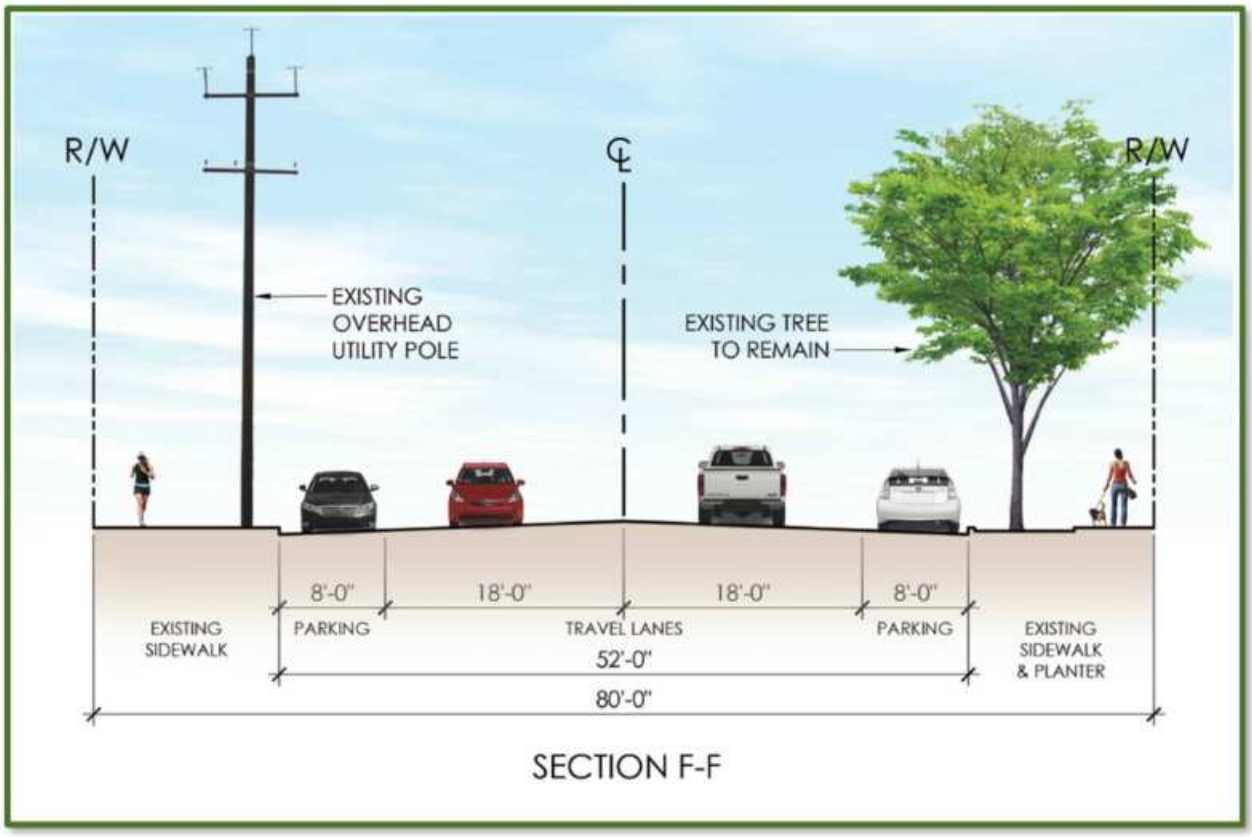


6th Street, between H Street and High Street (see section G-G, above): Along the South project boundary, 6th Street separates much of the commercial district from the residential district to the south. Compared with Yosemite Avenue, just to the north, 6th Street sees lower volumes of traffic and slower moving traffic. This street is vital in providing connections to Downtown Madera from the residential district to the South:

- Enhanced landscape architectural features:
    - Improved pedestrian experience through opportunities to add enhanced paving, at all street corner sidewalk areas and crosswalks, that compliments existing architectural elements and wide sidewalks.
    - Improved pedestrian experience through additional planting to add a buffer between pedestrians and the roadway at street corners, and the addition of street trees to provide shade and added enclosure along the entire corridor between the sidewalk and the roadway
    - Pedestrian scale decorative street lighting that further enhances the historic character of Downtown Madera in all areas currently without street lighting.
- Upgraded roadway facilities:
    - Bulb-outs at all street corners to create a narrower roadway to calm traffic, enhanced pedestrian safety sightlines, and space for downtown themed landscape planting scheme.
    - Enhanced crosswalks with high visibility paving at all intersections to create a safer pedestrian experience.
    - RRFB protected crosswalks at G St., E St. and A St. crossings along 6th St.



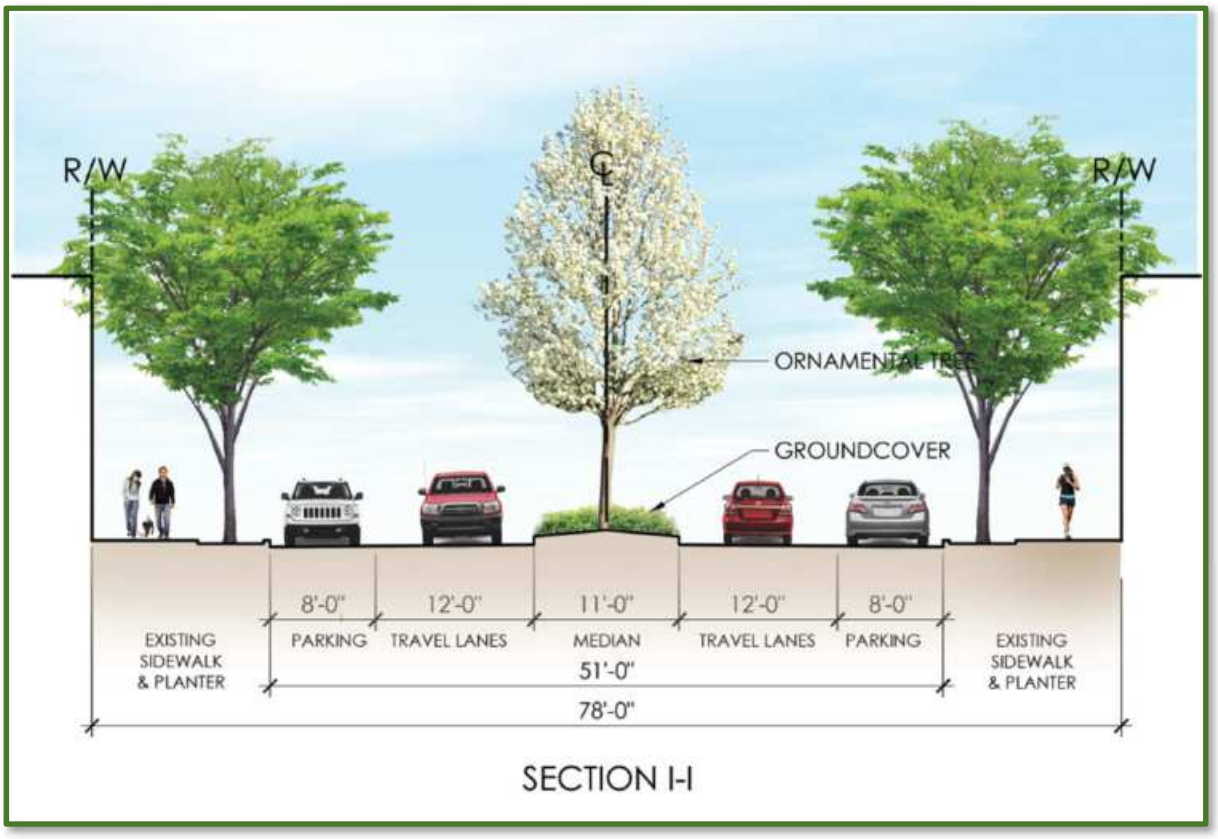
SECTION D-D



SECTION F-F

***5th Street**, between SR 99 & High Street (see sections D-D & F-F, above):* This street currently separates much of the North residential district with the business district. This street and the properties on it are currently underutilized and undervalued as the possibility of being an important connection between the residential and business districts of Downtown Madera. 5th Street provides an opportunity to make a neighborhood impact and better connection:

- Enhanced landscape architectural features:
    - Improved pedestrian experience through opportunities to add enhanced paving, at all street corner sidewalk areas and crosswalks, that compliments existing architectural elements and wide sidewalks.
    - Pedestrian scale decorative street lighting that further enhances the historic character of Downtown Madera.
- Upgraded roadway facilities:
    - Enhanced crosswalks with high visibility paving at all intersections to create a safer pedestrian experience.
    - RRFB protected crosswalk at 5th St. and D St.
    - Bulb-outs at all street corners to create a narrower roadway to calm traffic, enhanced pedestrian safety sightlines, and space for downtown themed landscape planting scheme.
- Space Activation:
    - Activating 'parklets' at unused space adjacent to diagonal on-street parking between G St. and B St.
    - Utilizing bulb-outs at intersection of 5th St. & C St. for additional public space at intersections.
    - Activating alleys, between E St. and Lake St., to add public spaces and provide more pedestrian connections to surrounding streets

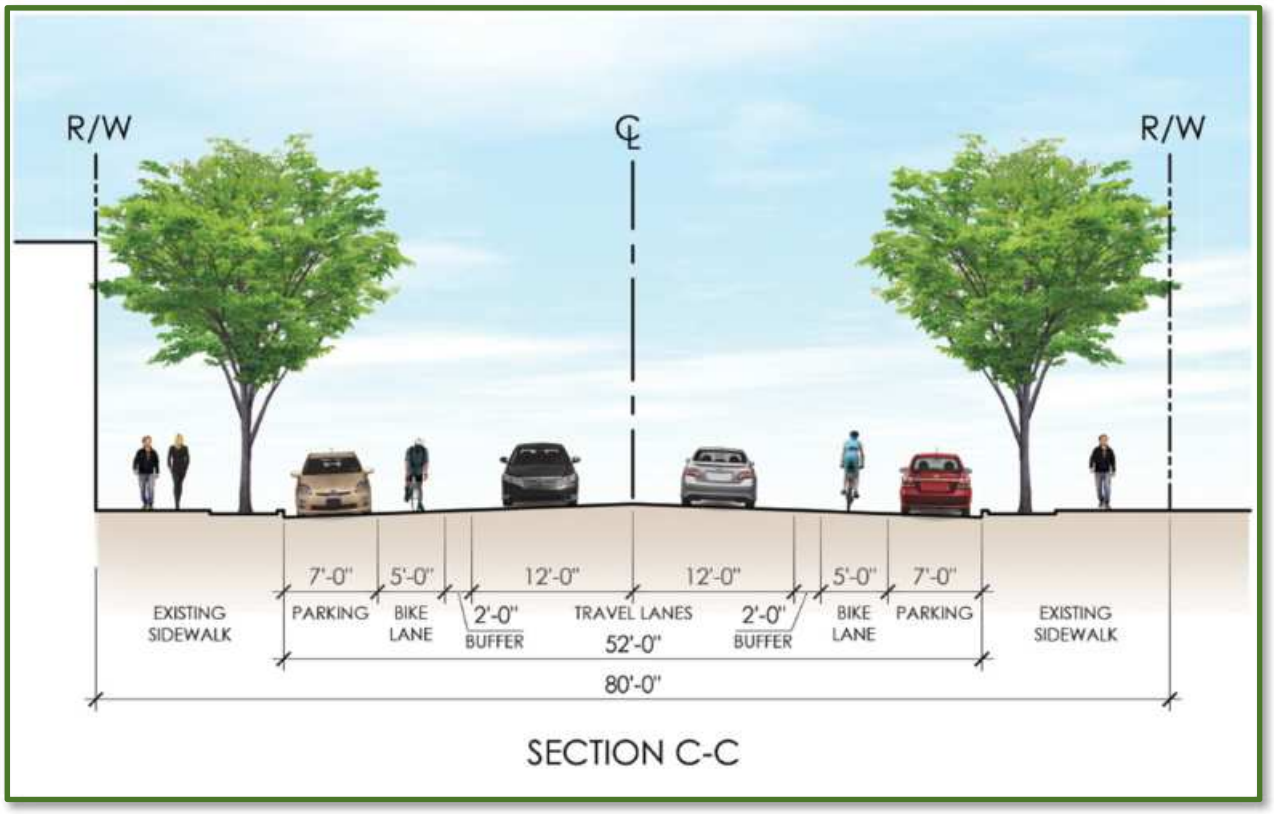


G Street, between 4th Street & Yosemite Avenue (see section I-I, above): This street serves as the center of the civic district; city hall, the city library, county government center, and much more are located along this street. G Street also provides an axis opportunity between the civic core and Courthouse Park, right across Yosemite Avenue. G Street is a gateway to civic resources and has the opportunity for a better connection to neighborhood amenities:

- Enhanced landscape architectural features:
    - Adding a planted median with ornamental tree, shrub, and groundcover plantings which acts as a pedestrian safe refuge at crosswalks, between 4th St. & Yosemite Ave.
    - Improved pedestrian experience through opportunities to add enhanced paving, at all street corner sidewalk areas and crosswalks, that compliments existing architectural elements and wide sidewalks.
    - Pedestrian scale decorative street lighting that further enhances the historic character of Downtown Madera in all areas currently without street lighting.
- Upgraded roadway facilities:

- Enhanced crosswalks with high visibility paving at all intersections to create a safer pedestrian experience.
- HAWK protected crosswalk at G St. and Yosemite Ave.
- RRFB for
- Bulb-outs at all street corners to create a narrower roadway to calm traffic, enhanced pedestrian safety sightlines, and space for downtown themed landscape planting scheme.

- Creating Connections & Activating Spaces:
  - Activating 'parklets' at unused space adjacent to diagonal on-street parking between 4th St. and Yosemite Ave.
  - Utilizing bulb-outs at intersection of G St. & 5th St. for additional public space at intersections.

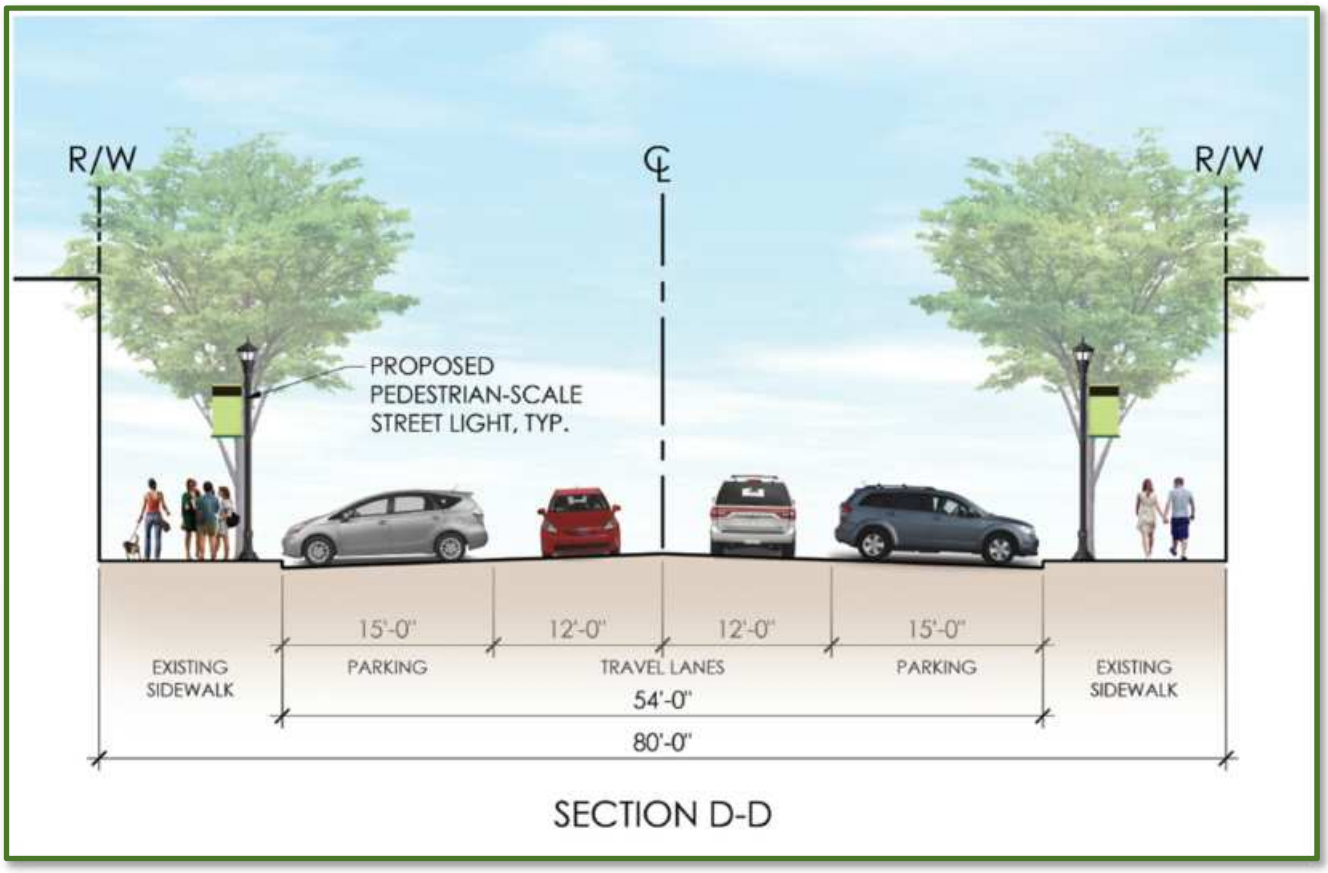


Gateway Drive, between 4th Street & 6th Street (see section C-C, above): Gateway is a true 'gateway' to the downtown core, when entering from the North or South parts of Madera, as well as most motorists entering from SR 99. It's a heavily travelled street, yet narrower road than Yosemite

Avenue. Gateway has a prime opportunity for upgraded multimodal transportation options and helps serve as a true 'gateway' to the downtown core:

- Enhanced landscape architectural features:
    - Improved pedestrian experience through opportunities to add enhanced paving, at all street corner sidewalk areas and crosswalks, that compliments existing architectural elements and wide sidewalks.
    - Improved pedestrian experience through additional planting to add a buffer between pedestrians and the roadway, and the addition of street trees to provide shade and added enclosure.
    - Pedestrian scale decorative street lighting that further enhances the historic character of Downtown Madera.
- Upgraded roadway facilities:
    - Enhanced crosswalks with high visibility paving at all intersections to create a safer pedestrian experience.
    - Providing class IV bicycle facilities along the entire corridor.

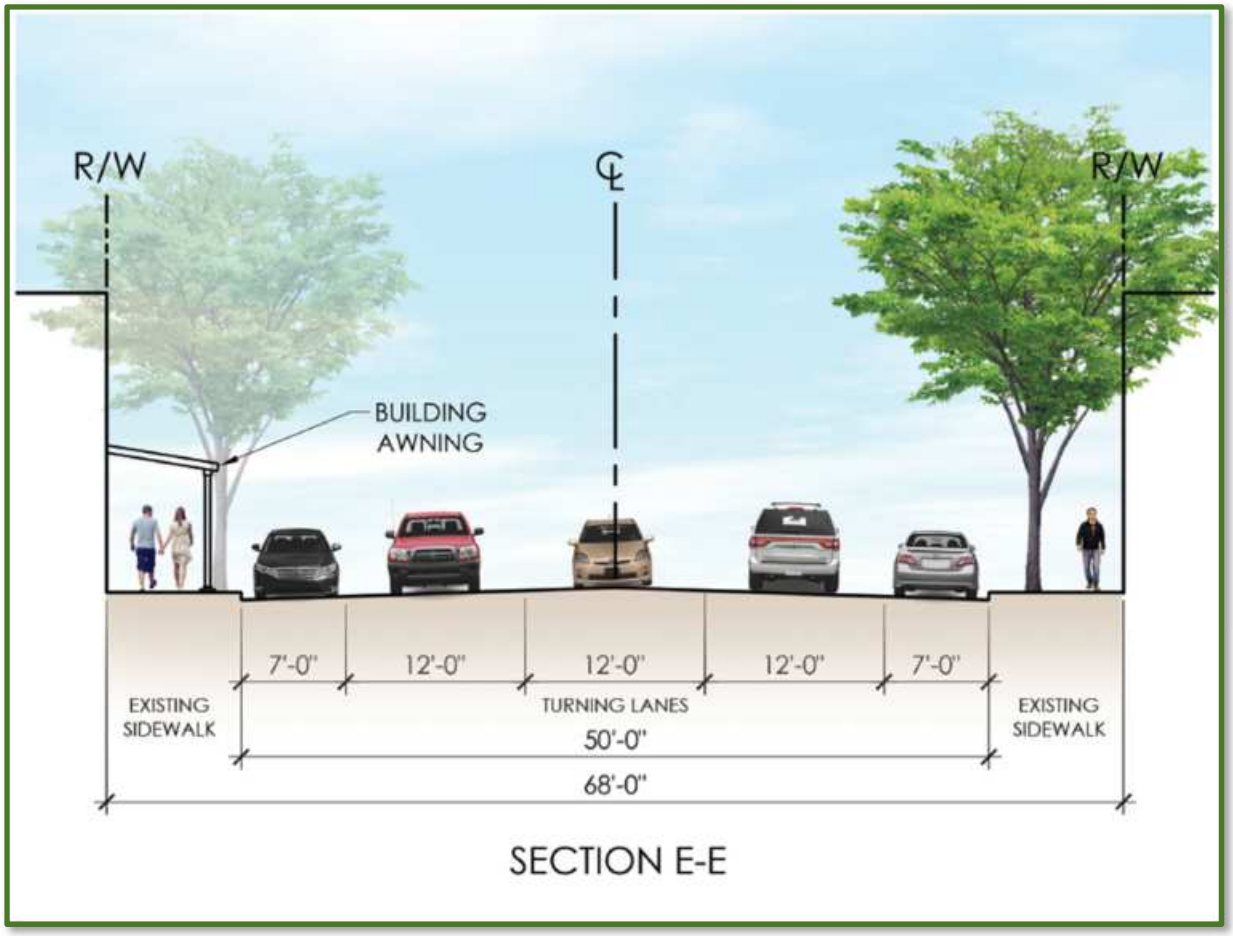
- Bulb-outs at all street corners to create a narrower roadway to calm traffic, enhanced pedestrian safety sightlines, and space for downtown themed landscape planting scheme.



E Street, between 4th Street & 6th Street (see section D-D, above): Serving as the home of Cesar Chavez Plaza, E Street is the only existing area with an enhanced plaza gathering space. Existing enhanced paving, vast tree canopy, and a human scale design give the plaza a feeling of comfort and enclosure. Much of this can be enhanced and expanded along E Street to add this valuable space:

- Enhanced landscape architectural features:
  - Improved pedestrian experience through opportunities to add enhanced paving, at all street corner sidewalk areas and crosswalks, that compliments existing architectural elements and wide sidewalks.

  - Improved pedestrian experience through additional planting to add a buffer between pedestrians and the roadway, and the addition of street trees to provide shade and added enclosure.
  - Pedestrian scale decorative street lighting that further enhances the historic character of Downtown Madera.
- Upgraded roadway facilities:
  - Enhanced crosswalks with high visibility paving at all intersections to create a safer pedestrian experience.
  - RRFB protected crosswalk at E St. and 4th St.
  - Bulb-outs at all street corners to create a narrower roadway to calm traffic, enhanced pedestrian safety sightlines, and space for downtown themed landscape planting scheme.
- Space Activation:
  - Activating 'parklets' at unused space adjacent to diagonal on-street parking between Yosemite Ave. and 6th St.
  - Utilizing bulb-outs at intersection of E St. & 5th St. for additional public space at intersections.
  - Activating alleys, between Yosemite Ave. and 6th St., to add public spaces and provide more pedestrian connections to surrounding streets


R/W
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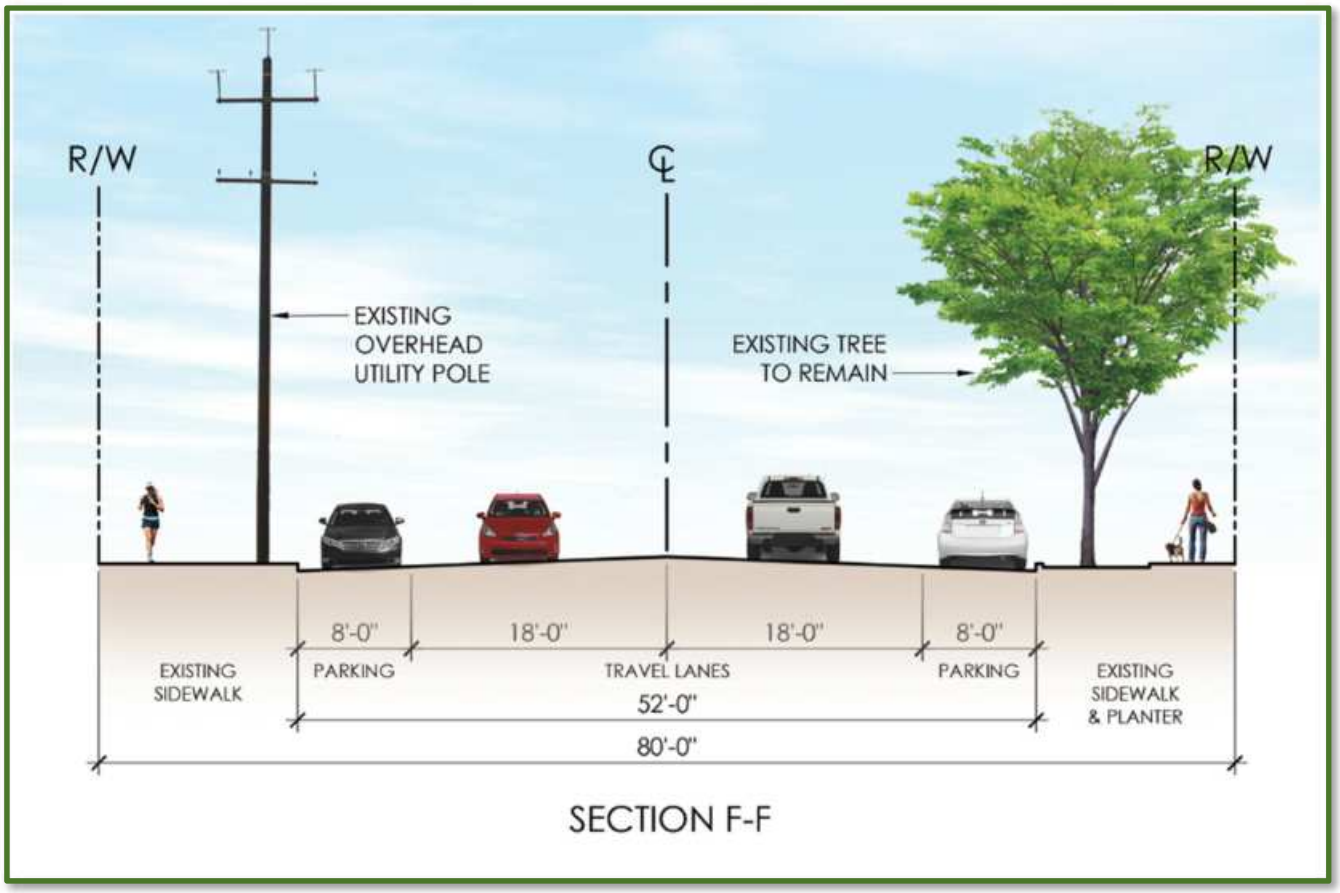
R/W
BUILDING
AWNING
7'-0"
12'-0"
12'-0"
12'-0"
7'-0"
EXISTING
SIDEWALK
TURNING LANES
50'-0"
EXISTING
SIDEWALK
68'-0"

SECTION E-E

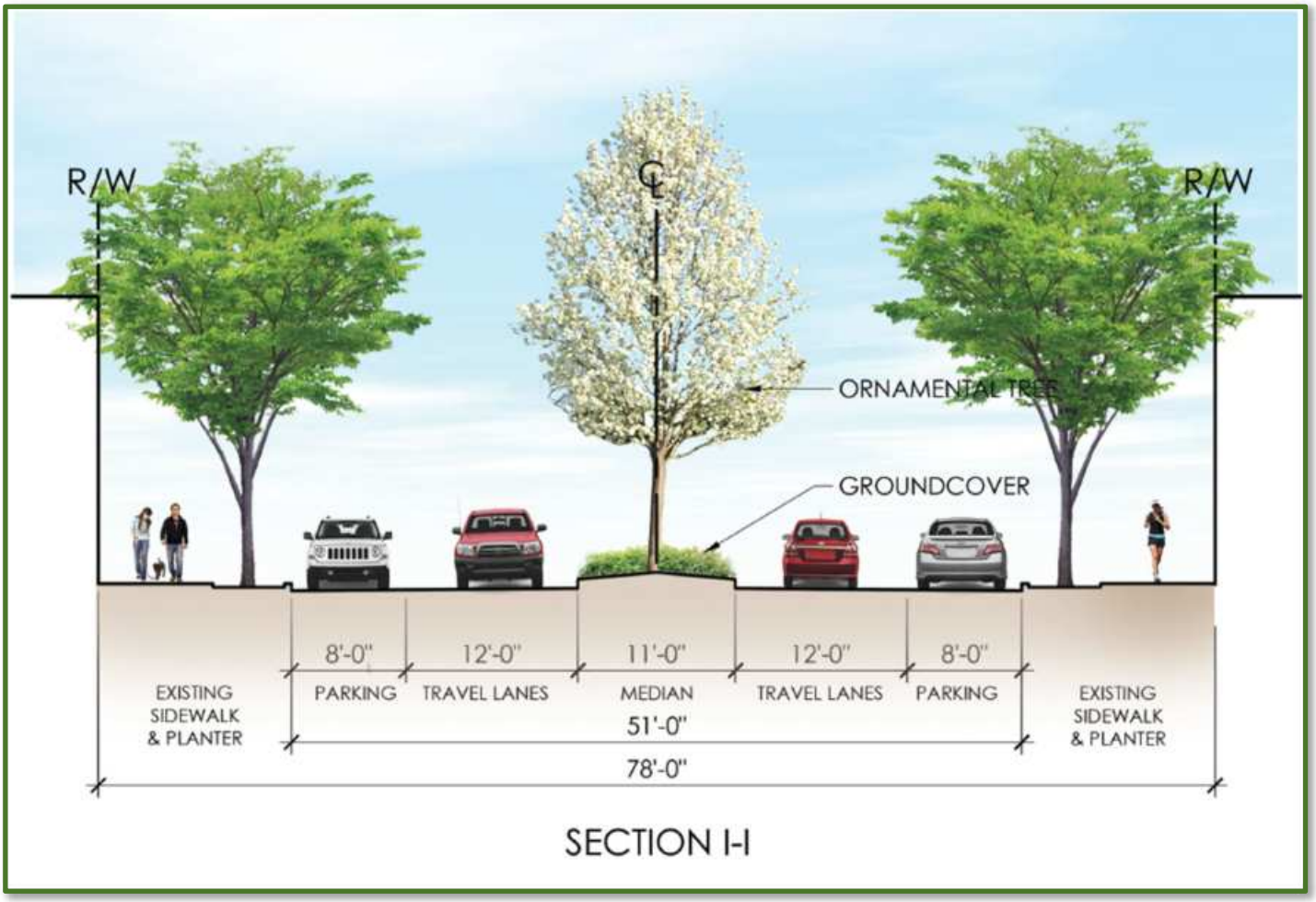


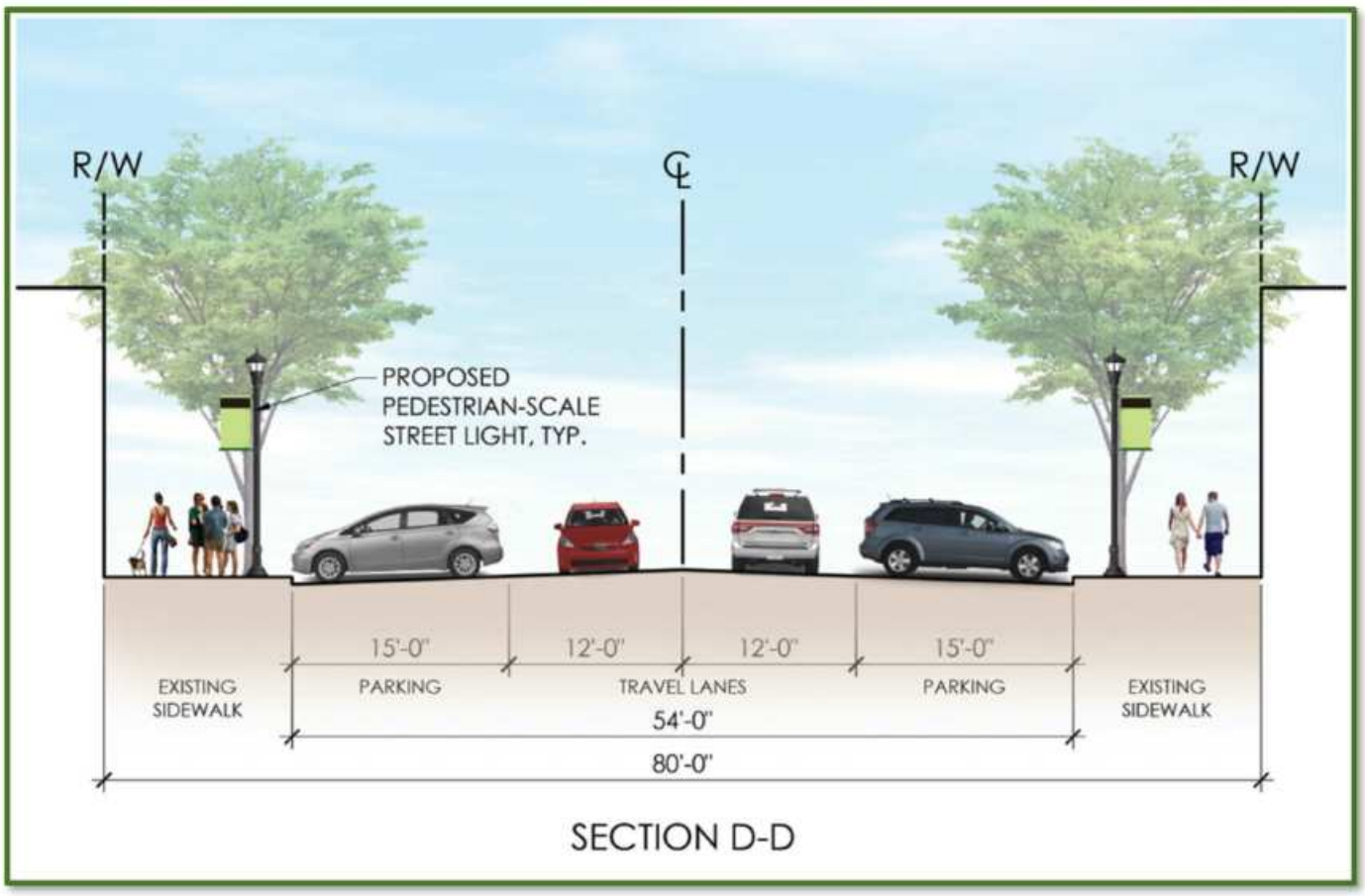
D Street, between 4th Street & 6th Street (see sections E-E & F-F, above): D Street runs North to South in the heart of the downtown business district and is the primary feeder off Yosemite Avenue:

- Enhanced landscape architectural features:
    - Improved pedestrian experience through opportunities to add enhanced paving, at all street corner sidewalk areas and crosswalks, that compliments existing architectural elements and wide sidewalks.
    - Pedestrian scale decorative street lighting that further enhances the historic character of Downtown Madera.
- Upgraded roadway facilities:
    - Enhanced crosswalks with high visibility paving at all intersections to create a safer pedestrian experience.
    - RRFB protected crosswalk at D St. and 5th St.

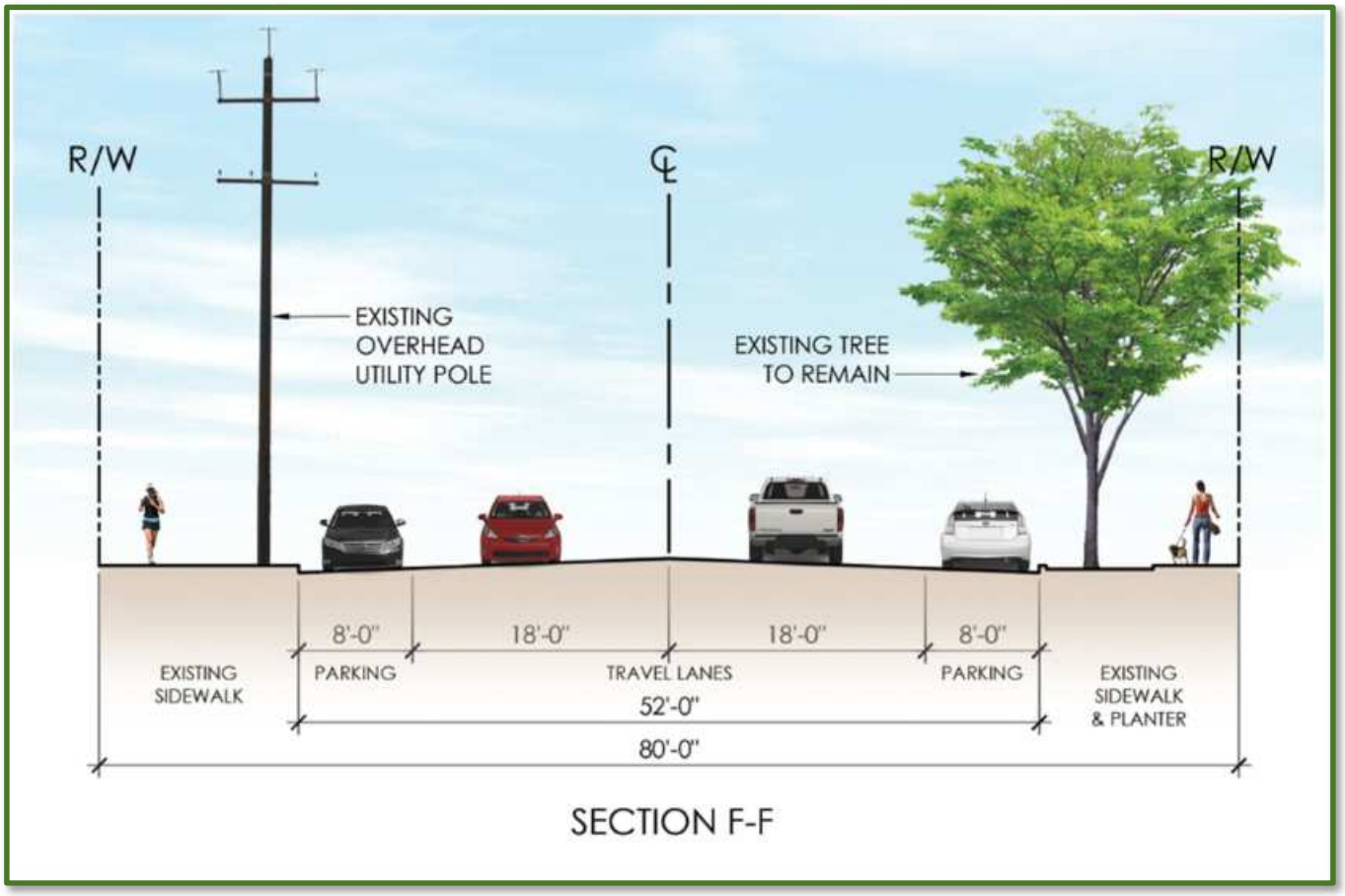
- Bulb-outs at all street corners to create a narrower roadway to calm traffic, enhanced pedestrian safety sightlines, and space for downtown themed landscape planting scheme.

- Space Activation:
  - Utilizing bulb-outs at intersection of D St. & 5th St. for additional public space at intersections.
  - Activating 'parklets' at unused space adjacent to diagonal on-street parking between Yosemite Ave & 6th St.




R/W
℄
R/W
PROPOSED
PEDESTRIAN-SCALE
STREET LIGHT, TYP.
15'-0"
12'-0"
12'-0"
15'-0"
EXISTING
SIDEWALK
PARKING
TRAVEL LANES
PARKING
EXISTING
SIDEWALK
54'-0"
80'-0"

SECTION D-D

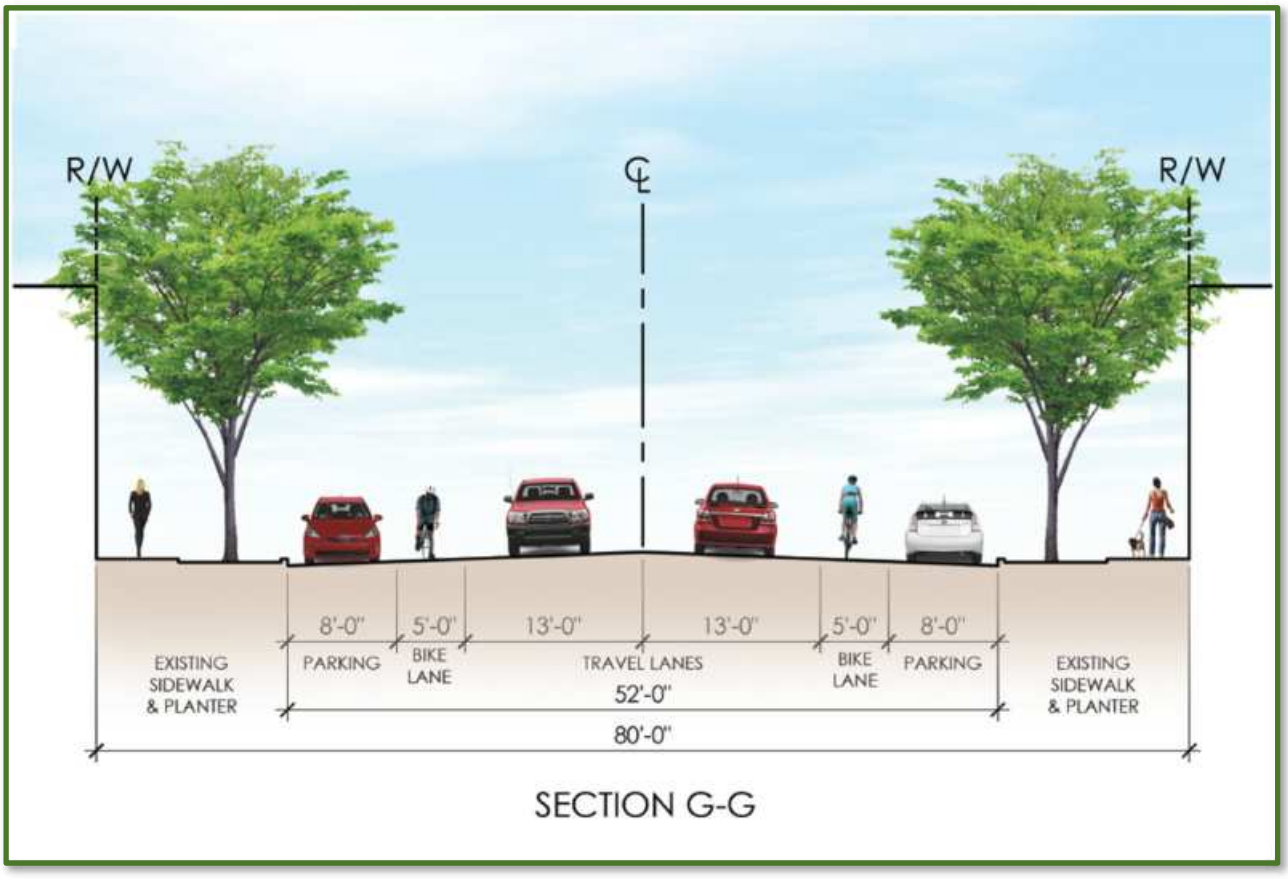


C, B, & A Streets, between 4th Street & 6th Street (see sections I-I, D-D, & F-F, above): To the South, these three streets act run through the business district and provide valuable on-street parking. While to the North, these three streets act as wide residential boulevards that have a great opportunity for enhancements to help slow down traffic and add aesthetic character to the neighborhood:

- Enhanced landscape architectural features:
    - Adding a planted median with ornamental tree, shrub, and groundcover plantings which acts as a pedestrian safe refuge at crosswalks, between 4th St. & 5th St.
    - Improved pedestrian experience through opportunities to add enhanced paving, at all street corner sidewalk areas and crosswalks, that compliments existing architectural elements and wide sidewalks.
    - Pedestrian scale decorative street lighting that further enhances the historic character of Downtown Madera in all areas currently without street lighting.
- Upgraded roadway facilities:

- Enhanced crosswalks with high visibility paving at all intersections to create a safer pedestrian experience.
- RRFB protected crosswalk at B St. & Yosemite Ave, as well as A St. & Yosemite Ave.
- Bulb-outs at all street corners to create a narrower roadway to calm traffic, enhanced pedestrian safety sightlines, and space for downtown themed landscape planting scheme.

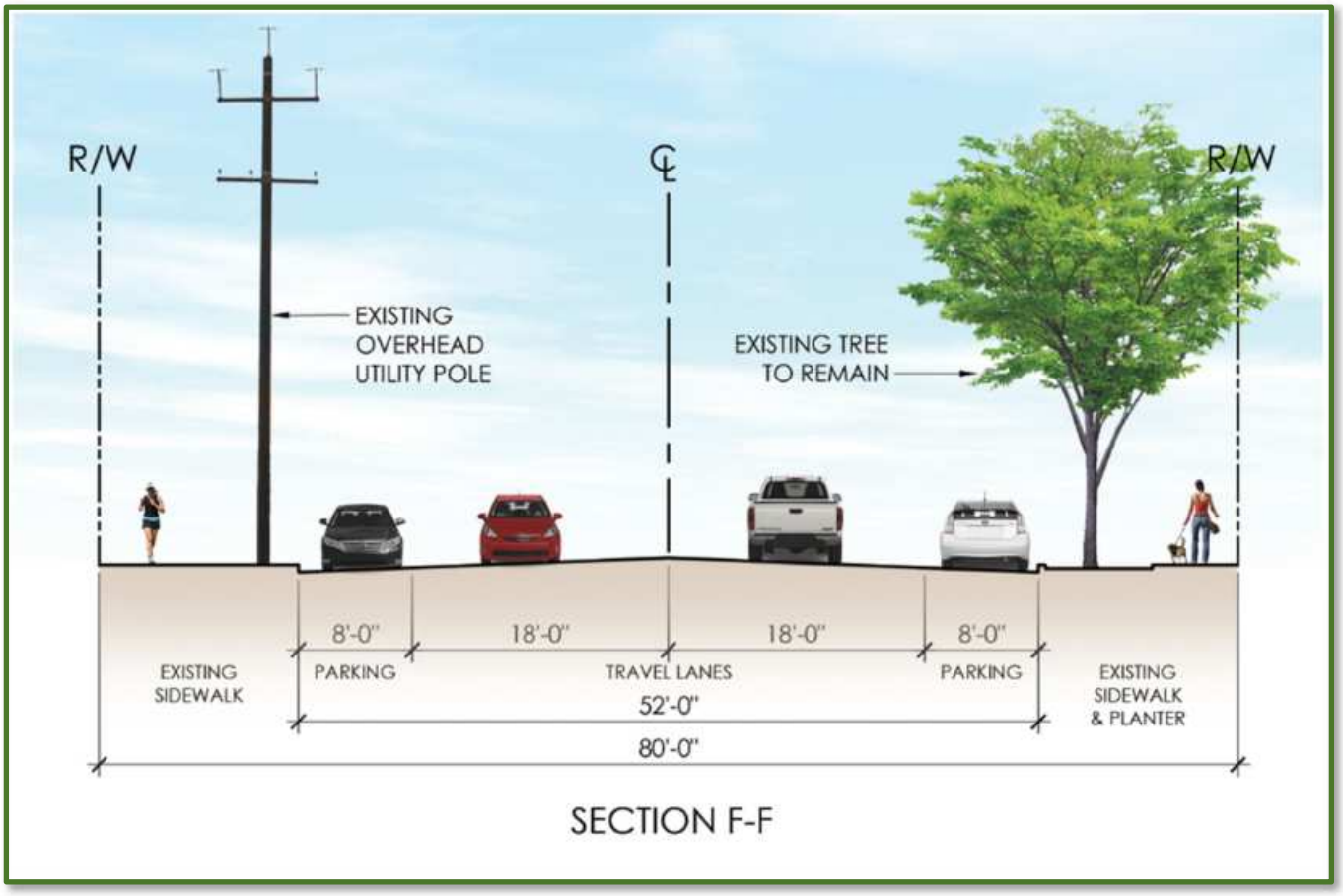
- Space Activation:
  - Utilizing bulb-outs at intersection of C St. & 5th St. for additional public space at intersections.
  - Activating 'parklets' along C St. at unused space adjacent to diagonal on-street parking between 5th St. & 6th St.



Lake Street, between 4th Street & 6th Street (see section G-G, above): Lake Street provides important access to Downtown Madera from the residential district to the North. Reconfiguring a five-way intersection into a four-way intersection will help to improve safety for pedestrians, as well as motorists in along this street:

- Enhanced landscape architectural features:
    - Improved pedestrian experience through opportunities to add enhanced paving, at all street corner sidewalk areas and crosswalks, that compliments existing architectural elements and wide sidewalks.
    - Pedestrian scale decorative street lighting that further enhances the historic character of Downtown Madera in all areas currently without street lighting.
- Upgraded roadway facilities:
    - Bulb-outs at all street corners to create a narrower roadway to calm traffic, enhanced pedestrian safety sightlines, and space for downtown themed landscape planting scheme.
    - Enhanced crosswalks with high visibility paving at all intersections to create a safer pedestrian experience.
    - Signalizing and reconfiguring the 4th St. and Lake St. intersection to enhance pedestrian and vehicular safety.

- Providing class II bicycle facilities along the entire corridor.



Flume & High Streets, between 4th Street & Yosemite Avenue (see section F-F, above): At the East end of the downtown core, Flume & High Streets serve the area around the John W. Wells Youth Center and Park area.

- Enhanced landscape architectural features:
  - Improved pedestrian experience through opportunities to add enhanced paving, at all street corner sidewalk areas and crosswalks, that compliments existing architectural elements and wide sidewalks.
  - Pedestrian scale decorative street lighting that further enhances the historic character of Downtown Madera in all areas currently without street lighting.
- Upgraded roadway facilities:

- Bulb-outs at all street corners to create a narrower roadway to calm traffic, enhanced pedestrian safety sightlines, and space for downtown themed landscape planting scheme.
- Enhanced crosswalks with high visibility paving at all intersections to create a safer pedestrian experience.

6.2 Selected Master Plan

After carefully reviewing steering committee and public feedback, we concluded that a 'road diet' may be an option in the future, if Caltrans abandons use of Yosemite Avenue as SR 145 and transfers ownership back to the City of Madera, but at this time a road diet was not seen as a good option for Yosemite Avenue as SF 145. Concerns about traffic were high with a road diet, as well as concerns about traffic migrating to other streets in the downtown core, in order to avoid a Yosemite 'road diet' entirely.

The selected master plan keeps 4 travel lanes along Yosemite Avenue and adds many improvements that will increase multimodal use, increase pedestrian safety, and add aesthetic enhancements that are desired by the community.

See part of the selected master plan on the next page. The selected master plan can be found in the Appendix.

Selected Master Plan

7. RECOMMENDED POLICIES

7.1 Alley Activation Policies

Traditional alleys are not maintained by the city. Property owners, surrounding an alley, can band together to request repaving and/or alley improvements by the city. An appropriate place to start would be to work with the local planning departments and economic development agency to create improvement guidelines and/or special area ordinances. Improvements within these special areas, to assist in alley activation, may include:

- Wall Murals – Businesses and the city can work together with the local arts council for art in public places.
- Green Alleys – The creation of vertical gardens or drainage improvements would need to be applied to the city at a case by case basis.
- Barricades – Moveable and/or temporary vehicle barricades to use alleys for pedestrian and bike use only during key district events.
- Gathering Space – Utilize alley loaded parking and/or surface storage for outdoor dining or seating spaces. A variance or conditional use permit may be required allowing a waiver of parking requirements and/or accessibility requirements.
- Establishing Alley Names – Establishing names for each alley gives them more credence and connection to the community.
- Utility Improvements – Lighting replacements and improvements to make the alleys more comfortable and aesthetically pleasing, as well as undergrounding of power lines where applicable.

7.2 Maintenance Policies

Traditional downtown cores that provide a welcoming place for people to visit typically require augmented maintenance, due to added and enhanced amenities on offer to the public. This kind of maintenance usually goes beyond what a city would typically provide, therefore business owners may decide to work with the city and an economic development agency to create a special maintenance/management district. Augmented maintenance within these districts may include:

- Trash removal
- Street cleaning

- Sidewalk cleaning
- Management of loudspeaker system
- Landscape maintenance
- Graffiti removal
- Event management

8. IMPLEMENTATION & NEXT STEPS

8.1 Overview of Costs

The proposed project is estimated to cost $27.8 million dollars. The unit costs are based on recent unit costs for similar improvements. The table, on the following page, shows the cost of various project elements.

SR-145 COST ESTIMATE MATRIX

IMPROVEMENTS	STREET: EAST TO WEST: 4TH STREET	5TH STREET	YOSEMITE AVENUE	6TH STREET	STREET: NORTH TO SOUTH: H STREET	G STREET	GATEWAY DRIVE	E STREET	D STREET	C STREET	B STREET	A STREET	LAKE STREET	FLUME STREET	VINEYARD AVENUE	HIGH STREET	INTERSECTIONS	Total	ADDITIONAL ITEMS: MISC ITEMS (10%)	MOBILIZATION (10%)	CONTINGENCY (30%)	TOTAL ELEMENT (THOUSAND)	SOFT COSTS (25%) (THOUSAND)	GRAND TOTAL PER ELEMENT (THOUSAND)
NUMBER OF INTERSECTIONS	9	10	12	10	2	4	4	4	4	4	4	4	4	3	2	2	-							
CONCRETE SIDEWALK[1]	313	336	477	488	21	70	157	197	140	140	144	140	146	98	78	48	1319	4,310	431	431	1,293	6,464	1,616	8,080
CURB AND GUTTER[2]	84	115	119	107	6	11	34	60	44	53	36	35	36	24	17	12	270	1,064	106	106	319	2,661	665	3,326
MEDIAN CURB[3]	0	0	24	0	0	12	0	0	0	11	11	10	0	0	0	0	2	70	7	7	21	175	44	219
STAMPED AC	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	234	237	24	24	71	593	148	741
SLURRY SEAL	160	60	230	0	0	40	0	30	40	0	40	20	20	40	0	0	140	820	82	82	246	2,050	513	2,563
HOT MIX ASPHALT[4]	18	161	0	298	0	0	102	32	33	97	25	66	65	0	33	0	168	1,098	110	110	330	2,746	687	3,433
TRAFFIC STRIPES AND PAVEMENT MARKINGS	38	75	50	39	0	2	35	8	10	10	4	4	15	2	2	0	81	373	37	37	112	932	233	1,165
TREES	9	0	32	26	0	0	6	3	0	3	3	3	0	0	0	0	0	84	8	8	25	210	53	263
LANDSCAPE/IRRIGATION[5]	113	109	113	0	0	101	0	60	27	110	61	59	0	0	0	0	1316	2,069	207	207	621	5,172	1,293	6,465
SOUND SYSTEM SPEAKERS	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	2	2	5	45	11	56
REMOVE EXISTING STREET LIGHTING	0	0	48	0	0	0	0	0	0	0	0	0	0	0	0	0	17	65	6	6	19	161	40	202
COBRA/DECORATIVE STREET LIGHTING	104	92	564	230	35	46	23	35	46	23	69	92	69	46	23	35	610	2,139	214	214	642	5,348	1,337	6,684
HAWK SYSTEM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	200	200	20	20	60	500	125	625
RECTANGULAR RAPID FLASHING BEACONS	0	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	350	400	40	40	120	1,000	250	1,250
SIGNAL MODIFICATION[6]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	256	256	26	26	77	640	160	800
RAILROAD WARNING DEVICE MODIFICATION	0	0	200	200	0	0	0	0	0	0	0	0	0	0	0	0	0	400	40	40	120	1,000	250	1,250
DRAINAGE (8%)	67	76	154	111	5	23	29	34	27	36	32	34	28	17	12	8	397	1,089	109	109	327	2,723	681	3,403
MISC ITEMS (10%)	84	95	193	139	6	28	36	42	34	45	39	43	35	21	15	9	496	1,361		136	408	-	-	
MOBILIZATION (10%)	99	112	228	164	7	33	42	50	40	53	46	51	41	25	18	11	586	1,606	161	-	482	-	-	
CONTINGENCY (30%)	326	369	751	541	24	110	139	165	132	174	153	167	137	82	59	37	1933	5,298	530	530	-	-	-	
TOTAL STREET (THOUSAND)	1,413	1,600	3,252	2,343	104	475	603	716	573	753	663	725	592	354	257	159	8,374							23,336
SOFT COST (THOUSAND)	353	400	813	586	26	119	151	179	143	188	166	181	148	88	64	40	2,094							4,488
GRAND TOTAL PER STREET (THOUSAND)	1,766	2,000	4,065	2,929	130	594	754	894	716	941	828	907	740	442	322	198	10,468							27,824

GRAND TOTAL FOR WHOLE PROJECT

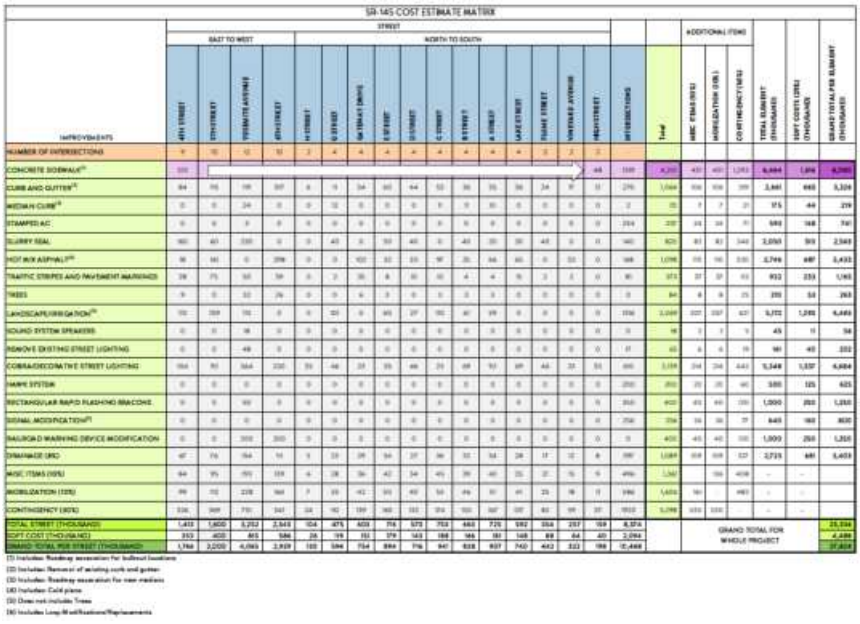
(1) Includes: Roadway excavation for bulbout locations
(2) Includes: Removal of existing curb and gutter
(3) Includes: Roadway excavation for new medians
(4) Includes: Cold plane
(5) Does not include: Trees
(6) Includes Loop Modifications/Replacements

The following are assumptions that were made for the different items within the estimate:

- The concrete sidewalk quantity includes new sidewalk within bulb-out locations, missing segments, and 30% of all existing sidewalk assumed to need replacement to meet ADA compliance. An audit will need to be performed to ensure all pedestrian paths and facilities are ADA compliant. The concrete sidewalk pricing also includes the cost for the roadway excavations for the proposed bulb-out locations.
- The curb and gutter pricing includes the cost for new curb and gutter and the removal of the existing curb and gutter.
- The median curb pricing includes the cost for the roadway excavation for the new medians.
- The hot mix asphalt pricing includes the cost for a 2" cold plane of the existing HMA.
- The landscaping/irrigation pricing accounts for the costs for the vegetation and irrigation necessary for the areas. This price does not include any new trees. Trees were separated out of the landscaping/irrigation item and are a stand-alone item.
- It is assumed that Right of Way will not need to be acquired. The cost estimate matrix has been developed to easily determine the construction costs of the individual elements or an entire street.

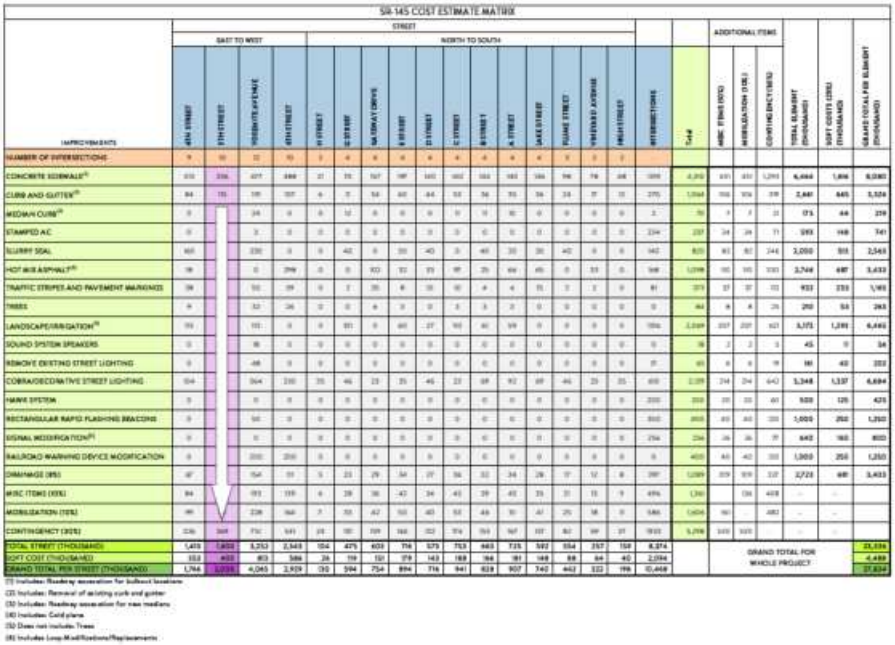
Total Cost for Project Element

For the cost of an individual item (i.e. concrete sidewalk) for the entire study area, look to the farthest right, as seen in the dark purple box.



Total Cost for an Entire Street

For the cost for an entire street, look to the last row.



SR-145 COST ESTIMATE MATRIX

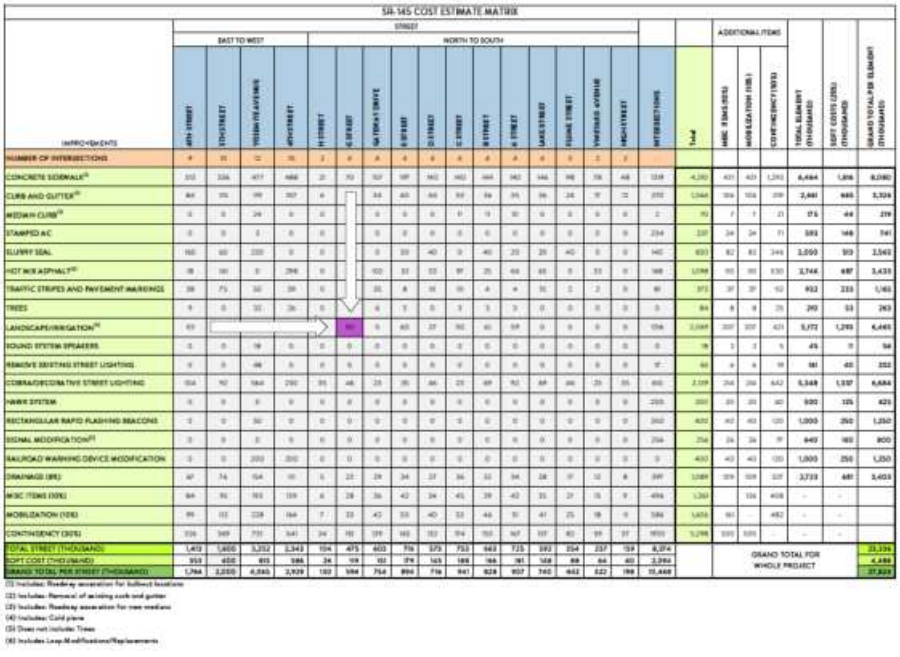
IMPROVEMENTS	4TH STREET	5TH STREET	YOSEMITE AVENUE	6TH STREET	H STREET	G STREET	GATEWAY DRIVE	F STREET	D STREET	C STREET	B STREET	A STREET	LAKE STREET	FLUME STREET	OVERHEAD AVENUE	HIGH STREET	INTERSECTIONS	Total	MISC. ITEMS (10%)	MOBILIZATION (10%)	CONTINGENCY (30%)	TOTAL ELEMENT (THOUSAND)	SOFT COSTS (35%) (THOUSAND)	GRAND TOTAL PER ELEMENT (THOUSAND)
NUMBER OF INTERSECTIONS	9	10	12	10	3	4	4	4	4	4	4	4	4	3	3	3								
CONCRETE SIDEWALK[1]	333	336	477	486	21	70	107	107	102	102	104	102	106	98	78	68	159	4,282	431	431	1,285	6,464	1,806	8,090
CURB AND GUTTER[2]	84	85	99	107	6	0	14	40	44	58	56	35	36	24	0	0	270	1,044	104	104	209	2,461	665	3,126
MEDIAN CURB[3]	0		24	0	0	12	0	0	0	0	0	30	0	0	0	0	2	70	7	7	21	105	44	219
STAMPED AC	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	234	237	24	24	71	355	148	741
SLURRY SEAL	160		220	0	0	40	0	20	40	0	40	20	20	40	0	0	140	820	82	82	246	2,050	513	2,563
HOT MIX ASPHALT[4]	18		0	294	0	0	100	32	33	97	25	64	65	0	33	0	168	1,098	110	110	330	2,744	687	3,433
TRAFFIC STRIPES AND PAVEMENT MARKINGS	38		50	59	0	0	20	8	10	10	4	4	15	2	2	0	81	373	37	37	112	933	233	1,165
TREES	9		32	26	0	0	6	0	0	0	0	0	0	0	0	0	0	84	8	8	25	210	53	263
LANDSCAPE/IRRIGATION[5]	93		101	0	0	101	0	60	27	102	60	59	0	0	0	0	106	2,688	269	269	807	3,172	1,293	4,465
SOUND SYSTEM SPEAKERS	0		18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	1	1	5	45	0	58
REMOVE EXISTING STREET LIGHTING	0		46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	4	4	10	161	40	202
COBRA/DECORATIVE STREET LIGHTING	154		364	220	35	46	23	35	46	23	69	92	69	46	23	35	69	2,139	214	214	642	3,348	1,337	4,684
HAWK SYSTEM	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	200	200	20	20	60	300	125	425
RECTANGULAR RAPID FLASHING BEACONS	0		50	0	0	0	0	0	0	0	0	0	0	0	0	0	200	250	25	25	75	1,000	250	1,250
SIGNAL MODIFICATION[7]	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	234	234	24	24	70	642	160	800
RAILROAD WARNING DEVICE MODIFICATION	0		200	200	0	0	0	0	0	0	0	0	0	0	0	0	0	400	40	40	120	1,000	250	1,250
DRAINAGE (8%)	67		154	91	5	23	29	34	27	36	32	34	28	17	12	8	297	1,089	109	109	327	2,723	681	3,403
MISC ITEMS (10%)	84		193	139	6	28	36	42	34	45	39	43	35	21	15	9	496	1,361		136	408	-	-	
MOBILIZATION (10%)	99		228	164	7	33	42	50	40	53	46	50	41	25	18	0	586	1,604	161		482	-	-	
CONTINGENCY (30%)	336	369	731	541	24	98	139	165	132	174	150	167	137	82	59	27	1931	5,298	530	530		-	-	
TOTAL STREET (THOUSAND)	1,413	1,600	3,252	2,343	154	475	603	716	573	753	663	725	592	354	257	159	8,374							23,336
SOFT COST (THOUSAND)	353	400	813	586	24	119	151	179	143	188	166	181	148	88	64	40	2,094							4,680
GRAND TOTAL PER STREET (THOUSAND)	1,766	2,000	4,065	2,929	192	594	754	894	716	941	829	907	740	442	322	199	10,468							27,816

GRAND TOTAL FOR WHOLE PROJECT

(1) Includes: Roadway excavation for bulbout locations
(2) Includes: Removal of existing curb and gutter
(3) Includes: Roadway excavation for new medians
(4) Includes: Cold plane
(5) Does not include: Trees
(6) Includes Loop Modifications/Replacements

Cost for an Element on a Street

For the cost of an element on a specific street, look to the intersecting cell.



SR-145 COST ESTIMATE MATRIX

IMPROVEMENTS	4TH STREET	5TH STREET	YOSEMITE AVENUE	6TH STREET	H STREET	G STREET	GATEWAY DRIVE	F STREET	D STREET	C STREET	B STREET	A STREET	LAKE STREET	FLUME STREET	OVERHEAD AVENUE	HIGH STREET	INTERSECTIONS	Total	MISC. ITEMS (10%)	MOBILIZATION (10%)	CONTINGENCY (30%)	TOTAL ELEMENT (THOUSAND)	SOFT COSTS (35%) (THOUSAND)	GRAND TOTAL PER ELEMENT (THOUSAND)
NUMBER OF INTERSECTIONS	9	10	12	10	3	4	4	4	4	4	4	4	4	3	3	3								
CONCRETE SIDEWALK[1]	333	336	477	486	21	70	107	107	102	102	104	102	106	98	78	68	159	4,282	431	431	1,285	6,464	1,806	8,090
CURB AND GUTTER[2]	84	85	99	107	6	0	14	40	44	58	56	35	36	24	0	0	270	1,044	104	104	209	2,461	665	3,126
MEDIAN CURB[3]	0	0	24	0	0		0	0	0	0	0	30	0	0	0	0	2	70	7	7	21	105	44	219
STAMPED AC	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	234	237	24	24	71	355	148	741
SLURRY SEAL	160	80	220	0	0		0	20	40	0	40	20	20	40	0	0	140	820	82	82	246	2,050	513	2,563
HOT MIX ASPHALT[4]	18	90	0	294	0		100	32	33	97	25	64	65	0	33	0	168	1,098	110	110	330	2,744	687	3,433
TRAFFIC STRIPES AND PAVEMENT MARKINGS	38	71	50	59	0		20	8	10	10	4	4	15	2	2	0	81	373	37	37	112	933	233	1,165
TREES	9	0	32	26	0		6	0	0	0	0	0	0	0	0	0	0	84	8	8	25	210	53	263
LANDSCAPE/IRRIGATION[5]	93					101	0	60	27	102	60	59	0	0	0	0	106	2,688	269	269	807	3,172	1,293	4,465
SOUND SYSTEM SPEAKERS	0	0	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18	1	1	5	45	0	58
REMOVE EXISTING STREET LIGHTING	0	0	46	0	0	0	0	0	0	0	0	0	0	0	0	0	0	46	4	4	10	161	40	202
COBRA/DECORATIVE STREET LIGHTING	154	92	364	220	35	46	23	35	46	23	69	92	69	46	23	35	69	2,139	214	214	642	3,348	1,337	4,684
HAWK SYSTEM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	200	200	20	20	60	300	125	425
RECTANGULAR RAPID FLASHING BEACONS	0	0	50	0	0	0	0	0	0	0	0	0	0	0	0	0	200	250	25	25	75	1,000	250	1,250
SIGNAL MODIFICATION[7]	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	234	234	24	24	70	642	160	800
RAILROAD WARNING DEVICE MODIFICATION	0	0	200	200	0	0	0	0	0	0	0	0	0	0	0	0	0	400	40	40	120	1,000	250	1,250
DRAINAGE (8%)	67	74	154	91	5	23	29	34	27	36	32	34	28	17	12	8	297	1,089	109	109	327	2,723	681	3,403
MISC ITEMS (10%)	84	91	193	139	6	28	36	42	34	45	39	43	35	21	15	9	496	1,361		136	408	-	-	
MOBILIZATION (10%)	99	111	228	164	7	33	42	50	40	53	46	50	41	25	18	0	586	1,604	161		482	-	-	
CONTINGENCY (30%)	336	369	731	541	24	98	139	165	132	174	150	167	137	82	59	27	1931	5,298	530	530		-	-	
TOTAL STREET (THOUSAND)	1,413	1,600	3,252	2,343	154	475	603	716	573	753	663	725	592	354	257	159	8,374							23,336
SOFT COST (THOUSAND)	353	400	813	586	24	119	151	179	143	188	166	181	148	88	64	40	2,094							4,680
GRAND TOTAL PER STREET (THOUSAND)	1,766	2,000	4,065	2,929	192	594	754	894	716	941	829	907	740	442	322	199	10,468							27,816

GRAND TOTAL FOR WHOLE PROJECT

(1) Includes: Roadway excavation for bulbout locations
(2) Includes: Removal of existing curb and gutter
(3) Includes: Roadway excavation for new medians
(4) Includes: Cold plane
(5) Does not include: Trees
(6) Includes Loop Modifications/Replacements

8.3 Funding Sources

The projects identified in this plan are eligible for funding from various local, state, and federal programs. These programs will leverage the work done by the City, stakeholders, and the community to design and construct project improvements. This section discusses these various programs and anticipated Calls for Projects as well as key grant application components.

8.3a Grant Funding Programs

Measure T:

In November 2006, Madera County voters approved the extension of the ½ cent sales tax, named Measure T. Measure T is projected to generate more than $213 million over its 20-year lifecycle that can be used to fund the design, right of way acquisition, and construction of transportation projects in Madera County. Measure T consists of several programs. 51% of funds go towards the Commute Corridors/Farm to Market Program (Regional Transportation Program) and are directed to meet the improvement needs of regional streets and highway. 44% of funds go towards the Safe Routes to School and Jobs Program (Local Transportation Program) and are directed toward rehabilitating aged local systems, and could be applied to increase road capacity, provide for pedestrian/bicycle improvements, and public transit enhancements or for other transportation improvements. 2% of funds go towards the Transit Enhancement Program and are directed toward expanding or enhancing public transit programs that address the transit dependent population. 2% of funds go towards the Environmental Enhancement Program and are directed toward improving air quality and the environment such as pedestrian and bicycle facilities.

The City could elect to apply future Measure T program funds towards the implementation of this project. Potential options include using Regional Transportation Program funds for pavement rehabilitation and signal improvements on SR 145. Local Transportation Program funds can be used for pavement rehabilitation of for roadways other than SR 145, sidewalks, bulb-outs, crosswalks, pedestrian actuated-crossings, bicycle facilities, traffic signals, and landscape enhancements. Transit Enhancement funds could be used for improved bus stops and Environmental Enhancement Program funds could be used for bicycle facilities, sidewalks, crosswalks, bulb-outs, and landscape and street trees.

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Enhanced Infrastructure Financing Districts (EIFDs)
The Enhanced Infrastructure Financing District (EIFD) was created by Senate Bill 628 and is relatively new funding mechanism to serve as a post Redevelopment tool. An EIFD is tax increment financing mechanism that funds a wide array of infrastructure projects. EIFD revenues be used to fund ongoing maintenance and operations. An area designated for an EIFD does not have to meet stringent qualifying criteria. An EIFD is created by a Joint Powers Authority (JPA) consisting of the involved local agencies, such as the City and County. The JPA develops the Financing Plan that includes tax increment, assessment revenues, fees, and other sources such as state and federal grants. No public vote is required to establish an EIFD. To issue debt, a 55 percent vote of the EIFD's registered voters is required. The City would need to determine the percent of property tax increment that the City (and other cooperating agencies) controls, and the magnitude of tax increment that could be generated over time, in order to evaluate the potential efficacy of establishing an EIFD. The EIFD revenues can fund the proposed sidewalks, bulb-outs, crosswalks, pedestrian actuated crossings, bicycle facilities, pavement rehabilitations, landscape and street trees, and traffic signals.

Business Improvement District:
A Business Improvement District (BID) is a common type of self-taxing Special Assessment District that assesses business and/or property owners to fund maintenance, marketing, and other activities, including improvements. To establish a BID, the City must adopt a resolution of intention. The BID is established if the resolution of intention is not protested by a majority of the affected taxpayers. Once formed, the BID is limited to those types of improvements or activities that were specified upon formation. A standard BID assesses the businesses located within the district. A property-based business improvement district (PBID) assesses the owners of property within the district. Prior to initiating the formation process, the City will want to discuss the BID/PBID with local businesses or property owners would be supportive of the self-assessment. BID and PBID funds can be used for the construction and maintenance of landscaping and pedestrian improvements. *Community Development Block Grant:*
The City participates in the Community Development Block Grant (CDBG) entitlement program. The Department of Housing and Urban Development (HUD) offers CDBG grants that can support a wide array of infrastructure improvements that provides benefit to low- and moderate-income persons, prevent or eliminate slums or blight, and help to remediate urgent threats to the health or welfare of the community for which other funds are not available. Improvements that are eligible for CDBG funding include sidewalks, bulb-outs, crosswalks, pedestrian actuated

crossings, bicycle facilities, pavement rehabilitations, landscaping and street trees, and traffic signals. The City's CDBG Commission determines which Public Services and Capital Projects/Public Improvements projects receive CDBG funds for each fiscal year. The City could submit eligible projects to the CDBG Commission for approval and inclusion in future CDBG Action Plans.

Road Maintenance and Rehabilitation Account:
Senate Bill 1 (SB 1) dedicated approximately $1.5 billion per year in new formula revenues, Road Maintenance and Rehabilitation Account (RMRA), apportioned by the State Controller to cities and counties for road maintenance and rehabilitation, safety projects, grade separations, complete streets components, and traffic control devices. Each year, cities and counties must submit a proposed project list adopted at a regular meeting by their council that is then submitted to the California Transportation Commission. The funds can be programmed to eligible projects at the City's discretion.

The City could elect to program future fiscal year RMRA funds for improvements within the study area. Eligible improvements include sidewalks, bulb-outs, crosswalks, pedestrian actuated crossings, bicycle facilities, pavement rehabilitations, and traffic signals.

Highway User Tax Account:
Similar to RMRA funds, the Highway User Tax Account (HUTA) are State gasoline and diesel tax revenues are apportioned by the State Controller to cities and counties for design, construction, maintenance, and operation of public streets and highways. Funds are distributed to cities by population. HUTA funds can be programmed by the City for the design and construction of sidewalks, bulb-outs, crosswalks, pedestrian actuated crossings, bicycle facilities, pavement rehabilitations, and traffic signals.

Transportation Development Act:
The Transportation Development Act (TDA) was signed by the Governor on November 4, 1971 and became effective July 1, 1972. The TDA provides two major sources of funding for public transportation: the Local Transportation Fund (LTF) and the State Transit Assistance Fund (STA). The LTF is derived from ¼ percent of the 7½ percent statewide general sales tax and returned to the County in which it was collected. The STA funds are derived from statewide sales tax on diesel fuel and returned to each county based on a formula of population and fare revenues. TDA provides transportation revenues to local jurisdictions for the development and support of public

transportation. TDA also provides some funding for bicycle and pedestrian projects and when certain conditions are met, streets and roads. The main purpose and priority of TDA, however, is to provide funding for public transportation. MCTC is responsible for the administration and distribution of funds to local TDA recipients, including the City. The City can apply for LTF funds for the design and construction of bicycle and pedestrian facilities and bus stops and STA funds for delivery of bus stops within the project.

Local Partnership Program:
The Local Partnership Program (LPP) was created by the Road Repair and Accountability Act of 2017 (Senate Bill 1). The program receives $200,000,000 annually from Senate Bill 1 (SB 1) to fund road maintenance and rehabilitation with a 15-year design life, sound walls, and other transportation improvement projects as well as reduce Vehicle Miles Traveled (VMT). LPP is comprised of two components; Formulaic and Competitive. The funding split between the two components is anticipated to be 60% Formulaic and 40% Competitive. Formulaic funds are distributed by formula to regional, transit, and local agencies that have passed a dedicated transportation sales tax or toll and are distributed in proportion based on the county's population. Competitive component funds are eligible for agencies with voter approved taxes, tolls, and fees, or with imposed fees dedicated solely to transportation. LPP is on a two-year cycle, with the Formulaic Component Cycle 3 and Competitive Component Cycle 2 applications due in June 2020.

The City's project is eligible for both Formulaic and Competitive funds due to Measure T and the Streets DIF. The City can discuss the opportunity of receiving Formulaic Cycle 3 or 4 funds from MCTC and/or submit an application for Competitive Component Cycle 2. Eligible project components include sidewalks, bulb-outs, crosswalks, pedestrian actuated crossings, bicycle facilities, pavement rehabilitations, and traffic signals.

Urban Greening Grant:
California voters passed the Safe Drinking Water, Water Quality and Supply, Flood Control, River and Coastal Protection Bond Act of in November 2006. These Proposition 68 bond funds are administered by the California Natural Resources Agency. The Urban Greening Grant Program funds projects that reduce greenhouse gas emissions by sequestering carbon, decreasing energy consumption and reducing VMT. Urban Greening Grant funds projects that increased non-motorized access to community destinations concurrently with improving water quality and

stormwater management, as well as the planting of shade trees. A minimum of 25% of the funds must go towards disadvantaged communities. The last programming cycle, Round 3, funded 11 projects totaling $19,000,000.

The Urban Greening Grant Round 4 is anticipated to be announced in March 2020. The City could submit an application to fund landscape and street trees and bicycle and pedestrian facilities within the project area.

Congestion Mitigation and Air Quality:
The Congestion Mitigation and Air Quality Improvement (CMAQ) Program is to fund transportation projects or programs that will contribute to attainment of maintenance of National Ambient Air Quality Standards (NAAQS). The program was first implemented under the Clean Air Act Amendments of 1990 to support surface transportation projects and other related efforts that improve air quality and provide congestion relief. Funding can be expended on projects that reduce ozone precursor emissions, (including nitrogen oxides (NOx) and volatile organic compounds (VOC)), carbon monoxide (CO), and particulate matter (PM) emissions or PM precursor emissions from transportation. This program will also assist in meeting the intent of SB 375, also known as the Sustainable Communities Protection Act of 2008. MCTC, acting in its role as a Metropolitan Planning Organization (MPO), programs CMAQ funds for projects within the County. MCTC issues a call for projects every other year for CMAQ funds. For the most recent, 2019 Cycle, MCTC made 85% of CMAQ competitively available and 15% of the funds were apportioned to each local jurisdiction.

The next call for projects is anticipated in Summer 2021. The City could elect to submit an application for CMAQ-eligible improvements including sidewalk improvements, bulb-outs, crosswalks, pedestrian actuated crossings, bicycle facilities, and transit facilities. These improvements in the project area reduce traffic congestion and improve air quality.

Surface Transportation Block Grant:
The Surface Transportation Block Grant (STBG) program, also referred to as the Regional Surface Transportation Program (RSTP), was established by California State Statute utilizing Surface Transportation Program Funds that are identified in Section 133 of Title 23 of the United States Code. RSTP funds originate from the federal gasoline excise tax. The State distributes the funds to regional agencies and counties based on population. For Madera County, the funds are

distributed to MCTC for allocation. This program provides flexible funding that may be used by state and local agencies for projects to preserve and improve the conditions and performance on any Federal aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital and intercity passenger projects. MCTC is also permitted to participate in an exchange of these federal funds to non-federal State Highway Account funds, which can reduce administrative burdens. MCTC accepts applications annually for RSTP funds.

In any year, the City can submit an application for RSTP funds for the design and construction of various projects of this study. This includes sidewalks, bulb-outs, crosswalks, pedestrian actuated crossings, bicycle facilities, pavement rehabilitations, landscaping and street trees, and traffic signals. The application will include project name, project description, category of eligibility, and the estimated amount of funds to be expended.

Active Transportation Program:
The Active Transportation Program (ATP) was created by Senate Bill 99 to encourage increased use of active modes of transportation, such as walking and biking. ATP consolidates funding from various transportation programs at both the State and federal level, including the federal Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), State Safe Routes to School, and SB 1. ATP consists of three components: the Statewide competition (50%), Metropolitan Planning Organization (MPO) projects for regions with 200,000 or more residents (40%), and small urban and rural regions with populations of less than 200,000 (10%). A minimum of 25% of the funds must go towards disadvantaged communities. The program can fund both the design and construction of capital improvements as well as non-infrastructure projects. Calls for Projects occur every other year. The most recent programming cycle, Cycle 4, awarded $237,566,000 in funds through the Statewide competition, $174,885,000 in funds through the MPO component, and $43,756,000 through the small urban and rural component.

The next Call for Projects, Cycle 5, is scheduled to be released in March 2020 and due in June 2020. The project study area is located both within a SB 535 designated Disadvantaged Community and a AB 1550 designated Low Income Community. The City could submit an application for sidewalks, bulb-outs, crosswalks, pedestrian actuated crossings, bicycle facilities, and street trees within the project area.

Highway Safety Improvement Program:

The Highway Safety Improvement Program (HSIP) is a federal funding program administered by Caltrans. The intent of the program is to reduce traffic fatalities and serious accidents through strategic infrastructure improvements. There are two components to the program, the Common Benefit/Cost Ratio (BCR) and Set-Aside. The BCR component requires a benefit/cost (B/C) calculation to demonstrate the effectiveness of the improvements and to prioritize projects. Recent Set-Asides have included high friction surface treatment, guardrail upgrades, horizontal curve signing, and pedestrian crossing enhancements. The Set-Asides do not require a B/C calculation. Typically, Caltrans issues calls for projects every other year. The most recent cycle, Cycle 9, was issued in April 2018 and funded 221 projects totaling $182,000,000.

HSIP Cycle 10 is anticipated to be announced in April/May 2020. The City could submit HSIP applications for both Common BCR and, depending on the guidelines, Set-Asides. The Common BCR application should focus on safety improvements in high collision areas including bicycle facilities, intersection improvements, crosswalks, and sidewalks. If there is another Set-Aside for pedestrian crossing enhancements, the application could include multiple crosswalk enhancements in the study area.

State Highway Operations and Protection Program:
The purpose of the State Highway Operations and Protection Program (SHOPP) is to maintain the integrity of the State Highway System (SHS). Funding for this program is provided through state and federal gas tax revenues. This funding source is specific to Caltrans and is not a grant program. Projects are nominated for funding within each Caltrans District office. Proposed projects are sent to Caltrans Headquarters for programming on a competitive basis statewide. Individual Districts are not guaranteed a minimum level of funding. SHOPP projects are based on statewide priorities within each program category (i.e. safety, rehabilitation, operations, etc.) within each Caltrans District. Eligible projects must be consistent with the State's Transportation Asset Management Plan (TAMP). The SHOPP is updated every even year, with the 2020 SHOPP being adopted by April 2020.

The City could approach Caltrans District 6 regarding improvements to Yosemite Avenue, including pavement rehabilitation, crosswalks, bulb-outs, medians, lighting, and traffic signals. If these elements are consistent with the TAMP and the District agrees, the improvements could be included in future SHOPP allocations.

State Transportation Improvement Program:
The State Transportation Improvement Program (STIP) is the largest funding program in the state. It consists of a combination of state and federal funds allocated to each county and can fund a wide variety of public improvements. Eligible projects can be both on and off the SHS. A Project Study Report (PSR) or equivalent is required for projects to be eligible for STIP funds. The counties, for Madera County it is MCTC, nominate projects for the STIP through the Regional Transportation Improvement Program (RTIP). STIP is updated every even year and programs projects over a five-year period. For the 2020 STIP, MCTC submitted the RTIP in December 2019 and the STIP will be adopted in March 2020.

The City can discuss with MCTC the opportunity to receive STIP funds for projects in the study area for the 2022 STIP. STIP funds could be used for the design and construction of sidewalks, bulb-outs, crosswalks, pedestrian actuated crossings, bicycle facilities, pavement rehabilitations, landscaping and street trees, and traffic signals. A PSR would need to be prepared prior to MCTC's submission of the RTIP.

8.3b Grant Application Components

Funding agencies often update grant guidelines and requirements for each funding program's cycle. There are several items that are typically required in competitive grant applications. These key items to complete prior to submitting a grant application are listed below. These descriptions are based on recent grant applications funding cycles and grant application requirements are subject to change.

Resolution from Agency Supporting the Project:
A resolution from an agency supporting the project is required for Urban Greening Grant applications, but not required for Caltrans ATP and HSIP applications.

Disadvantaged Community Analysis:
Typically, funding agencies prioritize or require funds to be distributed to areas that are considered socioeconomically or environmentally "disadvantaged." The most common formulas used to identify disadvantaged communities include the top 25 percent of CalEnviroScreen 3.0 Census Tracts,1 median incomes that are lower than 80 percent of the statewide average, or 75 percent of students in the project area that qualify for free/reduced lunches. See the CalEnvironScreen Demographics Map Exhibit, in the Appendix, for information that could be used to support a disadvantaged community analysis for the study area. Assessment of disadvantaged

communities is required for Caltrans ATP and Urban Greening Grant applications, but not required for HSIP applications.

Cost-Benefit Analysis:
A cost-benefit analysis is required for all Urban Greening Grant, LPP, and HSIP applications, but only required for Caltrans ATP grant applications requesting over $7 million dollars in funding.

Statement of Project Need:
A statement of project need is required for most competitive grant applications, including Caltrans ATP, HSIP, and Urban Greening Grants. Most applications require a short project title (less than 200 characters), followed by an executive-level project description (200 words or less), and a longer statement of need (500-1,000words). The existing conditions analysis in Chapter 4.3 of this plan, with full report in the Appendix, could be used to support a statement of project need, generally, for the study area. For specific projects, Chapter 4 identifies key issues that the project will address, which can also support the project need statement.

Cost Estimate:
A preliminary cost estimate is required for most infrastructure project applications, with costs often separated into environmental studies and permits (PA&ED), preliminary engineering and pre-construction (PS&E), ROW acquisition, and construction (CON). Caltrans ATP, LPP, and HSIP applications require that such estimates be prepared by a registered engineer licensed in the State of California. See Appendix for Preliminary Cost Estimate Exhibit.

Collision Statistics in Project Area:
Collision statistics are required for Caltrans ATP, LPP, and HSIP applications, but not required for Urban Greening Grant applications. See the Chapter 6 of the Existing Conditions Report in the Appendix for collision statistics in the study area.

Bicycle and Pedestrian Counts in Project Area:
Bicycle and pedestrian counts are required for Caltrans ATP and LPP applications, but not required for HSIP or Urban Greening Grant applications.

Community Outreach:
Documentation of outreach may include a brief written description of outreach conducted, sign-in sheets, images of events, and promotional materials of events. Such documentation is recommended for most competitive grant applications; it is optional for HSIP applications and

required for ATP and Urban Greening Grant applications. A summary of the community outreach for this plan, is provided in Chapter 5, with a full report in the Appendix of this report.

Letters of Support:
Letters of support are recommended for most competitive grant applications; they are optional for HSIP applications and required for ATP, LPP, and Urban Greening Grant applications.

9. ACKNOWLEDGEMENTS

Project Team Roster

City of Madera:
Randy Bell, Project Manager
Keith Helmuth, City Engineer

Mark Thomas:
Ed Noriega, Division Manager
Robert Lorenz, Design Engineer
Erik Smith, Division Manager
Christine Anderson, Project Manager
Ida Taing, Landscape Designer
Chris Camarillo, Landscape Designer

The Rios Company:
Angie Rios, Public Outreach
Samuel Norman, Public Outreach

Steering Committee

Madera County Transportation Commission:
Amelia Daview
Evelyn Espinosa

California Rural Legal Assistance, Inc.:
Baldwin Moy

City of Madera:
Bob Wilson
Christina Herrera
Ivette Iraheta
Debra Mckinzie

Madera County EDC:
Bobby Kahn

First 5 Madera County:
Chinayera Black-Hardaman

Madera Chamber of Commerce:
Debi Bray

Madera Downtown Association:
Francisco Garcia

Madera NAACP:
Gloria Brown

CalTrans:
Jamaica Gentry

Landmark Real Estate:
Jason Burns

County of Madera:
Josiah Arnold

Leadership Counsel for Justice and Accountability:
Leslie Martinez
Michael Claiborne

Madera County Economic Development:
Luis Leonard

Camarena Health:
Paulo Soares

Madera County Arts Council:
Rochelle Noblett

Madera County Public Health Department:
Stephanie Nathan

Letters of Support

Madera County Arts Council:

Rochelle Noblett, Executive Director

Pequeños Empresarios, Inc.:
Leonor Hipólito, President

Camarena Health:
Paulo A. Soares, MHA, Chief Executive Officer

California Rural Legal Assistance, Inc.:
Baldwin S. Moy, Attorney at Law

Madera County Public Health Department:
Dennis P Koch, MPA, Interim Public Health Director

First 5 Madera County:
Chinayera Black Hardaman, MPA, Executive Director

Success for Agency to the former Madera Redevelopment Agency:
Jim Taubert

Madera Chamber of Commerce:
Debi Bray, President/CEO

Leadership Counsel for Justice & Accountability:
Leslie Martinez, Policy Advocate

Madera County Transportation Commission:
Andrew J. Medellin, Chair

10.APPENDIX

Master Plan

Conceptual Estimates

Total Project Estimate
Total Estimate Per Street
Estimate Per Street Segment
Estimate Per Street Intersection

CalEnviroScreen with Project Limits Exhibit

Letters of Support

Analysis & Other Supporting Documents

Public Participation & Outreach Plan

Meeting Minutes & Meeting Summary Reports

Kick-off Meeting
Walking Tour Meeting Minutes and Walking Audit Packet
City Council Presentation
Steering Committee Presentation
Public Meeting #1 Presentation and Summary
Public Meeting #2 Presentation and Summary

Existing Conditions Report

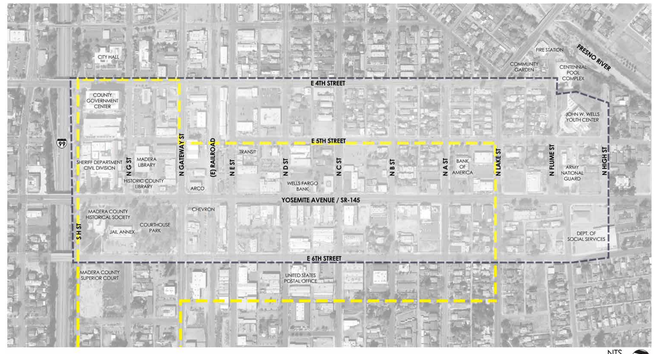
Past Studies

Vision Madera: Achieving the Vision – Three Year Report to the Community
Reimagining Downtown Madera
Madera County Traffic Monitoring Program – 2018 Traffic Volume Report

Master Plan

DOWNTOWN MADERA | EXISTING CONDITIONS

PROJECT AREA MAP



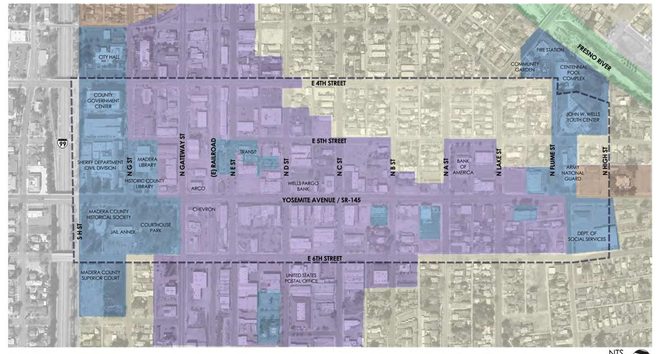
NTS

LEGEND

PROJECT BOUNDARY

DOMA AREA

LAND USE



NTS

LEGEND

CIVIC/PUBLIC

COMMERCIAL CORE

RESIDENTIAL

RIVER AREA

OTHER

PROJECT BOUNDARY

PARKING ANALYSIS

NTS

LEGEND

PRIVATE PARKING GARAGE

SURFACE PARKING LOT (PRIVATE)

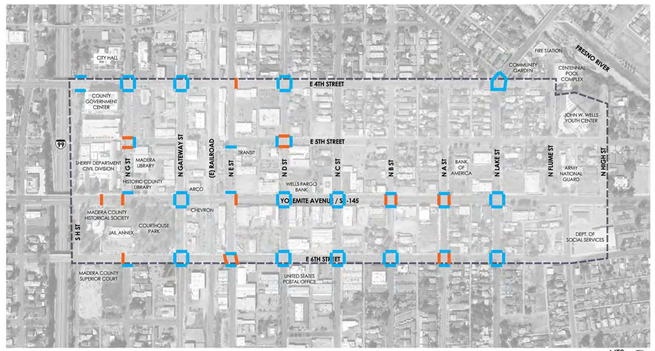
SURFACE PARKING LOT (PUBLIC)

ON-STREET PARKING (PARALLEL)

ON-STREET PARKING (ANGLED)

ON-STREET PARKING (PERPENDICULAR)

CROSSWALK ANALYSIS



NTS

LEGEND

PROJECT BOUNDARY

UNPROTECTED CROSSWALK

PROTECTED CROSSWALK

SIDEWALK ANALYSIS

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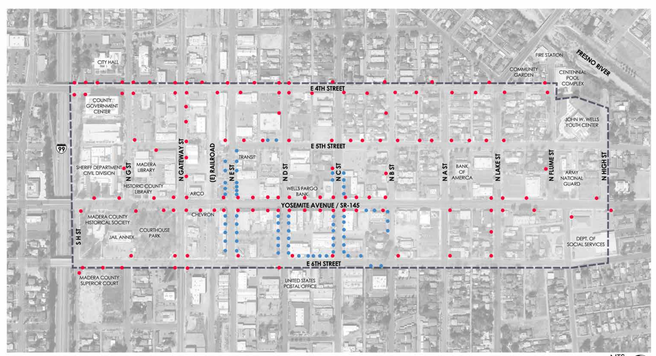
LEGEND

PROJECT BOUNDARY

DISCONTINUOUS SIDEWALK

SITE LIGHTING ANALYSIS



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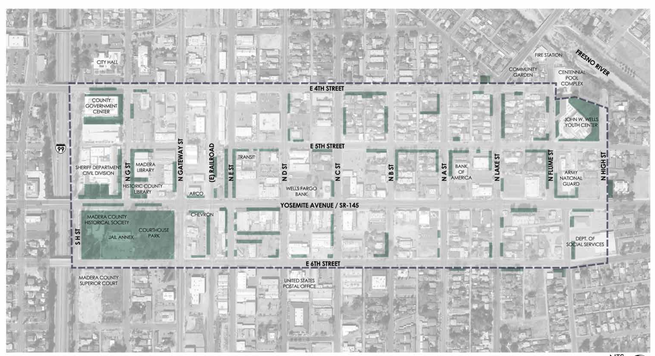
LEGEND

PROJECT BOUNDARY

ACORN TYPE STREET LIGHT

COBRA TYPE STREET LIGHT

URBAN CANOPY ANALYSIS



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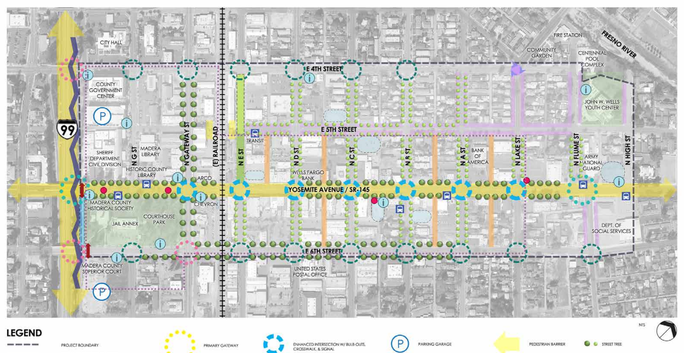
LEGEND

PROJECT BOUNDARY

URBAN CANOPY

OPPORTUNITIES & CONSTRAINTS



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LEGEND

PROJECT BOUNDARY

RECLAIM UNDERUSED ON-STREET PARKING FOR PEDESTRIAN SPACE

ALLEY ACTIVATION

CESAR CHAVEZ PLAZA

EXTENSION OF CESAR CHAVEZ PLAZA

EXTENSION OF COURTHOUSE PARK ACROSS E STREET

DOMA STUDY AREA

PRIMARY GATEWAY

SECONDARY GATEWAY

ROUNDABOUT

ENHANCED INTERSECTION W/ BULB-OUTS, CROSSWALK, & SIGNAL

INTERSECTION BULB-OUTS

PROPOSED CROSSWALK

PARKING GARAGE

SURFACE LOT ACTIVATION

PARK

PEDESTRIAN BARRIER

NODES

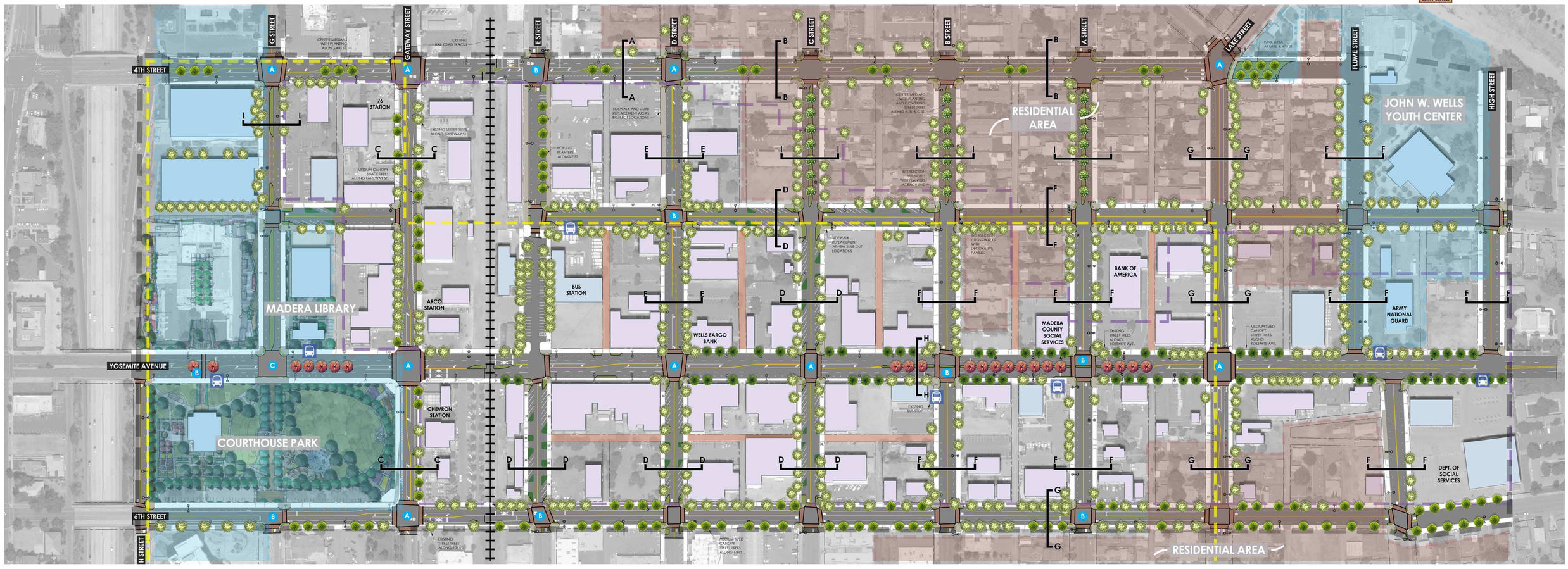
EXISTING BUS STOP

STREET TREE

WAYFINDING

OPPORTUNITY FOR PUBLIC ART

DOWNTOWN MADERA | CONCEPTUAL MASTER PLAN

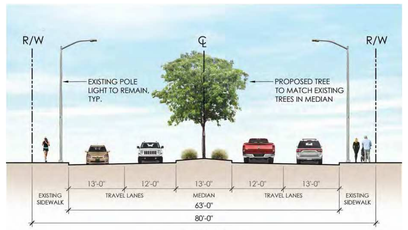


0’ 80’ 160’ 320’

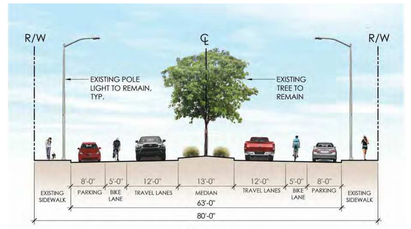
LEGEND

- PROJECT AREA
- DOMA AREA
- RETAIL AREA
- RESIDENTIAL AREA
- CIVIC AREA
- COMMERCIAL BUILDINGS
- GOVERNMENT OWNED BUILDINGS
- LANDSCAPE
- ALLEY ACTIVATION
- PARKLET
- TRAFFIC SIGNAL
- RECTANGULAR RAPID FLASHING BEACON (RRFB)
- HIGH INTENSITY ACTIVATED CROSSWALK BEACON (HAWK)
- EXISTING STREET LIGHTS
- PROPOSED STREET LIGHTS
- BUS STOP
- STREET TREE WITH FALL COLOR
- STREET TREE WITH MEDIUM SIZE CANOPY
- FLOWERING STREET TREE
- EXISTING TREE

DOWNTOWN MADERA | STREET SECTIONS



SECTION A-A



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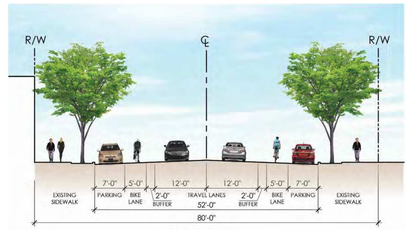
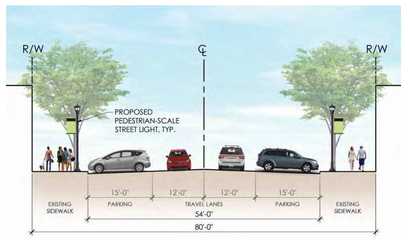
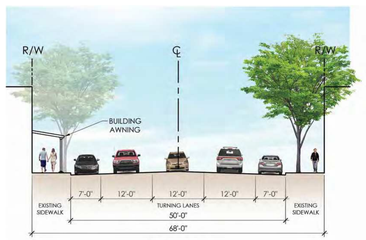


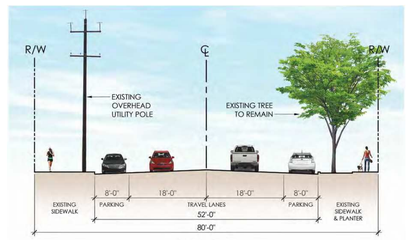
SECTION C-C



SECTION D-D



SECTION E-E



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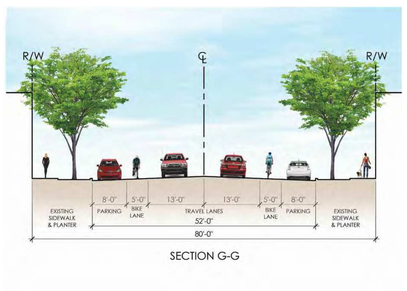

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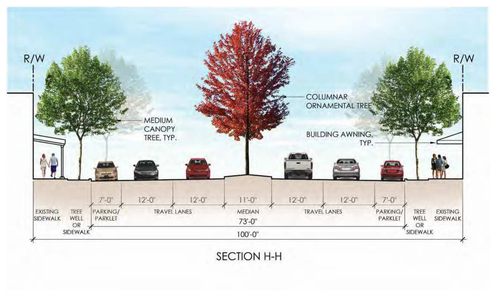
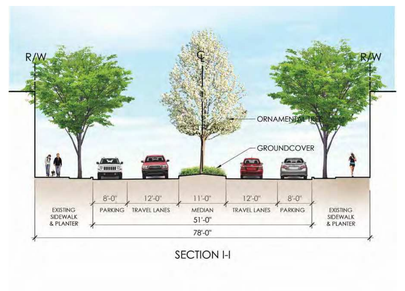


SECTION H-H

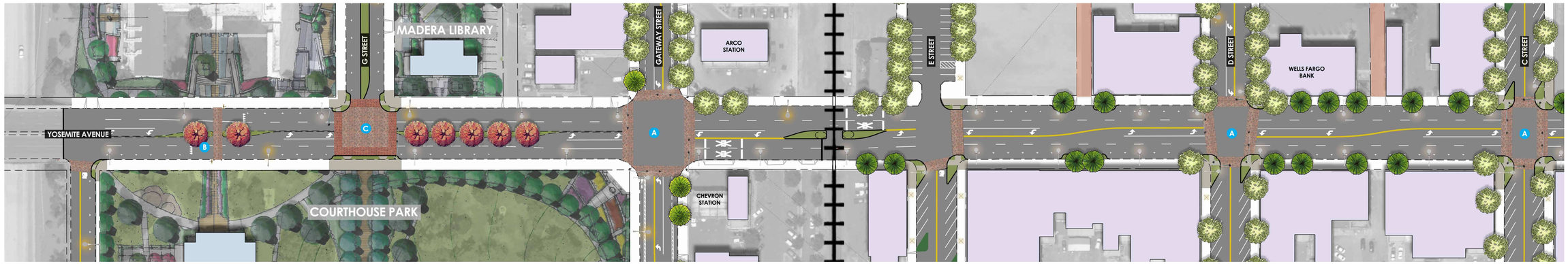


SECTION I-I

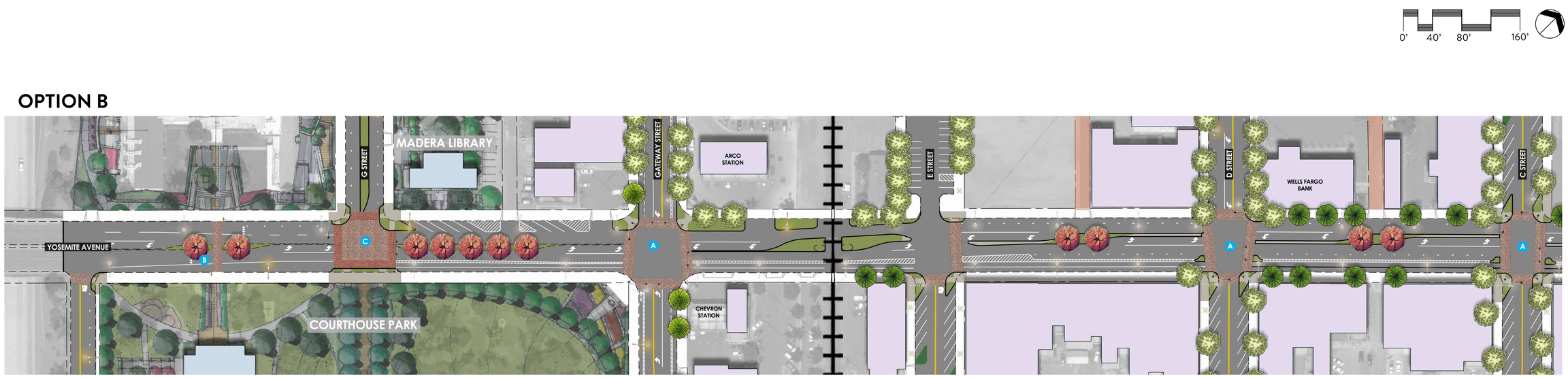
0' 10' 20' 40'

DOWNTOWN MADERA | DOWNTOWN CORE - YOSEMITE AVENUE - OPTION A vs OPTION B - SEGMENT 1 - PLAN

OPTION A



OPTION B

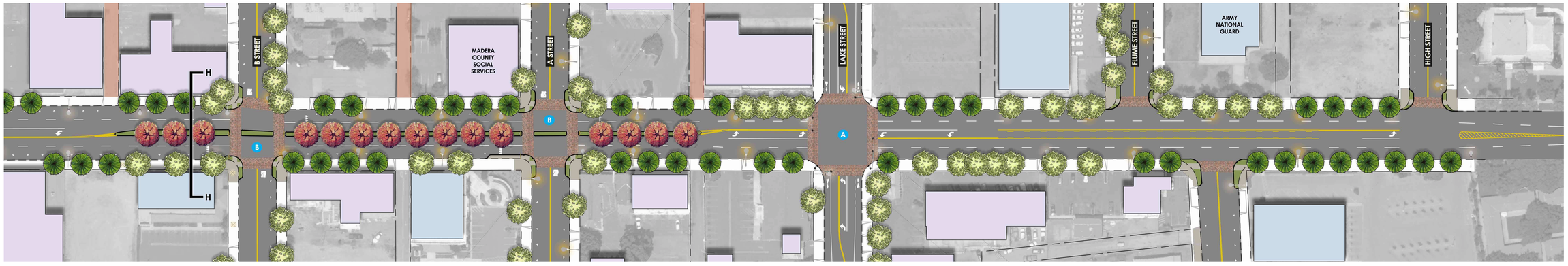


LEGEND

- COMMERCIAL BUILDINGS
- GOVERNMENT OWNED BUILDINGS
- LANDSCAPE
- ALLEY ACTIVATION
- A TRAFFIC SIGNAL
- B RECTANGULAR RAPID FLASHING BEACON (RRFB)
- C HIGH INTENSITY ACTIVATED CROSSWALK BEACON (HAWK)
- STREET TREE WITH FALL COLOR
- STREET TREE WITH MEDIUM SIZE CANOPY
- EXISTING TREE
- EXISTING STREET LIGHTS
- PROPOSED STREET LIGHTS

DOWNTOWN MADERA | DOWNTOWN CORE - YOSEMITE AVENUE - OPTION A vs OPTION B - SEGMENT 2 - PLAN

OPTION A

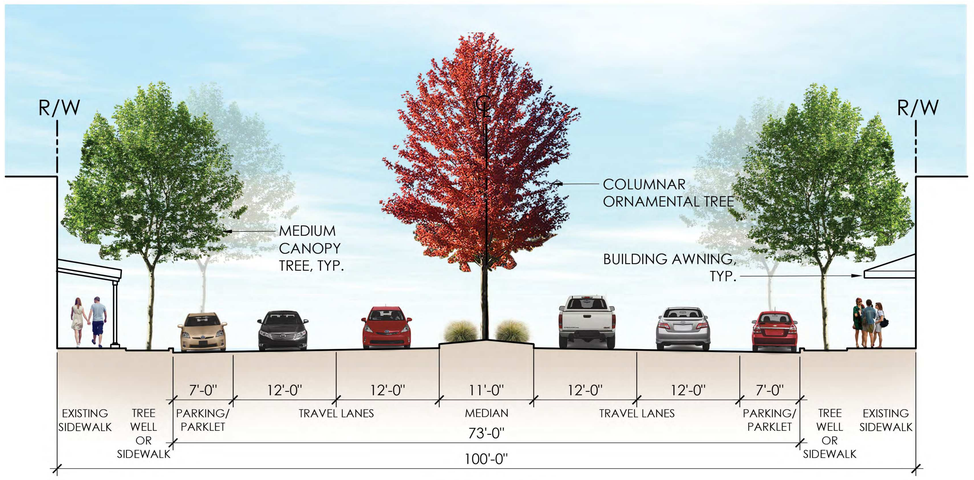


OPTION B

LEGEND

- COMMERCIAL BUILDINGS
- GOVERNMENT OWNED BUILDINGS
- LANDSCAPE
- ALLEY ACTIVATION
- A TRAFFIC SIGNAL
- B RECTANGULAR RAPID FLASHING BEACON (RRFB)
- C HIGH INTENSITY ACTIVATED CROSSWALK BEACON (HAWK)
- STREET TREE WITH FALL COLOR
- STREET TREE WITH MEDIUM SIZE CANOPY
- EXISTING TREE
- EXISTING STREET LIGHTS
- PROPOSED STREET LIGHTS

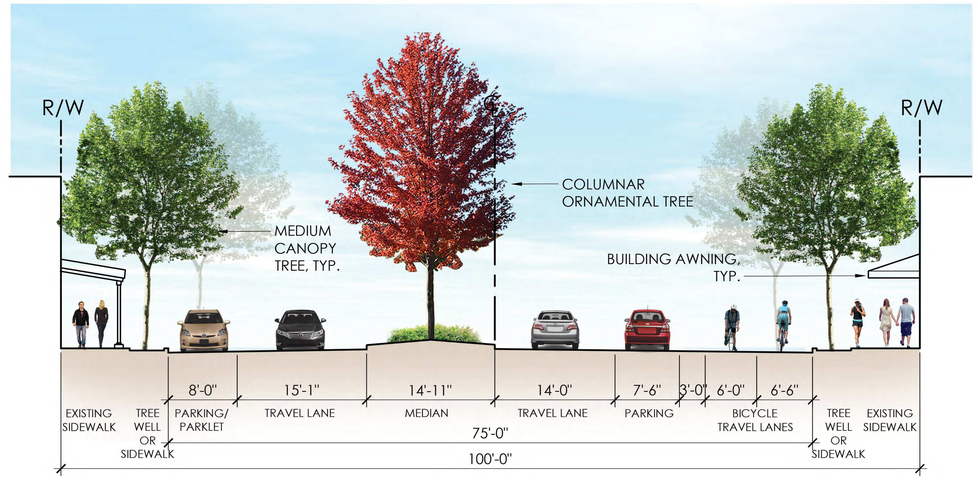
DOWNTOWN MADERA | OPTION A vs OPTION B - SECTIONS



SECTION H-H

YOSEMITE AVE. OPTION A

0’ 5’ 10’ 20’



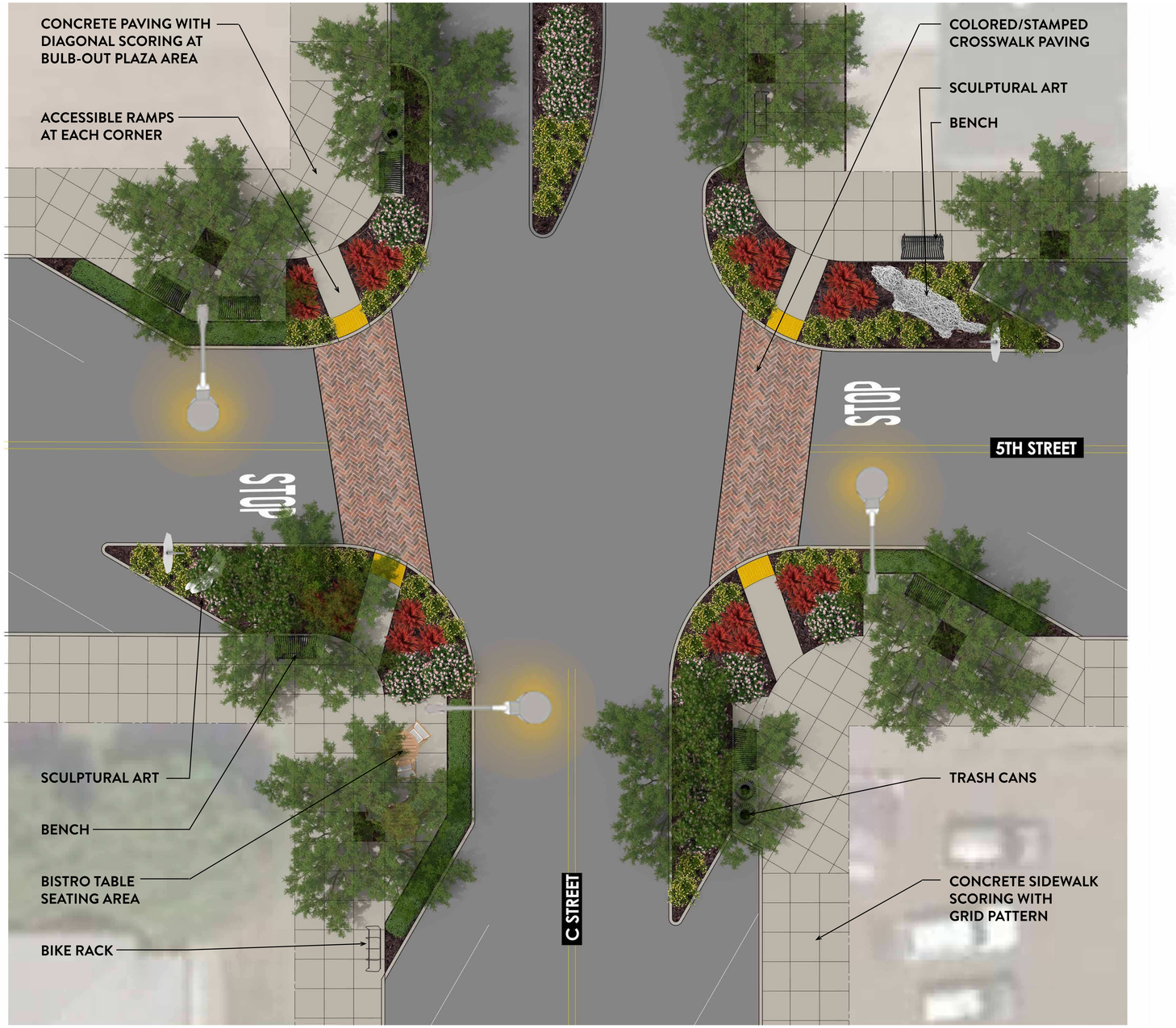
SECTION J-J

YOSEMITE AVE. OPTION B

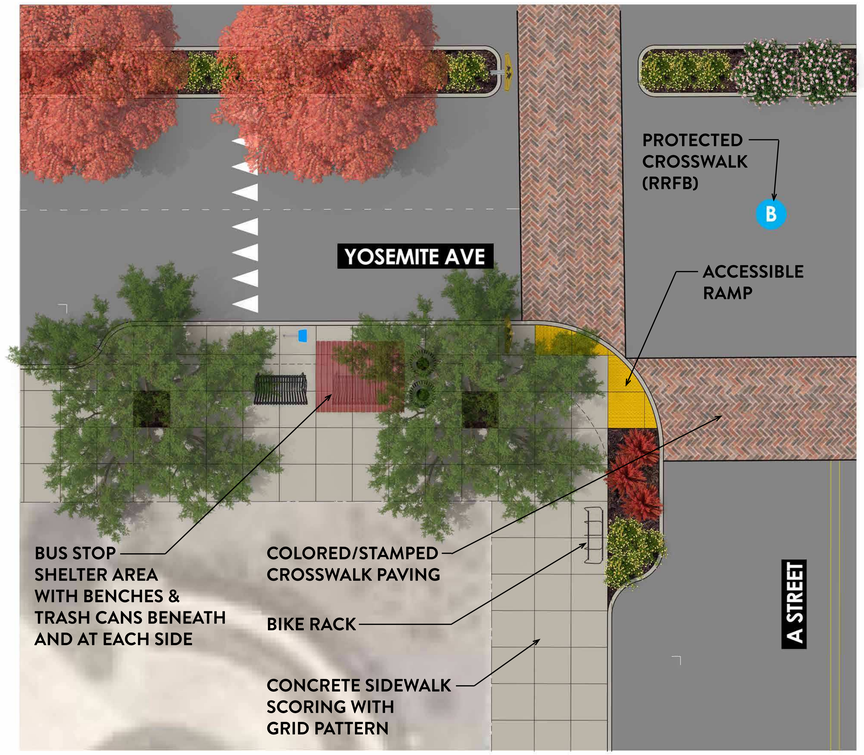
0’ 5’ 10’ 20’

DOWNTOWN MADERA | STREET IMPROVEMENTS - ENLARGEMENTS

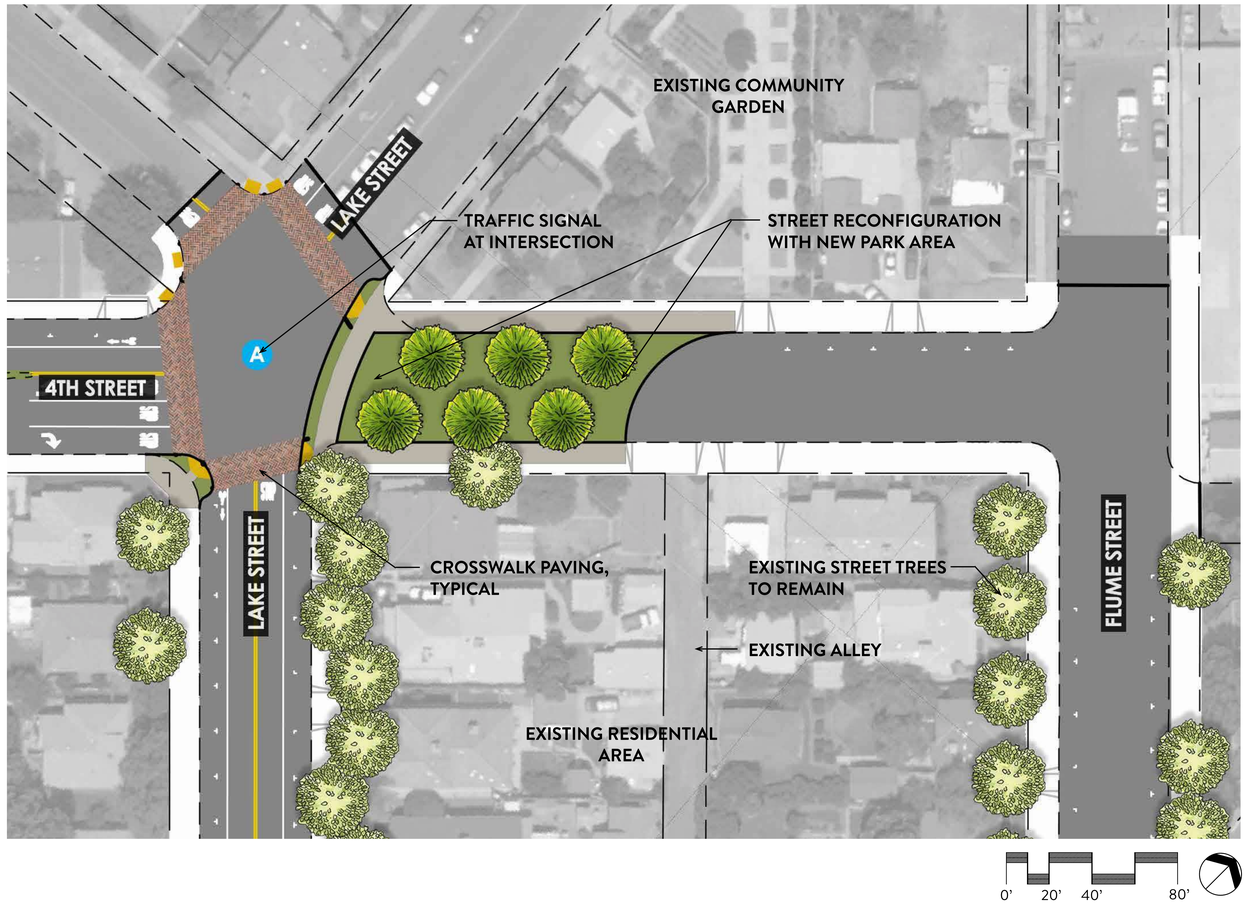
ENHANCED BULB-OUTS & PARKLETS - INTERSECTION OF 5TH STREET & C STREET



BUS STOP - YOSEMITE AVENUE & A STREET

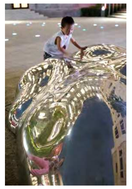


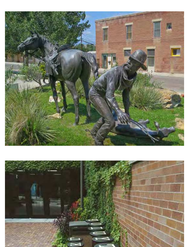
STREET/INTERSECTION RECONFIGURATION - 4TH STREET & LAKE STREET



DOWNTOWN MADERA | STREET IMPROVEMENTS - INSPIRATION

PUBLIC ART



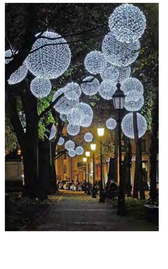
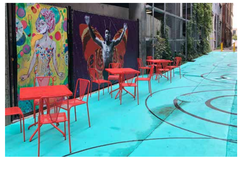


GATEWAYS & WAYFINDING

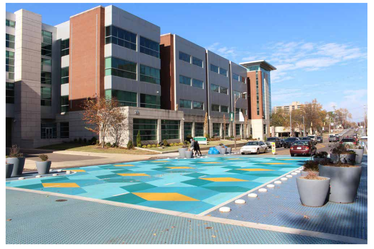
ATTRACTIONS

STREETSCAPE AMENITIES

ALLEY ACTIVATION

BULB-OUTS & CROSSINGS



Conceptual Estimates

Total Project Estimate

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Total Project

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
TOTAL CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	222650	$20	$4,452,990
2	CURB AND GUTTER	LF	29905	$36	$1,076,580
3	MEDIAN CURB	LF	5060	$15	$75,900
4	STAMPED AC	TON	2150	$140	$301,000
5	SLURRY SEAL	TON	820	$1,000	$820,000
6	HOT MIX ASPHALT	TON	7960	$138	$1,098,480
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$374,500	$374,500
8	TREES	EA	210	$400	$84,000
9	LANDSCAPE/IRRIGATION	SF	137930	$15	$2,068,950
10	SOUND SYSTEM SPEAKERS	EA	12	$1,500	$18,000
11	REMOVE EXISTING STREET LIGHTING	EA	43	$1,500	$64,500
12	COBRA/DECORATIVE STREET LIGHTING	EA	186	$11,500	$2,139,000
13	HAWK SYSTEM	EA	1	$200,000	$200,000
14	RECTANGULAR RAPID FLASHING BEACONS	EA	8	$50,000	$400,000
15	SIGNAL MODIFICATION**	EA	8	$32,000	$256,000
16	RAILROAD WARNING DEVICE MODIFICATION	EA	2	$200,000	$400,000
17	DRAINAGE (8%)	LS	1	$1,106,400	$1,106,400
18	MISC ITEMS (10%)	LS	1	$1,383,000	$1,383,000
19	MOBILIZATION (10%)	LS	1	$1,632,000	$1,632,000
				SUBTOTAL=	$17,951,300
GRAND TOTAL					
				CONTINGENCY (30%) =	$5,385,400
				SOFT COSTS (25%) * =	$4,487,900
				GRAND TOTAL =	**$27,824,600**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

Total Estimate Per Street

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 4th Street

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	15660	$20	$313,200
2	CURB AND GUTTER	LF	2330	$36	$83,880
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	160	$1,000	$160,000
6	HOT MIX ASPHALT	TON	130	$138	$17,940
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$37,500	$37,500
8	TREES	EA	22	$400	$8,800
9	LANDSCAPE/IRRIGATION	SF	7500	$15	$112,500
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	9	$11,500	$103,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$67,000	$67,000
18	MISC ITEMS (10%)	LS	1	$83,800	$83,800
19	MOBILIZATION (10%)	LS	1	$98,900	$98,900
				SUBTOTAL=	$1,087,100
INTERSECTION CONSTRUCTION COSTS					
20	INTERSECTION (4TH AND G STREET)	LS	1	$133,100	$133,100
21	INTERSECTION (4TH AND GATEWAY STREET)	LS	1	$71,100	$71,100
22	INTERSECTION (4TH AND E STREET)	LS	1	$234,700	$234,700
23	INTERSECTION (4TH AND D STREET)	LS	1	$297,600	$297,600
24	INTERSECTION (4TH AND C STREET)	LS	1	$199,300	$199,300
25	INTERSECTION (4TH AND B STREET)	LS	1	$184,300	$184,300
26	INTERSECTION (4TH AND A STREET)	LS	1	$229,200	$229,200
27	INTERSECTION (4TH AND LAKE STREET)	LS	1	$197,200	$197,200
28	INTERSECTION (4TH AND FLUME STREET)	LS	1	$49,400	$49,400
				SUBTOTAL=	$1,595,900
GRAND TOTAL					
				CONTINGENCY (30%) =	$804,900
				SOFT COSTS (25%)* =	$670,800
				GRAND TOTAL =	**$4,158,700**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 5th Street

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	16776	$20	$335,520
2	CURB AND GUTTER	LF	3200	$36	$115,200
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	60	$1,000	$60,000
6	HOT MIX ASPHALT	TON	1170	$138	$161,460
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$74,900	$74,900
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	7275	$15	$109,125
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	8	$11,500	$92,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$75,900	$75,900
18	MISC ITEMS (10%)	LS	1	$94,900	$94,900
19	MOBILIZATION (10%)	LS	1	$112,000	$112,000
				SUBTOTAL=	$1,231,100
INTERSECTION CONSTRUCTION COSTS					
20	INTERSECTION (5TH AND G STREET)	LS	1	$175,700	$175,700
21	INTERSECTION (5TH AND GATEWAY STREET)	LS	1	$64,400	$64,400
22	INTERSECTION (5TH AND E STREET)	LS	1	$80,800	$80,800
23	INTERSECTION (5TH AND D STREET)	LS	1	$273,200	$273,200
24	INTERSECTION (5TH AND C STREET)	LS	1	$177,600	$177,600
25	INTERSECTION (5TH AND B STREET)	LS	1	$212,500	$212,500
26	INTERSECTION (5TH AND A STREET)	LS	1	$130,300	$130,300
27	INTERSECTION (5TH AND LAKE STREET)	LS	1	$138,000	$138,000
28	INTERSECTION (5TH AND FLUME STREET)	LS	1	$137,000	$137,000
29	INTERSECTION (5TH AND HIGH STREET)	LS	1	$159,300	$257,100
				SUBTOTAL=	$1,646,600
GRAND TOTAL					
				CONTINGENCY (30%) =	$863,400
				SOFT COSTS (25%)* =	$719,500
				GRAND TOTAL =	**$4,460,600**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Yosemite Avenue

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	23840	$20	$476,800
2	CURB AND GUTTER	LF	3310	$36	$119,160
3	MEDIAN CURB	LF	1630	$15	$24,450
4	STAMPED AC	TON	20	$140	$2,800
5	SLURRY SEAL	TON	230	$1,000	$230,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$50,200	$50,200
8	TREES	EA	79	$400	$31,600
9	LANDSCAPE/IRRIGATION	SF	7520	$15	$112,800
10	SOUND SYSTEM SPEAKERS	EA	12	$1,500	$18,000
11	REMOVE EXISTING STREET LIGHTING	EA	32	$1,500	$48,000
12	COBRA/DECORATIVE STREET LIGHTING	EA	49	$11,500	$563,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	1	$50,000	$50,000
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	1	$200,000	$200,000
17	DRAINAGE (8%)	LS	1	$154,200	$154,200
18	MISC ITEMS (10%)	LS	1	$192,800	$192,800
19	MOBILIZATION (10%)	LS	1	$227,500	$227,500
				SUBTOTAL=	$2,501,900
INTERSECTION CONSTRUCTION COSTS					
20	INTERSECTION (YOSEMITE AND H STREET)	LS	1	$280,800	$280,800
21	INTERSECTION (YOSEMITE AND G STREET)	LS	1	$135,800	$135,800
22	INTERSECTION (YOSEMITE AND GATEWAY STREET)	LS	1	$70,000	$70,000
23	INTERSECTION (YOSEMITE AND E STREET)	LS	1	$80,800	$80,800
24	INTERSECTION (YOSEMITE AND D STREET)	LS	1	$254,400	$254,400
25	INTERSECTION (YOSEMITE AND C STREET)	LS	1	$205,100	$205,100
26	INTERSECTION (YOSEMITE AND B STREET)	LS	1	$245,700	$245,700
27	INTERSECTION (YOSEMITE AND A STREET)	LS	1	$249,700	$249,700
28	INTERSECTION (YOSEMITE AND LAKE STREET)	LS	1	$122,000	$122,000
29	INTERSECTION (YOSEMITE AND FLUME STREET)	LS	1	$47,600	$47,600
30	INTERSECTION (YOSEMITE AND HIGH STREET)	LS	1	$55,800	$55,800
31	INTERSECTION (YOSEMITE AND VINEYARD AVE)	LS	1	$73,700	$73,700
				SUBTOTAL=	$1,821,400
GRAND TOTAL					
				CONTINGENCY (30%) =	$1,297,000
				SOFT COSTS (25%)* =	$1,080,900
				GRAND TOTAL =	**$6,701,200**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 6th Street

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	24390	$20	$487,800
2	CURB AND GUTTER	LF	2980	$36	$107,280
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	2160	$138	$298,080
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$39,400	$39,400
8	TREES	EA	65	$400	$26,000
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	20	$11,500	$230,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	1	$200,000	$200,000
17	DRAINAGE (8%)	LS	1	$111,100	$111,100
18	MISC ITEMS (10%)	LS	1	$138,900	$138,900
19	MOBILIZATION (10%)	LS	1	$163,900	$163,900
				SUBTOTAL=	$1,802,500
INTERSECTION CONSTRUCTION COSTS					
20	INTERSECTION (6TH AND H STREET)	LS	1	$192,500	$192,500
21	INTERSECTION (6TH AND G STREET)	LS	1	$155,400	$155,400
22	INTERSECTION (6TH AND GATEWAY STREET)	LS	1	$68,100	$68,100
23	INTERSECTION (6TH AND E STREET)	LS	1	$234,700	$234,700
24	INTERSECTION (6TH AND D STREET)	LS	1	$128,200	$128,200
25	INTERSECTION (6TH AND C STREET)	LS	1	$174,000	$174,000
26	INTERSECTION (6TH AND B STREET)	LS	1	$144,000	$144,000
27	INTERSECTION (6TH AND A STREET)	LS	1	$205,000	$205,000
28	INTERSECTION (6TH AND LAKE STREET)	LS	1	$94,900	$94,900
29	INTERSECTION (6TH AND VIINEYARD AVE)	LS	1	$170,100	$170,100
				SUBTOTAL=	$1,566,900
GRAND TOTAL					
				CONTINGENCY (30%) =	$1,010,900
				SOFT COSTS (25%)* =	$842,400
				GRAND TOTAL =	**$5,222,700**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: H Street

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1050	$20	$21,000
2	CURB AND GUTTER	LF	175	$36	$6,300
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	0	$1,800	$0
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	3	$11,500	$34,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$5,000	$5,000
18	MISC ITEMS (10%)	LS	1	$6,200	$6,200
19	MOBILIZATION (10%)	LS	1	$7,300	$7,300
				SUBTOTAL=	$80,300
INTERSECTION CONSTRUCTION COSTS					
20	INTERSECTION (YOSEMITE AND H STREET)	LS	1	$280,800	$280,800
21	INTERSECTION (6TH AND H STREET)	LS	1	$192,500	$192,500
				SUBTOTAL=	$473,300
GRAND TOTAL					
				CONTINGENCY (30%) =	$166,100
				SOFT COSTS (25%)* =	$138,400
				GRAND TOTAL =	**$858,100**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: G Street

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	4680	$15	$70,200
2	CURB AND GUTTER	LF	650	$17	$11,050
3	MEDIAN CURB	LF	1170	$10	$11,700
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	40	$1,000	$40,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,600	$1,600
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	6720	$15	$100,800
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	4	$11,500	$46,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$22,600	$22,600
18	MISC ITEMS (10%)	LS	1	$28,200	$28,200
19	MOBILIZATION (10%)	LS	1	$33,300	$33,300
				SUBTOTAL=	$365,500
INTERSECTION CONSTRUCTION COSTS					
20	INTERSECTION (4TH AND G STREET)	LS	1	$133,100	$133,100
21	INTERSECTION (5TH AND G STREET)	LS	1	$175,700	$175,700
22	INTERSECTION (YOSEMITE AND G STREET)	LS	1	$7,500	$7,500
23	INTERSECTION (6TH AND G STREET)	LS	1	$155,400	$155,400
				SUBTOTAL=	$471,700
GRAND TOTAL					
				CONTINGENCY (30%) =	$251,200
				SOFT COSTS (25%)* =	$209,300
				GRAND TOTAL =	**$1,297,700**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Gateway Street

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	7860	$20	$157,200
2	CURB AND GUTTER	LF	950	$36	$34,200
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	740	$138	$102,120
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$34,500	$34,500
8	TREES	EA	16	$400	$6,400
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$28,600	$28,600
18	MISC ITEMS (10%)	LS	1	$35,800	$35,800
19	MOBILIZATION (10%)	LS	1	$42,200	$42,200
				SUBTOTAL=	$464,100
INTERSECTION CONSTRUCTION COSTS					
20	INTERSECTION (4TH AND GATEWAY STREET)	LS	1	$71,100	$71,100
21	INTERSECTION (5TH AND GATEWAY STREET)	LS	1	$64,400	$64,400
22	INTERSECTION (YOSEMITE AND GATEWAY STREET)	LS	1	$70,000	$70,000
23	INTERSECTION (6TH AND GATEWAY STREET)	LS	1	$68,100	$68,100
				SUBTOTAL=	$273,600
GRAND TOTAL					
				CONTINGENCY (30%) =	$221,400
				SOFT COSTS (25%)* =	$184,500
				GRAND TOTAL =	**$1,143,600**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: E Street

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	9840	$20	$196,800
2	CURB AND GUTTER	LF	1675	$36	$60,300
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	30	$1,000	$30,000
6	HOT MIX ASPHALT	TON	230	$138	$31,740
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$7,800	$7,800
8	TREES	EA	7	$400	$2,800
9	LANDSCAPE/IRRIGATION	SF	4000	$15	$60,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	3	$11,500	$34,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$34,000	$34,000
18	MISC ITEMS (10%)	LS	1	$42,400	$42,400
19	MOBILIZATION (10%)	LS	1	$50,100	$50,100
				SUBTOTAL=	$550,500
INTERSECTION CONSTRUCTION COSTS					
20	INTERSECTION (4TH AND E STREET)	LS	1	$234,700	$234,700
21	INTERSECTION (5TH AND E STREET)	LS	1	$80,800	$80,800
22	INTERSECTION (YOSEMITE AND E STREET)	LS	1	$80,800	$80,800
23	INTERSECTION (6TH AND E STREET)	LS	1	$234,700	$234,700
				SUBTOTAL=	$631,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$354,500
				SOFT COSTS (25%)* =	$295,400
				GRAND TOTAL =	**$1,831,400**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: D Street

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	6984	$20	$139,680
2	CURB AND GUTTER	LF	1220	$36	$43,920
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	40	$1,000	$40,000
6	HOT MIX ASPHALT	TON	240	$138	$33,120
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$9,700	$9,700
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	1800	$15	$27,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	4	$11,500	$46,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$27,200	$27,200
18	MISC ITEMS (10%)	LS	1	$34,000	$34,000
19	MOBILIZATION (10%)	LS	1	$40,100	$40,100
				SUBTOTAL=	$440,800
INTERSECTION CONSTRUCTION COSTS					
20	INTERSECTION (4TH AND D STREET)	LS	1	$297,600	$297,600
21	INTERSECTION (5TH AND D STREET)	LS	1	$273,200	$273,200
22	INTERSECTION (YOSEMITE AND D STREET)	LS	1	$254,400	$254,400
23	INTERSECTION (6TH AND D STREET)	LS	1	$128,200	$128,200
				SUBTOTAL=	$953,400
GRAND TOTAL					
				CONTINGENCY (30%) =	$418,300
				SOFT COSTS (25%)* =	$348,600
				GRAND TOTAL =	**$2,161,100**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: C Street

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	6990	$20	$139,800
2	CURB AND GUTTER	LF	1470	$36	$52,920
3	MEDIAN CURB	LF	720	$15	$10,800
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	700	$138	$96,600
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$9,700	$9,700
8	TREES	EA	7	$400	$2,800
9	LANDSCAPE/IRRIGATION	SF	7350	$15	$110,250
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$35,700	$35,700
18	MISC ITEMS (10%)	LS	1	$44,600	$44,600
19	MOBILIZATION (10%)	LS	1	$52,700	$52,700
				SUBTOTAL=	$578,900
INTERSECTION CONSTRUCTION COSTS					
20	INTERSECTION (4TH AND C STREET)	LS	1	$199,300	$199,300
21	INTERSECTION (5TH AND C STREET)	LS	1	$177,600	$177,600
22	INTERSECTION (YOSEMITE AND C STREET)	LS	1	$205,100	$205,100
23	INTERSECTION (6TH AND C STREET)	LS	1	$174,000	$174,000
				SUBTOTAL=	$756,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$400,500
				SOFT COSTS (25%)* =	$333,800
				GRAND TOTAL =	**$2,069,200**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: B Street

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	7200	$20	$144,000
2	CURB AND GUTTER	LF	1000	$36	$36,000
3	MEDIAN CURB	LF	700	$15	$10,500
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	40	$1,000	$40,000
6	HOT MIX ASPHALT	TON	180	$138	$24,840
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$4,200	$4,200
8	TREES	EA	7	$400	$2,800
9	LANDSCAPE/IRRIGATION	SF	4080	$15	$61,200
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	6	$11,500	$69,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$31,500	$31,500
18	MISC ITEMS (10%)	LS	1	$39,300	$39,300
19	MOBILIZATION (10%)	LS	1	$46,400	$46,400
				SUBTOTAL=	$509,800
INTERSECTION CONSTRUCTION COSTS					
20	INTERSECTION (4TH AND B STREET)	LS	1	$184,300	$184,300
21	INTERSECTION (5TH AND B STREET)	LS	1	$212,500	$212,500
22	INTERSECTION (YOSEMITE AND B STREET)	LS	1	$245,700	$245,700
23	INTERSECTION (6TH AND B STREET)	LS	1	$144,000	$144,000
				SUBTOTAL=	$786,500
GRAND TOTAL					
				CONTINGENCY (30%) =	$388,900
				SOFT COSTS (25%)* =	$324,100
				GRAND TOTAL =	**$2,009,300**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: A Street

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	6990	$20	$139,800
2	CURB AND GUTTER	LF	970	$36	$34,920
3	MEDIAN CURB	LF	680	$15	$10,200
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	480	$138	$66,240
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$4,300	$4,300
8	TREES	EA	7	$400	$2,800
9	LANDSCAPE/IRRIGATION	SF	3960	$15	$59,400
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	8	$11,500	$92,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$34,400	$34,400
18	MISC ITEMS (10%)	LS	1	$43,000	$43,000
19	MOBILIZATION (10%)	LS	1	$50,800	$50,800
				SUBTOTAL=	$557,900
INTERSECTION CONSTRUCTION COSTS					
20	INTERSECTION (4TH AND A STREET)	LS	1	$229,200	$229,200
21	INTERSECTION (5TH AND A STREET)	LS	1	$130,300	$130,300
22	INTERSECTION (YOSEMITE AND A STREET)	LS	1	$249,700	$249,700
23	INTERSECTION (6TH AND A STREET)	LS	1	$205,000	$205,000
				SUBTOTAL=	$814,200
GRAND TOTAL					
				CONTINGENCY (30%) =	$411,700
				SOFT COSTS (25%)* =	$343,100
				GRAND TOTAL =	**$2,126,900**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Lake Street

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	7280	$20	$145,600
2	CURB AND GUTTER	LF	1010	$36	$36,360
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	470	$138	$64,860
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$14,800	$14,800
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	6	$11,500	$69,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$28,100	$28,100
18	MISC ITEMS (10%)	LS	1	$35,100	$35,100
19	MOBILIZATION (10%)	LS	1	$41,400	$41,400
				SUBTOTAL=	$455,300
INTERSECTION CONSTRUCTION COSTS					
20	INTERSECTION (4TH AND LAKE STREET)	LS	1	$197,200	$197,200
21	INTERSECTION (5TH AND LAKE STREET)	LS	1	$138,000	$138,000
22	INTERSECTION (YOSEMITE AND LAKE STREET)	LS	1	$122,000	$122,000
23	INTERSECTION (6TH AND LAKE STREET)	LS	1	$94,900	$94,900
				SUBTOTAL=	$552,100
GRAND TOTAL					
				CONTINGENCY (30%) =	$302,300
				SOFT COSTS (25%)* =	$251,900
				GRAND TOTAL =	**$1,561,600**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Flume Street

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	4900	$20	$98,000
2	CURB AND GUTTER	LF	655	$36	$23,580
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	40	$1,000	$40,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,100	$2,100
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	4	$11,500	$46,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$16,800	$16,800
18	MISC ITEMS (10%)	LS	1	$21,000	$21,000
19	MOBILIZATION (10%)	LS	1	$24,800	$24,800
				SUBTOTAL=	$272,300
INTERSECTION CONSTRUCTION COSTS					
20	INTERSECTION (4TH AND FLUME STREET)	LS	1	$49,400	$49,400
21	INTERSECTION (5TH AND FLUME STREET)	LS	1	$137,000	$137,000
22	INTERSECTION (YOSEMITE AND FLUME STREET)	LS	1	$47,600	$47,600
				SUBTOTAL=	$234,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$151,900
				SOFT COSTS (25%)* =	$126,600
				GRAND TOTAL =	**$784,800**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Vineyard Ave

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	3876	$20	$77,520
2	CURB AND GUTTER	LF	480	$36	$17,280
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	240	$138	$33,120
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,500	$1,500
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$12,200	$12,200
18	MISC ITEMS (10%)	LS	1	$15,300	$15,300
19	MOBILIZATION (10%)	LS	1	$18,000	$18,000
				SUBTOTAL=	$198,000
INTERSECTION CONSTRUCTION COSTS					
20	INTERSECTION (YOSEMITE AND VINEYARD AVE)	LS	1	$73,700	$73,700
21	INTERSECTION (6TH AND VINEYARD AVE)	LS	1	$170,100	$170,100
				SUBTOTAL=	$243,800
GRAND TOTAL					
				CONTINGENCY (30%) =	$132,600
				SOFT COSTS (25%)* =	$110,500
				GRAND TOTAL =	**$684,900**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: High Street

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
ROADWAY CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2376	$20	$47,520
2	CURB AND GUTTER	LF	330	$36	$11,880
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$0	$0
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	3	$11,500	$34,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$7,600	$7,600
18	MISC ITEMS (10%)	LS	1	$9,400	$9,400
19	MOBILIZATION (10%)	LS	1	$11,100	$11,100
				SUBTOTAL=	$122,000
INTERSECTION CONSTRUCTION COSTS					
20	INTERSECTION (5TH AND HIGH STREET)	LS	1	$159,300	$159,300
21	INTERSECTION (YOSEMITE AND HIGH STREET)	LS	1	$55,800	$55,800
				SUBTOTAL=	$215,100
GRAND TOTAL					
				CONTINGENCY (30%) =	$101,200
				SOFT COSTS (25%)* =	$84,300
				GRAND TOTAL =	**$400,600**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

Total Estimate Per Street Segment

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 4th Street (H St and G St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1500	$20	$30,000
2	CURB AND GUTTER	LF	250	$36	$9,000
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,900	$2,900
8	TREES	EA	3	$400	$1,200
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$6,000	$6,000
18	MISC ITEMS (10%)	LS	1	$7,500	$7,500
19	MOBILIZATION (10%)	LS	1	$8,900	$8,900
				SUBTOTAL=	$97,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$29,100
				SOFT COSTS (25%)* =	$24,300
				GRAND TOTAL =	**$150,400**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 4th Street (G St and Gateway St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1800	$20	$36,000
2	CURB AND GUTTER	LF	300	$36	$10,800
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$3,600	$3,600
8	TREES	EA	3	$400	$1,200
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$6,700	$6,700
18	MISC ITEMS (10%)	LS	1	$8,400	$8,400
19	MOBILIZATION (10%)	LS	1	$9,900	$9,900
				SUBTOTAL=	$108,100
GRAND TOTAL					
				CONTINGENCY (30%) =	$32,500
				SOFT COSTS (25%)* =	$27,100
				GRAND TOTAL =	**$167,700**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 4th Street (Gateway St - E St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1680	$20	$33,600
2	CURB AND GUTTER	LF	280	$36	$10,080
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$7,900	$7,900
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$6,700	$6,700
18	MISC ITEMS (10%)	LS	1	$8,400	$8,400
19	MOBILIZATION (10%)	LS	1	$9,900	$9,900
				SUBTOTAL=	$108,100
GRAND TOTAL					
				CONTINGENCY (30%) =	$32,500
				SOFT COSTS (25%)* =	$27,100
				GRAND TOTAL =	**$167,700**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 4th Street (E St - D St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1560	$20	$31,200
2	CURB AND GUTTER	LF	260	$36	$9,360
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$5,100	$5,100
8	TREES	EA	2	$400	$800
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$6,300	$6,300
18	MISC ITEMS (10%)	LS	1	$7,800	$7,800
19	MOBILIZATION (10%)	LS	1	$9,300	$9,300
				SUBTOTAL=	$101,400
GRAND TOTAL					
				CONTINGENCY (30%) =	$30,500
				SOFT COSTS (25%)* =	$25,400
				GRAND TOTAL =	**$157,300**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 4th Street (D St - C St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1740	$20	$34,800
2	CURB AND GUTTER	LF	290	$36	$10,440
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$4,700	$4,700
8	TREES	EA	2	$400	$800
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$6,600	$6,600
18	MISC ITEMS (10%)	LS	1	$8,300	$8,300
19	MOBILIZATION (10%)	LS	1	$9,800	$9,800
				SUBTOTAL=	$107,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$32,100
				SOFT COSTS (25%)* =	$26,800
				GRAND TOTAL =	**$165,900**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 4th Street (C St - B St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1740	$20	$34,800
2	CURB AND GUTTER	LF	290	$36	$10,440
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$4,400	$4,400
8	TREES	EA	2	$400	$800
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$6,600	$6,600
18	MISC ITEMS (10%)	LS	1	$8,200	$8,200
19	MOBILIZATION (10%)	LS	1	$9,700	$9,700
				SUBTOTAL=	$106,500
GRAND TOTAL					
				CONTINGENCY (30%) =	$32,000
				SOFT COSTS (25%)* =	$26,700
				GRAND TOTAL =	**$165,200**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 4th Street (B St - A St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1740	$20	$34,800
2	CURB AND GUTTER	LF	290	$36	$10,440
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$4,400	$4,400
8	TREES	EA	2	$400	$800
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$6,600	$6,600
18	MISC ITEMS (10%)	LS	1	$8,200	$8,200
19	MOBILIZATION (10%)	LS	1	$9,700	$9,700
				SUBTOTAL=	$106,500
GRAND TOTAL					
				CONTINGENCY (30%) =	$32,000
				SOFT COSTS (25%)* =	$26,700
				GRAND TOTAL =	**$165,200**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 4th Street (A St - Lake St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1740	$20	$34,800
2	CURB AND GUTTER	LF	290	$36	$10,440
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$4,500	$4,500
8	TREES	EA	2	$400	$800
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$5,700	$5,700
18	MISC ITEMS (10%)	LS	1	$7,100	$7,100
19	MOBILIZATION (10%)	LS	1	$8,400	$8,400
				SUBTOTAL=	$91,800
GRAND TOTAL					
				CONTINGENCY (30%) =	$27,600
				SOFT COSTS (25%)* =	$23,000
				GRAND TOTAL =	**$142,400**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 4th Street (Lake St - Flume St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2160	$20	$43,200
2	CURB AND GUTTER	LF	80	$36	$2,880
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	130	$138	$17,940
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$0	$0
8	TREES	EA	6	$400	$2,400
9	LANDSCAPE/IRRIGATION	SF	7500	$15	$112,500
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$16,200	$16,200
18	MISC ITEMS (10%)	LS	1	$20,200	$20,200
19	MOBILIZATION (10%)	LS	1	$23,900	$23,900
				SUBTOTAL=	$262,300
GRAND TOTAL					
				CONTINGENCY (30%) =	$78,700
				SOFT COSTS (25%)* =	$65,600
				GRAND TOTAL =	**$406,600**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 5th Street (G St and Gateway St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1944	$20	$38,880
2	CURB AND GUTTER	LF	485	$36	$17,460
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	220	$138	$30,360
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,200	$2,200
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2025	$15	$30,375
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$9,600	$9,600
18	MISC ITEMS (10%)	LS	1	$12,000	$12,000
19	MOBILIZATION (10%)	LS	1	$14,100	$14,100
				SUBTOTAL=	$155,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$46,500
				SOFT COSTS (25%)* =	$38,800
				GRAND TOTAL =	**$240,300**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 5th Street (Gateway St - E St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	0	$20	$0
2	CURB AND GUTTER	LF	0	$36	$0
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$0	$0
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$0	$0
18	MISC ITEMS (10%)	LS	1	$0	$0
19	MOBILIZATION (10%)	LS	1	$0	$0
				SUBTOTAL=	$0
GRAND TOTAL					
				CONTINGENCY (30%) =	$0
				SOFT COSTS (25%)* =	$0
				GRAND TOTAL =	**$0**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 5th Street (E St - D St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2088	$20	$41,760
2	CURB AND GUTTER	LF	450	$36	$16,200
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	250	$138	$34,500
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,700	$2,700
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	1350	$15	$20,250
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$9,300	$9,300
18	MISC ITEMS (10%)	LS	1	$11,600	$11,600
19	MOBILIZATION (10%)	LS	1	$13,700	$13,700
				SUBTOTAL=	$150,100
GRAND TOTAL					
				CONTINGENCY (30%) =	$45,100
				SOFT COSTS (25%)* =	$37,600
				GRAND TOTAL =	**$232,800**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 5th Street (D St - C St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2016	$20	$40,320
2	CURB AND GUTTER	LF	530	$36	$19,080
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	240	$138	$33,120
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$3,300	$3,300
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	1800	$15	$27,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$10,800	$10,800
18	MISC ITEMS (10%)	LS	1	$13,500	$13,500
19	MOBILIZATION (10%)	LS	1	$15,900	$15,900
				SUBTOTAL=	$174,600
GRAND TOTAL					
				CONTINGENCY (30%) =	$52,400
				SOFT COSTS (25%)* =	$43,700
				GRAND TOTAL =	**$270,700**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 5th Street (C St - B St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2016	$20	$40,320
2	CURB AND GUTTER	LF	525	$36	$18,900
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	240	$138	$33,120
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$3,000	$3,000
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2100	$15	$31,500
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$10,200	$10,200
18	MISC ITEMS (10%)	LS	1	$12,700	$12,700
19	MOBILIZATION (10%)	LS	1	$15,000	$15,000
				SUBTOTAL=	$164,800
GRAND TOTAL					
				CONTINGENCY (30%) =	$49,500
				SOFT COSTS (25%)* =	$41,200
				GRAND TOTAL =	**$255,500**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 5th Street (B St - A St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2232	$20	$44,640
2	CURB AND GUTTER	LF	310	$36	$11,160
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,900	$1,900
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$6,300	$6,300
18	MISC ITEMS (10%)	LS	1	$7,800	$7,800
19	MOBILIZATION (10%)	LS	1	$9,200	$9,200
				SUBTOTAL=	$101,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$30,300
				SOFT COSTS (25%)* =	$25,300
				GRAND TOTAL =	**$156,600**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 5th Street (A St - Lake St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2160	$20	$43,200
2	CURB AND GUTTER	LF	300	$36	$10,800
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	220	$138	$30,360
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$58,200	$58,200
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$12,400	$12,400
18	MISC ITEMS (10%)	LS	1	$15,500	$15,500
19	MOBILIZATION (10%)	LS	1	$18,200	$18,200
				SUBTOTAL=	$200,200
GRAND TOTAL					
				CONTINGENCY (30%) =	$60,100
				SOFT COSTS (25%)* =	$50,100
				GRAND TOTAL =	**$310,400**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 5th Street (Lake St - Flume St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2160	$20	$43,200
2	CURB AND GUTTER	LF	300	$36	$10,800
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,800	$1,800
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	3	$11,500	$34,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$8,900	$8,900
18	MISC ITEMS (10%)	LS	1	$11,100	$11,100
19	MOBILIZATION (10%)	LS	1	$13,100	$13,100
				SUBTOTAL=	$143,400
GRAND TOTAL					
				CONTINGENCY (30%) =	$43,100
				SOFT COSTS (25%)* =	$35,900
				GRAND TOTAL =	**$222,400**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 5th Street (Flume St - High St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2160	$20	$43,200
2	CURB AND GUTTER	LF	300	$36	$10,800
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,800	$1,800
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	3	$11,500	$34,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$8,900	$8,900
18	MISC ITEMS (10%)	LS	1	$11,100	$11,100
19	MOBILIZATION (10%)	LS	1	$13,100	$13,100
				SUBTOTAL=	$143,400
GRAND TOTAL					
				CONTINGENCY (30%) =	$43,100
				SOFT COSTS (25%)* =	$35,900
				GRAND TOTAL =	**$222,400**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Yosemite Avenue (H St - G St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2160	$20	$43,200
2	CURB AND GUTTER	LF	300	$36	$10,800
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	20	$140	$2,800
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$4,900	$4,900
8	TREES	EA	2	$400	$800
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	4	$1,500	$6,000
11	REMOVE EXISTING STREET LIGHTING	EA	3	$1,500	$4,500
12	COBRA/DECORATIVE STREET LIGHTING	EA	4	$11,500	$46,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	1	$50,000	$50,000
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$15,200	$15,200
18	MISC ITEMS (10%)	LS	1	$18,900	$18,900
19	MOBILIZATION (10%)	LS	1	$22,400	$22,400
				SUBTOTAL=	$245,500
GRAND TOTAL					
				CONTINGENCY (30%) =	$73,700
				SOFT COSTS (25%)* =	$61,400
				GRAND TOTAL =	**$380,600**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Yosemite Avenue (G St - Gateway St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2160	$20	$43,200
2	CURB AND GUTTER	LF	300	$36	$10,800
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,800	$2,800
8	TREES	EA	5	$400	$2,000
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	4	$1,500	$6,000
11	REMOVE EXISTING STREET LIGHTING	EA	4	$1,500	$6,000
12	COBRA/DECORATIVE STREET LIGHTING	EA	5	$11,500	$57,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$11,900	$11,900
18	MISC ITEMS (10%)	LS	1	$14,900	$14,900
19	MOBILIZATION (10%)	LS	1	$17,600	$17,600
				SUBTOTAL=	$192,700
GRAND TOTAL					
				CONTINGENCY (30%) =	$57,900
				SOFT COSTS (25%)* =	$48,200
				GRAND TOTAL =	**$298,800**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Yosemite Avenue (Gateway St - E St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2088	$20	$41,760
2	CURB AND GUTTER	LF	290	$36	$10,440
3	MEDIAN CURB	LF	260	$15	$3,900
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$8,000	$8,000
8	TREES	EA	2	$400	$800
9	LANDSCAPE/IRRIGATION	SF	900	$15	$13,500
10	SOUND SYSTEM SPEAKERS	EA	4	$1,500	$6,000
11	REMOVE EXISTING STREET LIGHTING	EA	4	$1,500	$6,000
12	COBRA/DECORATIVE STREET LIGHTING	EA	5	$11,500	$57,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	1	$200,000	$200,000
17	DRAINAGE (8%)	LS	1	$29,500	$29,500
18	MISC ITEMS (10%)	LS	1	$36,800	$36,800
19	MOBILIZATION (10%)	LS	1	$43,500	$43,500
				SUBTOTAL=	$477,700
GRAND TOTAL					
				CONTINGENCY (30%) =	$143,400
				SOFT COSTS (25%)* =	$119,500
				GRAND TOTAL =	**$740,600**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Yosemite Avenue (E St - D St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2232	$20	$44,640
2	CURB AND GUTTER	LF	310	$36	$11,160
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$5,100	$5,100
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	1200	$15	$18,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	6	$1,500	$9,000
12	COBRA/DECORATIVE STREET LIGHTING	EA	6	$11,500	$69,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$14,200	$14,200
18	MISC ITEMS (10%)	LS	1	$17,700	$17,700
19	MOBILIZATION (10%)	LS	1	$20,900	$20,900
				SUBTOTAL=	$229,700
GRAND TOTAL					
				CONTINGENCY (30%) =	$69,000
				SOFT COSTS (25%)* =	$57,500
				GRAND TOTAL =	**$356,200**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Yosemite Avenue (D St - C St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2232	$20	$44,640
2	CURB AND GUTTER	LF	310	$36	$11,160
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$5,200	$5,200
8	TREES	EA	9	$400	$3,600
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	5	$1,500	$7,500
12	COBRA/DECORATIVE STREET LIGHTING	EA	5	$11,500	$57,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$12,000	$12,000
18	MISC ITEMS (10%)	LS	1	$15,000	$15,000
19	MOBILIZATION (10%)	LS	1	$17,700	$17,700
				SUBTOTAL=	$194,300
GRAND TOTAL					
				CONTINGENCY (30%) =	$58,300
				SOFT COSTS (25%)* =	$48,600
				GRAND TOTAL =	**$301,200**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Yosemite Avenue (C St - B St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2232	$20	$44,640
2	CURB AND GUTTER	LF	310	$36	$11,160
3	MEDIAN CURB	LF	330	$15	$4,950
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$4,100	$4,100
8	TREES	EA	11	$400	$4,400
9	LANDSCAPE/IRRIGATION	SF	1500	$15	$22,500
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	5	$1,500	$7,500
12	COBRA/DECORATIVE STREET LIGHTING	EA	5	$11,500	$57,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$14,200	$14,200
18	MISC ITEMS (10%)	LS	1	$17,700	$17,700
19	MOBILIZATION (10%)	LS	1	$20,900	$20,900
				SUBTOTAL=	$229,600
GRAND TOTAL					
				CONTINGENCY (30%) =	$68,900
				SOFT COSTS (25%)* =	$57,400
				GRAND TOTAL =	**$355,900**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Yosemite Avenue (B St - A St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1872	$20	$37,440
2	CURB AND GUTTER	LF	260	$36	$9,360
3	MEDIAN CURB	LF	680	$15	$10,200
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$3,000	$3,000
8	TREES	EA	18	$400	$7,200
9	LANDSCAPE/IRRIGATION	SF	2560	$15	$38,400
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	5	$11,500	$57,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$14,700	$14,700
18	MISC ITEMS (10%)	LS	1	$18,400	$18,400
19	MOBILIZATION (10%)	LS	1	$21,700	$21,700
				SUBTOTAL=	$237,900
GRAND TOTAL					
				CONTINGENCY (30%) =	$71,400
				SOFT COSTS (25%)* =	$59,500
				GRAND TOTAL =	**$368,800**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Yosemite Avenue (A St - Lake St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2160	$20	$43,200
2	CURB AND GUTTER	LF	300	$36	$10,800
3	MEDIAN CURB	LF	360	$15	$5,400
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$3,700	$3,700
8	TREES	EA	13	$400	$5,200
9	LANDSCAPE/IRRIGATION	SF	1360	$15	$20,400
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	1	$1,500	$1,500
12	COBRA/DECORATIVE STREET LIGHTING	EA	5	$11,500	$57,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$13,500	$13,500
18	MISC ITEMS (10%)	LS	1	$16,800	$16,800
19	MOBILIZATION (10%)	LS	1	$19,800	$19,800
				SUBTOTAL=	$217,800
GRAND TOTAL					
				CONTINGENCY (30%) =	$65,400
				SOFT COSTS (25%)* =	$54,500
				GRAND TOTAL =	**$337,700**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Yosemite Avenue (Lake St - Flume St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2592	$20	$51,840
2	CURB AND GUTTER	LF	360	$36	$12,960
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$5,200	$5,200
8	TREES	EA	7	$400	$2,800
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	2	$1,500	$3,000
12	COBRA/DECORATIVE STREET LIGHTING	EA	4	$11,500	$46,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$11,400	$11,400
18	MISC ITEMS (10%)	LS	1	$14,200	$14,200
19	MOBILIZATION (10%)	LS	1	$16,800	$16,800
				SUBTOTAL=	$184,200
GRAND TOTAL					
				CONTINGENCY (30%) =	$55,300
				SOFT COSTS (25%)* =	$46,100
				GRAND TOTAL =	**$285,600**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Yosemite Avenue (Vineyard Ave - High St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2304	$20	$46,080
2	CURB AND GUTTER	LF	320	$36	$11,520
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	30	$1,000	$30,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$5,000	$5,000
8	TREES	EA	11	$400	$4,400
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	1	$1,500	$1,500
12	COBRA/DECORATIVE STREET LIGHTING	EA	4	$11,500	$46,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$11,600	$11,600
18	MISC ITEMS (10%)	LS	1	$14,500	$14,500
19	MOBILIZATION (10%)	LS	1	$17,100	$17,100
				SUBTOTAL=	$187,700
GRAND TOTAL					
				CONTINGENCY (30%) =	$56,400
				SOFT COSTS (25%)* =	$47,000
				GRAND TOTAL =	**$291,100**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Yosemite Avenue (High St-Lyons St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1800	$20	$36,000
2	CURB AND GUTTER	LF	250	$36	$9,000
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$3,200	$3,200
8	TREES	EA	1	$400	$400
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	1	$1,500	$1,500
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$6,600	$6,600
18	MISC ITEMS (10%)	LS	1	$8,200	$8,200
19	MOBILIZATION (10%)	LS	1	$9,700	$9,700
				SUBTOTAL=	$106,100
GRAND TOTAL					
				CONTINGENCY (30%) =	$31,900
				SOFT COSTS (25%)* =	$26,600
				GRAND TOTAL =	**$164,600**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 6th Street (H St - G St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2016	$20	$40,320
2	CURB AND GUTTER	LF	280	$36	$10,080
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	240	$138	$33,120
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$5,200	$5,200
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$8,100	$8,100
18	MISC ITEMS (10%)	LS	1	$10,100	$10,100
19	MOBILIZATION (10%)	LS	1	$11,900	$11,900
				SUBTOTAL=	$130,400
GRAND TOTAL					
				CONTINGENCY (30%) =	$39,200
				SOFT COSTS (25%)* =	$32,600
				GRAND TOTAL =	**$202,200**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 6th Street (G St - Gateway St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2160	$20	$43,200
2	CURB AND GUTTER	LF	300	$36	$10,800
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	210	$138	$28,980
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$4,400	$4,400
8	TREES	EA	5	$400	$2,000
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$8,100	$8,100
18	MISC ITEMS (10%)	LS	1	$10,100	$10,100
19	MOBILIZATION (10%)	LS	1	$12,000	$12,000
				SUBTOTAL=	$131,100
GRAND TOTAL					
				CONTINGENCY (30%) =	$39,400
				SOFT COSTS (25%)* =	$32,800
				GRAND TOTAL =	**$203,300**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 6th Street (Gateway St - E St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2160	$20	$43,200
2	CURB AND GUTTER	LF	300	$36	$10,800
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	230	$138	$31,740
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$6,200	$6,200
8	TREES	EA	2	$400	$800
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	1	$200,000	$200,000
17	DRAINAGE (8%)	LS	1	$25,300	$25,300
18	MISC ITEMS (10%)	LS	1	$31,600	$31,600
19	MOBILIZATION (10%)	LS	1	$37,300	$37,300
				SUBTOTAL=	$410,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$123,000
				SOFT COSTS (25%)* =	$102,500
				GRAND TOTAL =	**$635,500**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 6th Street (E St - D St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2088	$20	$41,760
2	CURB AND GUTTER	LF	290	$36	$10,440
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	240	$138	$33,120
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$4,300	$4,300
8	TREES	EA	9	$400	$3,600
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	4	$11,500	$46,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$11,200	$11,200
18	MISC ITEMS (10%)	LS	1	$14,000	$14,000
19	MOBILIZATION (10%)	LS	1	$16,500	$16,500
				SUBTOTAL=	$181,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$54,300
				SOFT COSTS (25%)* =	$45,300
				GRAND TOTAL =	**$280,600**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 6th Street (D St - C St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2232	$20	$44,640
2	CURB AND GUTTER	LF	310	$36	$11,160
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	250	$138	$34,500
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$4,400	$4,400
8	TREES	EA	8	$400	$3,200
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$9,700	$9,700
18	MISC ITEMS (10%)	LS	1	$12,100	$12,100
19	MOBILIZATION (10%)	LS	1	$14,300	$14,300
				SUBTOTAL=	$157,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$47,100
				SOFT COSTS (25%)* =	$39,300
				GRAND TOTAL =	**$243,400**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 6th Street (C St - B St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2160	$20	$43,200
2	CURB AND GUTTER	LF	300	$36	$10,800
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	240	$138	$33,120
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$4,300	$4,300
8	TREES	EA	9	$400	$3,600
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$8,600	$8,600
18	MISC ITEMS (10%)	LS	1	$10,700	$10,700
19	MOBILIZATION (10%)	LS	1	$12,600	$12,600
				SUBTOTAL=	$138,500
GRAND TOTAL					
				CONTINGENCY (30%) =	$41,600
				SOFT COSTS (25%)* =	$34,700
				GRAND TOTAL =	**$214,800**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 6th Street (B St - A St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2160	$20	$43,200
2	CURB AND GUTTER	LF	300	$36	$10,800
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	240	$138	$33,120
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$4,200	$4,200
8	TREES	EA	3	$400	$1,200
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	3	$11,500	$34,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$10,200	$10,200
18	MISC ITEMS (10%)	LS	1	$12,800	$12,800
19	MOBILIZATION (10%)	LS	1	$15,100	$15,100
				SUBTOTAL=	$165,200
GRAND TOTAL					
				CONTINGENCY (30%) =	$49,600
				SOFT COSTS (25%)* =	$41,300
				GRAND TOTAL =	**$256,100**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 6th Street (A St - Lake St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2088	$20	$41,760
2	CURB AND GUTTER	LF	290	$36	$10,440
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	210	$138	$28,980
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$4,100	$4,100
8	TREES	EA	4	$400	$1,600
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	3	$11,500	$34,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$9,800	$9,800
18	MISC ITEMS (10%)	LS	1	$12,200	$12,200
19	MOBILIZATION (10%)	LS	1	$14,400	$14,400
				SUBTOTAL=	$157,800
GRAND TOTAL					
				CONTINGENCY (30%) =	$47,400
				SOFT COSTS (25%)* =	$39,500
				GRAND TOTAL =	**$244,700**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 6th Street (Lake St -Vineyard Ave)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	7320	$20	$146,400
2	CURB AND GUTTER	LF	610	$36	$21,960
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	300	$138	$41,400
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,300	$2,300
8	TREES	EA	13	$400	$5,200
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	3	$11,500	$34,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$20,200	$20,200
18	MISC ITEMS (10%)	LS	1	$25,200	$25,200
19	MOBILIZATION (10%)	LS	1	$29,800	$29,800
				SUBTOTAL=	$327,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$98,100
				SOFT COSTS (25%)* =	$81,800
				GRAND TOTAL =	**$506,900**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: 6th Street (Vineyard Ave - High St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	0	$20	$0
2	CURB AND GUTTER	LF	0	$36	$0
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$0	$0
8	TREES	EA	12	$400	$4,800
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$400	$400
18	MISC ITEMS (10%)	LS	1	$500	$500
19	MOBILIZATION (10%)	LS	1	$600	$600
				SUBTOTAL=	$6,300
GRAND TOTAL					
				CONTINGENCY (30%) =	$1,900
				SOFT COSTS (25%)* =	$1,600
				GRAND TOTAL =	**$9,800**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: H Street (Yosemite Ave-6th St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1050	$20	$21,000
2	CURB AND GUTTER	LF	175	$36	$6,300
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	0	$1,800	$0
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	3	$11,500	$34,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$5,000	$5,000
18	MISC ITEMS (10%)	LS	1	$6,200	$6,200
19	MOBILIZATION (10%)	LS	1	$7,300	$7,300
				SUBTOTAL=	$80,300
GRAND TOTAL					
				CONTINGENCY (30%) =	$24,100
				SOFT COSTS (25%)* =	$20,100
				GRAND TOTAL =	**$124,500**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: G Street (4th St - 5th St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2232	$15	$33,480
2	CURB AND GUTTER	LF	310	$17	$5,270
3	MEDIAN CURB	LF	450	$10	$4,500
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,300	$1,300
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2640	$15	$39,600
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$10,200	$10,200
18	MISC ITEMS (10%)	LS	1	$12,800	$12,800
19	MOBILIZATION (10%)	LS	1	$15,100	$15,100
				SUBTOTAL=	**$165,300**
GRAND TOTAL					
				CONTINGENCY (30%) =	$49,600
				SOFT COSTS (25%)* =	$41,400
				GRAND TOTAL =	**$256,300**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: G Street (5th St - Yosemite Ave)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2448	$15	$36,720
2	CURB AND GUTTER	LF	340	$17	$5,780
3	MEDIAN CURB	LF	720	$10	$7,200
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$300	$300
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	4080	$15	$61,200
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$12,400	$12,400
18	MISC ITEMS (10%)	LS	1	$15,500	$15,500
19	MOBILIZATION (10%)	LS	1	$18,300	$18,300
				SUBTOTAL=	$200,400
GRAND TOTAL					
				CONTINGENCY (30%) =	$60,200
				SOFT COSTS (25%)* =	$50,100
				GRAND TOTAL =	**$310,700**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Gateway Street (4th St - 5th St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	3384	$20	$67,680
2	CURB AND GUTTER	LF	410	$36	$14,760
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	270	$138	$37,260
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$11,000	$11,000
8	TREES	EA	5	$400	$2,000
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$10,700	$10,700
18	MISC ITEMS (10%)	LS	1	$13,300	$13,300
19	MOBILIZATION (10%)	LS	1	$15,700	$15,700
				SUBTOTAL=	$172,400
GRAND TOTAL					
				CONTINGENCY (30%) =	$51,800
				SOFT COSTS (25%)* =	$43,100
				GRAND TOTAL =	**$267,300**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Gateway Street (5th St-Yosemite Ave)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	4476	$20	$89,520
2	CURB AND GUTTER	LF	540	$36	$19,440
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	250	$138	$34,500
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$11,100	$11,100
8	TREES	EA	6	$400	$2,400
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$12,600	$12,600
18	MISC ITEMS (10%)	LS	1	$15,700	$15,700
19	MOBILIZATION (10%)	LS	1	$18,600	$18,600
				SUBTOTAL=	$203,900
GRAND TOTAL					
				CONTINGENCY (30%) =	$61,200
				SOFT COSTS (25%)* =	$51,000
				GRAND TOTAL =	**$316,100**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Gateway Street (Yosemite Ave-6th St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	0	$20	$0
2	CURB AND GUTTER	LF	0	$36	$0
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	220	$138	$30,360
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$12,400	$12,400
8	TREES	EA	5	$400	$2,000
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$5,500	$5,500
18	MISC ITEMS (10%)	LS	1	$6,800	$6,800
19	MOBILIZATION (10%)	LS	1	$8,100	$8,100
				SUBTOTAL=	$88,200
GRAND TOTAL					
				CONTINGENCY (30%) =	$26,500
				SOFT COSTS (25%)* =	$22,100
				GRAND TOTAL =	**$136,800**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: E Street (4th St - 5th St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	7680	$20	$153,600
2	CURB AND GUTTER	LF	935	$36	$33,660
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	230	$138	$31,740
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,200	$1,200
8	TREES	EA	7	$400	$2,800
9	LANDSCAPE/IRRIGATION	SF	1600	$15	$24,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	3	$11,500	$34,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$22,600	$22,600
18	MISC ITEMS (10%)	LS	1	$28,200	$28,200
19	MOBILIZATION (10%)	LS	1	$33,300	$33,300
				SUBTOTAL=	$365,600
GRAND TOTAL					
				CONTINGENCY (30%) =	$109,700
				SOFT COSTS (25%)* =	$91,400
				GRAND TOTAL =	**$566,700**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: E Street (5th St-Yosemite Ave)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	0	$20	$0
2	CURB AND GUTTER	LF	0	$36	$0
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	10	$1,000	$10,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$3,400	$3,400
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$1,100	$1,100
18	MISC ITEMS (10%)	LS	1	$1,400	$1,400
19	MOBILIZATION (10%)	LS	1	$1,600	$1,600
				SUBTOTAL=	$17,500
GRAND TOTAL					
				CONTINGENCY (30%) =	$5,300
				SOFT COSTS (25%)* =	$4,400
				GRAND TOTAL =	**$27,200**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: E Street (Yosemite Ave-6th St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2160	$20	$43,200
2	CURB AND GUTTER	LF	740	$36	$26,640
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$3,200	$3,200
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2400	$15	$36,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$10,400	$10,400
18	MISC ITEMS (10%)	LS	1	$13,000	$13,000
19	MOBILIZATION (10%)	LS	1	$15,300	$15,300
				SUBTOTAL=	$167,800
GRAND TOTAL					
				CONTINGENCY (30%) =	$50,400
				SOFT COSTS (25%)* =	$42,000
				GRAND TOTAL =	**$260,200**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: D Street (4th St - 5th St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2304	$20	$46,080
2	CURB AND GUTTER	LF	320	$36	$11,520
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	240	$138	$33,120
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,900	$2,900
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$8,500	$8,500
18	MISC ITEMS (10%)	LS	1	$10,600	$10,600
19	MOBILIZATION (10%)	LS	1	$12,500	$12,500
				SUBTOTAL=	$136,800
GRAND TOTAL					
				CONTINGENCY (30%) =	$41,100
				SOFT COSTS (25%)* =	$34,200
				GRAND TOTAL =	**$212,100**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: D Street (5th-Yosemite Ave)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2448	$20	$48,960
2	CURB AND GUTTER	LF	340	$36	$12,240
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$3,200	$3,200
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	3	$11,500	$34,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$9,600	$9,600
18	MISC ITEMS (10%)	LS	1	$11,900	$11,900
19	MOBILIZATION (10%)	LS	1	$14,100	$14,100
				SUBTOTAL=	$154,500
GRAND TOTAL					
				CONTINGENCY (30%) =	$46,400
				SOFT COSTS (25%)* =	$38,700
				GRAND TOTAL =	**$239,600**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: D Street (Yosemite Ave - 6th St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2232	$20	$44,640
2	CURB AND GUTTER	LF	560	$36	$20,160
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$3,600	$3,600
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	1800	$15	$27,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$9,300	$9,300
18	MISC ITEMS (10%)	LS	1	$11,600	$11,600
19	MOBILIZATION (10%)	LS	1	$13,700	$13,700
				SUBTOTAL=	$150,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$45,000
				SOFT COSTS (25%)* =	$37,500
				GRAND TOTAL =	**$232,500**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: C Street (4th St - 5th St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2376	$20	$47,520
2	CURB AND GUTTER	LF	330	$36	$11,880
3	MEDIAN CURB	LF	720	$15	$10,800
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	180	$138	$24,840
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$500	$500
8	TREES	EA	7	$400	$2,800
9	LANDSCAPE/IRRIGATION	SF	4200	$15	$63,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$14,800	$14,800
18	MISC ITEMS (10%)	LS	1	$18,500	$18,500
19	MOBILIZATION (10%)	LS	1	$21,800	$21,800
				SUBTOTAL=	$239,500
GRAND TOTAL					
				CONTINGENCY (30%) =	$71,900
				SOFT COSTS (25%)* =	$59,900
				GRAND TOTAL =	**$371,300**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: C Street (5th St-Yosemite Ave)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2232	$20	$44,640
2	CURB AND GUTTER	LF	430	$36	$15,480
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	260	$138	$35,880
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$5,600	$5,600
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	1800	$15	$27,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$10,300	$10,300
18	MISC ITEMS (10%)	LS	1	$12,900	$12,900
19	MOBILIZATION (10%)	LS	1	$15,200	$15,200
				SUBTOTAL=	$167,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$50,100
				SOFT COSTS (25%)* =	$41,800
				GRAND TOTAL =	**$258,900**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: C Street (Yosemite Ave-6th St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2376	$20	$47,520
2	CURB AND GUTTER	LF	710	$36	$25,560
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	260	$138	$35,880
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$3,600	$3,600
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	1350	$15	$20,250
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$10,700	$10,700
18	MISC ITEMS (10%)	LS	1	$13,300	$13,300
19	MOBILIZATION (10%)	LS	1	$15,700	$15,700
				SUBTOTAL=	$172,600
GRAND TOTAL					
				CONTINGENCY (30%) =	$51,800
				SOFT COSTS (25%)* =	$43,200
				GRAND TOTAL =	**$267,600**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: B Street (4th St - 5th St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2376	$20	$47,520
2	CURB AND GUTTER	LF	330	$36	$11,880
3	MEDIAN CURB	LF	700	$15	$10,500
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	180	$138	$24,840
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$500	$500
8	TREES	EA	7	$400	$2,800
9	LANDSCAPE/IRRIGATION	SF	4080	$15	$61,200
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$14,600	$14,600
18	MISC ITEMS (10%)	LS	1	$18,300	$18,300
19	MOBILIZATION (10%)	LS	1	$21,600	$21,600
				SUBTOTAL=	$236,800
GRAND TOTAL					
				CONTINGENCY (30%) =	$71,100
				SOFT COSTS (25%)* =	$59,200
				GRAND TOTAL =	**$367,100**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: B Street (5th St-Yosemite Ave))

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2448	$20	$48,960
2	CURB AND GUTTER	LF	340	$36	$12,240
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,800	$1,800
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$8,500	$8,500
18	MISC ITEMS (10%)	LS	1	$10,600	$10,600
19	MOBILIZATION (10%)	LS	1	$12,600	$12,600
				SUBTOTAL=	$137,700
GRAND TOTAL					
				CONTINGENCY (30%) =	$41,400
				SOFT COSTS (25%)* =	$34,500
				GRAND TOTAL =	**$213,600**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: B Street (Yosemite Ave-6th St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2376	$20	$47,520
2	CURB AND GUTTER	LF	330	$36	$11,880
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,900	$1,900
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$8,400	$8,400
18	MISC ITEMS (10%)	LS	1	$10,500	$10,500
19	MOBILIZATION (10%)	LS	1	$12,400	$12,400
				SUBTOTAL=	$135,600
GRAND TOTAL					
				CONTINGENCY (30%) =	$40,700
				SOFT COSTS (25%)* =	$33,900
				GRAND TOTAL =	**$210,200**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: A Street (4th St - 5th St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2232	$20	$44,640
2	CURB AND GUTTER	LF	310	$36	$11,160
3	MEDIAN CURB	LF	680	$15	$10,200
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$500	$500
8	TREES	EA	7	$400	$2,800
9	LANDSCAPE/IRRIGATION	SF	3960	$15	$59,400
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$13,800	$13,800
18	MISC ITEMS (10%)	LS	1	$17,200	$17,200
19	MOBILIZATION (10%)	LS	1	$20,300	$20,300
				SUBTOTAL=	$223,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$66,900
				SOFT COSTS (25%)* =	$55,800
				GRAND TOTAL =	**$345,700**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: A Street (5th St-Yosemite Ave)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2376	$20	$47,520
2	CURB AND GUTTER	LF	330	$36	$11,880
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	240	$138	$33,120
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,800	$1,800
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	4	$11,500	$46,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$11,300	$11,300
18	MISC ITEMS (10%)	LS	1	$14,100	$14,100
19	MOBILIZATION (10%)	LS	1	$16,600	$16,600
				SUBTOTAL=	$182,400
GRAND TOTAL					
				CONTINGENCY (30%) =	$54,800
				SOFT COSTS (25%)* =	$45,600
				GRAND TOTAL =	**$282,800**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: A Street (Yosemite Ave-6th St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2376	$20	$47,520
2	CURB AND GUTTER	LF	330	$36	$11,880
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	240	$138	$33,120
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,000	$2,000
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$9,500	$9,500
18	MISC ITEMS (10%)	LS	1	$11,800	$11,800
19	MOBILIZATION (10%)	LS	1	$13,900	$13,900
				SUBTOTAL=	$152,800
GRAND TOTAL					
				CONTINGENCY (30%) =	$45,900
				SOFT COSTS (25%)* =	$38,200
				GRAND TOTAL =	**$236,900**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Lake Street (4th St - 5th St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2376	$20	$47,520
2	CURB AND GUTTER	LF	330	$36	$11,880
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	240	$138	$33,120
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$4,600	$4,600
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$9,700	$9,700
18	MISC ITEMS (10%)	LS	1	$12,100	$12,100
19	MOBILIZATION (10%)	LS	1	$14,200	$14,200
				SUBTOTAL=	$156,200
GRAND TOTAL					
				CONTINGENCY (30%) =	$46,900
				SOFT COSTS (25%)* =	$39,100
				GRAND TOTAL =	**$242,200**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Lake Street (5th St-Yosemite Ave)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2376	$20	$47,520
2	CURB AND GUTTER	LF	330	$36	$11,880
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	230	$138	$31,740
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$4,800	$4,800
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$9,600	$9,600
18	MISC ITEMS (10%)	LS	1	$11,900	$11,900
19	MOBILIZATION (10%)	LS	1	$14,100	$14,100
				SUBTOTAL=	$154,600
GRAND TOTAL					
				CONTINGENCY (30%) =	$46,400
				SOFT COSTS (25%)* =	$38,700
				GRAND TOTAL =	**$239,700**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Lake Street (Yosemite Ave-6th St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2520	$20	$50,400
2	CURB AND GUTTER	LF	350	$36	$12,600
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$5,400	$5,400
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$9,000	$9,000
18	MISC ITEMS (10%)	LS	1	$11,200	$11,200
19	MOBILIZATION (10%)	LS	1	$13,200	$13,200
				SUBTOTAL=	$144,800
GRAND TOTAL					
				CONTINGENCY (30%) =	$43,500
				SOFT COSTS (25%)* =	$36,200
				GRAND TOTAL =	**$224,500**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Flume Street (4th St-5th St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2520	$20	$50,400
2	CURB AND GUTTER	LF	325	$36	$11,700
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$400	$400
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	3	$11,500	$34,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$9,400	$9,400
18	MISC ITEMS (10%)	LS	1	$11,700	$11,700
19	MOBILIZATION (10%)	LS	1	$13,900	$13,900
				SUBTOTAL=	$152,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$45,600
				SOFT COSTS (25%)* =	$38,000
				GRAND TOTAL =	**$235,600**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Flume Street (5th St - Yosemite Ave)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2376	$20	$47,520
2	CURB AND GUTTER	LF	330	$36	$11,880
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	20	$1,000	$20,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,700	$1,700
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$7,500	$7,500
18	MISC ITEMS (10%)	LS	1	$9,300	$9,300
19	MOBILIZATION (10%)	LS	1	$11,000	$11,000
				SUBTOTAL=	$120,400
GRAND TOTAL					
				CONTINGENCY (30%) =	$36,200
				SOFT COSTS (25%)* =	$30,100
				GRAND TOTAL =	**$186,700**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Vineyard Ave (Yosemite Ave-6th St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	3876	$20	$77,520
2	CURB AND GUTTER	LF	480	$36	$17,280
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	240	$138	$33,120
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,500	$1,500
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$12,200	$12,200
18	MISC ITEMS (10%)	LS	1	$15,300	$15,300
19	MOBILIZATION (10%)	LS	1	$18,000	$18,000
				SUBTOTAL=	$198,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$59,400
				SOFT COSTS (25%)* =	$49,500
				GRAND TOTAL =	**$306,900**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: High Street (4th St - 5th St)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2376	$20	$47,520
2	CURB AND GUTTER	LF	330	$36	$11,880
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	14	$1,000	$14,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	0	$0	$0
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$7,800	$7,800
18	MISC ITEMS (10%)	LS	1	$9,700	$9,700
19	MOBILIZATION (10%)	LS	1	$11,400	$11,400
				SUBTOTAL=	$125,300
GRAND TOTAL					
				CONTINGENCY (30%) =	$37,600
				SOFT COSTS (25%)* =	$31,400
				GRAND TOTAL =	**$194,300**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: High Street (5th St-Yosemite Ave)

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2376	$20	$47,520
2	CURB AND GUTTER	LF	330	$36	$11,880
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	0	$140	$0
5	SLURRY SEAL	TON	14	$1,000	$14,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,780	$1,780
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	3	$11,500	$34,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$8,800	$8,800
18	MISC ITEMS (10%)	LS	1	$11,000	$11,000
19	MOBILIZATION (10%)	LS	1	$13,000	$13,000
				SUBTOTAL=	$142,500
GRAND TOTAL					
				CONTINGENCY (30%) =	$42,800
				SOFT COSTS (25%)* =	$35,700
				GRAND TOTAL =	**$221,000**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

Estimate Per Intersection

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 4th Street and G St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1120	$20	$22,400
2	CURB AND GUTTER	LF	130	$36	$4,680
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	60	$140	$8,400
5	SLURRY SEAL	TON	10	$1,000	$10,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$4,000	$4,000
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	1400	$15	$21,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	1	$32,000	$32,000
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$8,200	$8,200
18	MISC ITEMS (10%)	LS	1	$10,300	$10,300
19	MOBILIZATION (10%)	LS	1	$12,100	$12,100
				SUBTOTAL=	$133,100
GRAND TOTAL					
				CONTINGENCY (30%) =	$40,000
				SOFT COSTS (25%)* =	$33,300
				GRAND TOTAL =	**$206,400**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 4th Street and Gateway St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	0	$20	$0
2	CURB AND GUTTER	LF	0	$36	$0
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	60	$140	$8,400
5	SLURRY SEAL	TON	10	$1,000	$10,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$4,300	$4,300
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	1	$32,000	$32,000
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$4,400	$4,400
18	MISC ITEMS (10%)	LS	1	$5,500	$5,500
19	MOBILIZATION (10%)	LS	1	$6,500	$6,500
				SUBTOTAL=	$71,100
GRAND TOTAL					
				CONTINGENCY (30%) =	$21,400
				SOFT COSTS (25%)* =	$17,800
				GRAND TOTAL =	**$110,300**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 4th Street and E St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2400	$20	$48,000
2	CURB AND GUTTER	LF	215	$36	$7,740
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	30	$140	$4,200
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,700	$2,700
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	3000	$15	$45,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	1	$50,000	$50,000
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$14,500	$14,500
18	MISC ITEMS (10%)	LS	1	$18,100	$18,100
19	MOBILIZATION (10%)	LS	1	$21,400	$21,400
				SUBTOTAL=	$234,700
GRAND TOTAL					
				CONTINGENCY (30%) =	$70,500
				SOFT COSTS (25%)* =	$58,700
				GRAND TOTAL =	**$363,900**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 4th Street and D St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	3960	$20	$79,200
2	CURB AND GUTTER	LF	290	$36	$10,440
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	40	$140	$5,600
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,800	$2,800
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	6600	$15	$99,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	1	$32,000	$32,000
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$18,400	$18,400
18	MISC ITEMS (10%)	LS	1	$23,000	$23,000
19	MOBILIZATION (10%)	LS	1	$27,100	$27,100
				SUBTOTAL=	$297,600
GRAND TOTAL					
				CONTINGENCY (30%) =	$89,300
				SOFT COSTS (25%)* =	$74,400
				GRAND TOTAL =	**$461,300**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 4th Street and C St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2800	$20	$56,000
2	CURB AND GUTTER	LF	215	$36	$7,740
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	20	$140	$2,800
5	SLURRY SEAL	TON	10	$1,000	$10,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,300	$1,300
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	3500	$15	$52,500
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$12,300	$12,300
18	MISC ITEMS (10%)	LS	1	$15,400	$15,400
19	MOBILIZATION (10%)	LS	1	$18,200	$18,200
				SUBTOTAL=	$199,300
GRAND TOTAL					
				CONTINGENCY (30%) =	$59,800
				SOFT COSTS (25%)* =	$49,900
				GRAND TOTAL =	**$309,000**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 4th Street and B St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2800	$20	$56,000
2	CURB AND GUTTER	LF	215	$36	$7,740
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	20	$140	$2,800
5	SLURRY SEAL	TON	10	$1,000	$10,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,300	$1,300
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	3500	$15	$52,500
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$11,400	$11,400
18	MISC ITEMS (10%)	LS	1	$14,200	$14,200
19	MOBILIZATION (10%)	LS	1	$16,800	$16,800
				SUBTOTAL=	$184,300
GRAND TOTAL					
				CONTINGENCY (30%) =	$55,300
				SOFT COSTS (25%)* =	$46,100
				GRAND TOTAL =	**$285,700**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 4th Street and A St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	3360	$20	$67,200
2	CURB AND GUTTER	LF	255	$36	$9,180
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	20	$140	$2,800
5	SLURRY SEAL	TON	10	$1,000	$10,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,200	$1,200
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	4200	$15	$63,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$14,200	$14,200
18	MISC ITEMS (10%)	LS	1	$17,700	$17,700
19	MOBILIZATION (10%)	LS	1	$20,900	$20,900
				SUBTOTAL=	$229,200
GRAND TOTAL					
				CONTINGENCY (30%) =	$68,800
				SOFT COSTS (25%)* =	$57,300
				GRAND TOTAL =	**$355,300**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 4th Street and Lake St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2183	$20	$43,650
2	CURB AND GUTTER	LF	190	$36	$6,840
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	70	$140	$9,800
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	200	$138	$27,600
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$4,500	$4,500
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2425	$15	$36,375
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$12,200	$12,200
18	MISC ITEMS (10%)	LS	1	$15,200	$15,200
19	MOBILIZATION (10%)	LS	1	$18,000	$18,000
				SUBTOTAL=	$197,200
GRAND TOTAL					
				CONTINGENCY (30%) =	$59,200
				SOFT COSTS (25%)* =	$49,300

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 4th Street and Flume St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	400	$20	$8,000
2	CURB AND GUTTER	LF	40	$36	$1,440
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	50	$140	$7,000
5	SLURRY SEAL	TON	10	$1,000	$10,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$0	$0
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$3,100	$3,100
18	MISC ITEMS (10%)	LS	1	$3,800	$3,800
19	MOBILIZATION (10%)	LS	1	$4,500	$4,500
				SUBTOTAL=	$49,400
GRAND TOTAL					
				CONTINGENCY (30%) =	$14,900
				SOFT COSTS (25%)* =	$12,400
				GRAND TOTAL =	**$76,700**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 5th Street and High St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1600	$20	$32,000
2	CURB AND GUTTER	LF	220	$36	$7,920
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	40	$140	$5,600
5	SLURRY SEAL	TON	10	$1,000	$10,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,500	$2,500
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2000	$15	$30,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	3	$11,500	$34,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$9,900	$9,900
18	MISC ITEMS (10%)	LS	1	$12,300	$12,300
19	MOBILIZATION (10%)	LS	1	$14,500	$14,500
				SUBTOTAL=	$159,300
GRAND TOTAL					
				CONTINGENCY (30%) =	$47,800
				SOFT COSTS (25%)* =	$39,900
				GRAND TOTAL =	**$247,000**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 5th Street and G St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2280	$20	$45,600
2	CURB AND GUTTER	LF	225	$36	$8,100
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	30	$140	$4,200
5	SLURRY SEAL	TON	10	$1,000	$10,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,500	$1,500
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2850	$15	$42,750
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$10,900	$10,900
18	MISC ITEMS (10%)	LS	1	$13,600	$13,600
19	MOBILIZATION (10%)	LS	1	$16,000	$16,000
				SUBTOTAL=	$175,700
GRAND TOTAL					
				CONTINGENCY (30%) =	$52,800
				SOFT COSTS (25%)* =	$44,000
				GRAND TOTAL =	**$272,500**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 5th Street and Gateway St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	800	$20	$16,000
2	CURB AND GUTTER	LF	100	$36	$3,600
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	10	$140	$1,400
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	10	$138	$1,380
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$600	$600
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	1000	$15	$15,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$4,000	$4,000
18	MISC ITEMS (10%)	LS	1	$5,000	$5,000
19	MOBILIZATION (10%)	LS	1	$5,900	$5,900
				SUBTOTAL=	$64,400
GRAND TOTAL					
				CONTINGENCY (30%) =	$19,400
				SOFT COSTS (25%)* =	$16,100
				GRAND TOTAL =	**$99,900**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 5th Street and E St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	990	$20	$19,800
2	CURB AND GUTTER	LF	220	$36	$7,920
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	20	$140	$2,800
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	40	$138	$5,520
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,300	$1,300
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	1650	$15	$24,750
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$5,000	$5,000
18	MISC ITEMS (10%)	LS	1	$6,300	$6,300
19	MOBILIZATION (10%)	LS	1	$7,400	$7,400
				SUBTOTAL=	$80,800
GRAND TOTAL					
				CONTINGENCY (30%) =	$24,300
				SOFT COSTS (25%)* =	$20,200
				GRAND TOTAL =	**$125,300**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 5th Street and D St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2800	$20	$56,000
2	CURB AND GUTTER	LF	310	$36	$11,160
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	40	$140	$5,600
5	SLURRY SEAL	TON	10	$1,000	$10,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,000	$2,000
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	3500	$15	$52,500
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	1	$50,000	$50,000
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$16,900	$16,900
18	MISC ITEMS (10%)	LS	1	$21,100	$21,100
19	MOBILIZATION (10%)	LS	1	$24,900	$24,900
				SUBTOTAL=	$273,200
GRAND TOTAL					
				CONTINGENCY (30%) =	$82,000
				SOFT COSTS (25%)* =	$68,300
				GRAND TOTAL =	**$423,500**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 5th Street and C St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2040	$20	$40,800
2	CURB AND GUTTER	LF	350	$36	$12,600
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	20	$140	$2,800
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	40	$138	$5,520
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$900	$900
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	3400	$15	$51,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$11,000	$11,000
18	MISC ITEMS (10%)	LS	1	$13,700	$13,700
19	MOBILIZATION (10%)	LS	1	$16,200	$16,200
				SUBTOTAL=	$177,600
GRAND TOTAL					
				CONTINGENCY (30%) =	$53,300
				SOFT COSTS (25%)* =	$44,400
				GRAND TOTAL =	**$275,300**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 5th Street and B St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2700	$20	$54,000
2	CURB AND GUTTER	LF	270	$36	$9,720
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	20	$140	$2,800
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	40	$138	$5,520
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,000	$1,000
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	4500	$15	$67,500
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$13,100	$13,100
18	MISC ITEMS (10%)	LS	1	$16,400	$16,400
19	MOBILIZATION (10%)	LS	1	$19,400	$19,400
				SUBTOTAL=	$212,500
GRAND TOTAL					
				CONTINGENCY (30%) =	$63,800
				SOFT COSTS (25%)* =	$53,200
				GRAND TOTAL =	**$329,500**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 5th Street and A St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1840	$20	$36,800
2	CURB AND GUTTER	LF	220	$36	$7,920
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	20	$140	$2,800
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	40	$138	$5,520
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,100	$1,100
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2300	$15	$34,500
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$8,100	$8,100
18	MISC ITEMS (10%)	LS	1	$10,100	$10,100
19	MOBILIZATION (10%)	LS	1	$11,900	$11,900
				SUBTOTAL=	$130,300
GRAND TOTAL					
				CONTINGENCY (30%) =	$39,100
				SOFT COSTS (25%)* =	$32,600
				GRAND TOTAL =	**$202,000**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 5th Street and Lake St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2000	$20	$40,000
2	CURB AND GUTTER	LF	215	$36	$7,740
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	20	$140	$2,800
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	40	$138	$5,520
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,100	$1,100
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2500	$15	$37,500
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$8,500	$8,500
18	MISC ITEMS (10%)	LS	1	$10,700	$10,700
19	MOBILIZATION (10%)	LS	1	$12,600	$12,600
				SUBTOTAL=	$138,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$41,400
				SOFT COSTS (25%)* =	$34,500
				GRAND TOTAL =	**$213,900**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 5th Street and Flume St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1760	$20	$35,200
2	CURB AND GUTTER	LF	220	$36	$7,920
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	40	$140	$5,600
5	SLURRY SEAL	TON	10	$1,000	$10,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,100	$2,100
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2200	$15	$33,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$8,500	$8,500
18	MISC ITEMS (10%)	LS	1	$10,600	$10,600
19	MOBILIZATION (10%)	LS	1	$12,500	$12,500
				SUBTOTAL=	$137,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$41,100
				SOFT COSTS (25%)* =	$34,300
				GRAND TOTAL =	**$212,400**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of Yosemite Avenue and H St

h	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	325	$20	$6,500
2	CURB AND GUTTER	LF	45	$36	$1,620
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	10	$140	$1,400
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	10	$138	$1,380
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$400	$400
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	325	$15	$4,875
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	1	$200,000	$200,000
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$32,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$17,300	$17,300
18	MISC ITEMS (10%)	LS	1	$21,700	$21,700
19	MOBILIZATION (10%)	LS	1	$25,600	$25,600
				SUBTOTAL=	$280,800
GRAND TOTAL					
				CONTINGENCY (30%) =	$84,300
				SOFT COSTS (25%)* =	$70,200
				GRAND TOTAL =	**$435,300**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of Yosemite Avenue and G St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2093	$20	$41,850
2	CURB AND GUTTER	LF	200	$36	$7,200
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	80	$140	$11,200
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	60	$138	$8,280
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,000	$1,000
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2325	$15	$34,875
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$32,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$8,400	$8,400
18	MISC ITEMS (10%)	LS	1	$10,500	$10,500
19	MOBILIZATION (10%)	LS	1	$12,400	$12,400
				SUBTOTAL=	$135,800
GRAND TOTAL					
				CONTINGENCY (30%) =	$40,800
				SOFT COSTS (25%)* =	$34,000
				GRAND TOTAL =	**$210,600**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of Yosemite Avenue and Gateway St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	0	$20	$0
2	CURB AND GUTTER	LF	0	$36	$0
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	60	$140	$8,400
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	70	$138	$9,660
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$3,700	$3,700
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	1	$32,000	$32,000
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$4,400	$4,400
18	MISC ITEMS (10%)	LS	1	$5,400	$5,400
19	MOBILIZATION (10%)	LS	1	$6,400	$6,400
				SUBTOTAL=	$70,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$21,000
				SOFT COSTS (25%)* =	$17,500
				GRAND TOTAL =	**$108,500**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of Yosemite Avenue and E St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1220	$20	$24,400
2	CURB AND GUTTER	LF	170	$36	$6,120
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	10	$140	$1,400
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	50	$138	$6,900
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$400	$400
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	1525	$15	$22,875
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$5,000	$5,000
18	MISC ITEMS (10%)	LS	1	$6,300	$6,300
19	MOBILIZATION (10%)	LS	1	$7,400	$7,400
				SUBTOTAL=	$80,800
GRAND TOTAL					
				CONTINGENCY (30%) =	$24,300
				SOFT COSTS (25%)* =	$20,200
				GRAND TOTAL =	**$125,300**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of Yosemite Avenue and D St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1680	$20	$33,600
2	CURB AND GUTTER	LF	230	$36	$8,280
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	50	$140	$7,000
5	SLURRY SEAL	TON	10	$1,000	$10,000
6	HOT MIX ASPHALT	TON	60	$138	$8,280
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,700	$2,700
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2800	$15	$42,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	4	$1,500	$6,000
12	COBRA/DECORATIVE STREET LIGHTING	EA	4	$11,500	$46,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	1	$32,000	$32,000
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$15,700	$15,700
18	MISC ITEMS (10%)	LS	1	$19,600	$19,600
19	MOBILIZATION (10%)	LS	1	$23,200	$23,200
				SUBTOTAL=	$254,400
GRAND TOTAL					
				CONTINGENCY (30%) =	$76,400
				SOFT COSTS (25%)* =	$63,600
				GRAND TOTAL =	**$394,400**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of Yosemite Avenue and C St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1680	$20	$33,600
2	CURB AND GUTTER	LF	260	$36	$9,360
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	40	$140	$5,600
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	50	$138	$6,900
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,400	$2,400
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2800	$15	$42,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	2	$1,500	$3,000
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	1	$32,000	$32,000
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$12,700	$12,700
18	MISC ITEMS (10%)	LS	1	$15,800	$15,800
19	MOBILIZATION (10%)	LS	1	$18,700	$18,700
				SUBTOTAL=	$205,100
GRAND TOTAL					
				CONTINGENCY (30%) =	$61,600
				SOFT COSTS (25%)* =	$51,300
				GRAND TOTAL =	**$318,000**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of Yosemite Avenue and B St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2000	$20	$40,000
2	CURB AND GUTTER	LF	215	$36	$7,740
3	MEDIAN CURB	LF	80	$15	$1,200
4	STAMPED AC	TON	50	$140	$7,000
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	50	$138	$6,900
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,700	$2,700
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2500	$15	$37,500
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	1	$1,500	$1,500
12	COBRA/DECORATIVE STREET LIGHTING	EA	3	$11,500	$34,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	1	$50,000	$50,000
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$15,200	$15,200
18	MISC ITEMS (10%)	LS	1	$19,000	$19,000
19	MOBILIZATION (10%)	LS	1	$22,400	$22,400
				SUBTOTAL=	$245,700
GRAND TOTAL					
				CONTINGENCY (30%) =	$73,800
				SOFT COSTS (25%)* =	$61,500
				GRAND TOTAL =	**$381,000**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of Yosemite Avenue and A St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2600	$20	$52,000
2	CURB AND GUTTER	LF	270	$36	$9,720
3	MEDIAN CURB	LF	80	$15	$1,200
4	STAMPED AC	TON	40	$140	$5,600
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	50	$138	$6,900
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,600	$2,600
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2650	$15	$39,750
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	1	$1,500	$1,500
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	1	$50,000	$50,000
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$15,400	$15,400
18	MISC ITEMS (10%)	LS	1	$19,300	$19,300
19	MOBILIZATION (10%)	LS	1	$22,700	$22,700
				SUBTOTAL=	$249,700
GRAND TOTAL					
				CONTINGENCY (30%) =	$75,000
				SOFT COSTS (25%)* =	$62,500
				GRAND TOTAL =	**$387,200**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of Yosemite Avenue and Lake St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	0	$20	$0
2	CURB AND GUTTER	LF	0	$36	$0
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	60	$140	$8,400
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	80	$138	$11,040
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$3,400	$3,400
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	3	$1,500	$4,500
12	COBRA/DECORATIVE STREET LIGHTING	EA	3	$11,500	$34,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	1	$32,000	$32,000
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$7,600	$7,600
18	MISC ITEMS (10%)	LS	1	$9,400	$9,400
19	MOBILIZATION (10%)	LS	1	$11,100	$11,100
				SUBTOTAL=	$122,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$36,600
				SOFT COSTS (25%)* =	$30,500
				GRAND TOTAL =	**$189,100**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of Yosemite Avenue and Flume St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	810	$20	$16,200
2	CURB AND GUTTER	LF	95	$36	$3,420
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	10	$140	$1,400
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	10	$138	$1,380
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$600	$600
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	900	$15	$13,500
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$3,000	$3,000
18	MISC ITEMS (10%)	LS	1	$3,700	$3,700
19	MOBILIZATION (10%)	LS	1	$4,400	$4,400
				SUBTOTAL=	$47,600
GRAND TOTAL					
				CONTINGENCY (30%) =	$14,300
				SOFT COSTS (25%)* =	$11,900
				GRAND TOTAL =	**$73,800**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of Yosemite Avenue and Vineyard St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1080	$20	$21,600
2	CURB AND GUTTER	LF	130	$36	$4,680
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	10	$140	$1,400
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	10	$138	$1,380
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$600	$600
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	1800	$15	$27,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$4,600	$4,600
18	MISC ITEMS (10%)	LS	1	$5,700	$5,700
19	MOBILIZATION (10%)	LS	1	$6,700	$6,700
				SUBTOTAL=	$73,700
GRAND TOTAL					
				CONTINGENCY (30%) =	$22,200
				SOFT COSTS (25%)* =	$18,500
				GRAND TOTAL =	**$114,400**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of Yosemite Avenue and High St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	675	$20	$13,500
2	CURB AND GUTTER	LF	90	$36	$3,240
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	10	$140	$1,400
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	10	$138	$1,380
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$600	$600
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	750	$15	$11,250
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$3,500	$3,500
18	MISC ITEMS (10%)	LS	1	$4,300	$4,300
19	MOBILIZATION (10%)	LS	1	$5,100	$5,100
				SUBTOTAL=	$55,800
GRAND TOTAL					
				CONTINGENCY (30%) =	$16,800
				SOFT COSTS (25%)* =	$14,000
				GRAND TOTAL =	**$86,600**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 6th Street and H St

h	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	800	$20	$16,000
2	CURB AND GUTTER	LF	105	$36	$3,780
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	720	$140	$100,800
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,100	$1,100
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	1000	$15	$15,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$11,900	$11,900
18	MISC ITEMS (10%)	LS	1	$14,900	$14,900
19	MOBILIZATION (10%)	LS	1	$17,500	$17,500
				SUBTOTAL=	$192,500
GRAND TOTAL					
				CONTINGENCY (30%) =	$57,800
				SOFT COSTS (25%)* =	$48,200
				GRAND TOTAL =	**$298,500**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 6th Street and G St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1460	$20	$29,200
2	CURB AND GUTTER	LF	170	$36	$6,120
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	20	$140	$2,800
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	20	$138	$2,760
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$1,300	$1,300
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	1825	$15	$27,375
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	1	$50,000	$50,000
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$9,600	$9,600
18	MISC ITEMS (10%)	LS	1	$12,000	$12,000
19	MOBILIZATION (10%)	LS	1	$14,200	$14,200
				SUBTOTAL=	$155,400
GRAND TOTAL					
				CONTINGENCY (30%) =	$46,700
				SOFT COSTS (25%)* =	$38,900
				GRAND TOTAL =	**$241,000**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 6th Street and Gateway St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	0	$20	$0
2	CURB AND GUTTER	LF	0	$36	$0
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	50	$140	$7,000
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	70	$138	$9,660
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$3,700	$3,700
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	0	$15	$0
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	1	$32,000	$32,000
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$4,200	$4,200
18	MISC ITEMS (10%)	LS	1	$5,300	$5,300
19	MOBILIZATION (10%)	LS	1	$6,200	$6,200
				SUBTOTAL=	$68,100
GRAND TOTAL					
				CONTINGENCY (30%) =	$20,500
				SOFT COSTS (25%)* =	$17,100
				GRAND TOTAL =	**$105,700**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 6th Street and E St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	2440	$20	$48,800
2	CURB AND GUTTER	LF	260	$36	$9,360
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	40	$140	$5,600
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	50	$138	$6,900
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,700	$2,700
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	3050	$15	$45,750
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	1	$50,000	$50,000
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$14,500	$14,500
18	MISC ITEMS (10%)	LS	1	$18,100	$18,100
19	MOBILIZATION (10%)	LS	1	$21,400	$21,400
				SUBTOTAL=	$234,700
GRAND TOTAL					
				CONTINGENCY (30%) =	$70,500
				SOFT COSTS (25%)* =	$58,700
				GRAND TOTAL =	**$363,900**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 6th Street and D St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1650	$20	$33,000
2	CURB AND GUTTER	LF	270	$36	$9,720
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	40	$140	$5,600
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	50	$138	$6,900
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,200	$2,200
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2750	$15	$41,250
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	0	$11,500	$0
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$7,900	$7,900
18	MISC ITEMS (10%)	LS	1	$9,900	$9,900
19	MOBILIZATION (10%)	LS	1	$11,700	$11,700
				SUBTOTAL=	$128,200
GRAND TOTAL					
				CONTINGENCY (30%) =	$38,500
				SOFT COSTS (25%)* =	$32,100
				GRAND TOTAL =	**$198,800**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 6th Street and C St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1650	$20	$33,000
2	CURB AND GUTTER	LF	250	$36	$9,000
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	40	$140	$5,600
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	60	$138	$8,280
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,200	$2,200
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2750	$15	$41,250
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	3	$11,500	$34,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$10,800	$10,800
18	MISC ITEMS (10%)	LS	1	$13,400	$13,400
19	MOBILIZATION (10%)	LS	1	$15,900	$15,900
				SUBTOTAL=	$174,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$52,200
				SOFT COSTS (25%)* =	$43,500
				GRAND TOTAL =	**$269,700**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 6th Street and B St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1600	$20	$32,000
2	CURB AND GUTTER	LF	220	$36	$7,920
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	40	$140	$5,600
5	SLURRY SEAL	TON	10	$1,000	$10,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,300	$2,300
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2000	$15	$30,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$8,900	$8,900
18	MISC ITEMS (10%)	LS	1	$11,100	$11,100
19	MOBILIZATION (10%)	LS	1	$13,100	$13,100
				SUBTOTAL=	$144,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$43,200
				SOFT COSTS (25%)* =	$36,000
				GRAND TOTAL =	**$223,200**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 6th Street and A St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1600	$20	$32,000
2	CURB AND GUTTER	LF	220	$36	$7,920
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	40	$140	$5,600
5	SLURRY SEAL	TON	0	$1,000	$0
6	HOT MIX ASPHALT	TON	50	$138	$6,900
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,300	$2,300
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2000	$15	$30,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	2	$11,500	$23,000
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	1	$50,000	$50,000
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$12,700	$12,700
18	MISC ITEMS (10%)	LS	1	$15,800	$15,800
19	MOBILIZATION (10%)	LS	1	$18,700	$18,700
				SUBTOTAL=	$205,000
GRAND TOTAL					
				CONTINGENCY (30%) =	$61,500
				SOFT COSTS (25%)* =	$51,300
				GRAND TOTAL =	**$317,800**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 6th Street and Lake St

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	960	$20	$19,200
2	CURB AND GUTTER	LF	160	$36	$5,760
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	40	$140	$5,600
5	SLURRY SEAL	TON	10	$1,000	$10,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,900	$2,900
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	1200	$15	$18,000
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	1	$11,500	$11,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$5,900	$5,900
18	MISC ITEMS (10%)	LS	1	$7,300	$7,300
19	MOBILIZATION (10%)	LS	1	$8,700	$8,700
				SUBTOTAL=	$94,900
GRAND TOTAL					
				CONTINGENCY (30%) =	$28,500
				SOFT COSTS (25%)* =	$23,800
				GRAND TOTAL =	**$147,200**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

MARK THOMAS

Yosemite Avenue (SR-145) As Main Street: Conceptual Estimate

Project Location: Intersection of 6th Street and Vineyard Ave

ITEM No.	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
CONSTRUCTION COSTS					
1	CONCRETE SIDEWALK	SF	1800	$20	$36,000
2	CURB AND GUTTER	LF	240	$36	$8,640
3	MEDIAN CURB	LF	0	$15	$0
4	STAMPED AC	TON	40	$140	$5,600
5	SLURRY SEAL	TON	10	$1,000	$10,000
6	HOT MIX ASPHALT	TON	0	$138	$0
7	TRAFFIC STRIPES AND PAVEMENT MARKINGS	LS	1	$2,500	$2,500
8	TREES	EA	0	$400	$0
9	LANDSCAPE/IRRIGATION	SF	2250	$15	$33,750
10	SOUND SYSTEM SPEAKERS	EA	0	$1,500	$0
11	REMOVE EXISTING STREET LIGHTING	EA	0	$1,500	$0
12	COBRA/DECORATIVE STREET LIGHTING	EA	3	$11,500	$34,500
13	HAWK SYSTEM	EA	0	$200,000	$0
14	RECTANGULAR RAPID FLASHING BEACONS	EA	0	$50,000	$0
15	SIGNAL MODIFICATION**	EA	0	$32,000	$0
16	RAILROAD WARNING DEVICE MODIFICATION	EA	0	$200,000	$0
17	DRAINAGE (8%)	LS	1	$10,500	$10,500
18	MISC ITEMS (10%)	LS	1	$13,100	$13,100
19	MOBILIZATION (10%)	LS	1	$15,500	$15,500
				SUBTOTAL=	$170,100
GRAND TOTAL					
				CONTINGENCY (30%) =	$51,100
				SOFT COSTS (25%)* =	$42,600
				GRAND TOTAL =	**$263,800**

* Soft Costs include architectural, engineering, environmental, financing and legal fees, and other pre- and post- construction expenses. For the purpose of this study, the soft cost was assumed to be 25% of the Construction Costs.

** Signal Modifications include loop replacement and/or modificaiton

CalEnviroScreen with Project Limits Exhibit

Census Tract	Population	CES 3.0 Score	CES 3.0 Percentile
603900602	5161	41.84	78.56

Census Tract	Population	CES 3.0 Score	CES 3.0 Percentile
603900900	9612	54.57	92.91

Census Tract	Population	CES 3.0 Score	CES 3.0 Percentile
603900800	7027	47.65	86.43

MADERA

PROJECT LIMITS

E LINCOLN AVE
E SOUTH ST
N D ST
N LAKE ST
E CENTRAL AVE
JEFFERSON AVE
N HIGH ST
ELM ST
FIG ST
CLINTON ST
ROAD 26
E 4TH
E 5TH
E YOSEMITE AVE
E 6TH
S H ST
S GATEWAY DR
N LAKE ST
SUNRISE AVE
W PARK DR
SUNSET AVE
N PINE ST
W 4TH
W 5TH
W YOSEMITE AVE
W 6TH
S I ST
SCHNOOR AVE
WILLIAMS AVE
W 3RD ST
W 4TH ST
S A ST
ROOSEVELT AVE
E OLIVE AVE
W OLIVE AVE
MAPLE ST
MADERA AVE

California 99
California 145
California 145

CalEnviroScreen

- 65-70%
- 70-75%
- 75-80%
- 85-90%
- 90-95%
- 95-100% (highest scores)

CalEnviroScreen 3.0 Map

SR-145 (YOSEMITE AVENUE)
AS A MAIN STREET

MARK THOMAS

Letters of Support

Madera County Arts Council & Circle Gallery

October 19, 2017

Mr. David Tooley, City Administrator
City of Madera, City Hall
205 West 4th Street
Madera, CA 93637

Dear David,

We at the Madera County Arts Council are writing to communicate our strong support for the State Route 145 (Yosemite Avenue) as Downtown Main Street Plan application for a Cal Trans Sustainable Transportation Planning Grant.
It is our understanding the project seeks to fulfill several goals that benefit our constituents. We are also interested in seeing the goals come to fruition by developing a collaborative plan for the downtown area. We believe this is a very important planning project for the City and will impact Madera County as a whole in achieving a safe, sustainable, integrated and efficient transportation system to enhance the community's economy and livability.
We believe the community engagement activities, the studies, and the deliverables proposed by this project will be instrumental in assisting the City of Madera to serve as a performance-driven, transparent and accountable organization that values its people, resources and partners.
The State Route 145 (Yosemite Avenue) as Downtown Main Street project will achieve these specific goals of great importance to our members and the community:

- Enhance multi-modal connectivity between all modes including transit
- Promote active transportation such as walking and biking
- Address environmental issues in our communities including greenhouse gas emissions, particulate matter and ozone by reducing vehicle miles traveled through the promotion of non-motorized transportation
- Pursue solutions that promote social equity and contain costs for transportation and housing
- Incorporate the arts and creative place-making into planning and public works projects to foster innovative solutions and to enhance the sense of place and belonging.

The Madera County Arts Council has been working in conjunction with the City, the County, the School District and the Madera Downtown Association to bring this plan to fruition. You can count on our support throughout the project.

Very truly yours,

Rochelle M. Noblett

Rochelle Noblett . Executive Director
1653 North Schnoor . Suite 113 . Madera . CA . 93637
P 559.661.7005 . F 559.661.7901 . www.maderaarts.org . rnoblett@maderaarts.org

MADERA CHAMBER OF COMMERCE

October 19, 2017

Mr. Tooley, City Administrator
City of Madera
205 W. 4th Street
Madera, CA 93637

Dear Mr. Tooley:
As a longtime partner with the City of Madera and Madera Downtown Association, the Madera Chamber of Commerce is writing to communicate our dedicated support for the Madera Downtown Streetscape Plan application for a CalTrans Sustainable Transportation Planning Grant.

It is our understanding the project seeks to fulfill several goals that benefit the downtown businesses, their customers, and our city. We are interested in seeing the goals come to fruition by developing a collaborative plan for the downtown area. The Chamber is happy that the City of Madera sees the importance, as well as the positive outcomes of this planning project. I am confident that such impacts on our community would result in a safer environment, sustainability, and an integrated and efficient transportation system to enhance the economy and livability.

We believe the community engagement activities, the studies, and the deliverables proposed by this project will be instrumental in assisting the City of Madera to serve as a performance-driven, transparent and accountable organization that values its people, resources, and partners.

The State Route 145 (Yosemite Avenue) as Downtown Main Street will achieve these specific goals significant to complimenting local economic development efforts, business vitality and quality of life in Madera:

- Enhance multi-modal connectivity between all modes including transit
- Promote active transportation such as walking and biking
- Address environmental issues in our communities including greenhouse gas emissions, particulate matter, and ozone by reducing vehicle miles traveled through the promotion of non-motorized transportation
- Pursue solutions that promote social equity and contain costs for transportation and housing.
- Incorporate the arts and creative place-making into planning and public works projects to foster innovative solutions and to enhance the sense of place and belonging.

If the Madera Chamber of Commerce can be of any assistance in this project, please do not hesitate to contact me.

Thank you.

Respectfully,

Debi Bray

Debi Bray, President/CEO

CAMARENA HEALTH

We are community. We are family. We are health.

October 19, 2017

David Tooley
City Administrator
City of Madera
City Hall 205 W. 4th Street
Madera, CA 93637

Dear David Tooley:

As the largest provider of primary care medical services in Madera County, Camarena Health is pleased to communicate our strong support for the State Route 145 (Yosemite Avenue) as Downtown Main Street Plan application for a CalTrans Sustainable Transportation Planning Grant.

It is our understanding the project seeks to fulfill several goals that benefit our patients and the community. We are also interested on seeing the goals come to fruition by developing a collaborative plan for the downtown area. We believe this is a very important planning project for the City and will impact Madera County as a whole in achieving a safe, sustainable, integrated and efficient transportation system to enhance the community's economy and livability.

We believe the community engagement activities, the studies, and the deliverables proposed by this project will be instrumental in assisting the City of Madera to serve as a performance-driven, transparent and accountable organization that values its people, resources, and partners.

The State Route 145 (Yosemite Avenue) project will achieve these specific goals of great importance to Camarena Health and the community:

- Enhance multi-modal connectivity between all modes including transit
- Promote active transportation such as walking and biking
- Address environmental issues in our communities including greenhouse gas emissions, particulate matter, and ozone by reducing vehicle miles traveled through the promotion of non-motorized transportation
- Pursue solutions that promote social equity and contain costs for transportation and housing.
- Incorporate the arts and creative place-making into planning and public works projects to foster innovative solutions and to enhance the sense of place and belonging.

Camarena Health and the City of Madera have enjoyed a collaborative relationship for many years and we look forward to continue partnering with the City of Madera to provide a health community for our residents.

Sincerely,

Paulo A. Soares, MHA
Chief Executive Officer

(559) 664 - 4000 *phone* • 344 East 6th Street • Madera, California 93638 • info@camarenahealth.org

CALIFORNIA RURAL LEGAL ASSISTANCE, INC

FIGHTING FOR JUSTICE, CHANGING LIVES
SINCE 1966

Central Office
2201 Broadway, Suite 815
Oakland, CA 94612-3024
(415) 777-2752(telephone)
(415)543-2752 (fax)

Jose R. Padilla
Executive Director

Ilene Jacobs
Cynthia Rice
Michael Meuter
Directors of Litigation, Advocacy and Training

Regional Offices
Arvin, Coachella, Delano, El Centro, Fresno, Madera, Marysville, Modesto, Monterey, Oceanside, Oxnard, Salinas, San Luis Obispo, Santa Cruz, Santa Maria, Santa Rosa, Stockton

October 19, 2017

David Tooley
City Administrator
City of Madera
City Hall 205 W. 4th St.
Madera, CA 93637

Dear Davis Tooley:

I am the director of the Madera regional office of California Rural Legal Assistance, a statewide farmworker legal services, and in that capacity counsel to the board of directors of Madera Coalition for Community Justice a nonprofit community-based organization that advocates on behalf of low-income, minority and farmworker families in Madera. This letter is to communicate our strong support for the State Route 145 (Yosemite Avenue) as Downtown Main Street Plan application for a CalTrans Sustainable Transportation Planning Grant.

It is our understanding the project seeks to fulfill several goals that benefit client communities. We are also interested on seeing the goals come to fruition by developing a collaborative plan for the downtown area. We believe this is a very important planning project for the City and will impact Madera County as a whole in achieving a safe, sustainable, integrated and efficient transportation system to enhance the community's economy and livability.

We believe the community engagement activities, the studies, and the deliverables proposed by this project will be instrumental in assisting the City of Madera to serve as a performance-driven, transparent and accountable organization that values its people, resources, and partners.

The State Route 145 (Yosemite Avenue) project will achieve these specific goals of great importance to our constituents and the larger Madera community:

- Enhance multi-modal connectivity between all modes including transit;
- Promote active transportation such as walking and biking;
- Address environmental issues in our communities including greenhouse gas emissions, particulate matter, and ozone by reducing vehicle miles traveled through the promotion of non-motorized transportation;
- Pursue solutions that promote social equity and contain costs for transportation and housing;
- Incorporate the arts and creative place-making into planning and public works projects to foster innovative solutions and to enhance the sense of place and belonging.

It is with great pleasure that we are writing this letter endorsing this much-needed project in the City of Madera. Thank for your kind courtesy and attention to the points raised therein and your granting the proposal all due consideration. If you have any questions, please feel free to contact us.

Very truly yours,

Baldwin S. Moy
Attorney at Law

MADERA COUNTY
PUBLIC HEALTH DEPARTMENT

Public Health
Prevent. Promote. Protect.
Madera County Public Health Department

DENNIS P. KOCH, MPA
Interim Public Health Director

THOMAS COLE, MD
Health Officer

David Tooley
City Administrator
City of Madera
City Hall 205 W. 4th Street
Madera, CA 93637

Dear David Tooley:

I am writing to communicate our strong support for the State Route 145 (Yosemite Avenue) as Downtown Main Street application for a CalTrans Sustainable Transportation Planning Grant.

It is our understanding the project seeks to fulfill several goals that benefit **our participants**. We are also interested on seeing the goals come to fruition by developing a collaborative plan for the downtown area. We believe this is a very important planning project for the City and will impact Madera County as a whole in achieving a safe, sustainable, integrated and efficient transportation system to enhance the community's economy and livability.

We believe the community engagement activities, the studies, and the deliverables proposed by this project will be instrumental in assisting the City of Madera to serve as a performance-driven, transparent and accountable organization that values its people, resources, and partners.

The Yosemite Avenue Plan will achieve these specific goals of great importance to **our participants** and the community:

- Enhance multi-modal connectivity between all modes including transit
- Promote active transportation such as walking and biking
- Address environmental issues in our communities including greenhouse gas emissions, particulate matter, and ozone by reducing vehicle miles traveled through the promotion of non-motorized transportation
- Pursue solutions that promote social equity and contain costs for transportation and housing.
- Incorporate the arts and creative place-making into planning and public works projects to foster innovative solutions and to enhance the sense of place and belonging.

Madera County Public Health is committed to collaborate on projects as described above. It is these types of projects that improve the health and wellbeing of all residents of Madera County.

Sincerely,

Dennis P. Koch, MPA
Interim Public Health Director

FIRST 5 MADERA COUNTY

Commission Chair
Max Rodriguez
Board of Supervisors

Board Members

Susan Arteaga
Community

Linda Bresee
Community

Cecilia Massetti, Ed. D
Superintendent of Schools

Nina J. Zarucchi-Mize
Community

Aftab Naz, M.D.
Pediatrician

Dennis Koch (Interim)
Public Health

Karen V. Wynn, Ph. D
Community

Deborah Martinez
Social Services

Chinayera C. Black-Hardaman, MPA
Executive Director

First 5 Family Resource Centers

Madera Family Resource Center
525 E. Yosemite Avenue
Madera, CA 93638

Tel: 559-661-5155
Fax: 559-675-4950

Chowchilla Family Resource Center
405 Trinity Avenue
Chowchilla, CA 93610

Tel: 559-201-5000
Fax: 559-665-0490

www.first5madera.net

October 20, 2017

Chinayera Black Hardaman
525 E. Yosemite Ave.
Madera, CA 93638

Mr. Tooley
City Administrator
City of Madera
City Hall 205 W. 4th Street
Madera, CA 93637

Dear Mr. Tooley:

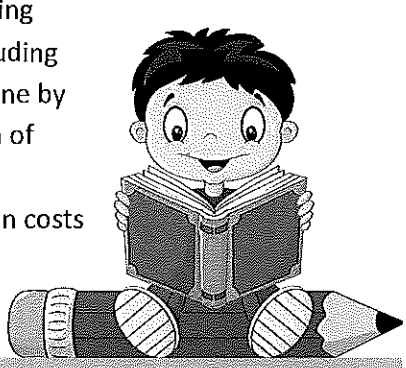
It is with great enthusiasm that I submit this letter of support for the City of Madera grant application. I am writing to communicate our strong support for the Madera Downtown Streetscape Plan application for a CalTrans Sustainable Transportation Planning Grant.

It is our understanding the project seeks to fulfill several goals that benefit **our participants**. We are also interested on seeing the goals come to fruition by developing a collaborative plan for the downtown area. We believe this is a very important planning project for the City and will impact Madera County as a whole in achieving a safe, sustainable, integrated and efficient transportation system to enhance the community's economy and livability.

We believe the community engagement activities, the studies, and the deliverables proposed by this project will be instrumental in assisting the City of Madera to serve as a performance-driven, transparent and accountable organization that values its people, resources, and partners.

The Downtown Streetscape will achieve these specific goals of great importance to **our participants** and the community:

- Enhance multi-modal connectivity between all modes including transit
- Promote active transportation such as walking and biking
- Address environmental issues in our communities including greenhouse gas emissions, particulate matter, and ozone by reducing vehicle miles traveled through the promotion of non-motorized transportation
- Pursue solutions that promote social equity and contain costs for transportation and housing.



- Incorporate the arts and creative place-making into planning and public works projects to foster innovative solutions and to enhance the sense of place and belonging.

I am happy to further discuss this matter with you. Feel free to contact me at 559.661.5155.

Sincerely,

Chinayera Black Hardaman

Successor Agency
to the former Madera Redevelopment Agency

428 East Yosemite Avenue
Madera, California, 93638
Phone: (559) 661-5110
Fax: (559) 674-7018

David Tooley

City Administrator

City of Madera

City Hall 205 W. 4th Street

Madera, CA 93637

Dear Mr. Tooley:

As the Executive Director of the former Redevelopment Agency, I have been working with the Madera Downtown Association since their formation in 1991. I am currently a member of the Board of Directors. We are writing to communicate our strong support for the Madera Downtown Streetscape Plan application for a CalTrans Sustainable Transportation Planning Grant.

It is our understanding the project seeks to fulfill several goals that benefit downtown businesses and local residents. We are also interested on seeing the goals come to fruition by developing a collaborative plan for the downtown area. We believe this is a very important planning project for the City and will impact Madera County as a whole in achieving a safe, sustainable, integrated and efficient transportation system to enhance the community's economy and livability.

We believe the community engagement activities, the studies, and the deliverables proposed by this project will be instrumental in assisting the City of Madera to serve as a performance-driven, transparent and accountable organization that values its people, resources, and partners.

The Downtown Streetscape will achieve these specific goals of great importance to the Madera Downtown Association and the community.

The Downtown Streetscape will achieve these specific goals of great importance to the Madera Downtown Association and the community.

- Enhance multi modal connectivity between all modes including transit
- Promote active transportation such as walking and biking
- Address environmental issues in our communities including greenhouse gas emissions, particulate matter, and ozone by reducing vehicle miles traveled through the promotion of non-motorized transportation
- Pursue solutions that promote social equity and contain costs for transportation and housing.
- Incorporate the arts and creative place-making into planning and public works projects to foster innovative solutions and to enhance the sense of place and belonging.

By previous action, legislation was passed that allowed the State to relinquish control of this portion of Yosemite Avenue to the City. The proposed grant will allow the City to plan improvements to enhance the "Central Business District".

Jim Taubert

Executive Director

LEADERSHIP COUNSEL FOR JUSTICE & ACCOUNTABILITY

October 20, 2017

David Tooley
City Administrator
City of Madera
City Hall 205 W 4th Street
Madera, CA

RE: City of Madera CalTrans Grant Support Letter Request

Leadership Counsel for Justice and Accountability directly works with Madera community groups and our comments her are informed and motivated by our work alongside them. We work to ensure our partner communities receive the benefits of equitable investment and development so that they can enjoy safe, healthy and habitable communities.

We are writing to communicate our support for the State Route 145 (Yosemite Avenue) as Downtown Main Street Plan application for a CalTrans Sustainable Transportation Planning Grant.

Our organization fully supports community driven projects that seek to fulfill resident identified needs and directly benefit the groups we work along with. As an organization, we believe that this project could impact Madera County in achieving a safe, sustainable, integrated and efficient and equitable transportation system.

We believe that for this project to be successful, it must be go through an extensive and robust public outreach process. It is critical for community residents to be meaningfully engaged throughout the duration of the project, if the City of Madera is to serve as a performance driven, transparent and accountable organization that values its people, resources and partners.

We look forward to continued engagement and participation alongside City of Madera residents.

Sincerely,

Leslie Martinez
Policy Advocate

764 P Street, Suite 012, Fresno, California 93721
Telephone: (559) 369-2790

Leadership Counsel for Justoce and Accountaility
764 P Street, Suite 012
Fresno, Ca 93721
Office: (559) 369-2790

MADERA CTC
Madera County Transportation Commission

2001 Howard Road, Suite 201
Madera, California 93637

Office: 559-675-0721 Fax: 559-675-9328
Website: www.maderactc.org

October 17, 2017

David Tooley
City Administrator
City of Madera
City Hall 205 W. 4th Street
Madera, CA 93637

Dear Mr. Tooley:

The Madera County Transportation Commission (MCTC) is pleased to provide our strong support for the Madera Downtown Streetscape Plan application for the Caltrans Sustainable Transportation Planning Grant.

It is our understanding the project seeks to fulfill several goals that benefit the City of Madera. We are also interested in seeing the goals come to fruition by developing a collaborative plan for the downtown area. We believe this is a very important planning project for the City and will impact Madera County as a whole in achieving a safe, sustainable, integrated and efficient transportation system to enhance the community's economy and livability.

We believe the community engagement activities, the studies, and the deliverables proposed by this project will be instrumental in assisting the City of Madera to serve as a performance-driven, transparent and accountable organization that values its people, resources, and partners.

The proposed project is consistent with MCTC's Regional Transportation Plan and Sustainable Community Strategy and when implemented will provide the following benefits:

- Enhance multi-modal connectivity between all modes including transit
- Promote active transportation such as walking and biking
- Address environmental issues in our communities including greenhouse gas emissions, particulate matter, and ozone by reducing vehicle miles traveled through the promotion of non-motorized transportation
- Pursue solutions that promote social equity and contain costs for transportation and housing.
- Incorporate the arts and creative place-making into planning and public works projects to foster innovative solutions and to enhance the sense of place and belonging.

Thank you in advance for your consideration of this application for the Caltrans Sustainable Transportation Planning Grant. We appreciate the opportunity to support the City of Madera in their efforts to complete this project.

Sincerely,

Andrew J. Medellin, Chair
Madera County Transportation Commission

Pequeños Empresarios, Inc., 414 Elm Street, Madera, CA 93638 Phone 559.718.4801 Tax ID 45-5640209

Mr. Tooley
City Administrator
City of Madera
City Hall 205 W. 4th Street
Madera, CA 93637

Dear Mr. Tooley:

Pequeños Empresarios, Inc. is a non-profit organization founded in Madera, CA in April 2010. Our mission is to organize workshops for kids between 7 and 12 years old to help them improve their social and family bonds. We believe a child with the support of their family and friends is a child with self-confidence, one capable of becoming a positive leader for his/her community. We are writing to communicate our strong support for the State Route 145 (Yosemite Avenue) and Downtown Main Street Plan application for a CalTrans Sustainable Transportation Planning Grant.

It is our understanding the project seeks to fulfill several goals that benefit **our participants**. We are also interested on seeing the goals come to fruition by developing a collaborative plan for the downtown area. We believe this is a very important planning project for the City and will impact Madera County as a whole in achieving a safe, sustainable, integrated and efficient transportation system to enhance the community's economy and livability.

We believe the community engagement activities, the studies, and the deliverables proposed by this project will be instrumental in assisting the City of Madera to serve as a performance-driven, transparent and accountable organization that values its people, resources, and partners. The State Route 145 (Yosemite Avenue) and Downtown Main Street Plan will achieve these specific goals of great importance to **our participants** and the community:

- Enhance multi-modal connectivity between all modes including transit
- Promote active transportation such as walking and biking
- Address environmental issues in our communities including greenhouse gas emissions, particulate matter, and ozone by reducing vehicle miles traveled through the promotion of non-motorized transportation
- Pursue solutions that promote social equity and contain costs for transportation and housing.
- Incorporate the arts and creative place-making into planning and public works projects to foster innovative solutions and to enhance the sense of place and belonging.

Thank you for the opportunity to support this plan. If there are questions, feel free to contact me.

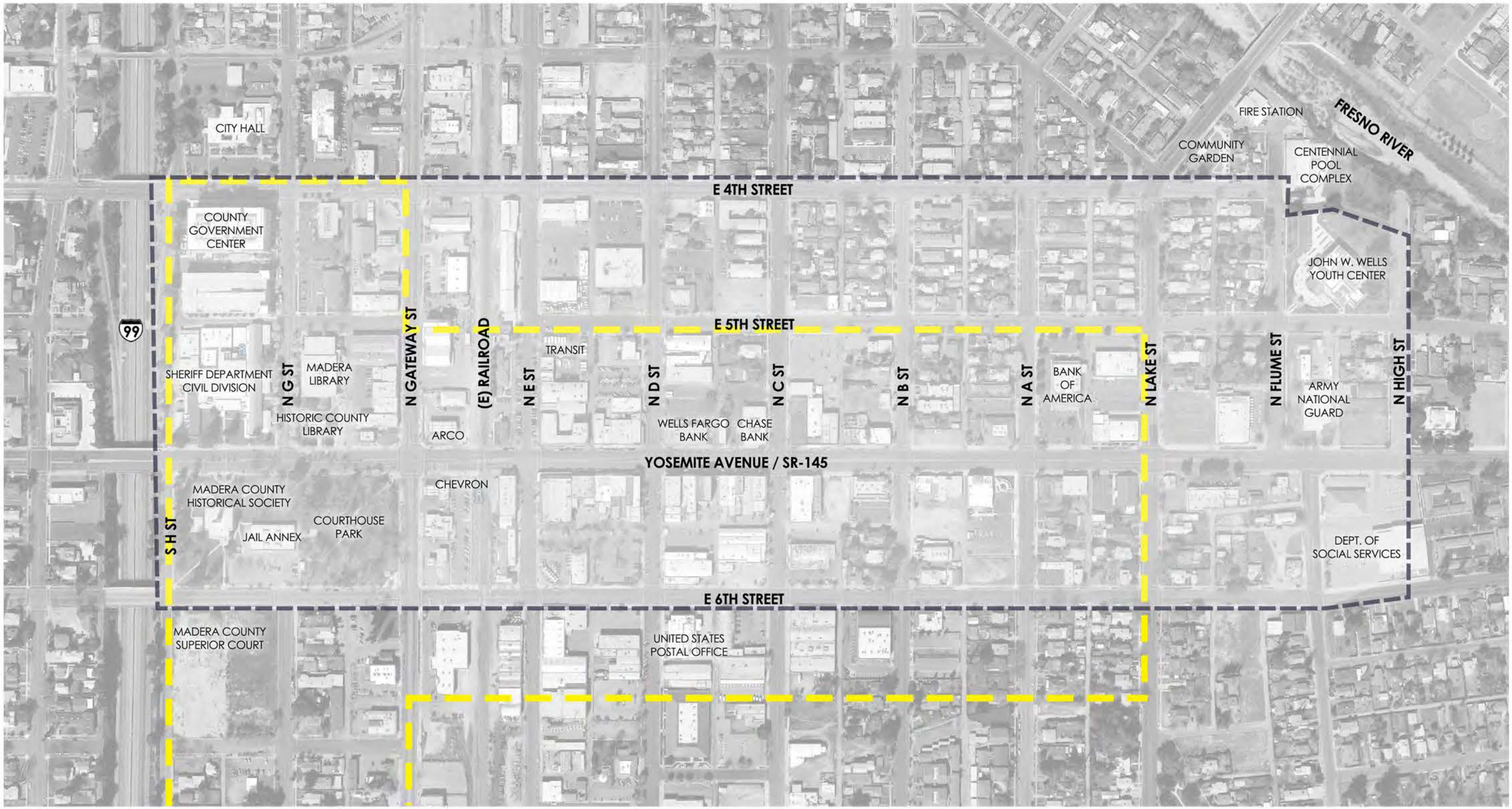
Sincerely,

Leonor Hipolito

Leonor Hipólito
President

Leonor Hipólito, President; Jaime Olibas, Vice-President; Beatriz Berrocal, 1st Secretary; Maria Vargas, Treasurer; Beatriz Cepeda, Director; Karla Hurtado, Director; Michael Rodriguez; Director

Analysis & Other Supporting Documents



NTS

LEGEND

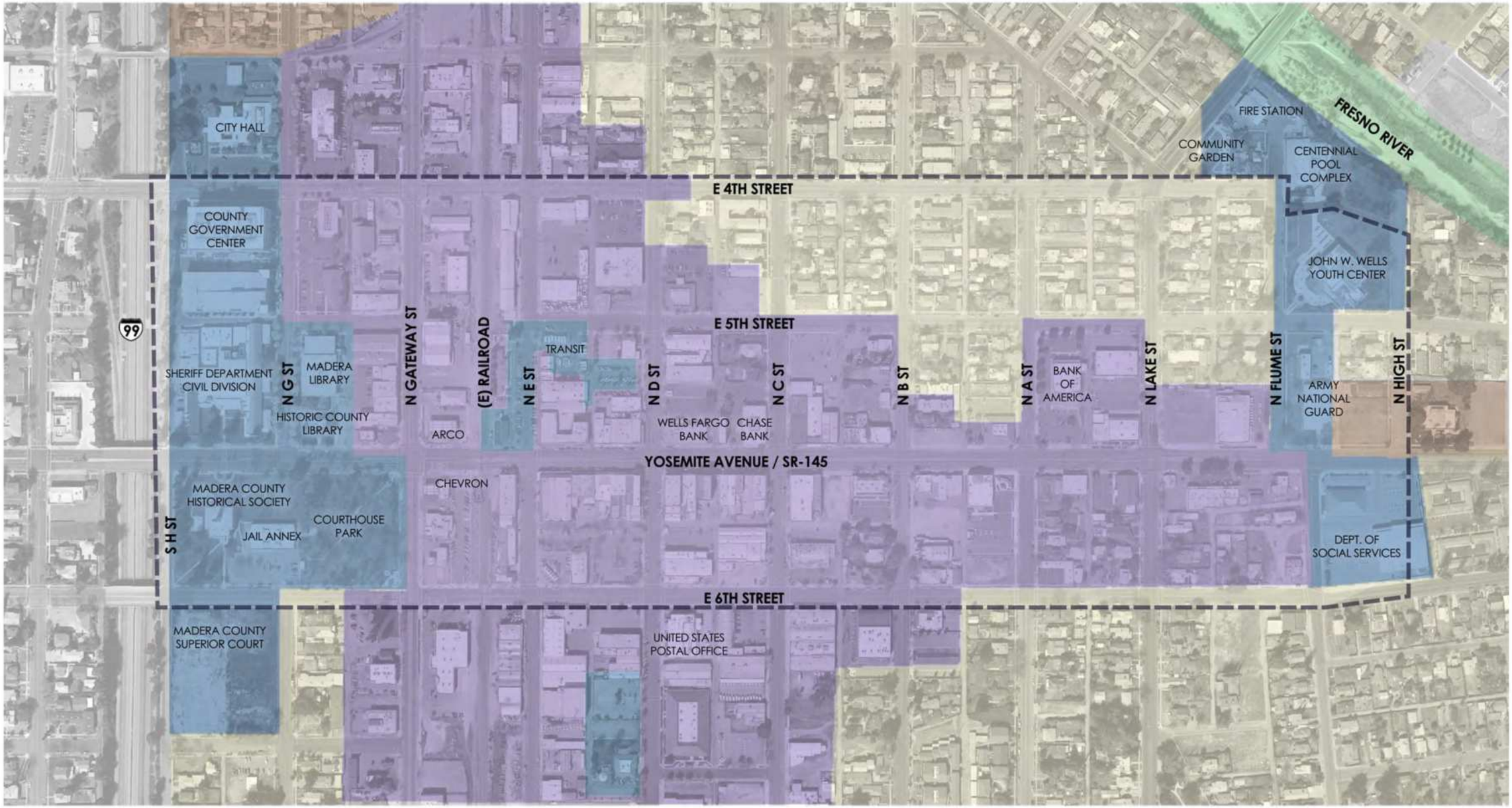
PROJECT BOUNDARY

DOMA AREA

MADERA DOWNTOWN - PROJECT LIMITS MAP

MARK THOMAS

7/31/2019



NTS

LEGEND

CIVIC/PUBLIC

COMMERCIAL CORE

RESIDENTIAL

RIVER AREA

OTHER

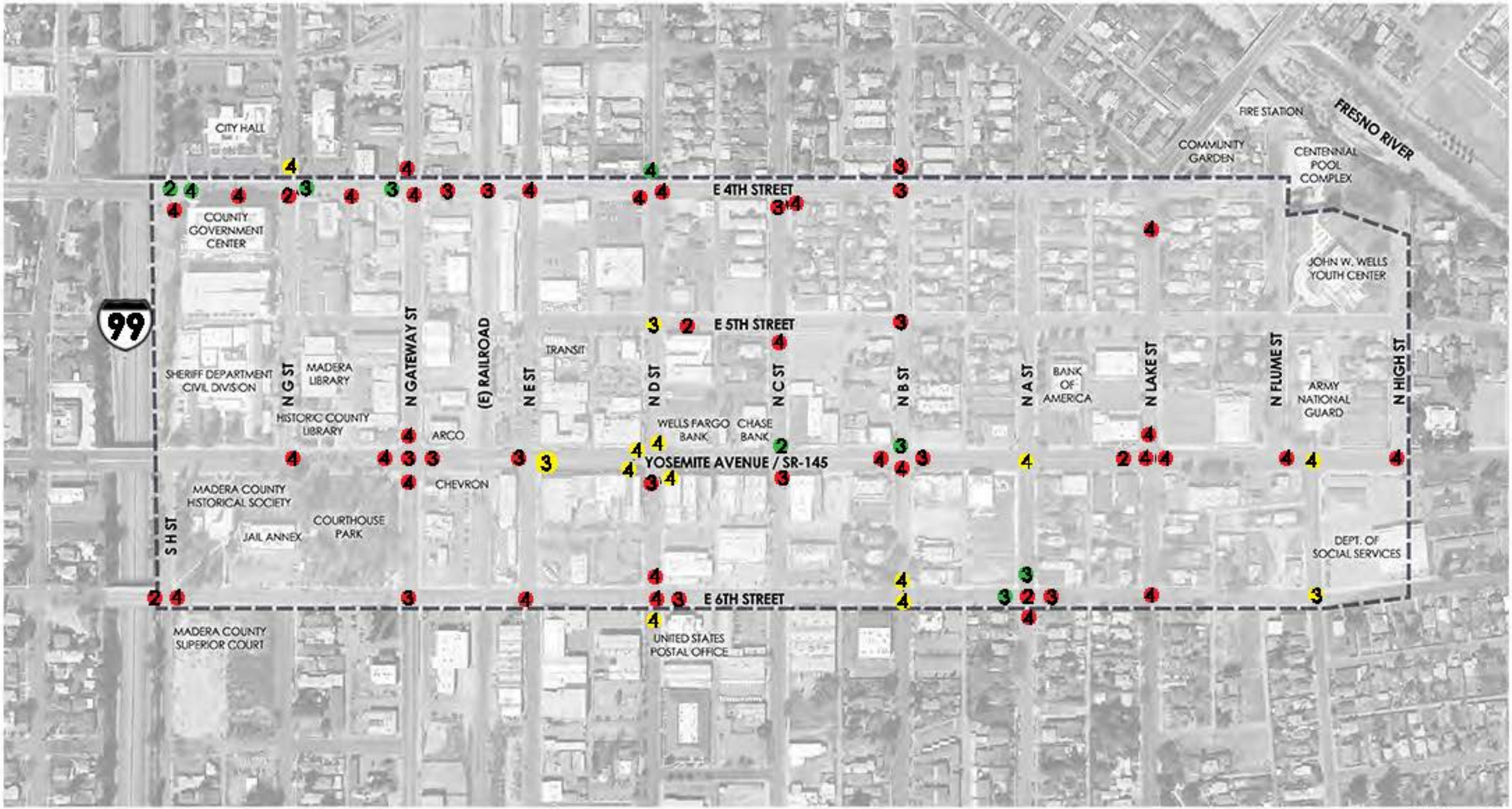
PROJECT BOUNDARY

MADERA DOWNTOWN - LAND USE RELATIONSHIP MAP

DOWNTOWN MADERA HAS MIXED USES IN A RELATIVELY SMALL AREA.

MARK THOMAS

7/31/2019



NTS

LEGEND

- PROJECT BOUNDARY
- MOTOR COLLISION
- PEDESTRIAN COLLISION
- BICYCLE COLLISION
- 1 FATAL
- 2 SEVERE INJURY
- 3 VISIBLE INJURY
- 4 PAINFUL INJURY

MADERA DOWNTOWN - COLLISION DATA MAP 2014-2018

MARK THOMAS

7/31/2019

Site Analysis – Collision Data 2014-2018

Collision Type	Head-On		Sideswipe		Rear End		Broadside		Hit Object		Ped	Other	
	M	B	M	B	M	B	M	B	M	B	Ped	M	B
Driving/Biking intoxicated							3		1				
Unsafe Speed					11								
Wrong Side of Road		1		1				2					1
Improper Passing							1						
Unsafe Lane Change			1										
Improper Turning	1								2				
Auto Right of Way							14	1					
Ped Right of Way							1				10		
Ped Violation											2		
Traffic Signals and Signs					1		10	2					
Other than Driver					1					1			
Unsafe Backing							1						
Other											1		
Total	1	1	1	1	13	0	30	5	3	1	13	0	1

Ped - Pedestrian

M - Motor Vehicle

B - Bicyclist

NTS

LEGEND

PROJECT BOUNDARY

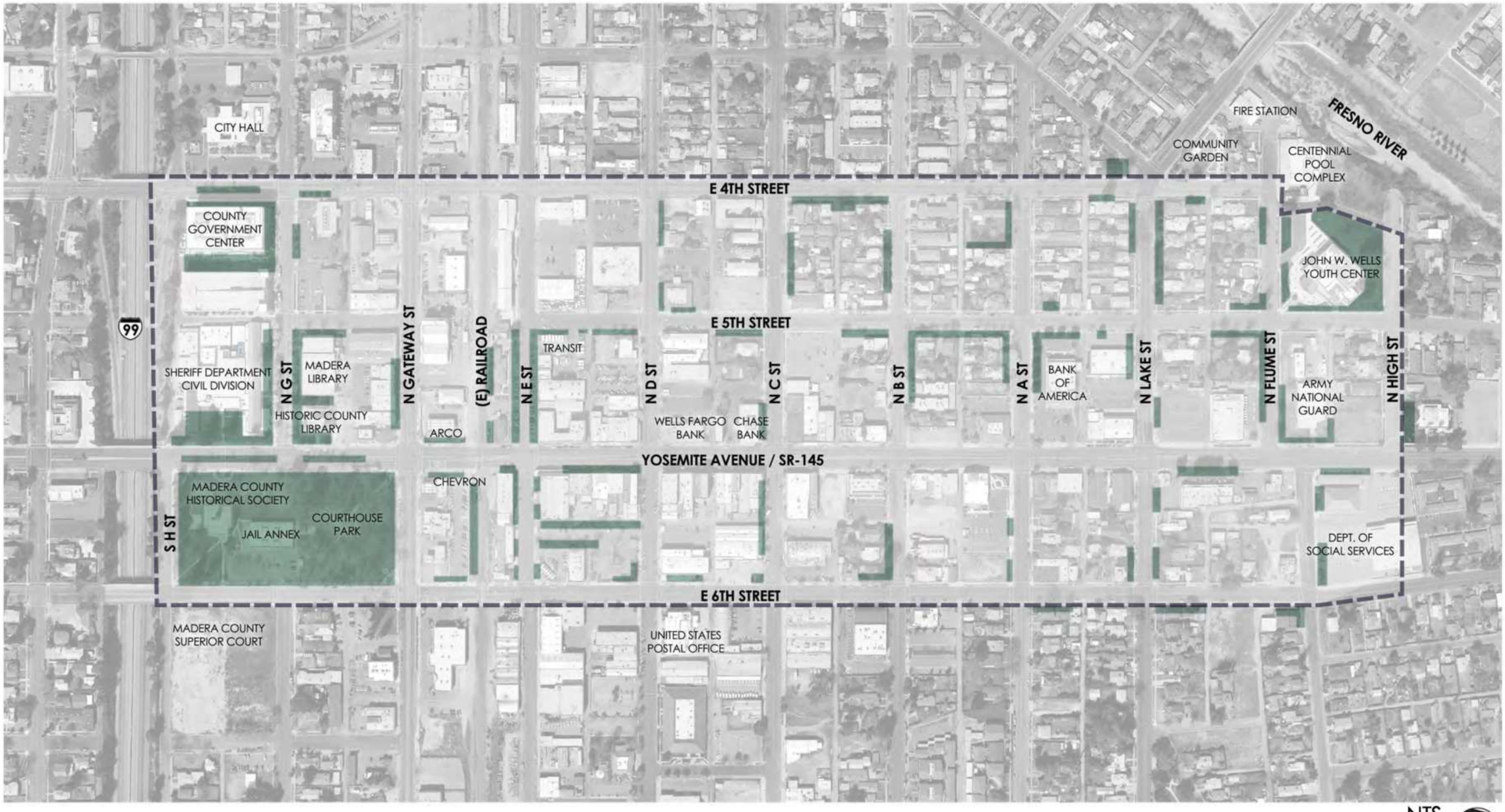
UNPROTECTED CROSSWALK

PROTECTED CROSSWALK

MADERA DOWNTOWN - CROSSWALK ANALYSIS MAP

MARK THOMAS

7/31/2019



NTS

LEGEND

PROJECT BOUNDARY

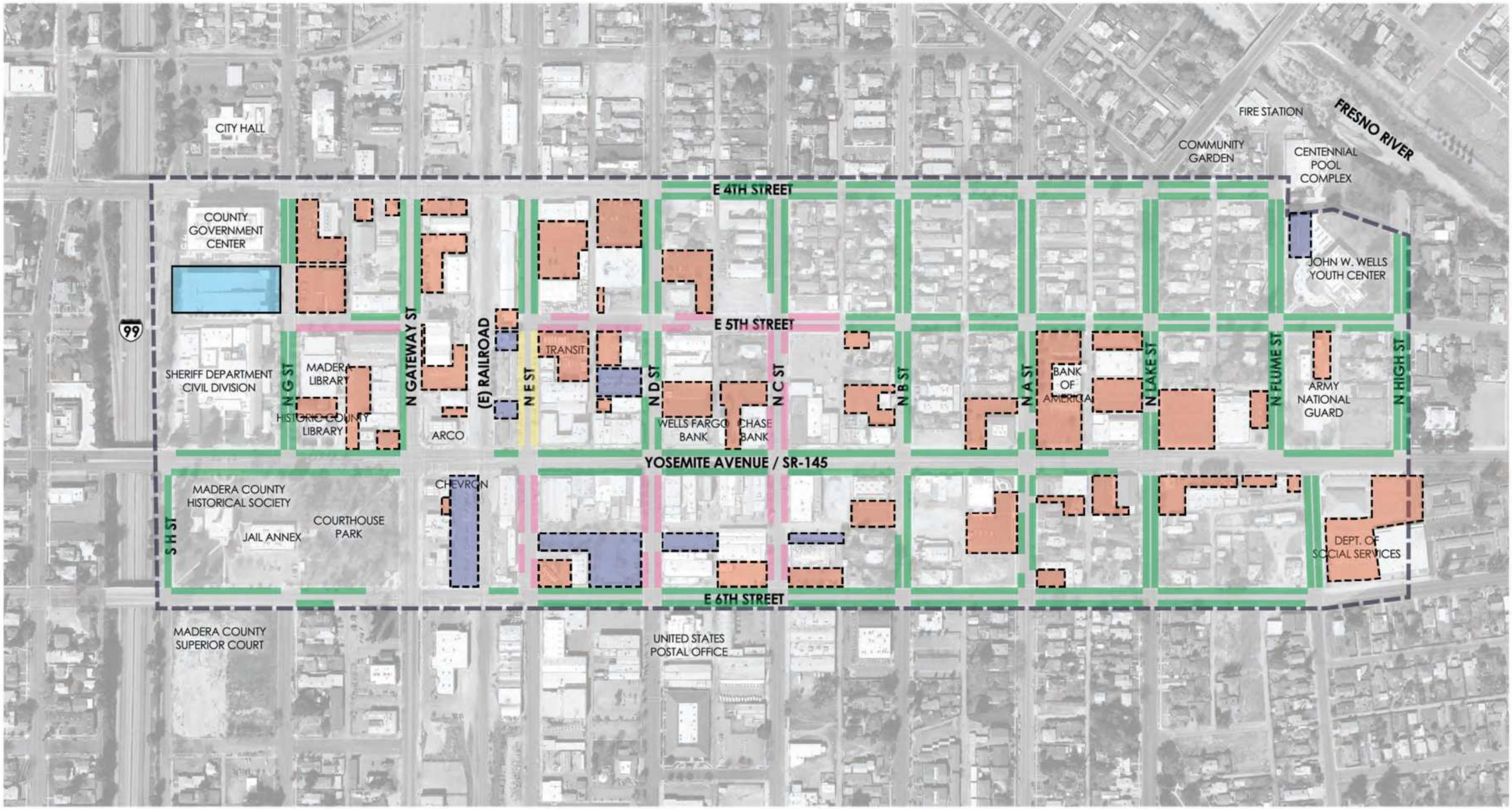
URBAN CANOPY

MADERA DOWNTOWN - URBAN CANOPY MAP

STREET TREES, WHICH CAN HELP IMPROVE PEDESTRIAN COMFORT ON STREETS, ARE IRREGULARLY DISPERSED.

MARK THOMAS

7/31/2019



NTS

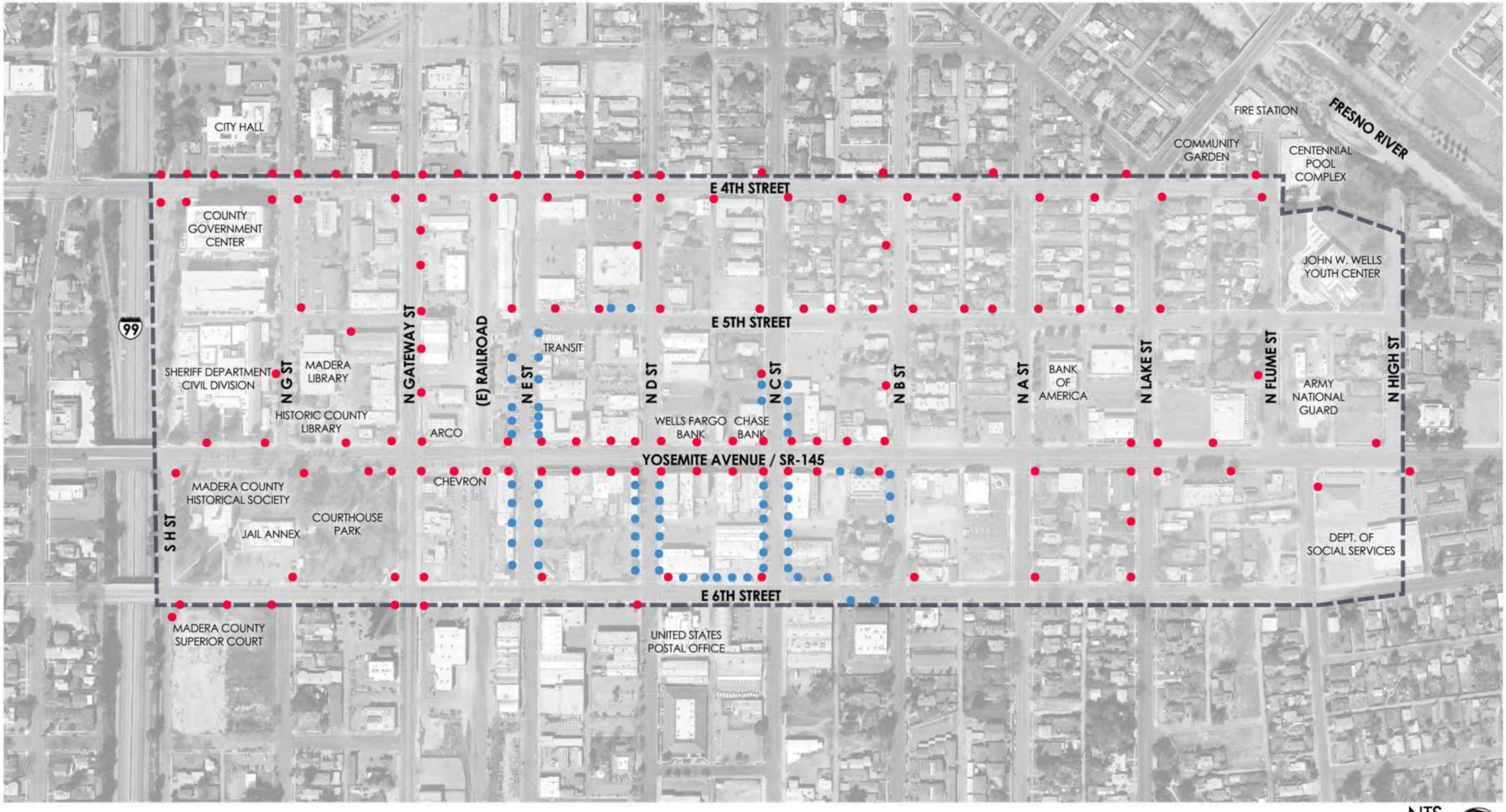
LEGEND

- PRIVATE PARKING GARAGE
- SURFACE PARKING LOT (PRIVATE)
- SURFACE PARKING LOT (PUBLIC)
- ON-STREET PARKING (PARALLEL)
- ON-STREET PARKING (ANGLED)
- ON-STREET PARKING (PERPENDICULAR)

MADERA DOWNTOWN - PARKING ANALYSIS

MARK THOMAS

7/31/2019



NTS

LEGEND

PROJECT BOUNDARY

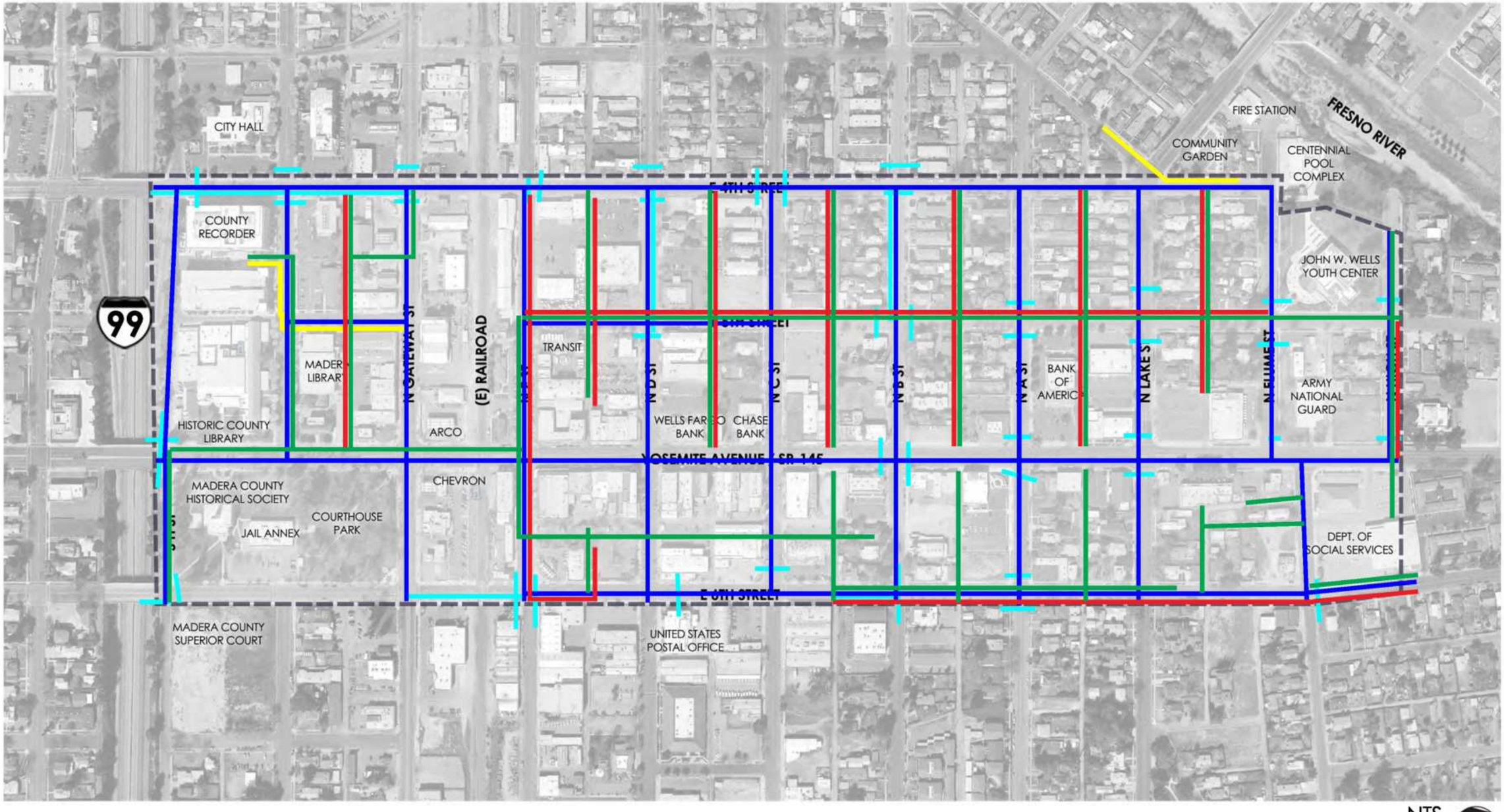
ACORN TYPE STREET LIGHT

COBRA TYPE STREET LIGHT

MADERA DOWNTOWN - SITE LIGHTING MAP

MARK THOMAS

7/31/2019



NTS

LEGEND

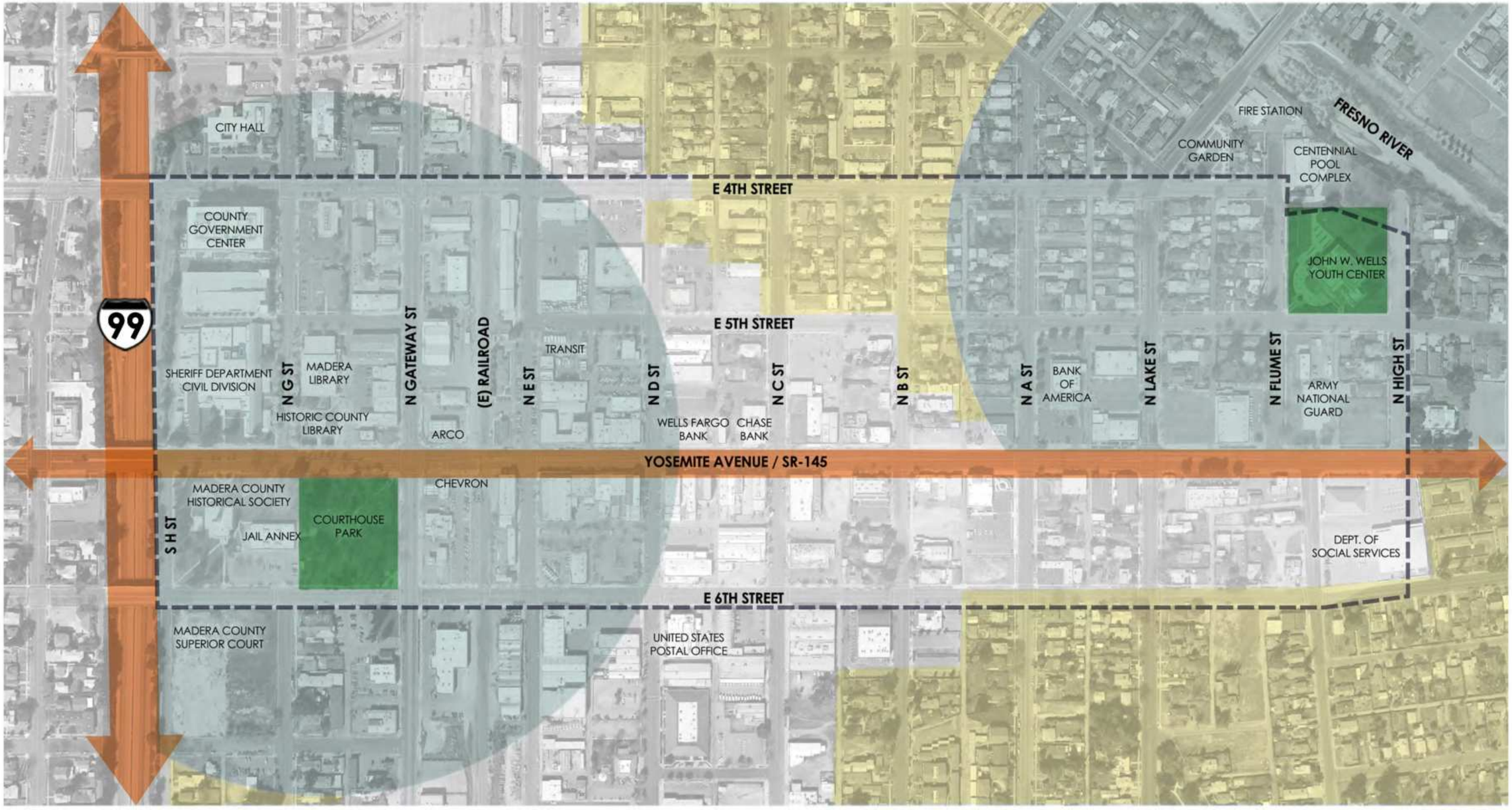
PROJECT BOUNDARY

GAS ELECTRIC WATER STORM DRAIN SEWER

MADERA DOWNTOWN - PRELIMINARY UTILITY MAPPING

MARK THOMAS

6/27/2019



NTS

LEGEND

- PROJECT BOUNDARY
- PEDESTRIAN BARRIER
- QUARTER-MILE/15 MIN WALK RADIUS ACCESS AREA
- RESIDENCES OUTSIDE A 15 MIN. WALK
- PARKS

MADERA DOWNTOWN - GREEN SPACE ACCESSIBILITY MAP

PEDESTRIAN ACCESS TO GREEN SPACE IS LIMITED BY BARRIERS SUCH AS HIGHWAY 99 AND YOSEMITE AVENUE.

MARK THOMAS

7/31/2019

NTS

LEGEND

PROJECT BOUNDARY

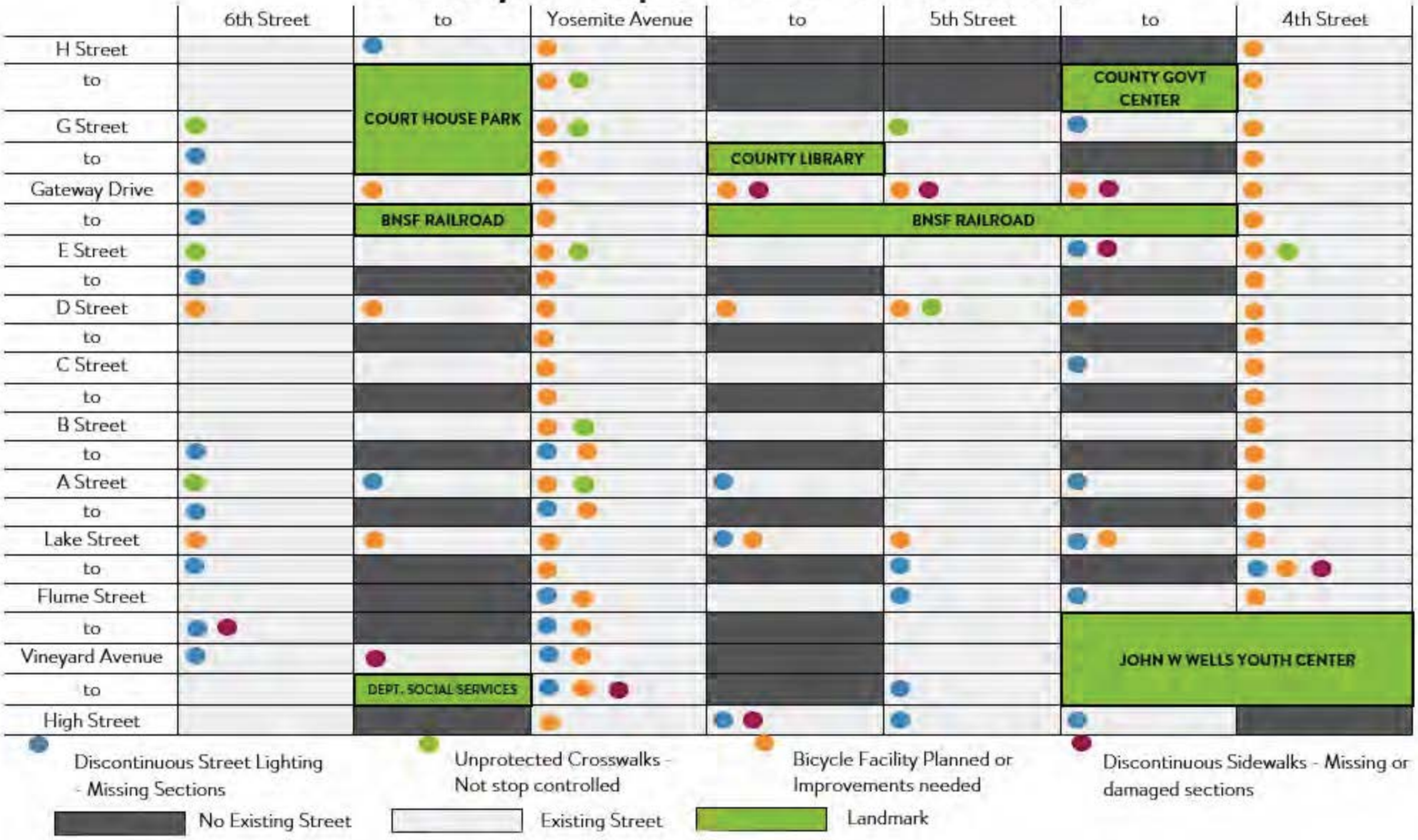
DISCONTINUOUS SIDEWALK

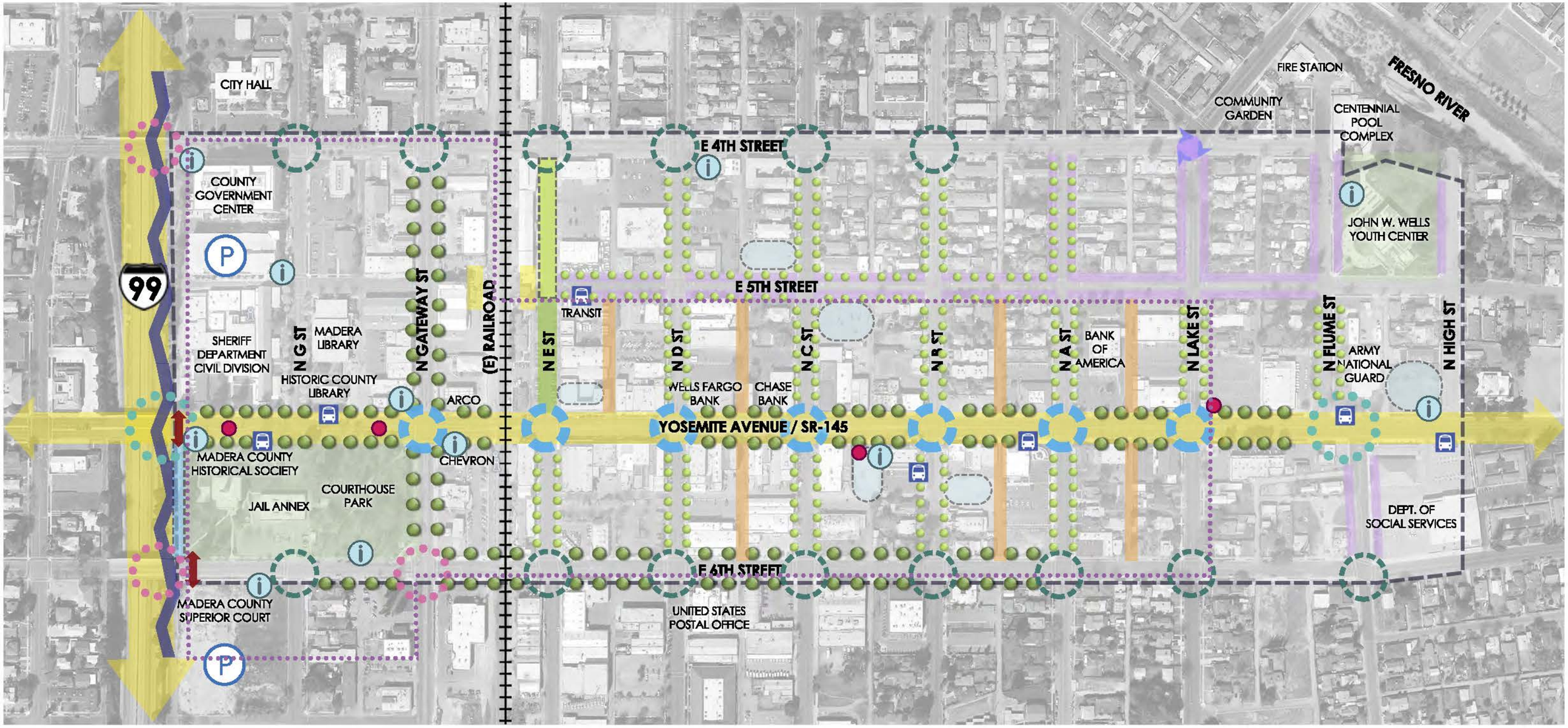
MADERA DOWNTOWN - SIDEWALK ANALYSIS MAP

MARK THOMAS

7/31/2019

Site Analysis – Map of Network of Deficiencies





LEGEND

- PROJECT BOUNDARY
- RECLAIM UNDERUSED ON-STREET PARKING FOR PEDESTRIAN SPACE
- ALLEY ACTIVATION
- CESAR CHAVEZ PLAZA
- EXTENSION OF CESAR CHAVEZ PLAZA
- EXTENSION OF COURTHOUSE PARK AT STREET
- DOMA STUDY AREA
- PRIMARY GATEWAY
- SECONDARY GATEWAY
- ROUNDABOUT
- ENHANCED INTERSECTION W/ BULB-OUTS, CROSSWALK, & SIGNAL
- INTERSECTION BULB-OUTS
- PROPOSED CROSSWALK
- PARKING GARAGE
- EMPTY LOT ACTIVATION
- PARK
- PEDESTRIAN BARRIER
- NOISE
- EXISTING BUS STOP
- STREET TREE
- WAYFINDING
- OPPORTUNITY FOR PUBLIC ART

NTS

MADERA DOWNTOWN - OPPORTUNITIES & CONSTRAINTS ANALYSIS MAP

MARK THOMAS

7/31/2019

Public Participation & Outreach Plan

STATE ROUTE 145 YOSEMITE AVENUE AS DOWNTOWN MAIN STREET PROJECT

Public Participation Outreach Plan

PREPARED BY:
Mark Thomas & The Rios Company

JUNE 21, 2019

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considering adding list of Project Team Members

PUBLIC PARTICIPATION OUTREACH PLAN

Overview

The City of Madera is embarking on a major transportation planning document by preparing the proposed *State Route 145 (Yosemite Avenue) as Downtown Main Street Plan* (hereinafter referred to as YAM). The intention of this planning effort is to improve transportation efficiencies by reducing congestion, vehicle miles traveled by city residents, reduce greenhouse gas emissions and ultimately make it a more attractive destination to live, work and play while boosting economic development opportunities.

Mark Thomas will be providing project management services for the project. The project area is generally along SR-145 in the City of Madera, intersected by High Street to the East and H Street to the West. It also includes parallel streets to SR-145 between Fourth and Sixth Streets as they may assist in the goal of providing improved connectivity to Yosemite Avenue and its anticipated incorporation of Complete Street elements. The project is made possible by the Caltrans SB-1 sustainable Transportation Planning Grant Program. It is the City's desire to utilize this project to develop and plan for the enhancement of the transportation backbone of the Yosemite Avenue downtown area. The goal of the Plan is to identify multi-modal improvements along the downtown area between H and High streets to implement well-planned complete streets improvements and prioritize potential projects that would be competitive for grant funding opportunities. This Plan will also consider the Downtown Madera (DOMA) Plan and reference it for those items that assist in providing a better vision of Downtown Main Street beyond transportation efficiencies. The Downtown Madera Existing Map is included as Appendix A. Because of the scale and impact this project will have on the community, Mark Thomas is developing an extensive public outreach program to ensure community stakeholders and residents are well engaged and informed about the project.

Purpose, Goal and Objectives

Purpose

The Public Participation and Outreach Plan (PPOP) for the project development phase of the *State Route 145 (Yosemite Avenue) Plan* Project will utilize an established public participation process model. This design provides for an open exchange of information and ideas between the public and the Project Team identified in Team Roster. The overall approach of the PPOP is proactive and provides complete information and timely public notice. The PPOP also demonstrates the Project Team's commitment to early and meaningful community participation throughout the development of the YAM to ensure that community input is reflected in the final product.

The PPOP provides a framework for a comprehensive communications effort in support of the development phase of the YAM Project, including efforts to address community questions and concerns that are raised throughout the development phase. This will require ongoing interaction with the community, collaboration with all project representatives, and the coordination of innovative strategies. The PPOP adheres to the principles of Environmental Justice in the planning process relating to transportation systems and facilities.

This PPOP addresses the first phase of the project's community outreach and engagement efforts and will be utilized in conjunction with formal public participation procedures. To receive effective input from the public, it is important that the community have an understanding of the issues that surround the project. The purpose of this process is to equip the public with adequate information to make informed decisions and to provide valid feedback.

Goal

The primary goal of the PPOP is to connect with the community at large and key stakeholders, including but not limited to, pedestrians, bicyclists, businesses and residents particularly in the vicinity of the Yosemite Avenue downtown area.

Objectives

The specific objectives of the PPOP include:

- Identifying opportunities for increasing awareness and educating the public about the YAM.
- Organizing/attending public and community events to stimulate dialogue about YAM.
- Building a rapport with businesses and property owners in targeted project areas.
- Developing and maintaining a communications stream to facilitate the exchange of information

Project Team

Interaction among the Project Team and Steering Committee members will ensure a coordinated effort. Members of the teams include the following:

State Route 145 (Yosemite Avenue) as Downtown Main Street Project Team Roster			
Name	**Affiliation**	**Role**	**E-mail**
Randy Bell	City of Madera	Project Manager	rbell@madera.gov
Keith Helmuth	City of Madera	City Engineer	khelmuth@madera.gov
Ed Noriega	Mark Thomas	Division Manager	enoriega@markthomas.com
Robert Lorenz	Mark Thomas	Design Engineer	rlorenz@markthomas.com
Erik Smith	Mark Thomas	Division Manager	esmith@markthomas.com
Ida Taing	Mark Thomas	Landscape Designer	Itaing@markthomas.com
Angie Rios	The Rios Company	Public Outreach	arios@theriosco.com
Samuel Norman	The Rios Company	Public Outreach	snorman@theriosco.com

Steering Committee		
Name	**Affiliation**	**Email**
Amelia Davies	Madera County Transportation Commission	amelia@maderactc.org
Baldwin Moy	California Rural Legal Assistance, Inc	bmoy@crla.org
Bob Wilson	City of Madera	bwilson@cityofmadera.com
Bobby Kahn	Madera County EDC	bkahn@maderacountyedc.com
Chinayera Black-Hardaman	First 5 Madera County	cblack2000@prodigy.net
Chris Miller	Leightons Jewelers	leightonsjewelers@msn.com
Christina Herrera	City of Madera	cherrera@cityofmadera.com

Debi Bray	Madera Chamber of Commerce	dbray@maderachamber.com
Evelyn Espinosa	Madera County Transportation Commission	evelyn@maderactc.org
Francisco Garcia	Madera Downtown Association	4pancho@sbcglobal.net
Gloria Brown	Madera NAACP	maderanaacp@yahoo.com
Jamaica Gentry	Caltrans	Jamaica.Gentry@dot.ca.gov
Jason Burns	Landmark Real Estate	jasonjburns@yahoo.com
Josiah Arnold	County of Madera	jarnold@madera.gov
Leslie Martinez	Leadership Counsel for Justice and Accountability	lmartinez@leadershipcounsel.org
Lois Leonard	Madera County Economic Development	lleonard@maderacountyedc.com
Michael Claiborne	Leadership Counsel for Justice and Accountability	mclaiborne@leadershipcounsel.org
Paulo Soares	Camarena Health	psoares@camarenahealth.org
Rochelle Noblett	Madera County Arts Council	rnoblett@maderaarts.org
Stephanie Nathan	Madera County Public Health Department	Stephanie.Nathan@maderacounty.com
Ivette Iraheta	City of Madera	iiraheta@madera.gov
Debra Mckenzie	City of Madera	dmckenzie@madera.gov

Target Audiences

As this project proceeds and follows the PPOP, various stakeholders will be continuously identified that represent a variety of public interests. This process, assisted by the Steering Committee, will ensure that every effort will be made to involve those citizens and/or interest groups that accurately represent the full range of issues and opinions

- The plans target audience consists of the community at large and key stakeholders including, but not limited to, pedestrians, bicyclists, business and residents particularly in the vicinity of the Yosemite Avenue downtown area.
- An integral part of the plan is to engage additional entities, including underserved populations, community-based organizations, schools and public agencies.
- A database of contacts will be created and updated to serve as the contact list for meetings, announcement, newsletter, project documents and other project notices.

Community organizations and stakeholders are key collaborators and will be continuously added to the project database. A preliminary list is included as Appendix B.

Message and Communication Strategy

The communication strategy created will include a clear, concise and unified message to communicate to the target audiences. The message developed will reach diverse populations through communication and coordination between the project team and Steering Committee and will be adapted to accurately convey information in the appropriate cultural context for each group. Issues important to the target audiences will be incorporated and be reflective of their cultural values.

Community support will be enlisted from local entities to gain trust amongst the target audiences and increase awareness of the project. The identified trusted messengers will allow the use of a tactical approach and highly credible means to reach and motivate ethnic and underserved communities. Trusted messengers are individuals and and organizations that have an existing relationship with the target audience. They typically are not paid for their assistance. Past experience has shown that the trusted messenger model can be strategically applied to various communication components. This strategy is appropriate for activities such as message delivery, educational material distribution and soliciting input.

Community organizations and members serving on the Steering Committee such as Leadership Counsel for Justice and Accountability, California Rural Legal Assistance and Centro Binacional para el Desarollo Indígena Oaxaqueño can play an important role in helping to identify potential trusted messengers.

Schedule of Activities

Public outreach activities will be coordinated with the Project Timeline and will identify key project milestones. The Project Time is included as Appendix C.

Project Milestones	
ACTIVITY	**PROJECTED DATE**
Project Kick-Off Meeting	April 11, 2019
Walking Tour (Community Workshop #1)	June 27, 2019
Community Workshop #2	November 7, 2019
Community Workshop #3	January 1, 2019
Project Completion	February 28, 2020

Meeting Notice (Save the date)	Two weeks prior to all meetings
Meeting Agenda	One week prior to all meetings
E - Newsletter	Two weeks after all meetings

Strategies and Activities

Multiple public involvement and information strategies and activities will be implemented to deliver the project message and generate interest and participation from the community. The PPOP will be achieved through a full and synergistic range of marketing and outreach strategies, including public meetings, stakeholder outreach and engagement, educational materials distribution, business outreach, public relations, and media relations. The PPOP will be managed by Mark Thomas and implemented by The Rios Company.

Strategy 1: Public Involvement

- Organize, schedule, and host meetings/open houses to engage community
- Network with businesses/property owners
- Attend community events identified by the Steering Committee to Promote the YAM
- Develop and maintain an interested person contact list

Education concerning the YAM Project is critical for the community outreach approach. This key area is a fundamental piece in fostering leadership and advocacy and promoting community participation— all of which lead to meaningful community engagement, which is much more than "community involvement." Meaningful community engagement through a manageable process provides a means for the key stakeholders and community members to maintain an active level of involvement in the project and provide valuable input. These individuals have a vested interest and can assist in articulating the needs of the area.

Specifically, the process will provide an opportunity for concerned citizens and stakeholders to meet with the project team and representatives from the city to view and comment on the concept design of the YAM Project. The outreach efforts will ensure that the community will be informed throughout the course of the development process.

Generally, when the public has been informed and has had an opportunity to provide input, sufficient consensus building can take place, which provides the support base for necessary decision making.

Community Workshops

The Community Workshops serve to educate and inform the public about the YAM and the development process. Extensive public outreach activities should motivate public interest in the project and lead to greater attendance and involvement at the public meetings. This tactic provides a useful opportunity for stakeholders and the general public to submit formal, written or oral comments on issues surrounding the planned development. It also provides an opportunity for the project team to learn of public needs and opinions on various issues.

Three Community Workshops will be held at which community members, businesses and other organizations will have an opportunity to express their views, concerns and recommendations for the YAM. The purpose of the first meeting is to present problem areas of focus with a walking tour of the project area. Here this Community Workshop will focus on the existing conditions and possible solutions with input from the Steering Committee in attendance. The second Community Workshop will be focused on results from the existing conditions analysis, and a presentation of the solutions to these issues. The third Community Workshop would be held to present the final solutions and focus on how to phase and group them to improve efficiency and execution.

The meetings will be held at convenient locations in the targeted corridor. They will be held in the evening (after 5 pm) to accommodate community members' work schedules and at a location that is in full compliance with the Americans with Disabilities Act of 1990. Possible locations might include: Madera City Hall, Madera County Arts Council at Circle Gallery, or John W. Wells Youth Center. Language interpreters will also be made available.

Additionally, participants will be asked to sign-in so that a comprehensive list of interested individuals may be compiled and maintained.

The meetings will be publicized through various outlets, including but not limited to, flyer distribution, email blasts, PSAs and public affairs shows such as ABC 30 Valley Focus and Latino Life; KSEE 24's Central Valley Today; and KFTV 21 Arriba Valle Central. The Rios Company Team will work with community-based organizations identified by coordination with the Steering Committee in the designated vicinity to notify their constituents and members of all meetings and forward information regarding the project. This includes all flyers, notices and follow-up information.

Focus Groups

Community outreach efforts will also be carried out through small group contact to reach the diverse ethnic populations in the surrounding project area.

This strategy will be an effective method to communicate with these diverse communities that are not likely to participate in public meetings. Trusted messengers in the community via local community organizations will be utilized to communicate with these groups in a non-threatening environment to facilitate a useful exchange of information.

During these small group exchanges, the same information that is relayed in the public meetings will be discussed for consistency in information. The project will be reviewed and discussed along with any concerns the groups might have. Participants will be in comfortable environments and more apt to render an open and honest opinion. It is also more likely that these organizations will share information about the project with their membership and/or constituency once a relationship has been established with the project team.

Business Outreach

Most of the businesses around SR 145 have a vested interest in seeing that the project is successful and accomplished in a timely manner. Outreach will be conducted to these businesses to keep them informed of the project activity, including public meetings and schedules of the planning phase.

Direct one on one in person contact will be made to identify the appropriate individual to receive relevant information regarding the project area. Cooperative partnerships may be established with each of the businesses identified to post information, distribute flyers or in some appropriate way leverage their facility to reach customers to distribute information regarding the project.

Strategy 2: Public Information

- Materials Development and Distribution (E-newsletters, fact sheets and meeting notices/flyers)
- Media Relations (i.e. news releases, media advisory, public affairs/talk shows)
- Electronic and Social Media (website and other social media postings.)

Materials Development and Distribution

Materials in the form of E-newsletters, fact sheets, and meeting notices/flyers, detailing plans for the project will be developed in conjunction with the City. These materials will be created during the month of July in preparation for the outreach activities for Community Workshop #2. Sample creative materials are included as Appendix D.

The purpose of these educational materials is to inform the public about the project, provide a proposed Project Planning Phase and the overall improvement to the quality of life in Madera. The materials will also be used to properly set the expectations of the citizens during the course of the project with respect to safety, transportation, inconvenience, noise, etc.

Project fact sheets will be available at the public meetings and in an electronic form, which will be posted on appropriate websites. Upon request, materials will be converted into alternative formats or languages.

Media Relations

Relationships with the media will be continually cultivated during each phase of the project to generate publicity and support. The goal of furthering these relationships with local media is to foster greater public awareness among the community regarding issues surrounding the project in a positive and proactive manner and to publicize the public meetings. A partial list of potential media outlets and websites is included as Appendix E.

Special methods of targeting the non-English speaking audiences will be implemented by accessing ethnic media outlets, in particular Spanish media.

The following media materials will be developed as needed. These materials will be prepared during the month leading up to Community Workshop #2 and #3.

- Public Meeting Notices
- News Releases
- Public Service Announcements

Website and Social Media

In conjunction with City of Madera, project information material suitable for posting on the City's website, Facebook page and/or Twitter feed will be prepared. These materials will be continuously updated during the project planning phase and leading up to Community Workshop #2 and #3.

Public Participation Comments and Documentation

The Public Participation and Outreach Plan aims to elicit a wide spectrum of responses and ideas to inform the planning phase of the YAM, utilizing a variety of communication tools and strategies to deliver the project message and to generate interest and community participation.

The primary objective of any participation process is to inform the public and solicit their input. Meaningful public participation is generated when the community has been provided sufficient information to understand the issues surrounding the proposed project and can make informed decisions and provide valid feedback.

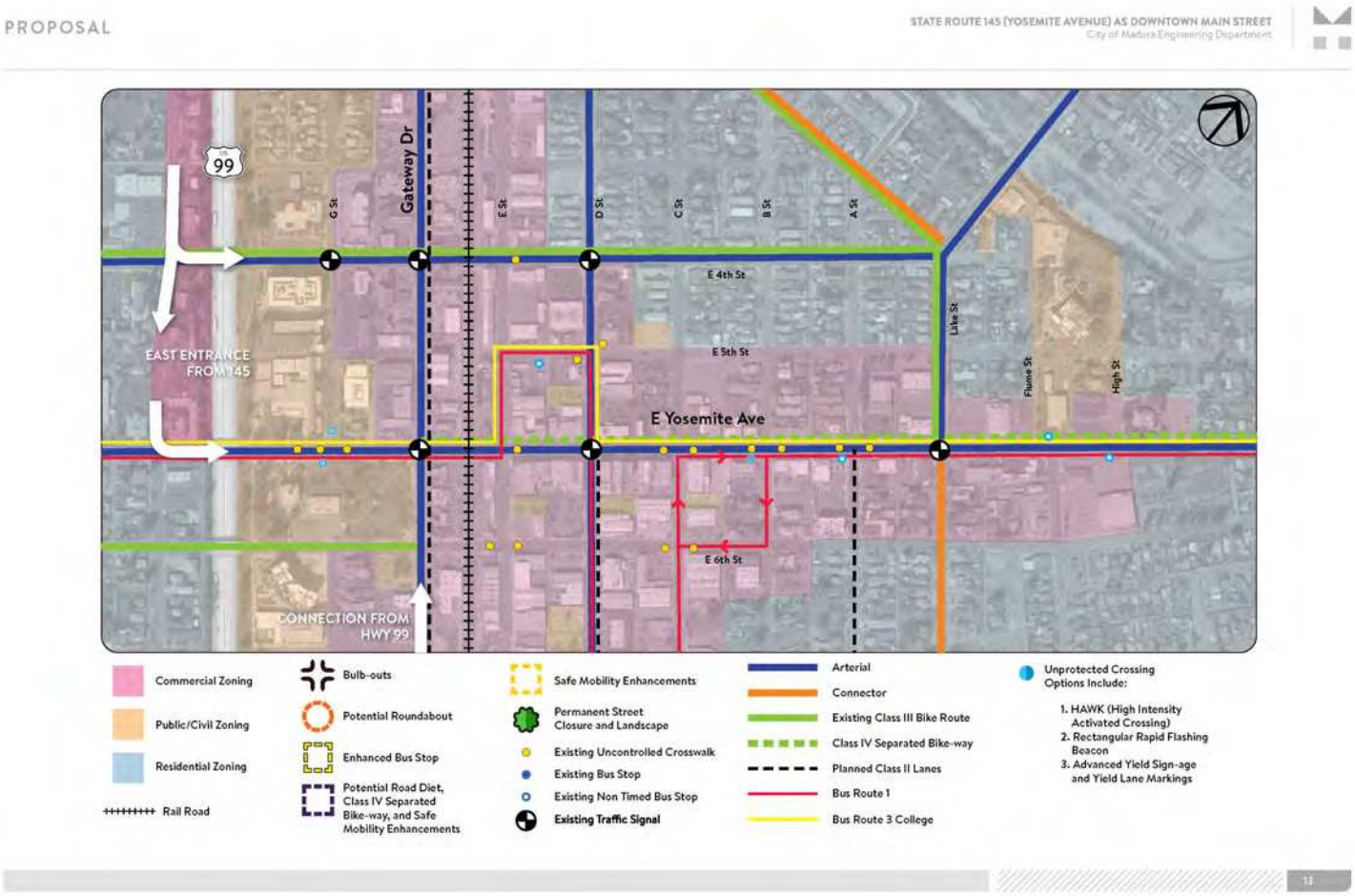
Community input will be gathered through the various outreach activities including public meetings. An accurate accounting of public comments, timely and effective collection and processing of information gathered, and responding to the comments provided is very important. The gathering of information at public meetings will be structured as follows:

- Attendees will be asked to sign in so that a comprehensive mailing list can be maintained.
- Attendees will be able to share their feedback by either speaking or writing comments on response cards
- The meetings will be conducted by a facilitator that will monitor responses for time effectiveness.
- Presentations and supporting documentation, as needed, will be available at all meetings.
- To the maximum extent possible, visualization techniques will be employed such as maps, charts, photos, and models.
- The meetings will be recorded by note-takers for accuracy.

The comprehensive communications effort, including efforts to address community questions and concerns will require ongoing interaction with the community, collaboration with all project representatives and the coordination of innovative strategies.

APPENDIX A

Downtown Madera Existing Map



APPENDIX B

Target Audiences - Stakeholders and Organizations (Partial)

City of Madera - Stakeholders and Organizations Public Outreach Engagement Organization			Contact	Presentation	Distribution
Residents					
	Yosemite Avenue				
	Other				
	Other				
Businesses					
	Madera Chamber of Commerce				
	Other				
	Other				
Community Service Organizations:					
	California Rural Legal Assistance, Inc				
	CASA Fresno-Madera				
	Centro Binacional para el Desarollo Indígena Oaxaqueño				
	Community Action Partnership Madera County				
	Leadership Counsel for Justice and Accountability				
	Madera County Arts Council				
	United Way of Fresno and Madera Counties				
Faith Based Organizations					
	Faith in the Valley				
	Fourth Street Church of God				
Government/Public Agencies					
	City of Madera Police Department				
	Employment Development Department of Madera				

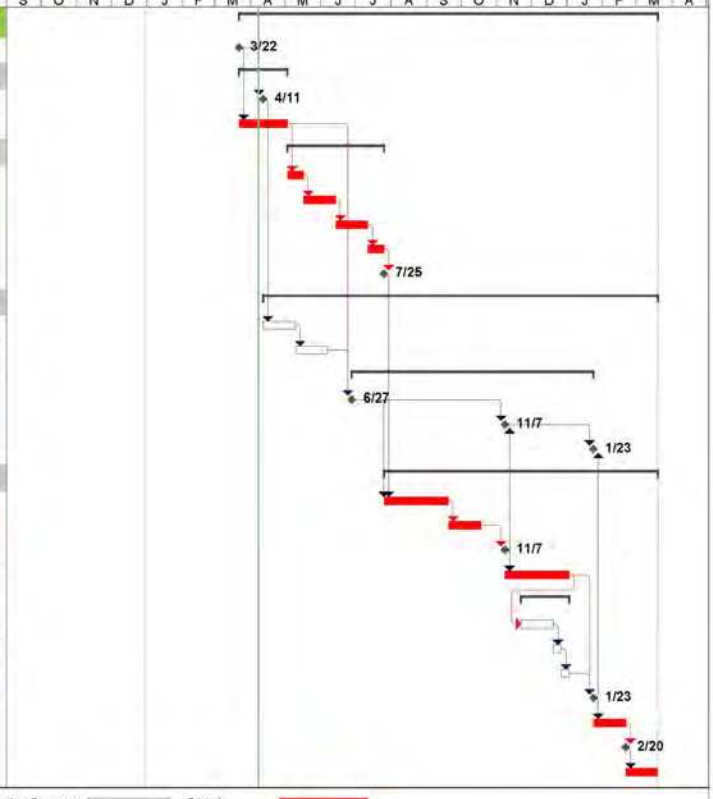
	First 5 Madera County				
	Housing Authorities of the City of Madera				
	Madera City Council				
	Madera County Behavioral Health Department				
	Madera County Board of Supervisors				
	Madera County Department of Social Services				
	Madera County Public Health Department				
	Madera Regional Workforce Development Board				
	San Joaquin Valley Air Pollution Control District				
Health Organizations					
	Camarena Health				
	Madera Community Hospital				
	Valley Children's Hospital				
Youth Organizations:					
	Big Brothers Big Sisters				
	City of Madera Youth Center				
	Other				
	Other				
School Districts/Higher Education Institutions:					
	Madera Community College				
	Madera County Superintendent of Schools				
	Madera Unified School District				
	Other				
	Other				
	State Center Community College District				
Community and Neighborhood Centers					
	To Be Identified				
Neighborhood Committees and Associations:					
	To Be Identified				

APPENDIX C

Project Schedule

State Route 145 (Yosemite Avenue) as
Downtown Main Street
Exhibit D - Project Timeline

ID	Task Name	Duration	Start	Finish
1	**SR 145 (Yosemite Avenue) as Downtown Main Street**	260 days	Fri 3/22/19	Thu 3/19/20
2	Notice to Proceed	0 days	Fri 3/22/19	Fri 3/22/19
3	**Task 1 - Data Collection/Identify Existing Conditions**	30 days	Fri 3/22/19	Thu 5/2/19
4	Project Kick Off and Staff Coordination	0 days	Thu 4/11/19	Thu 4/11/19
5	Background Research and Data Gathering	6 wks	Fri 3/22/19	Thu 5/2/19
6	**Task 2 - Review and Approval of Existing Conditions Reports**	60 days	Fri 5/3/19	Thu 7/25/19
7	Safety Analysis	2 wks	Fri 5/3/19	Thu 5/16/19
8	Prepare Draft Existing Conditions, Issues and Opportunities Report	4 wks	Fri 5/17/19	Thu 6/13/19
9	Review Draft Existing Conditions Report	4 wks	Fri 6/14/19	Thu 7/11/19
10	Revise Existing Condtions Report for Final Submittal	2 wks	Fri 7/12/19	Thu 7/25/19
11	Submit Final Existing Conditions Report	0 wks	Thu 7/25/19	Thu 7/25/19
12	**Task 3 - Public Participation and Outreach Plan (PPOP)**	245 days	Fri 4/12/19	Thu 3/19/20
13	Prepare PPOP	4 wks	Fri 4/12/19	Thu 5/9/19
14	Review/Approve PPOP	4 wks	Fri 5/10/19	Thu 6/6/19
15	**Public Outreach Workshops**	150 days	Thu 6/27/19	Thu 1/23/20
16	Public Workshop #1 (Walking Tour)	0 days	Thu 6/27/19	Thu 6/27/19
17	Public Workshop #2 (Presentation of Alterantives)	0 days	Thu 11/7/19	Thu 11/7/19
18	Public Workshop #3 (Presentation of Report of Public Comment)	0 days	Thu 1/23/20	Thu 1/23/20
19	**Task 4 - SR 145 (Yosemite Avenue) as Main Street Plan**	170 days	Fri 7/26/19	Thu 3/19/20
20	Develop Conceptual Design Alternatives	8 wks	Fri 7/26/19	Thu 9/19/19
21	Review Conceptual Design Alternatives	4 wks	Fri 9/20/19	Thu 10/17/19
22	Present Alternatives to Public	0 days	Thu 11/7/19	Thu 11/7/19
23	Prepare Draft Report	8 wks	Fri 11/8/19	Thu 1/2/20
24	**Implementation and Financial Plan**	30 days	Fri 11/22/19	Thu 1/2/20
25	Recommended Projects and Programs	4 wks	Fri 11/22/19	Thu 12/19/19
26	Project Prioritization	1 wk	Fri 12/20/19	Thu 12/26/19
27	Financial Plan	1 wk	Fri 12/27/19	Thu 1/2/20
28	Present Draft Report for Public Review/Comment	0 days	Thu 1/23/20	Thu 1/23/20
29	Prepare Final Report	4 wks	Fri 1/24/20	Thu 2/20/20
30	Submit for Caltrans Review/Approval	0 days	Thu 2/20/20	Thu 2/20/20
31	Prepare Final Report for City Council Review/Approval	4 wks	Fri 2/21/20	Thu 3/19/20



Project: SR 145 (Yosemite Avenue
Date: Mon 4/8/19
Task Milestone Summary Project Summary Critical

Page 1

APPENDIX D

Sample Materials

Comment Card

State Route 145
(Yosemite Avenue)
as Downtown Main Street

☐ Mr. ☐ Mrs. ☐ Ms. ☐ Dr. ☐ _____

Name _____

Organization/Company _____

Address _____

City _____

Phone _____

Email _____

Provide your comments on the Multi-modal Transportation Plan:

_____

_____

_____

_____

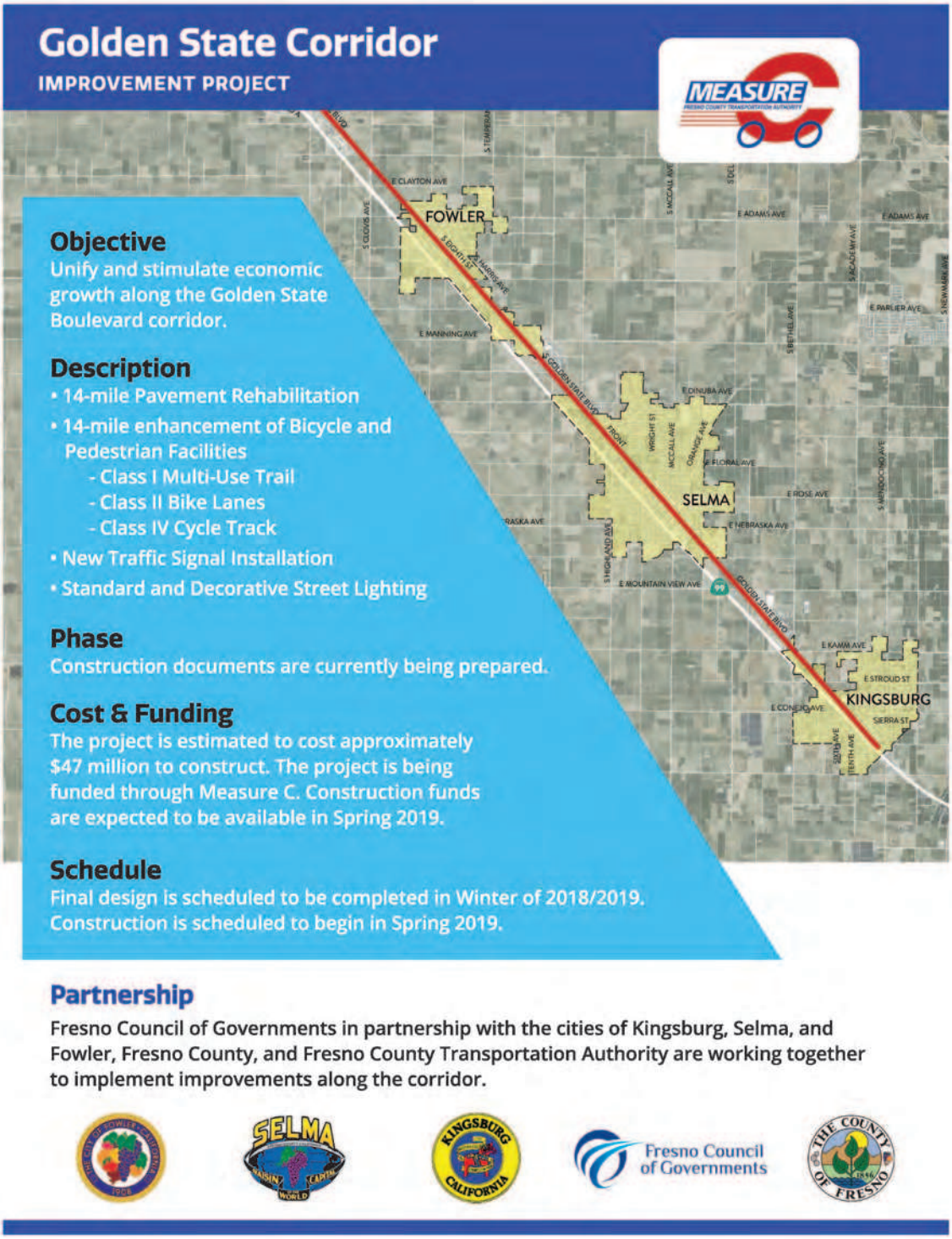
_____

_____

(Additional space for comments on the back)

Meeting Notice

Fact Sheet - Front



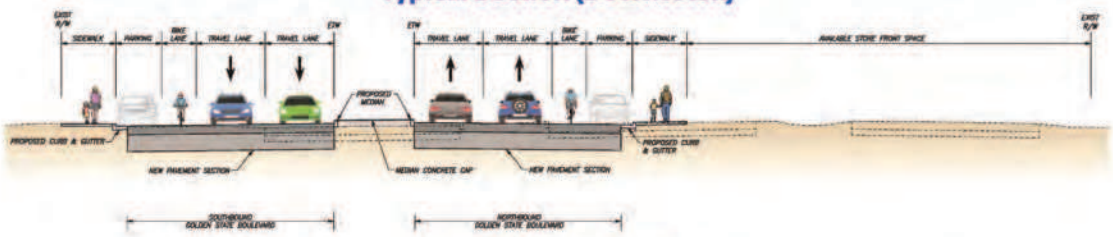
Fact Sheet - Back

City of Fowler

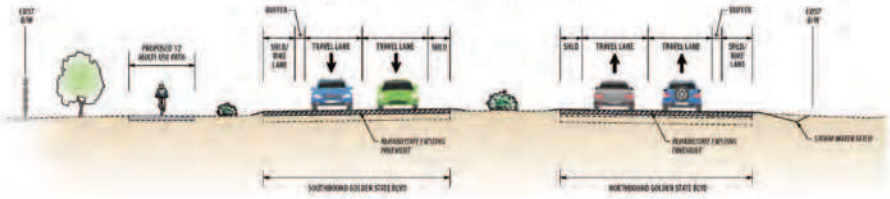
Project Improvements through Fowler Include:

1. Pavement rehabilitation of Golden State Boulevard from DeWolf Avenue to American Avenue
2. Westerly realignment of Golden State Boulevard from South Avenue to Adams Avenue
3. Colored Class II Bicycle Lanes and Intersection Bike Boxes from South Avenue to Adams Avenue
4. Buffered Class II Bike Lanes in rural areas
5. Standard and Decorative Street Lighting
6. Installation of traffic signals at the following intersections with Golden State Boulevard
   - South Avenue
   - Temperance Avenue

Typical Section (Downtown)



Typical Section (Rural)



For more information contact:

City of Fowler
Karen Mukai, Assistant to City Manager
Telephone: (559) 834-3113 ext. 103
Email: kmukai@ci.fowler.ca.us
www.fowlercity.org

Fresno Council of Governments
Peggy Arnest, Senior Regional Planner
Telephone: (559) 724-9218
Email: parnest@fresnocog.org
www.fresnocog.org

APPENDIX E

Media/Websites List (Partial)

Media/Website Outlets	Language/Format
TV (To be identified)	
KFSN TV 30 (ABC)	English/News/Public Affairs
KFTV TV 21 (Univision)	Spanish/News/Public Affairs
KGPE TV 47 (CBS)	English/News/Public Affairs
KMPH TV 26 (Fox)	English/News/Public Affairs
KNSO TV 51 (Telemundo)	Spanish/Public Affairs
KSEE TV 24 (NBC)	English/News/Public Affairs
KVPT TV 18 (PBS)	English/Public Affairs
Comcast Newsmakers	English/Public Affairs
Radio (To be identified)	
KFSR FM 90.7	English/Public Radio
KJWL FM 99.3	English/News/Talk Radio
KMJ AM 580	English/News/Talk Radio
KMJ FM 105.9	English/News/Talk Radio
KSJV FM 91.5	Ethnic/Bilingual/Public Affairs
KVPR-FM 89.3	Ethnic/Bilingual/Public Affairs
KFCF 88.1 FM	English/Public Radio
Print (To be identified)	
Madera Tribune	English
The Fresno Bee	English
Vida en el Valle	Spanish/English
The Business Journal	English
Other	
Other	
Websites (To be identified)	
City of Madera	
County of Madera	
Chamber of Commerce	
Other	

STATE ROUTE 145 (YOSEMITE AVENUE) AS DOWNTOWN MAIN STREET PLAN

New Project Focuses on Creating 'Main Street' Vibe on Yosemite Avenue

A new planning design effort in downtown Madera is considering ways to redefine the Yosemite Avenue (State Route 145) corridor as a car, bicyclist and pedestrian-friendly destination to live, work and play. Beyond Yosemite Avenue, the planning area (downtown Madera) is generally along SR 145 (Yosemite Avenue) and within the boundaries of Fourth and Sixth Streets (north and south) and H and High Streets (west and east). This area overlaps with the Madera County Arts Council Downtown Madera (DOMA) project area. DOMA is a two-year community engagement planning process to develop downtown into an arts-centric neighborhood. The non-motorized and streetscape improvements along SR 142 and neighboring streets will support the DOMA project efforts.

The Project is a partnership between the City and Caltrans. The project is funded from Caltrans' Sustainable Transportation Planning Grant. Currently, officials are gathering information and opinions about downtown core that will help guide conceptual design alternatives to create a "Main Street" atmosphere on Yosemite Avenue.

The project focuses on issues – such as traffic flow, safety and identity – within the project area, while building off already prepared plans for the City. The plan will identify multi-modal (car, bus, bicycle and pedestrian, for example) improvements and prioritize potential projects that could compete for grant funding.

The planning effort fits into the city's Vision Madera 2025 program that seeks to address and improve multi-modal transportation in the downtown core.

In part, officials are looking at ways to transform Yosemite Avenue into a safer and more attractive destination to walk,

CONTINUED FROM PAGE 1

shop, bike and visit. Design options might include new lighting, lower speed limits, more bike lanes, urban pocket parks, new entryway signage and different kinds of parking.

The City has hired a Mark Thomas to lead this planning project.

Public participation is a critical part of the planning effort. A June 27 walking tour with the Project Steering Community served as an early opportunity to receive feedback on how the community functions that would be considered in the plan.

Two community workshops will be held before the project is completed in early 2020. The community workshops are scheduled as follows:
- mid-November 2019
- mid-January 2020

Notices will be circulated to the community a few weeks before workshops. If you would like to receive notifications, please email one of the contacts provided on the last page.

Project Steering Committee Ensures Coordination on Planning Effort

A community-based project steering committee has been formed to help guide the State Route 145 (Yosemite Avenue) as Downtown Main Street Project.

The local committee includes representatives from the community, business, government, public and other agencies and groups. Committee members are:

- **Josiah Arnold, County of Madera**
- **Chinayera Black-Hardaman, First 5 Madera County**
- **Debi Bray, Madera Chamber of Commerce**
- **Gloria Brown, Madera NAACP**
- **Jason Burns, Landmark Real Estate**
- **Michael Claiborne, Leadership Counsel for Justice and Accountability**
- **Amelia Davies, Madera County Transportation Commission**
- **Evelyn Espinosa, Madera County Transportation Commission**
- **Francisco Garcia, Madera Downtown Association**
- **Jamaica Gentry, Caltrans**
- **Christina Herrera, City of Madera**
- **Ivette Iraheta, City of Madera**
- **Bobby Kahn, Madera County EDC**
- **Lois Leonard, Madera County EDC**
- **Leslie Martinez, Leadership Counsel for Justice and Accountability**
- **Chris Miller, Leighton's Jewelers**
- **Baldwin Moy, California Rural Legal Assistance, Inc.**
- **Stephanie Nathan, Madera County Public Health Department**
- **Rochelle Noblett, Madera County Arts Council**
- **Paulo Soares, Camarena Health**

Walking Tour Generates Ideas for Yosemite Avenue Improvements

More than a dozen steering committee members, comprised of community organizations, business representatives and officials -- talked over ideas and opinions about downtown Madera during a recent walking tour focused on potential design improvements within the project area.

The June 27 tour was an opportunity to collect information for the State Route 145 Yosemite Avenue as Downtown Main Street

CONTINUED FROM PAGE 2

Project, which could help define the general area and downtown core as a regional destination to shop, eat and play.

Stakeholders representing business owners (Chris Miller), community members (Rochelle Noblett), police (Community Service Officer Wayson Juarez) and others -- put on their walking shoes along with representatives from the City of Madera and Mark Thomas, the engineering firm handling the project on behalf of the city.

Stakeholders visited nearly a half-dozen spots, or waypoints, within the project area. Those included stops on Yosemite Avenue near Courthouse Park, on South Gateway near 6th Street, on E Street near the transit hub and the Y-shaped intersection of Fourth and Lake Streets and Central Avenue.

In general, several community members talked about the need to cultivate downtown as a destination and slow or reduce traffic through the area that is simply heading from one part of town to another. With each stop, tour members discussed topics such as traffic flow and speed, lighting, the environment for pedestrians and bicyclists and opportunities for improvements.

For More Information Contact:

City of Madera - Randy Bell, Project Manager
(559) 661-5089 | rbell@madera.gov

Mark Thomas - Robert Lorenz, Design Engineer
(559) 374-3110 | rlorenz@markthomas.com

The City of MADERA VALLEY CENTRAL

Meeting Minutes & Meeting Summary Reports

Kick-off Meeting

MEETING MINUTES

SR-145 (Yosemite Avenue) as a Main Street Feasibility Study

Date:	April 11, 2019
Time:	1:00 pm - 3:00 pm
Location:	424 N. Gateway Drive Madera, CA 93637
Meeting Length:	2 Hours
Subject:	Kick-Off Meeting
Minutes By:	Robert Lorenz (Mark Thomas)
Next Meeting:	June 27, 2019

Issues Discussed:	*Action Required:*

I. Introductions

The meeting was represented by the following individuals:

City of Madera - Randy Bell, Keith Helmuth
The Rios Company - Angie Rios, Jarrett Ramirez
Caltrans - Jamaica Gentry
Madera Property Owners - Chris Miller, Lex Bufford, Steve Copland, Pete
Madera CTC - Amelia Davies
Madera PD - Josiah Arnold
Madera County Public Health - Stephanie Nathan
County of Madera - Nick Salinas
Madera Chambers - Debi Bray
Camarena Health - Elizabeth Contreras
Madera County Arts Council - Rochelle Noblett
Mark Thomas - Ed Noriega, Erik Smith, Robert Lorenz, Ida Taing

II. Project Overview

a) Project History

Noriega reviewed the project area and its existing conditions using preliminary collision data and images taken from Mark Thomas's Proposal.

b) Project Objectives

Noriega explained that the project is looking at a large area of Downtown Madera to identify opportunities to increase Pedestrian and Bicyclist safety

through transportation improvements. Part of Mark Thomas's efforts are also to divide improvements into specific groups to target available funding opportunities to improve the feasibility Study's effectiveness.

Erik Smith explained that all these improvements in mind also will be developed with the community in mind. These transportation improvements have many different opportunities to help make Downtown Madera a destination for its community.

III. Project Approach

a) Project Team

The project team was established as the individuals in attendance including the Steering Committee, City of Madera, and Mark Thomas

b) Scope of Work

i. Develop an Implementable and Constructive Vision

Noriega explained that this meeting is about gathering data from this project team to better understand the desired outcome of the project from the Steering Committee and agencies involved. That this will be a discussion about the goals of this study.

Noriega explained that Mark Thomas is here to listen to these ideas and intentions from the community and Steering community, and developing projects that can be easily funded and implemented

Steering Committee raised the concern about maintenance costs and efforts. After these aesthetic improvements are in place, who will maintain them?

Erik Smith explained that the City would maintain these improvements, or a special district would be created so the property owners that are directly benefitting from these improvements are covering the maintenance cost.

The Steering Committee stated there might already be a special district for parking in the downtown area.

City of Madera wanted to emphasize that this project is not just about Yosemite Ave, but covers 4th, 5th, and 6th streets from the 99 to High Street.

ii. Develop a Vision on Community Input

Noriega stated that one issue that he noticed is illumination is an effective implementation that is easily obtainable. Street

Issues Discussed:	*Action Required:*

Lighting seems to be deficient along Yosemite Ave, and increasing this will improve Safety

Madera PD agreed that lighting is a big concern for their officers. And lighting along main streets and alleyways would help.

The Steering Committee is interested in the multimodal aspect of this project, increasing bicycle and pedestrian traffic in downtown.

City of Madera explained that 6th Street just had a bike lane added within the last 10 years.

The Steering Committee also raised the concern of a gravel company starting to run trucks down Yosemite Ave every day.

The City of Madera stated that their route will most likely be taken down other roads.

The Steering Committee stated they are interested in simple improvements to crosswalks. Bulb-outs seem to be an interesting way to improve the safety and aesthetics of the area.

Steering Committee explained that downtown Visalia and Hanford are good examples of utilizing their downtown areas.

Madera PD brought up the possibility of eliminating certain crosswalks and improving others, encouraging foot traffic in front of businesses

The Steering Committee brought up the issue of crossing the Railroad Tracks, and how can we improve safety and flow across this divider.

Steering Committee stated that the main criticism is that downtown Madera is not safe. That an increase police presence, activation of Alleyways, and improvements highlighted by Erik Smith as "Common Sense Designs" to improve safety.

Steering Committee brought up the possibility of repurposing an alleyway as a bike lane.

Steering Committee stated that there was a historical hotel that burned down. This lot is now vacant and could be an opportunity for this project to identify a use.

Steering Committee added that Yosemite Ave is used as a Parade route during special community events

Steering Committee added that Medians along Yosemite Ave were once discussed as a possible beautification element added to the corridor.

iii. Prepare SR-145 (Yosemite Avenue) as Main St Plan

Noriega discussed the possibility of the City of Madera and Caltrans executing a relocation of SR-145 away from Yosemite Avenue, and how that affects the ability of the City of Madera to utilize Yosemite Ave as a Mainstreet

Noriega discussed moving forward with 2 approaches for Yosemite Ave, first a Road Diet: reducing the road to 1 lane each direction would increase available space for a proposed Class IV bike lane, on-street parking, wider sidewalks, Bulb Outs at intersections, and other possibilities. Second is a similar 2 lane each way condition: this would be acceptable to Caltrans if they continue to operate SR-145 through Yosemite Ave.

Caltrans stated that they currently have projects slated to improve ADA ramps and pavement structural sections along Yosemite Ave, increasing the ability for Caltrans to relinquish their rights to the City of Madera. Also stated that it comes down to funding. If these improvements can be maintained and implemented without burden on Caltrans, it's more likely to happen.

Steering Committee raised the concern that hinging design efforts on the unlikelihood of Caltrans relinquishing rights to Yosemite Ave could be a waste of time.
Noriega explained that these feasibility studies are meant to provide multiple preliminary plans that can be implemented by the City.

Steering Committee explained that there are basements along Yosemite Ave that causes increased construction cost for replacing and maintaining sidewalks.

IV. Next Steps

a) Data Gathering (As-Builts and Survey)

The Steering Committee explained that a lot of effort was already put into preparing the Arts Center plans, and that this should be incorporated into this study.

The Steering Committee stated that a Jim Talbert had a plan for Yosemite Ave 30 years ago that could be looked at

The Steering Committee explained that there is currently a plan to develop a promenade along G St connecting the old courthouses. Prop 68 grant for improvements. HAWK crossings.

Steering Committee Stated that the City, County, and Education Departments all put forth funds to do a study about the beautification of downtown Madera centered on the Courthouses. And that these ideas should be incorporated into the current feasibility Study.

i. Prepare Existing Conditions Report

Noriega explained that Mark Thomas's next step is to prepare a Existing Conditions Report for the review of the City, and the Steering Committee to establish a baseline so the project team can move forward.

ii. Public Participation and Outreach Plan

Madera County Public Health stated that they are very interested in coordinating in public outreach. Their current 5-year grant is centered on public health outreach, education, and encouragement of pedestrian activity in the Latino Community. Interested in Wayfinding and road-diets.

b) Schedule Review

Noriega explained the provided schedule and that the next meeting is a Public Workshop and Walking Tour. Scheduled for June 27th.

Caltrans stated that their funding will last until February 2020.

NEXT MEETING: June 27, 2019

MARK THOMAS

MEETING MINUTES

Project Name

Date:	June 27,2019
Time:	10:00 AM
Location:	Downtown Madera, 424 N. Gateway Drive
Meeting Length:	10:00 AM - 12:00 PM
Attendees:	City of Madera, Steering Committee, Mark Thomas, Rios Company
Subject:	Yosemite as Main Street Walking Tour
Minutes By:	Rob Lorenz / Ida Taing
Next Meeting:	November 7, 2019

Yosemite Ave as Main Street Feasibility Study

Issues Discussed:	*Action Required:*

I. Overview and Waypoint #1

a) GENERAL
   a. H Street has a lot of noise from SR-99 freeway.
      i. Caltrans is not planning on a sound wall along this street.
   b. Yosemite Avenue is busy all day since it is the main route east to west in Madera.
      i. Cyclists use sidewalks frequently due to high volume and speed of traffic.
   c. More continuous lighting is desired to increase safety; acorn style fixtures are preferred.
   d. Gateway (or anything between H St and Gateway) is not in Caltrans right-of-way.
   e. Christmas parade on Yosemite Avenue turns on E St and 6th St to avoid crossing railroad tracks.
   f. Old Timer's parade stays on 1 side of the median on Yosemite Avenue.
   g. Some events take place in Courthouse Park.

Issues Discussed:

b) TRAFFIC
    a. 1 travel lane each direction preferred on Yosemite Avenue instead of 2 lanes each direction.
    b. 1-way road for H Street is preferred.
    c. Traffic is heavier through the school year around 3 PM.
        i. Kids try to cross Yosemite Avenue and families are visiting attractions.
    d. Median is considered hazardous due to reduction in visibility at the midblock crossing north of Courthouse Park.
    e. Potential for pedestrian overcrossing/bridge in place of midblock crossing at street level.
    f. Suggestion for flashing crosswalk to increase visibility of midblock crossing.
    g. Concerns about reducing traffic speed on Yosemite Avenue resulting in people taking alternate streets to drive faster.

c) PARKING
    a. No parking is preferred on Yosemite Avenue.
    b. Parking may not be necessary due to use of parking garage.
    c. Parking protected bike lane on Yosemite Avenue is an option.
    d. Angled parking on H Street (backed in parking was also proposed).
    e. Stakeholders at kick-off meeting preferred angled parking on Yosemite Avenue.
    f. Alternating blocks of angled parking with extended sidewalks was another proposed possibility.
    g. Parallel parking too close to traffic; difficult for people to get out of cars comfortably.

II. WAYPOINT #2

a. Traffic is backed up and is busy from 12 to 6 PM with Afternoon school traffic beginning around 3 PM.
b. Gateway Drive is a main route, and partially

Caltrans right-of-way.

c. Crosswalks in bad condition by the courthouse.
d. City will grow, so will traffic.
e. Cyclists rarely use Gateway Drive.
    i. Gateway is a Minor Arterial with direct access to river crossing in the north.
f. Opportunity for bulb-outs and additional lighting.
g. Multiple jaywalking incidences; city engineer asserts that creating a midblock crossing only encourages more jaywalking.
h. Intersection is an opportunity for enhancements to act as a secondary gateway into downtown.
i. Possibility of making East 6th Street a 1-way street.

III. WAYPOINT #3

a. Activate the street using CPTED design measures.
b. Activate 5th St, which functions as an alley.
c. Some people commented this doesn't have much of a 'plaza feel.'
d. Nicely shaded area due to abundance of good-sized street trees.
e. Possibility of repurposing vacant buildings along E Street; ¾ of commercial buildings are vacant.
f. Trains run every 20-30 minutes and create noise.
g. Transit corner will remain, but office is moving locations.
h. Farmer's Market occurs here and some other events.
i. People like the way Cesar Chavez Plaza functions.
j. Opportunity to improve bus stop area.
k. Bus station can also be a constraint.
l. Wider sidewalks are desired.

IV. WAYPOINT #4

a. Lighting conditions could be improved – make more pedestrian-scale; coordinate w/ Caltrans.
b. Opportunity for showcasing historical culture -

existing historical temperance water fountain.

c. Interest in biofiltration areas at intersections to treat stormwater.
d. Dangerous for drivers and passengers to get out of cars due to the high speed of traffic; people must wait until cars have passed.
e. Low visibility driving west at sunset due to angle of sun.
f. Sidewalk changes constrained by the fact that many businesses have basements, can sometimes be identified with windows in the sidewalks. Can be a slipping/tripping hazard.
g. Posted speed limit on D street is 35 MPH.
h. Opportunity for buffer between bike lane and vehicular traffic on Yosemite Avenue.
i. Opportunity for enhanced intersections with bulb-outs, site furniture, and widened sidewalks.
j. Road diet is preferred.
k. More street trees preferred.

V. WAYPOINT #5

a. Most people agreed that median landscape, while aesthetic, takes away from wider sidewalks and can be disadvantageous for parades.
b. Wider sidewalks are preferred.
c. The bus stop needs a larger space for a safe bus turn out outside of the lane of travel. An enhanced, shaded bus shelter is a good opportunity for this area.

VI. WAYPOINT #6

a. Morning (8 AM) traffic due to school route. Lots of kids walk.
b. City is studying the need for traffic signals at this area and does not want to put in a roundabout.
c. Proposed closure of 4th Street between North Lake Street and N Flume Street to expand the existing

Issues Discussed:

community garden or create a new public park.

d. People sometimes use the alley as a shortcut.
e. Main safety issues: pedestrians, families, school route, traffic to the river walking trail.
f. Engineers commented that the 4th Street traffic is considered heavy for a class III road, may consider modifying it to class II.
g. Existing landscape buffers between sidewalk and street are just dirt – need more landscape to create an aesthetic buffer. People liked the buffers to separate sidewalk traffic from road traffic.
h. Suggestion of 3D painted crosswalks to slow traffic down.
i. Wider sidewalks and angled parking preferred.

NEXT MEETING: November 7, 2019

Walking Tour Meeting Minutes and Walking Audit Packet

NTS

MADERA DOWNTOWN - TOUR WAYPOINTS

MARK THOMAS

6/27/2019

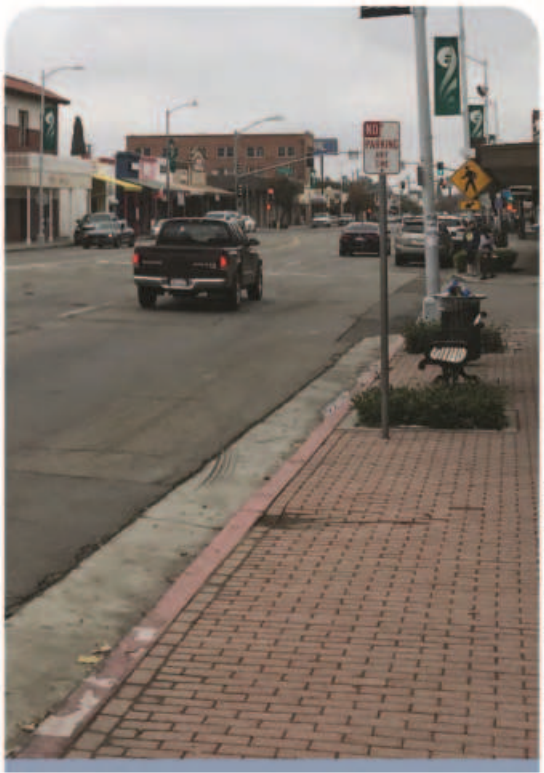
STATE ROUTE 145 YOSEMITE AVENUE AS DOWNTOWN MAIN STREET PROJECT

SITE WALKING AUDIT

JUNE 27, 2019

PREPARED BY:

MARK THOMAS



WALKING AUDIT AGENDA

Yosemite Avenue as Downtown Main Street

Date:	June 27, 2019
Time:	10am – Noon
Assembly Location:	Madera County Arts Council

- Intro 10min
  - Status of Project (where we are in the process)
  - Purpose and Approach of Meeting
  - Overview of Waypoints and Program Contents
- Walking Audit 1hr 45min
  - Waypoint #1 – South H St and Yosemite Ave
  - Waypoint #2 – South Gateway Dr and East 6th St
  - Waypoint #3 – North E St and East 5th St
  - Waypoint #4 – North D St and Yosemite Ave
  - Waypoint #5 –South A St and Yosemite Ave
  - Waypoint #6 – North Lake St and East 4th St
- Wrap Up 5min

Next Steps

Existing Conditions Report Refinements
Conceptual Alternatives
Public Workshop #1
Draft Report and Implementation/Financial Plan
Public Workshop #2
Finalize Report
Submit for Approval

MEETING PURPOSE

To facilitate an open and informed discussion among participants of various project issues and priorities.

MEETING APPROACH

A walking audit of several key locations (waypoints) that best represent the largest array of project issues.

WALKING AUDIT CHECKLIST

While walking through the community, observe and identify challenges and opportunities for improving safety and comfort for street users. Consider the experience of different modes of traversing - walking, cycling, and driving. Also consider the diverse range of users, such as the elderly, children, people with limited mobility. Imagine how issues observed can apply to other locations within the study area.

SIDEWALKS

- How walkable is the area/street?
- Is there ample room on the sidewalk to comfortably accommodate potential users?
- Identify barriers. (Physical and implied.)
- Are there disparities in accessibility or walkability in different areas?
- Is there any landscape, and is it well-maintained?

STREET

- Does the street feel too wide to cross easily? Does it feel safe to cross the street?
- Are crosswalks located too far apart to find a safe place to cross the street?
- Are the crosswalks clearly delineated?
- Do traffic signals provide ample time to cross the street?
- Does the street feel safe as a route for bicycling?

EXPERIENCE

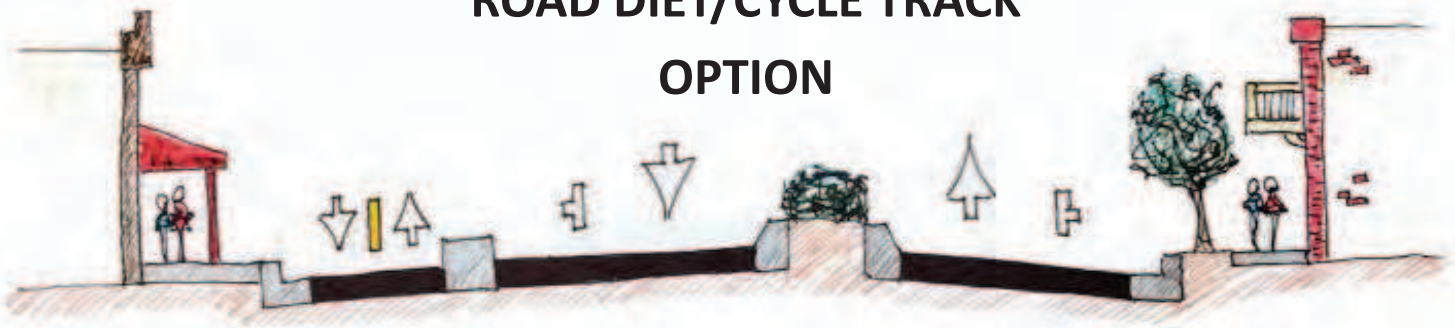
- Are there any street trees or structures providing shade or is there a lot of sun exposure?
- Is there sufficient lighting at night? Does the area feel safe?
- Describe overall conditions. Does the space feel well-kept?
- Does the street have aesthetic qualities and local character?
- Is it easy to navigate the streets?
- Are there any benches or places to rest?
- How does the energy of the streety change at different times of the day?

CROSS SECTIONS AT YOSEMITE AVENUE

EXISTING

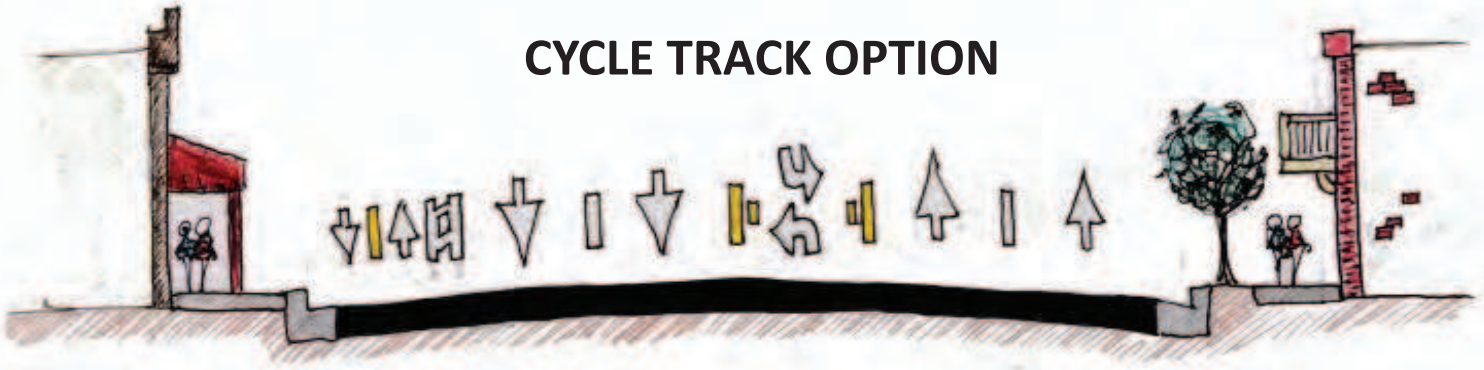
12’ Sidewalk	8’ Parking	12’ Lane	12’ Lane	12’ Median	12’ Lane	12’ Lane	8’ Parking	12’ Sidewalk & Landscape

ROAD DIET/CYCLE TRACK OPTION



12’ Sidewalk	14’ Cycle Track & 4’ Buffer	8’ Parking	15’ Lane	12’ Lane	15’ Lane	8’ Parking	12’ Sidewalk & Landscape

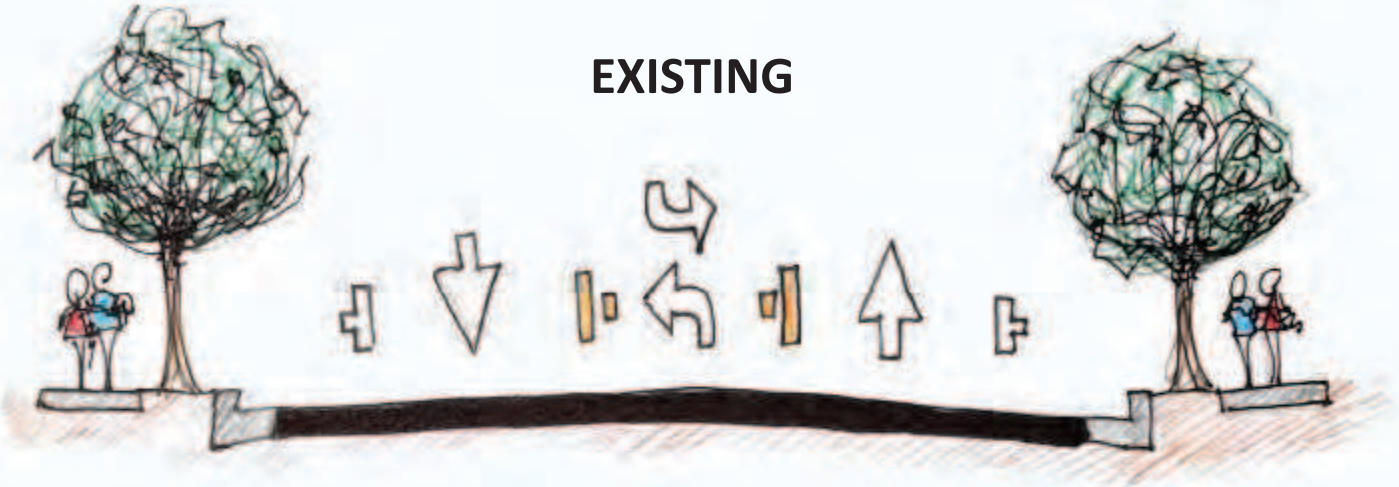
CYCLE TRACK OPTION



12’ Sidewalk	11’ Cycle Track & 2’ Buffer	12’ Lane	12’ Lane	12’ Lane	12’ Lane	15’ Lane	12’ Sidewalk & Landscape

CROSS SECTIONS AT D STREET

EXISTING



12’ Sidewalk & Landscaping	8’ Parking	14’ Lane	12’ Median	14’ Lane	8’ Parking	12’ Sidewalk & Landscaping

CLASS II BIKE OPTION

12’ Sidewalk & Landscaping	8’ Parking	5’ Bike Lane	15’ Lane	15’ Lane	5’ Bike Lane	8’ Parking	12’ Sidewalk & Landscaping

WAYPOINT #1

SOUTH H STREET & YOSEMITE AVENUE

- What are the main opportunities and constraints with this street?
- Is the street busy at different times of the day?
- If the street was closed down for events, how would this impact traffic?
- Are there events that take place nearby (such as on the adjacent park)?
- Does the street feel safe as a pedestrian, cyclist, or driver?
- Do cyclists use this steet?
- What are the lighting conditions at night?

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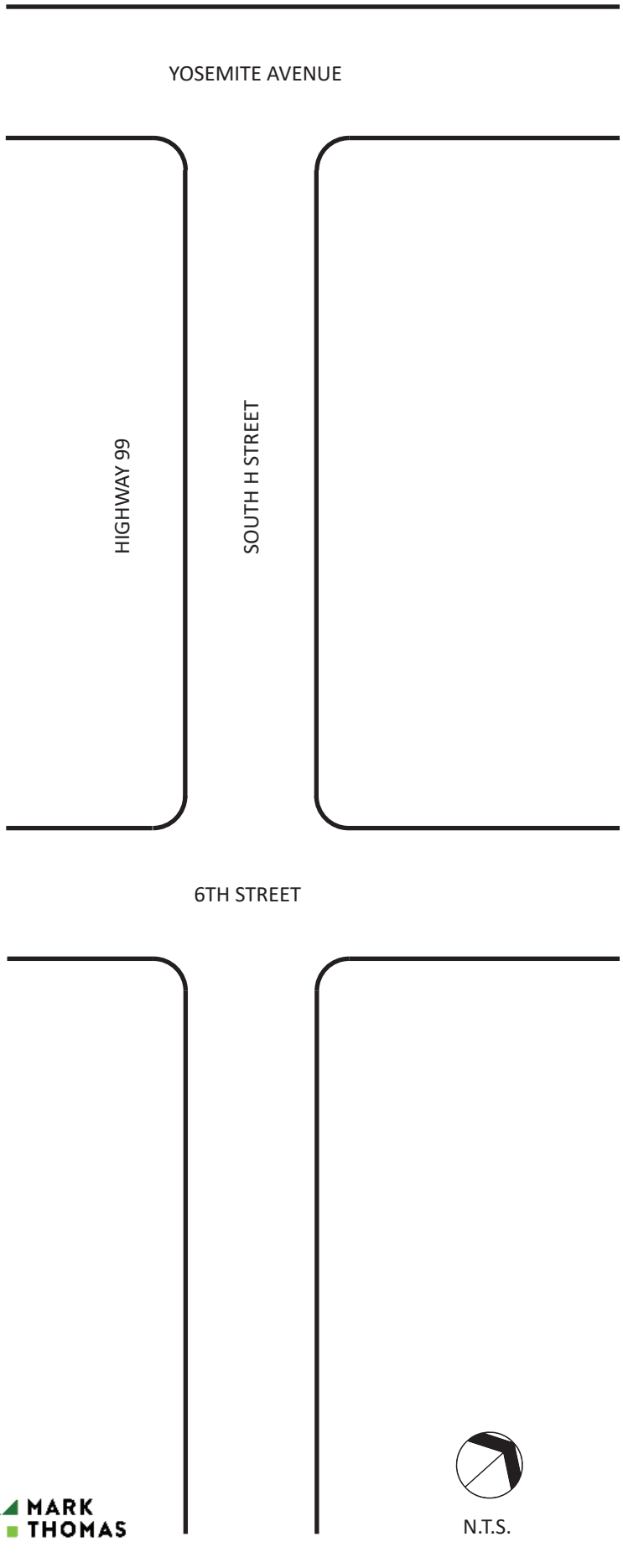

N.T.S.

WAYPOINT #2

SOUTH GATEWAY DRIVE & EAST 6TH STREET

- What are the main opportunities and constraints with this street?
- Is the street busy at different times of the day?
- Are there events that take place nearby (such as on the adjacent park)?
- Does the street feel safe as a pedestrian, cyclist, or driver?
- Do cyclists use this steet?
- What are the lighting conditions at night?

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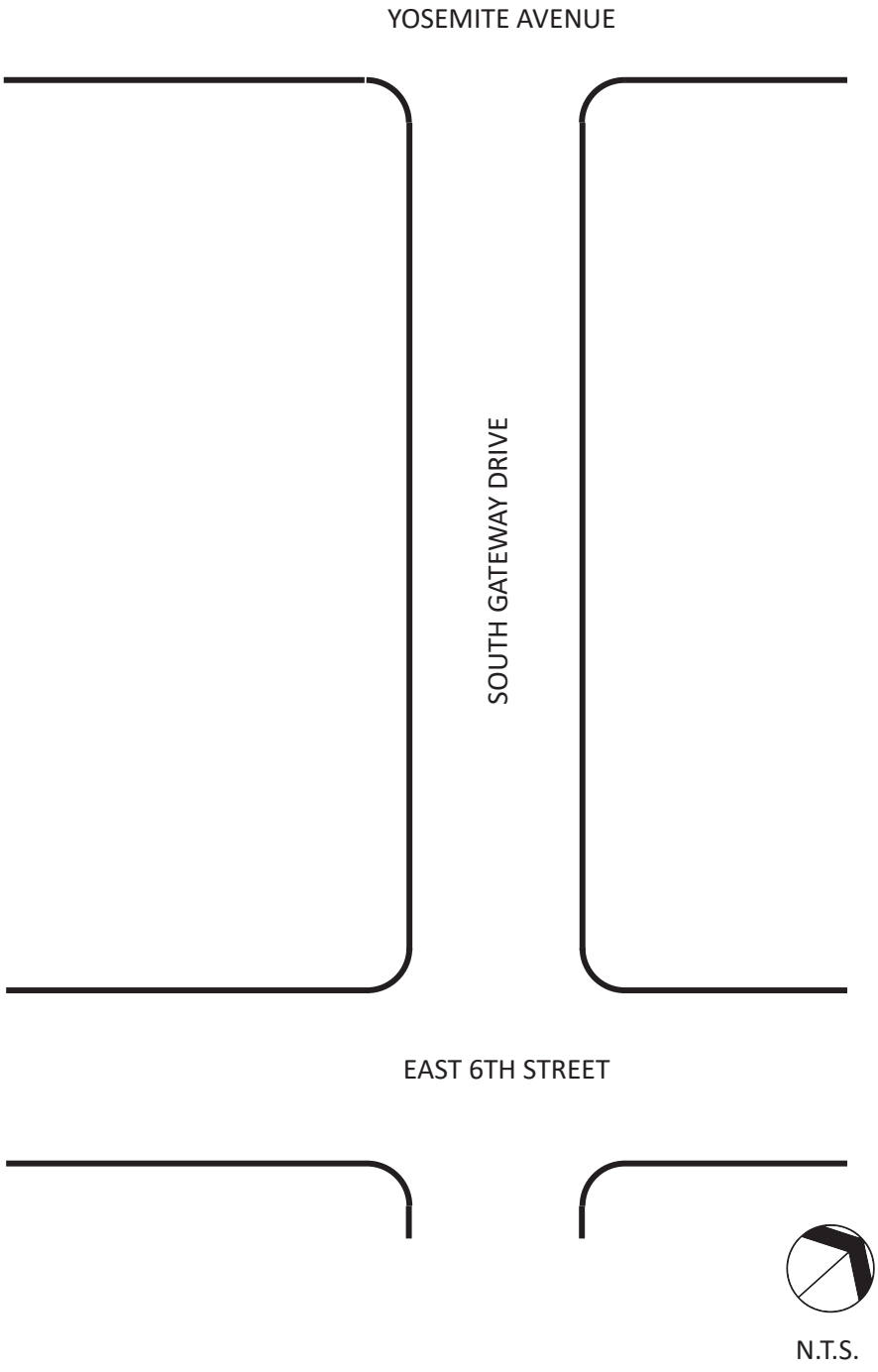

WAYPOINT #3

NORTH E STREET & EAST 5TH STREET

- What are the main opportunities and constraints with this street?
- How are the adjacent buildings nearby utilized?
- What are the lighting conditions at night?
- Is the existing site functional as a plaza? Why or why not?
- What are the events that take place at Cesar Chavez Plaza? How big are the events?
- Is there ever a need to to occupy more street space for festivals and events?
- Does the street feel safe as a pedestrian, cyclist, or driver?
- Do cyclists use this steet?
- Is the existing site furniture appropriate for this location? How can the comfort of this site be improved?
- Is the existing sidewalk a comfortable width?

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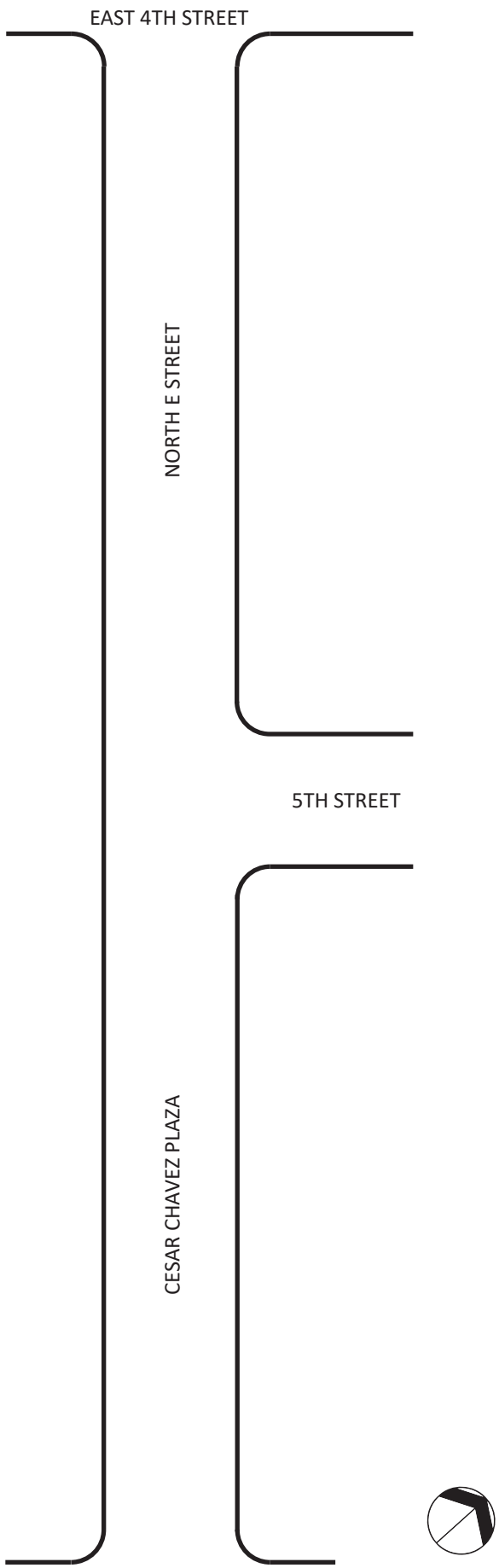
EAST 4TH STREET
NORTH E STREET
5TH STREET
CESAR CHAVEZ PLAZA
YOSEMITE AVENUE

N.T.S.

WAYPOINT #4

NORTH D STREET & YOSEMITE AVENUE

- What are the main opportunities and constraints with this street?
- What are the lighting conditions at night?
- Does the street feel safe as a pedestrian, cyclist, or driver?
- Do cyclists use this steet?
- Is there any shade from street trees or structures? How comfortable is it to navigate the street?

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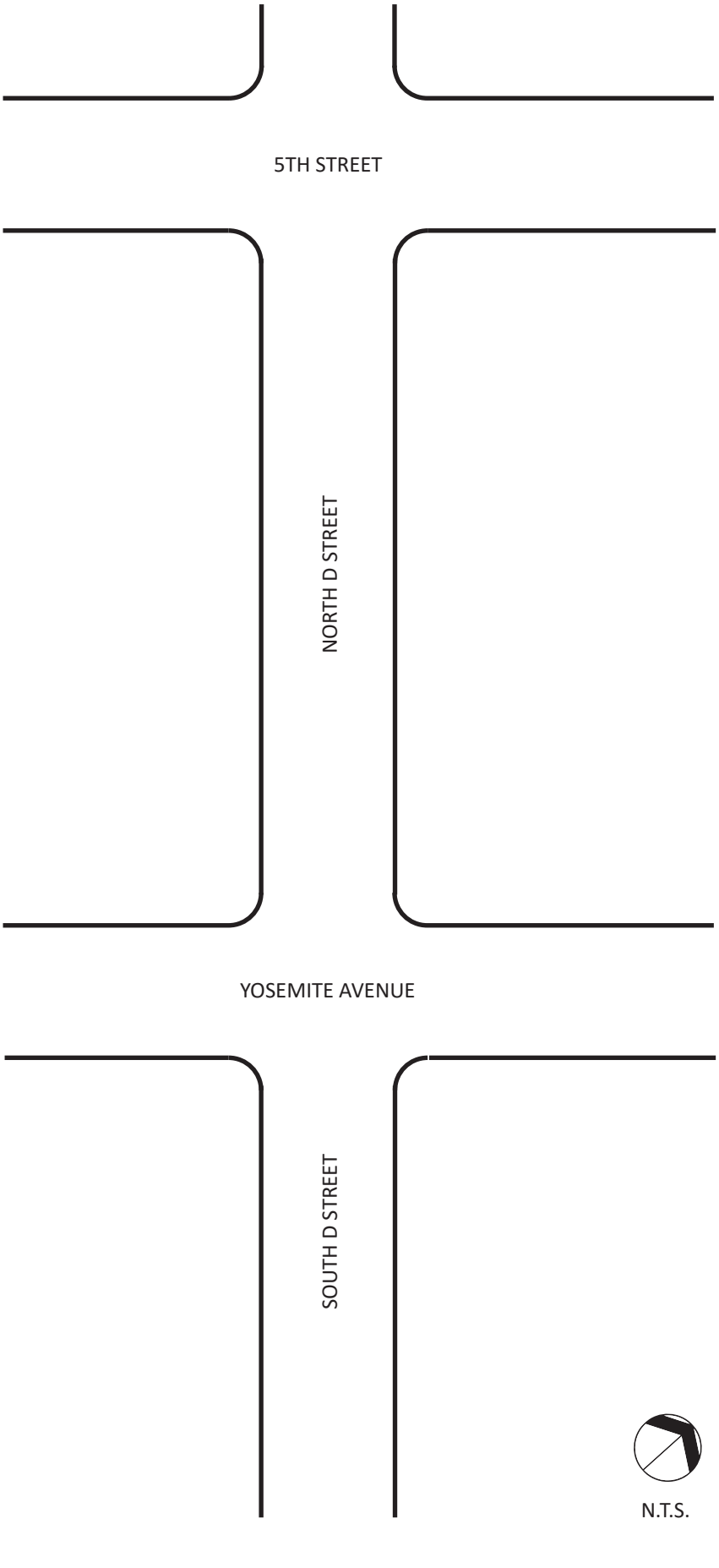

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WAYPOINT #5

SOUTH A STREET & YOSEMITE AVENUE

- What are the main opportunities and constraints with this street?
- How are the adjacent buildings nearby utilized?
- What are the lighting conditions at night?
- Does the street feel safe as a pedestrian, cyclist, or driver?
- Do cyclists use this steet?

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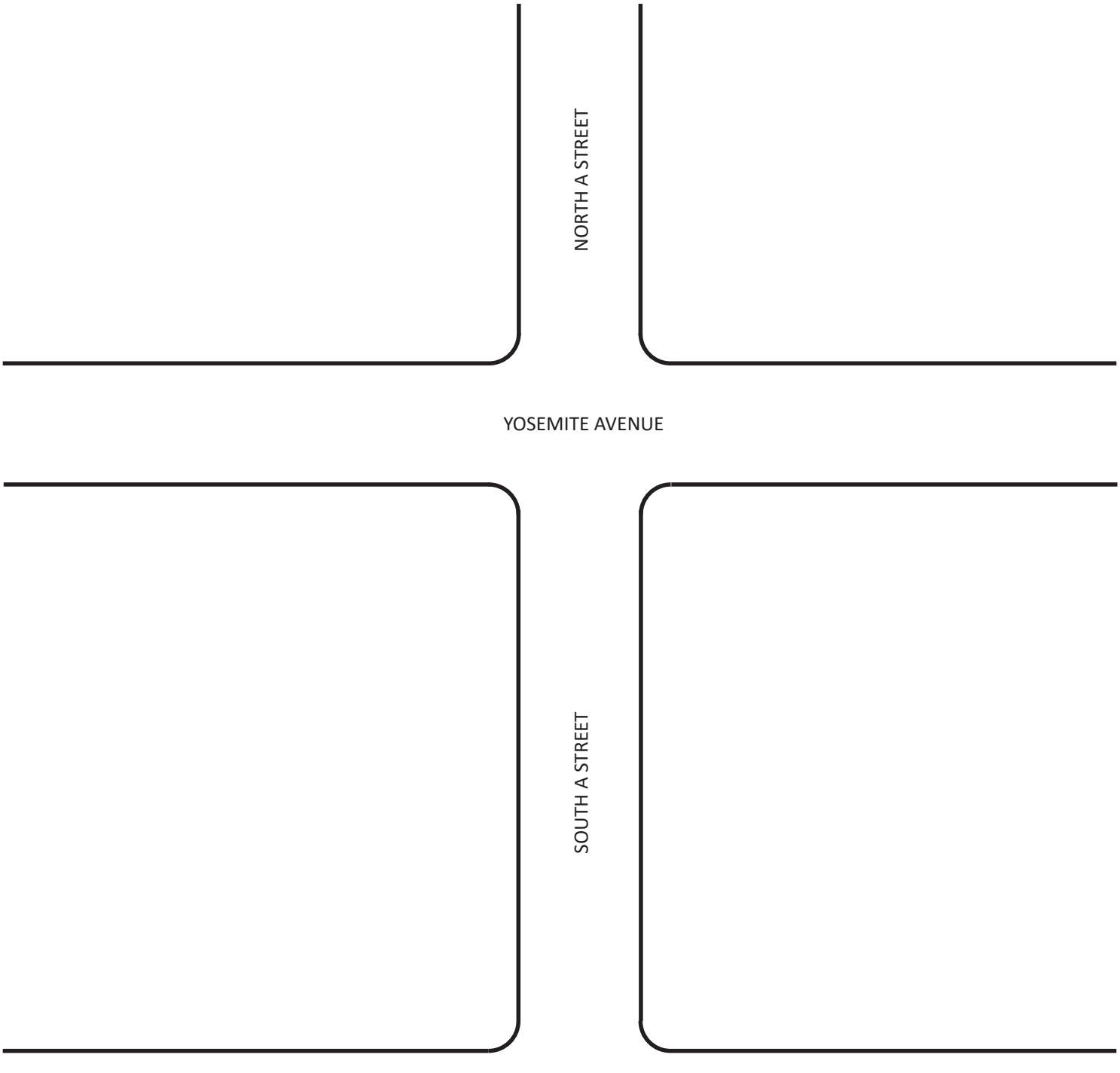

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WAYPOINT #6

NORTH LAKE STREET & EAST 4TH AVENUE

- What are the main opportunities and constraints with this street?
- What are the lighting conditions at night?
- Does the street feel safe as a pedestrian, cyclist, or driver?
- How comfortable is it to navigate the street?
- Do cyclists use this steet?
- What are the traffic conditions of this area?
- Are motor vehicle speeds an issue in this area?

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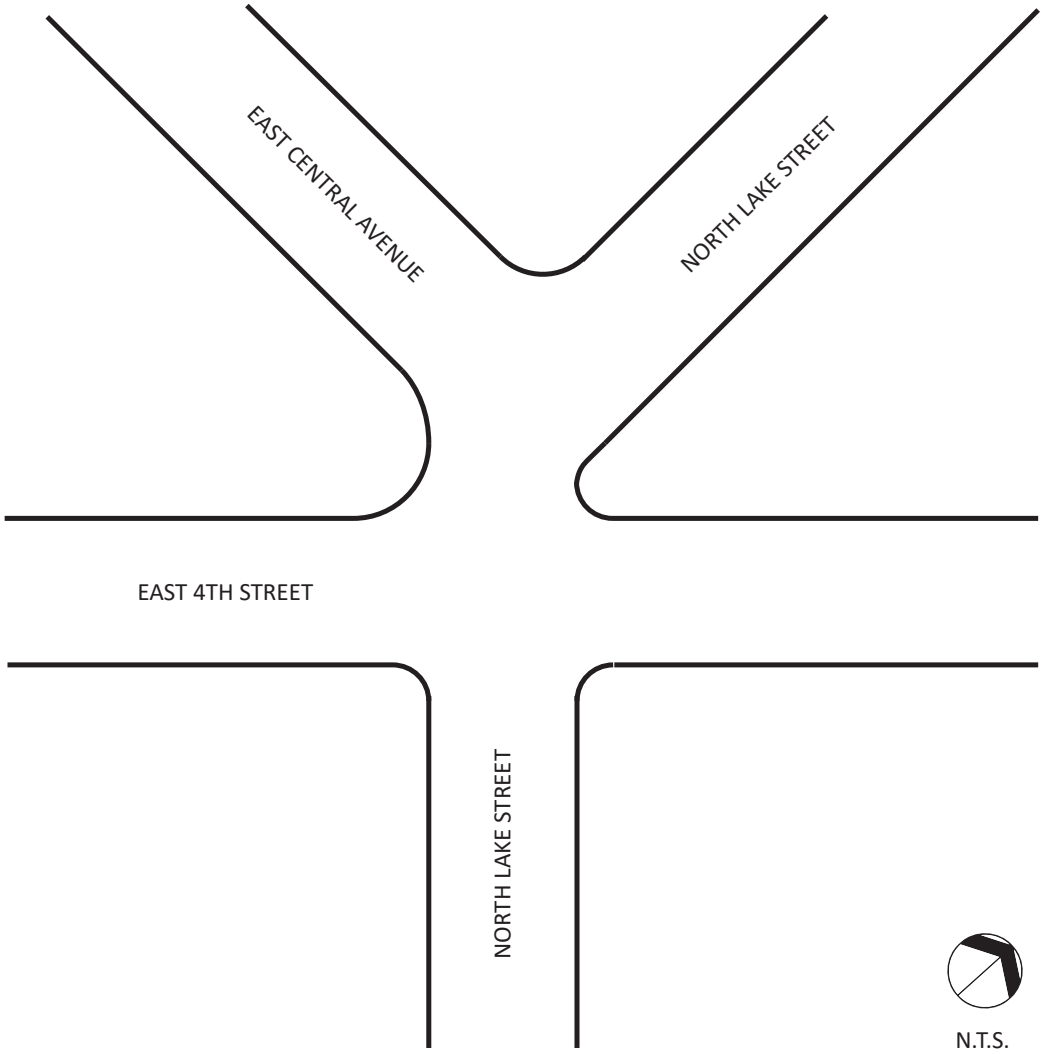
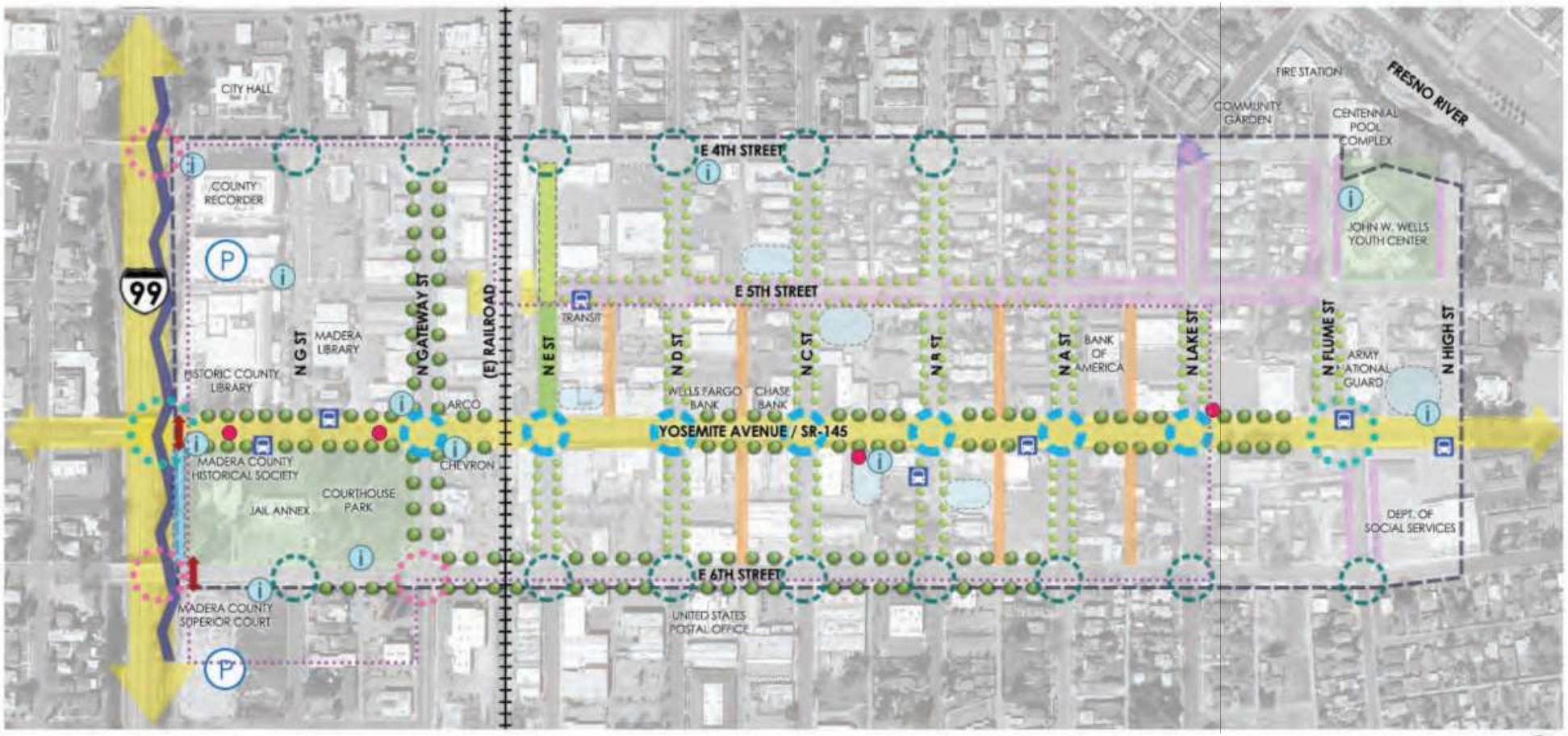

EAST CENTRAL AVENUE
NORTH LAKE STREET
EAST 4TH STREET
NORTH LAKE STREET
N.T.S.



LEGEND

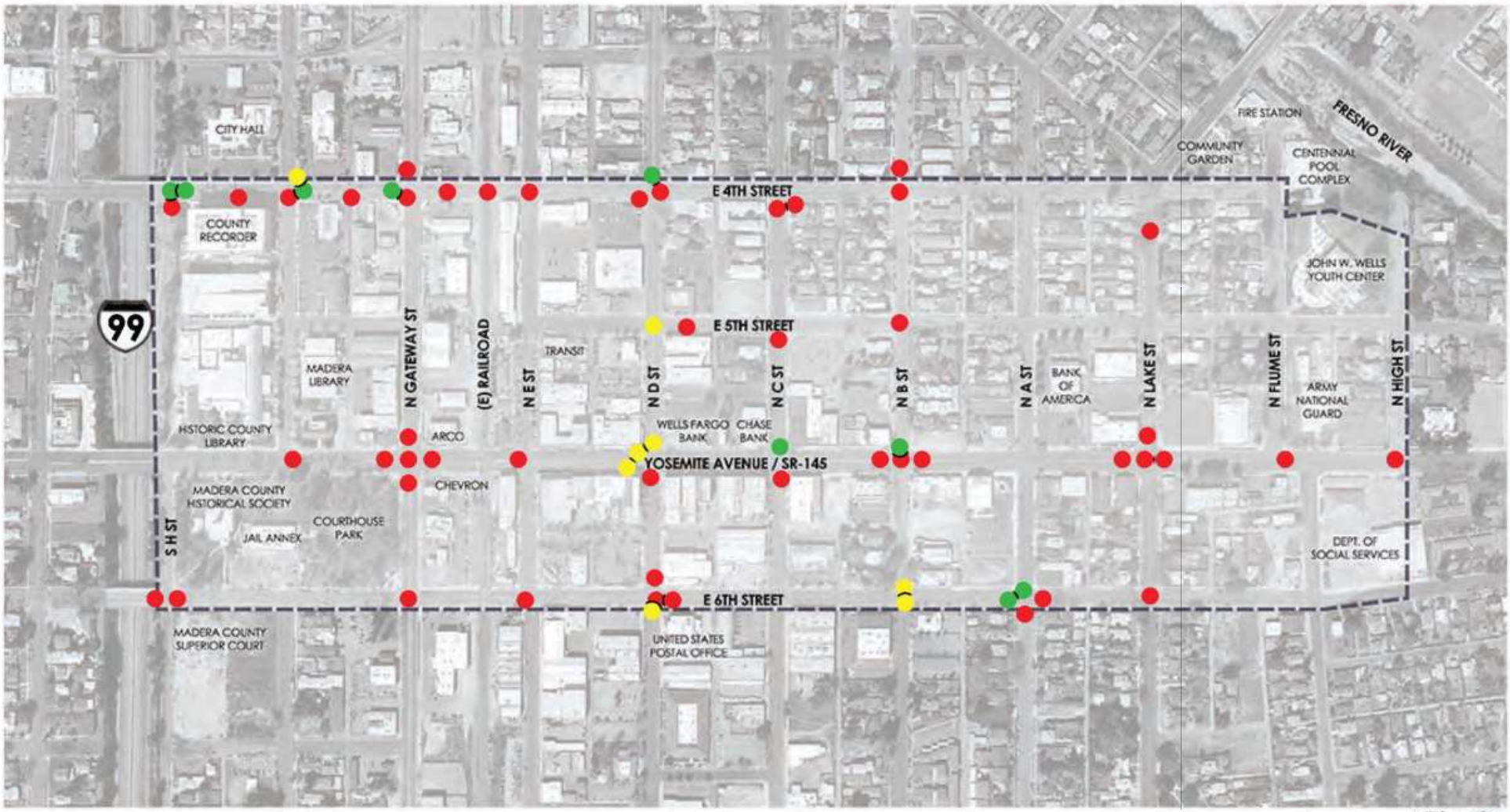
- PROJECT BOUNDARY
- RECLAIM UNDERUSED ON-STREET PARKING FOR PEDESTRIAN SPACE
- ALLEY ACTIVATION
- CESAR CHAVEZ PLAZA
- EXTENSION OF CESAR CHAVEZ PLAZA
- EXTENSION OF COURTHOUSE PARK AT STREET
- DOMA STUDY AREA
- PRIMARY GATEWAY
- SECONDARY GATEWAY
- ROUNDABOUT
- ENHANCED INTERSECTION W/ BULB-OUTS, CROSSWALK, & SIGNAL
- INTERSECTION BULB-OUTS
- PROPOSED CROSSWALK
- PARKING GARAGE
- EMPTY LOT ACTIVATION
- PARK
- PEDESTRIAN BARRIER
- NODE
- EXISTING BUS STOP
- STREET TREE
- WAYFINDING
- OPPORTUNITY FOR PUBLIC ART

NTS

MADERA DOWNTOWN - OPPORTUNITIES & CONSTRAINTS ANALYSIS MAP

MARK THOMAS

6/27/2019



NTS

LEGEND

PROJECT BOUNDARY

MOTOR COLLISION

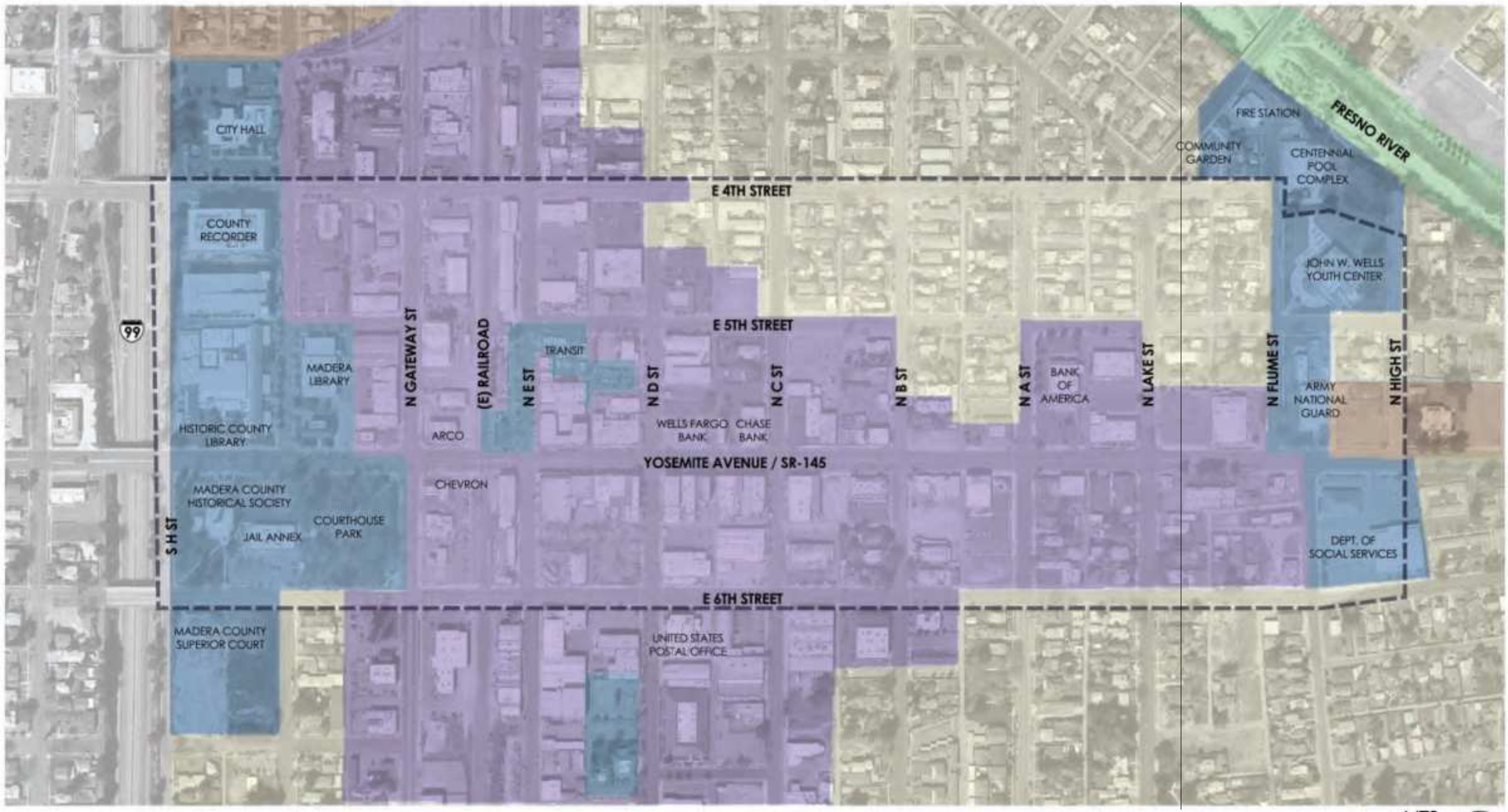
PEDESTRIAN COLLISION

BICYCLE COLLISION

MADERA DOWNTOWN - COLLISION DATA MAP 2014-2018

MARK THOMAS

6/27/2019



NTS

LEGEND

CIVIC/PUBLIC | COMMERCIAL CORE | RESIDENTIAL | RIVER AREA | OTHER

PROJECT BOUNDARY

MADERA DOWNTOWN - LAND USE RELATIONSHIP MAP

DOWNTOWN MADERA HAS MIXED USES IN A RELATIVELY SMALL AREA.

6/27/2019

NTS

LEGEND

- PRIVATE PARKING GARAGE
- SURFACE PARKING LOT (PRIVATE)
- SURFACE PARKING LOT (PUBLIC)
- ON-STREET PARKING (PARALLEL)
- ON-STREET PARKING (ANGLED)
- ON-STREET PARKING (PERPENDICULAR)

MADERA DOWNTOWN - PARKING ANALYSIS

6/27/2019

NTS

LEGEND

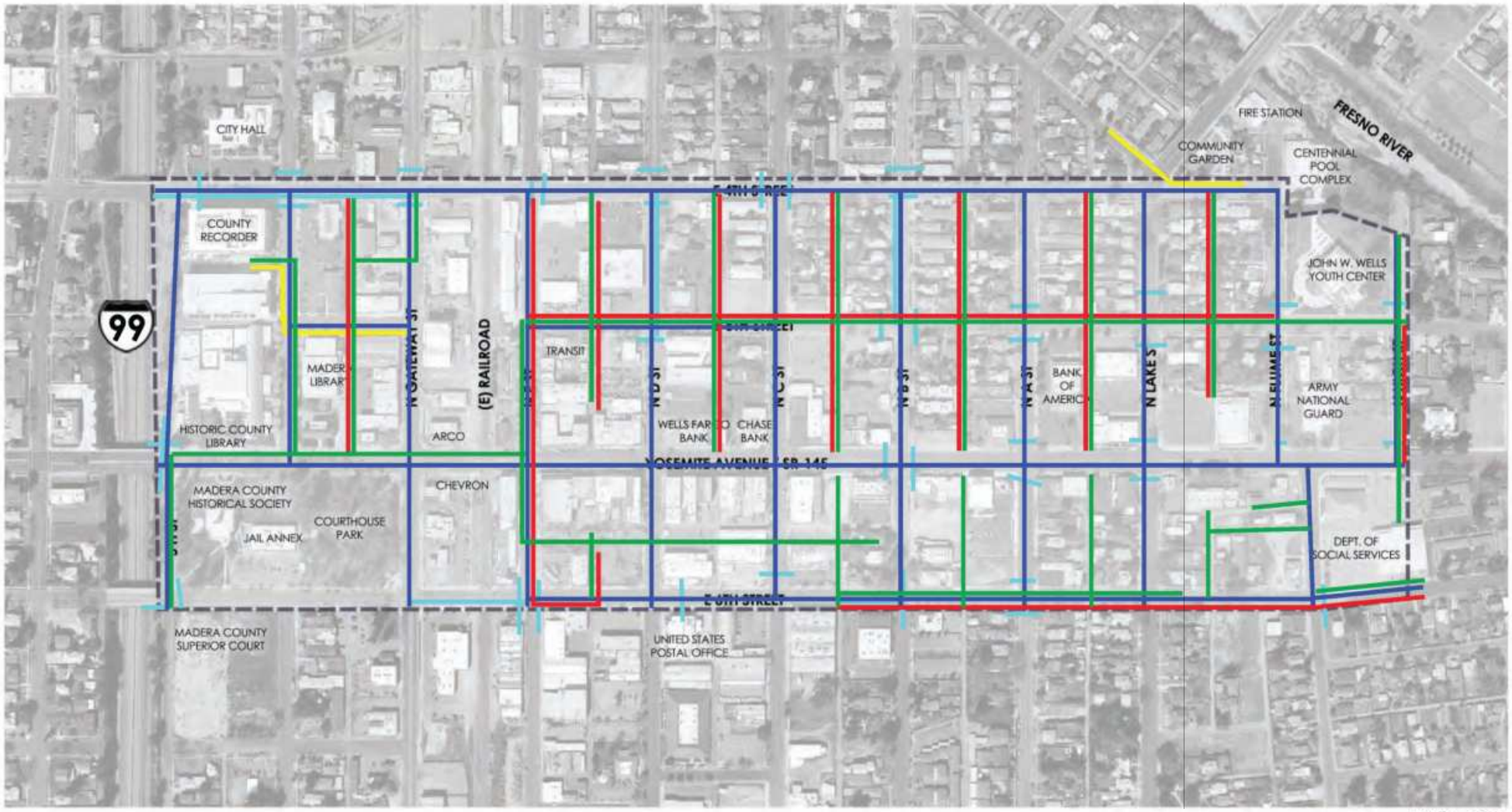
PROJECT BOUNDARY

URBAN CANOPY

MADERA DOWNTOWN - URBAN CANOPY MAP

STREET TREES, WHICH CAN HELP IMPROVE PEDESTRIAN COMFORT ON STREETS, ARE IRREGULARLY DISPERSED.

6/27/2019



NTS

LEGEND

PROJECT BOUNDARY

GAS ELECTRIC WATER STORM DRAIN SEWER

MADERA DOWNTOWN - PRELIMINARY UTILITY MAPPING

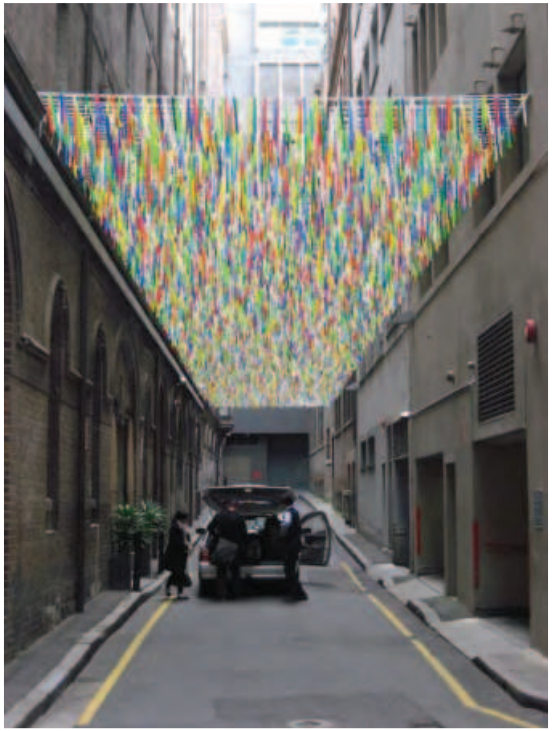
6/27/2019

MARK THOMAS

STREETSCAPE EXAMPLES

MARK THOMAS

ALLEY ACTIVATION



BULB-OUTS AND CROSSINGS

GATEWAYS

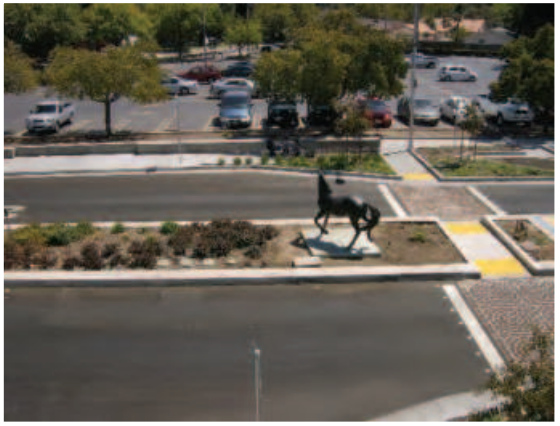
VERNON STREET

MARINA BOULEVARD
MARINA BLVD STREETSCAPE IMPROVEMENTS

DISTRICT

MARK THOMAS

PUBLIC ART

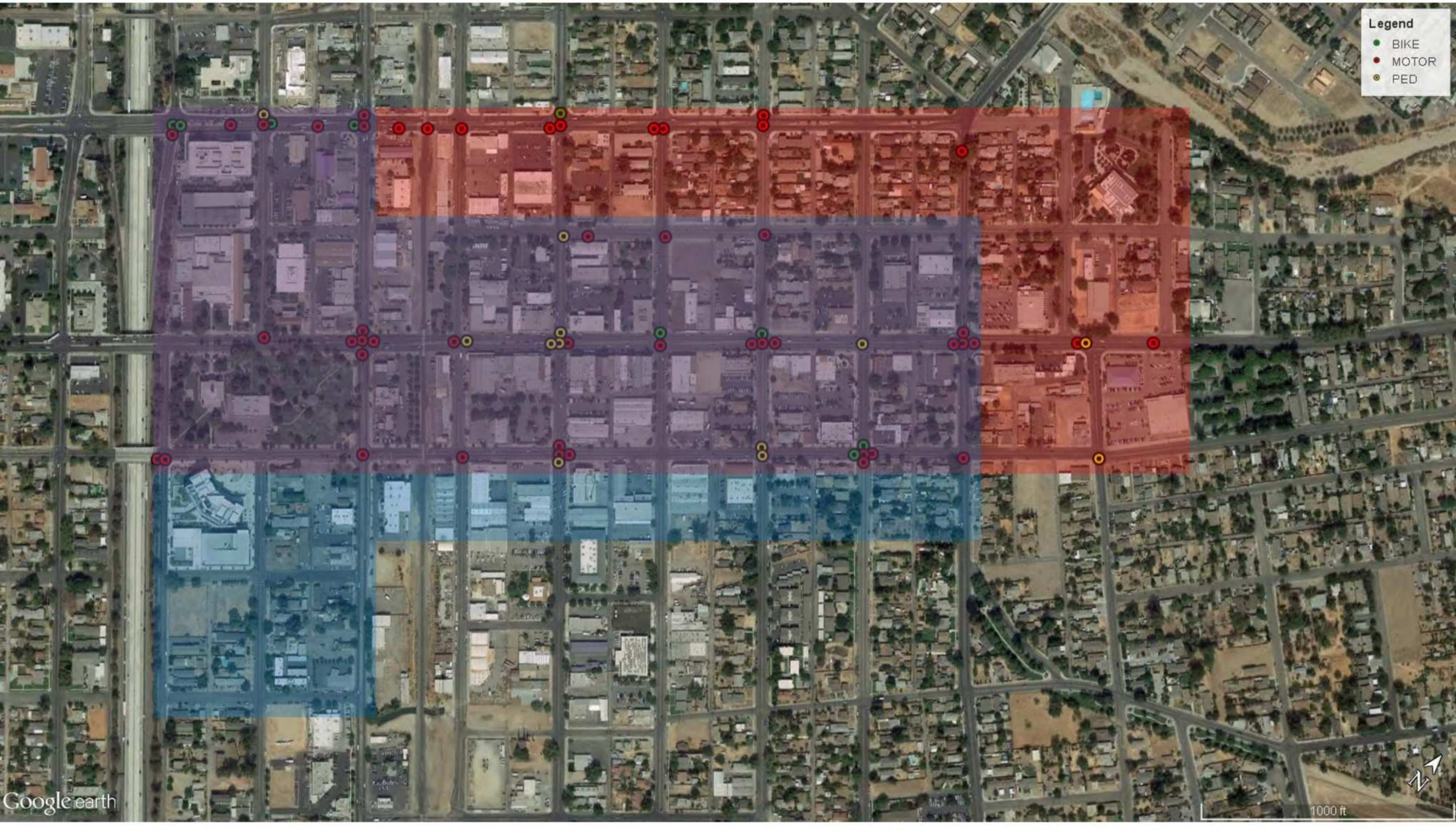


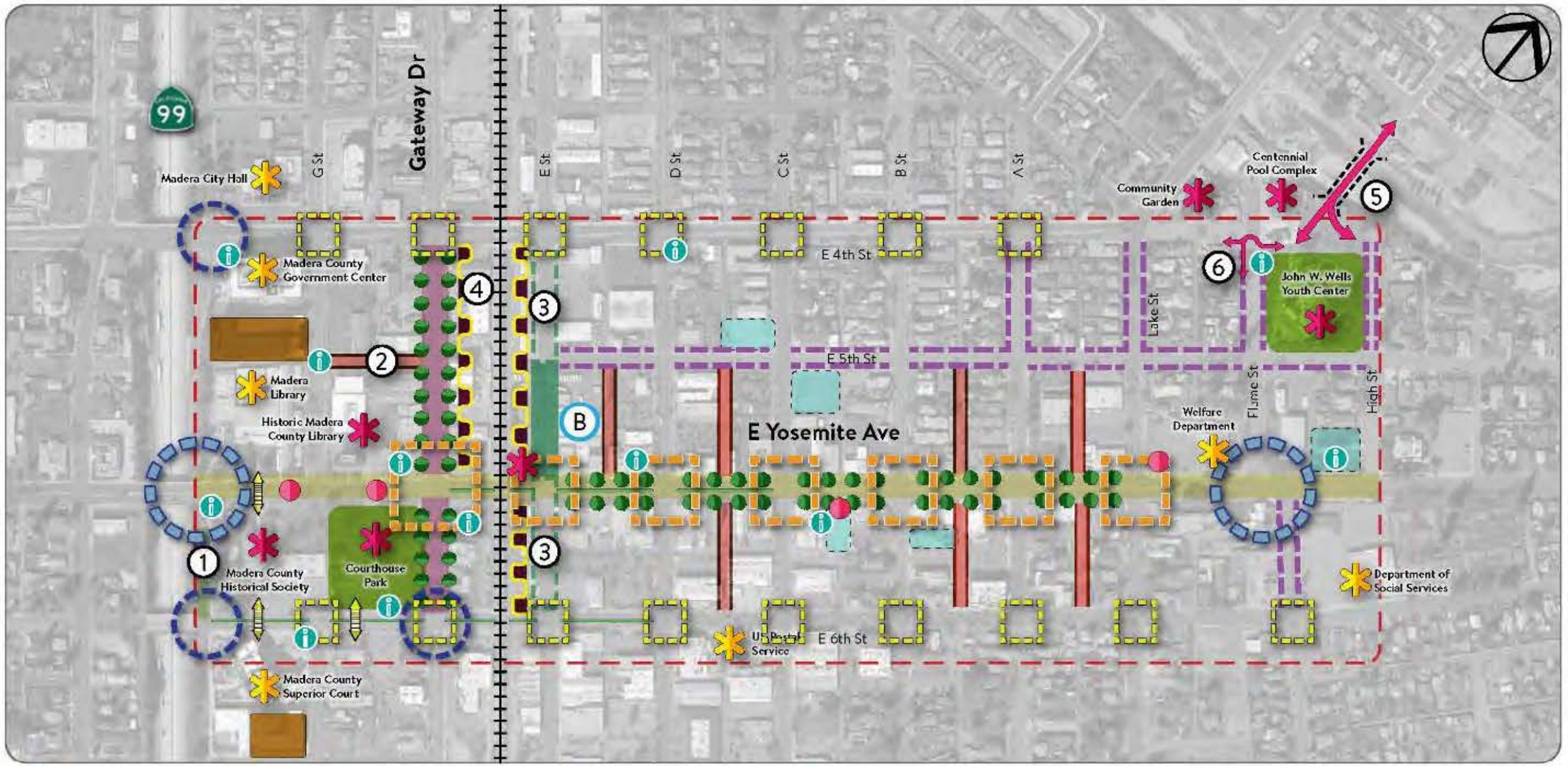
State Route 145 (Yosemite Avenue) as Main Street

MARK THOMAS

City Council Presentation

October 2, 2019

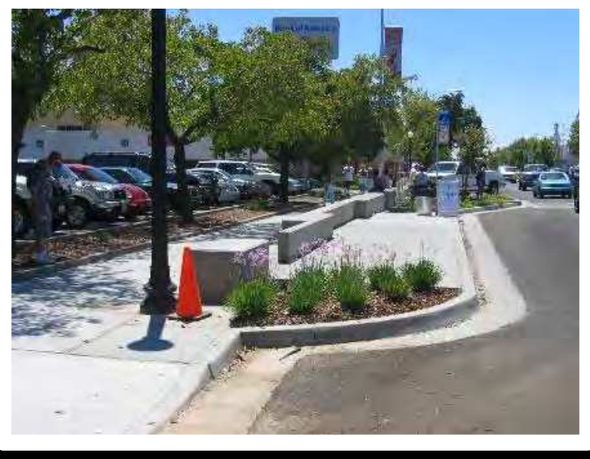

Legend
BIKE
MOTOR
PED
Google earth
1000 ft



- Civic Destinations
- MADERA ATTRACTIONS
- Primary Gateway
- Secondary Gateway
- Enhanced Pedestrian Intersection with Bulb-outs, Crosswalks, and Signals
- Activation of Alleyways
- Reclaim Underused On-Street Parking for Pedestrian Space
- New Medians
- Rail Road
- Project Limits
- Intersection Bulbouts
- Parking Structure
- Activation of Empty Lots
- Enhance Gateway Corridor
- Enhance Yosemite Corridor
- Cesar Chavez Plaza
- Park
- Mid-block Crossing with Traffic Calming
- Urban Forest Along Key Corridors
- Wayfinding Opportunities
- Bus Depot
- Opportunity for Public Art

1. Extend Park with Cesar Chavez Plaza Like Improvements
2. Activate 5th Street Alleyway
3. Extension of Cesar Chavez Plaza
4. Visual and Circulatory Obstructions along Railroad
5. Future Pedestrian/Bicycle Bridge
6. Redesign Temporary Vehicular Obstruction into Pedestrian Space and Connection

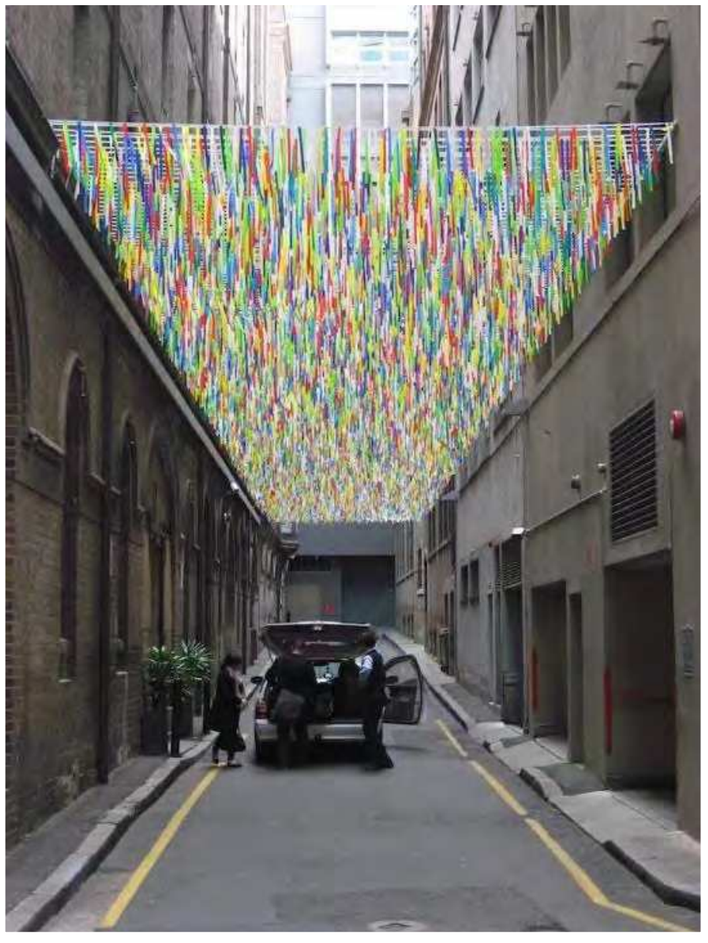
BULB-OUTS AND CROSSINGS



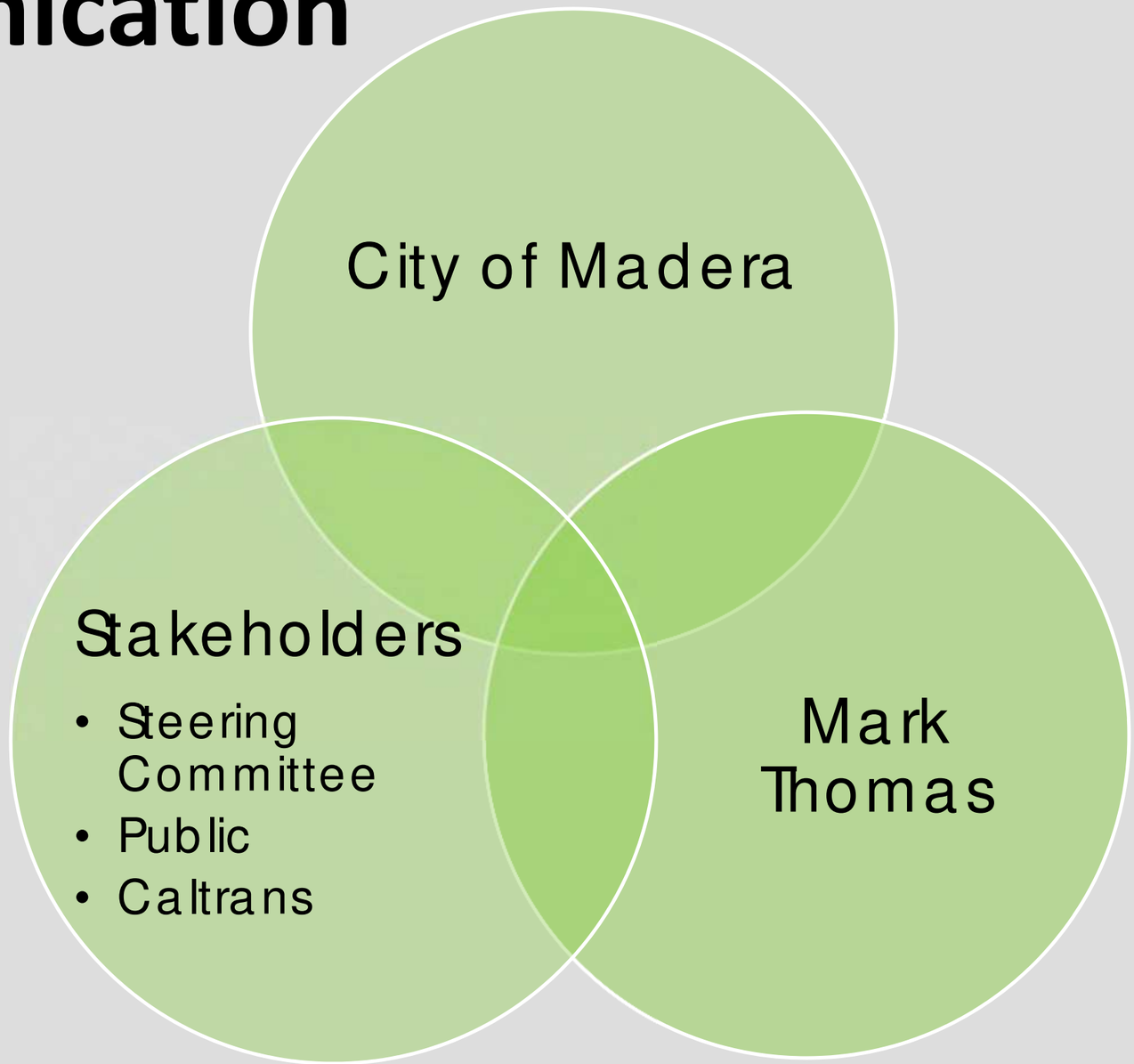
BICYCLE FACILITIES

STREETSCAPE EXAMPLES

ALLEY ACTIVATION



Communication



Steering Committee

- City of Madera
- First 5
- Chamber of Commerce
- Madera NAACP
- Landmark Real Estate
- Leadership Counsel of Justice and Accountability
- Madera County Public Health Department
- Camarena Health
- Madera County Arts Council
- Madera Police Department
- Madera Downtown Association
- Madera EDC
- Madera NAACP
- Leighton's Jewelers
- Madera County
- Madera County Transportation Commission
- Caltrans

Schedule

- NTP – March 2019
- Data Gathering – March – May 2019
- Walking Tour (Steering Committee) – June 2019
- Development of Alternatives – July – October 2019
- Public Workshop - Mid-November 2019
- Public Workshop - Mid-January 2019
- Project Completion - February 2020

Questions?

State Route 145 (Yosemite Avenue) as Main Street

MARK THOMAS

Steering Committee Meeting

November 7, 2019

MADERA ATTRACTIONS

HISTORIC COUNTY COURTHOUSE

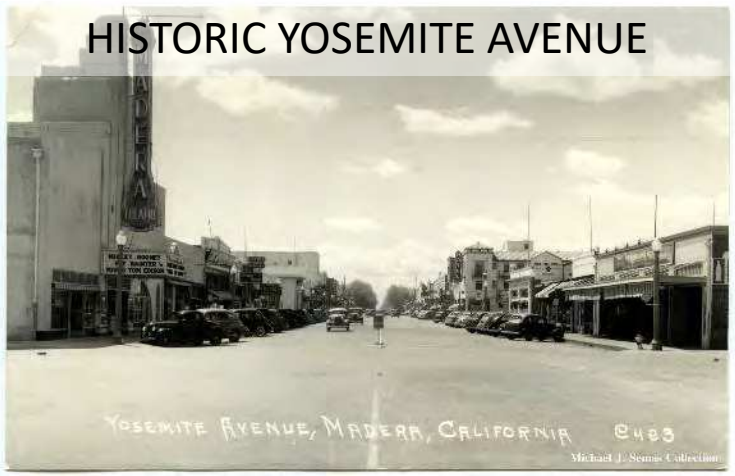
HISTORIC COUNTY LIBRARY

CENTENNIAL POOL AND WELLS YOUTH CENTER

NEW COUNTY COURTHOUSE

COURTHOUSE PARK

HISTORIC YOSEMITE AVENUE



SCHEDULE

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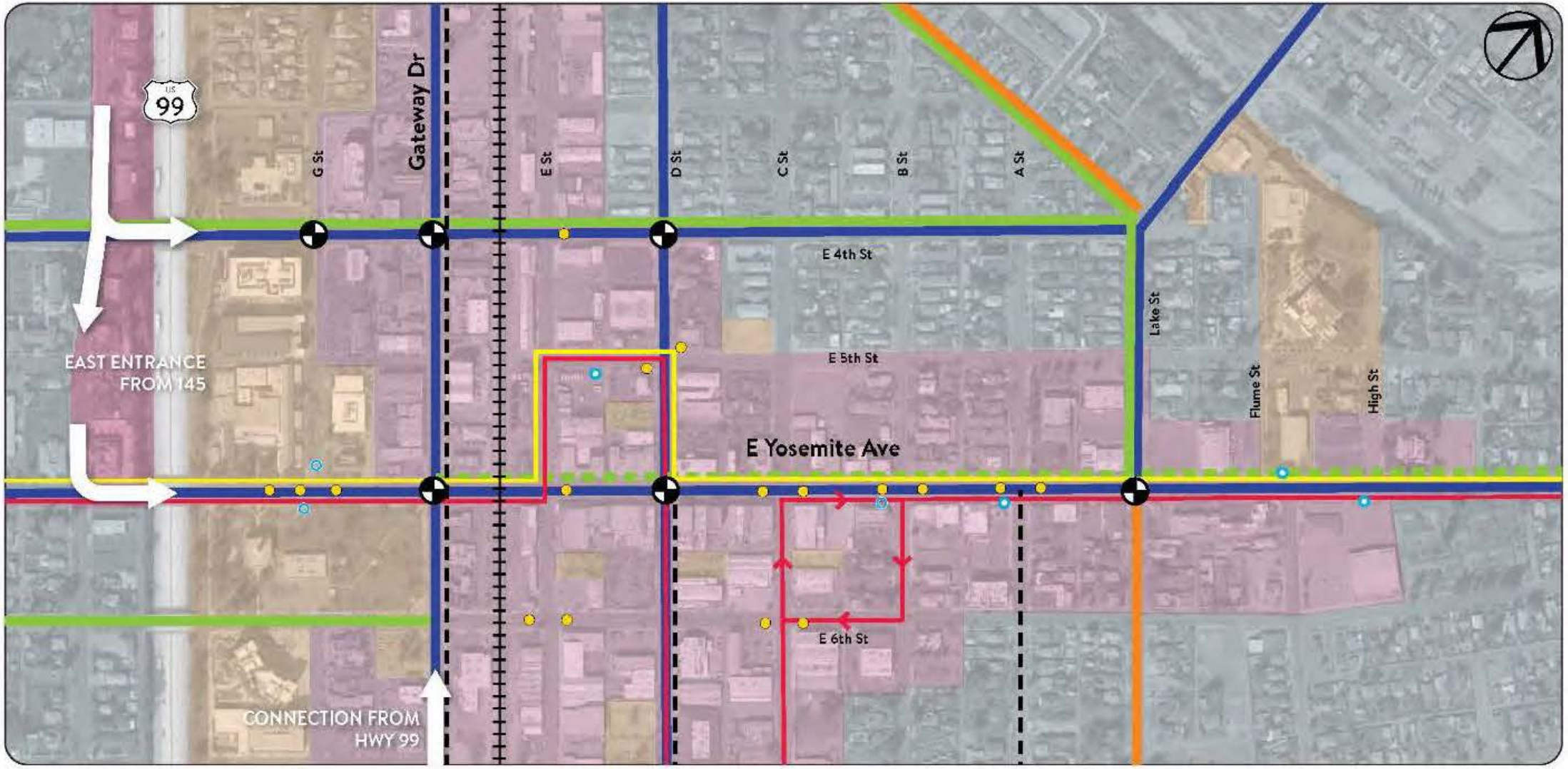


Commercial Zoning

Public/Civil Zoning

Residential Zoning

Rail Road

Bulb-outs

Potential Roundabout

Enhanced Bus Stop

Potential Road Diet, Class IV Separated Bike-way, and Safe Mobility Enhancements

Safe Mobility Enhancements

Permanent Street Closure and Landscape

Existing Uncontrolled Crosswalk

Existing Bus Stop

Existing Non Timed Bus Stop

Existing Traffic Signal

Arterial

Connector

Existing Class III Bike Route

Class IV Separated Bike-way

Planned Class II Lanes

Bus Route 1

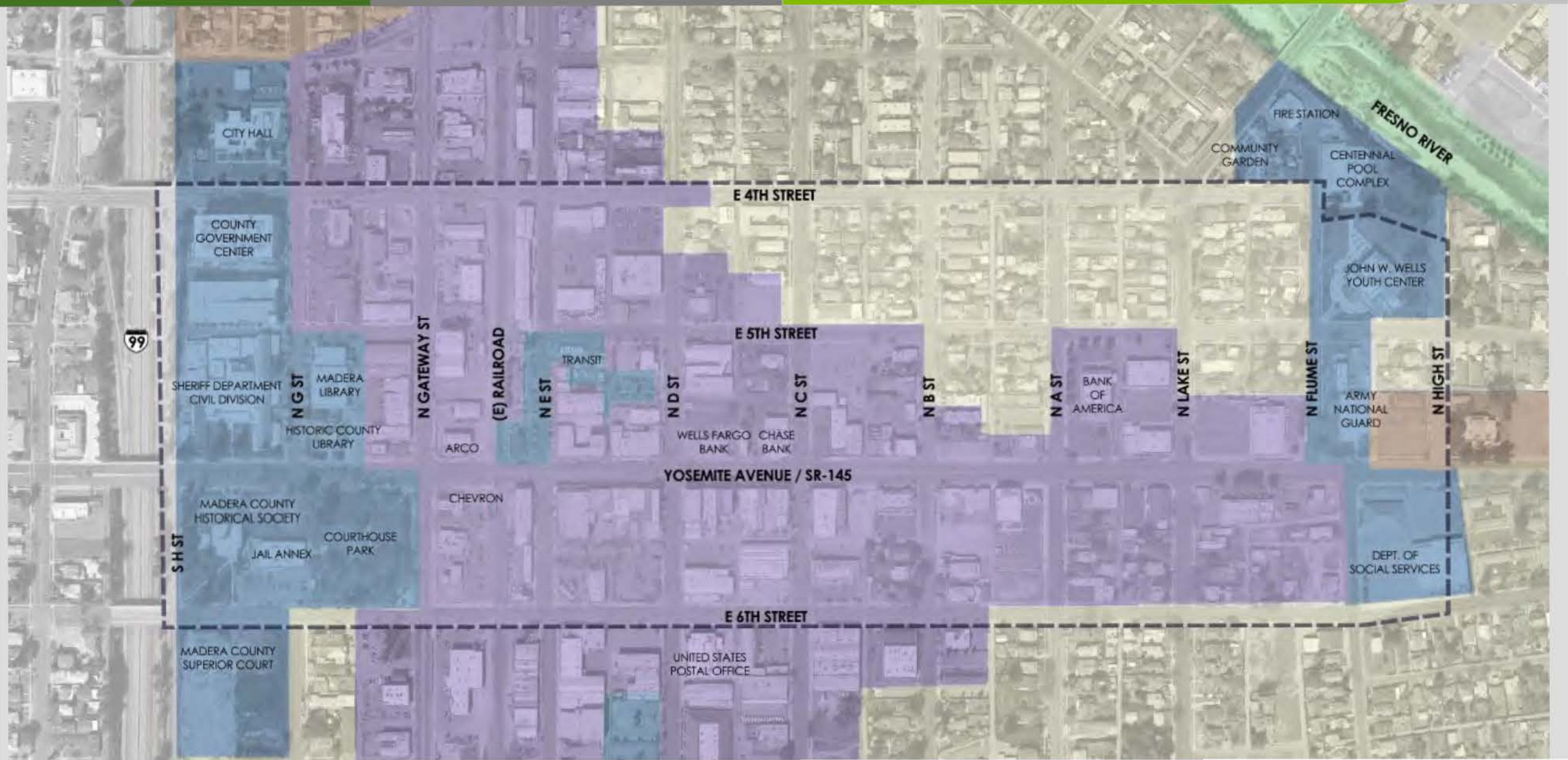
Bus Route 3 College

Unprotected Crossing Options Include:

1. HAWK (High Intensity Activated Crossing)
2. Rectangular Rapid Flashing Beacon
3. Advanced Yield Sign-age and Yield Lane Markings

PROJECT AREA MAP

LAND USE


CITY HALL
COUNTY GOVERNMENT CENTER
SHERIFF DEPARTMENT CIVIL DIVISION
MADERA LIBRARY
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TRANSIT
WELLS FARGO BANK
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99
N GATEWAY ST
(E) RAILROAD
N E ST
N D ST
N C ST
N B ST
N A ST
N LAKE ST
N FLUME ST
N HIGH ST
N G ST
S H ST

PARKING ANALYSIS

CROSSWALK ANALYSIS

SIDEWALK ANALYSIS

SITE LIGHTING ANALYSIS

URBAN CANOPY ANALYSIS

OPPORTUNITIES & CONSTRAINTS

BULB-OUTS AND CROSSINGS

BICYCLE FACILITIES

STREETSCAPE INSPIRATION

ALLEY ACTIVATION

STREET FURNISHING & AMENITIES

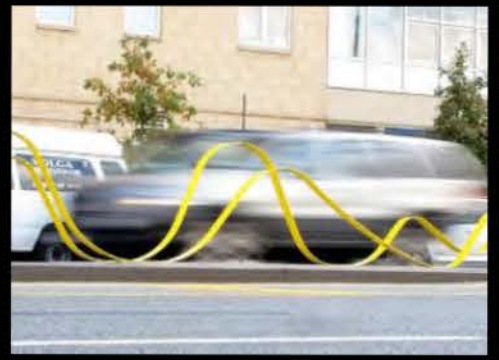
WAYFINDING

INFORMATION

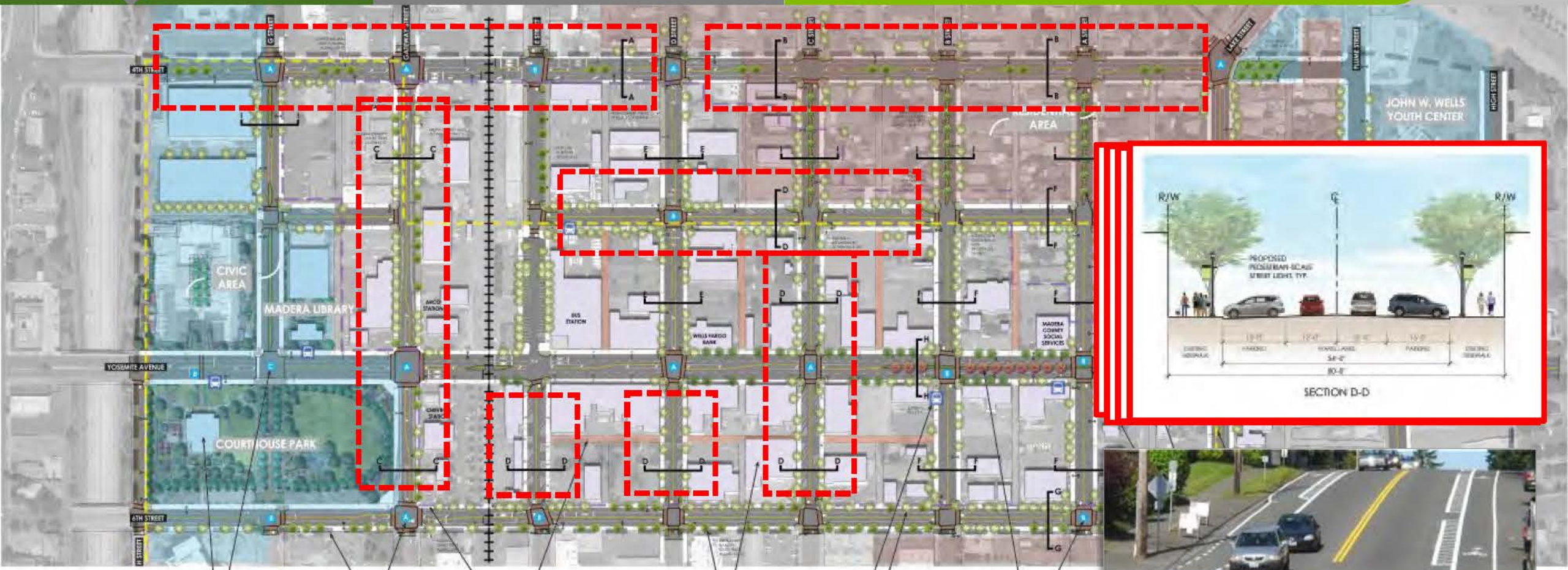
Downtown
Downtown Plaza
Old Sacramento
Train Station
DOWNTOWN

DOWNTOWN

PUBLIC ART



MASTER PLAN



CIVIC BUILDINGS, TYPICAL

PROTECTED CROSSWALK (HAWK)

PROJECT AREA

TRAFFIC SIGNAL, TYPICAL

RETAIL AREA

ALLEY ACTIVATION, TYPICAL

STREET TREE WITH MEDIUM CANOPY, TYPICAL

EXISTING RETAIL BUILDINGS, TYPICAL

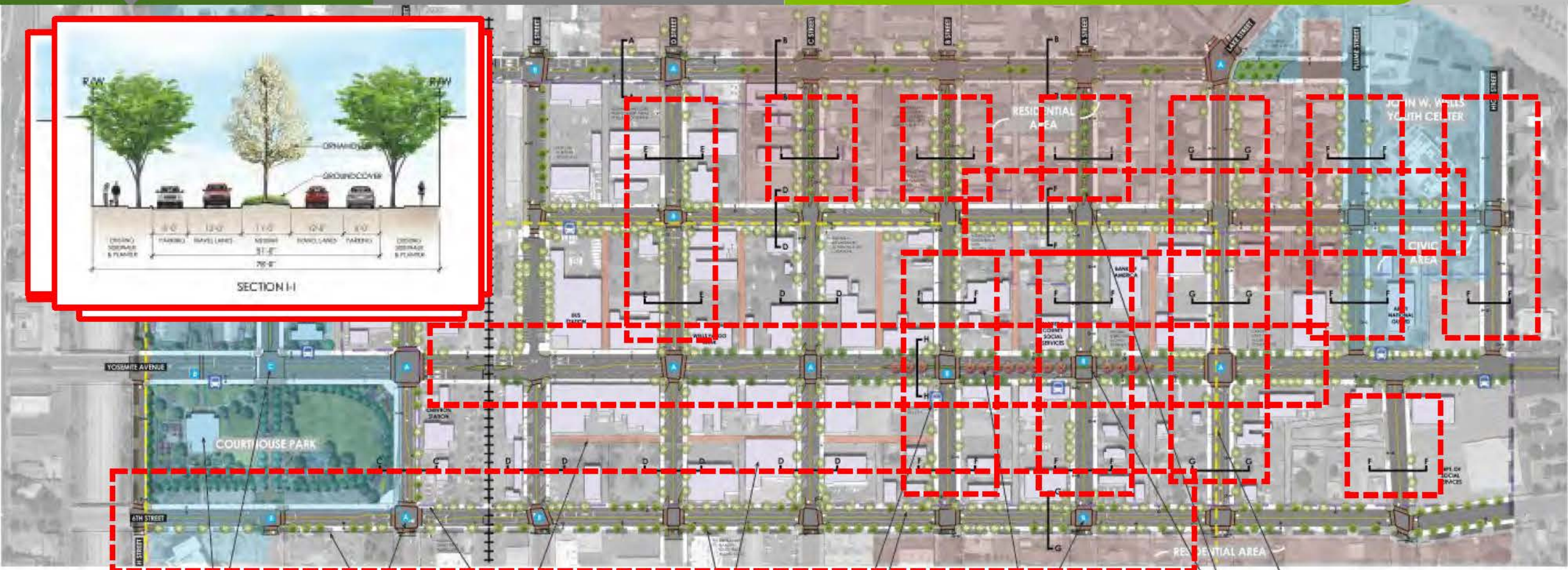
BUS STOPS, TYPICAL

EXISTING TREES TO REMAIN, TYPICAL

STREET TREE WITH FALL COLOR, TYPICAL

PROTECTED CROSSWALK (RRFB), TYPICAL

MASTER PLAN


SECTION I-I
YOSEMITE AVENUE
COURTHOUSE PARK
CIVIC BUILDINGS, TYPICAL
PROTECTED CROSSWALK (HAWK)
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STREET TREE WITH FALL COLOR, TYPICAL
PROTECTED CROSSWALK (RRFB), TYPICAL
LANDSCAPE AREAS, TYPICAL
FLOWERING STREET TREE, TYPICAL
DOMA AREA
0' 80' 160' 320'

YOSEMITE AVENUE – SEGMENT 1

OPTION A

OPTION B

SECTION J-J

SECTION H-H

LANDSCAPE AREAS, TYPICAL

YOSEMITE AVENUE – SEGMENT 2

OPTION A

PROTECTED CROSSWALK (RRFB), TYPICAL

STREET TREE WITH FALL COLOR, TYPICAL

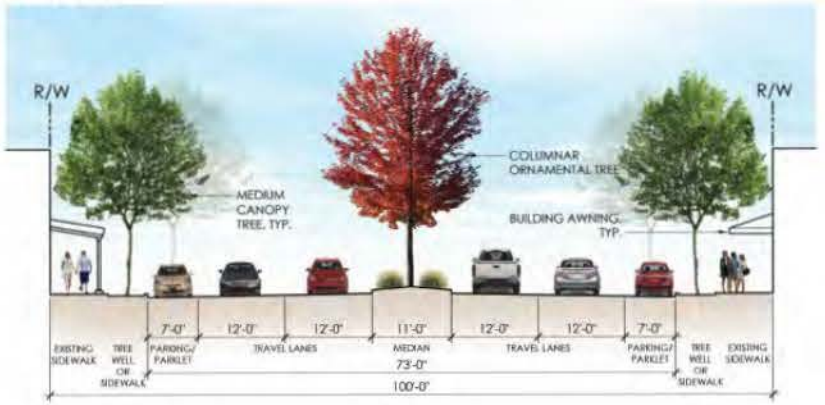
LANDSCAPE ARI TYPICAL

STREET TREE WI MEDIUM CANOI TYPICAL

OPTION B

SECTION J-J

OPTION A

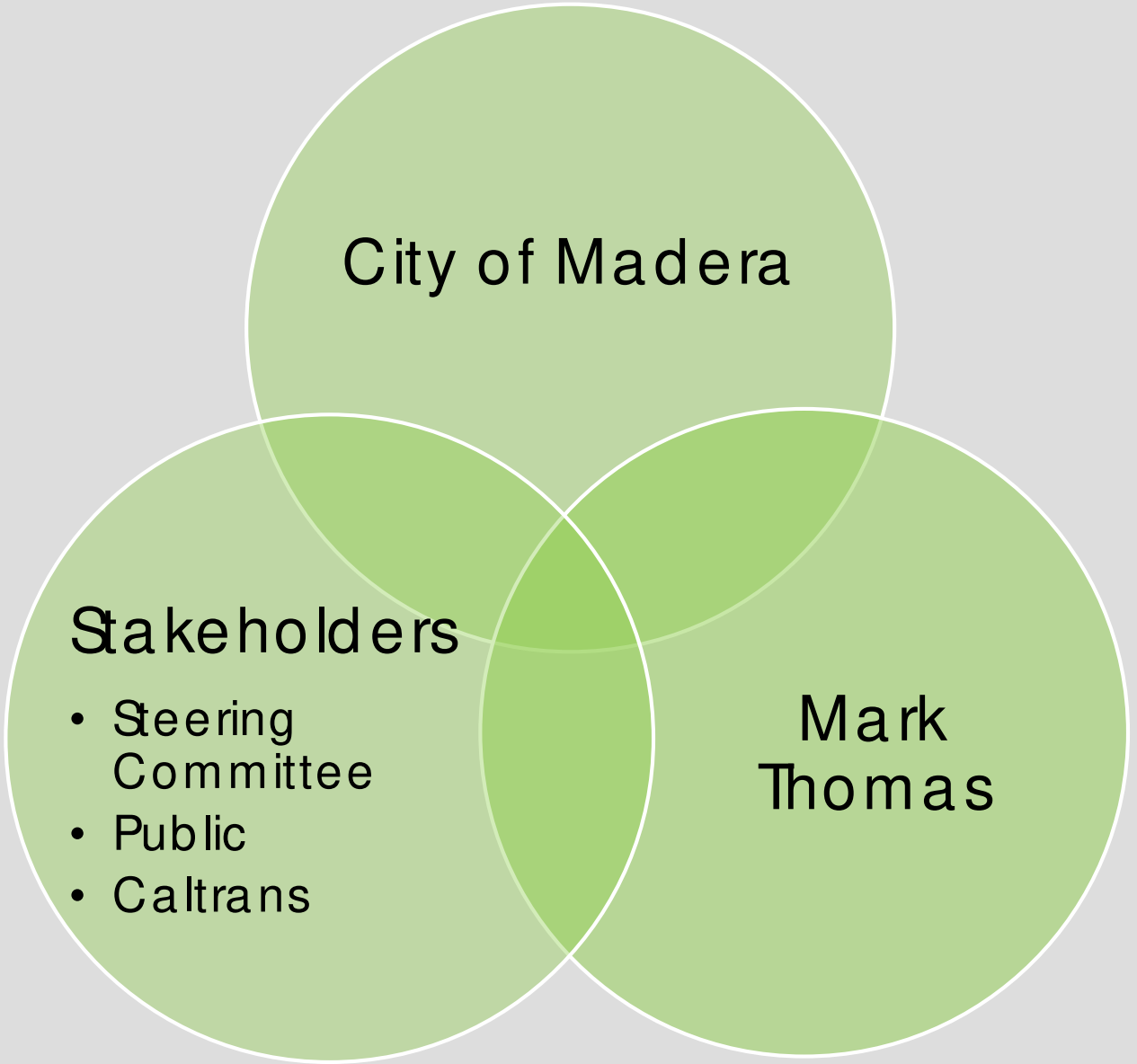


SECTION H-H

4TH STREET / LAKE STREET

TYPICAL BULB OUT TREATMENTS

COMMUNICATION



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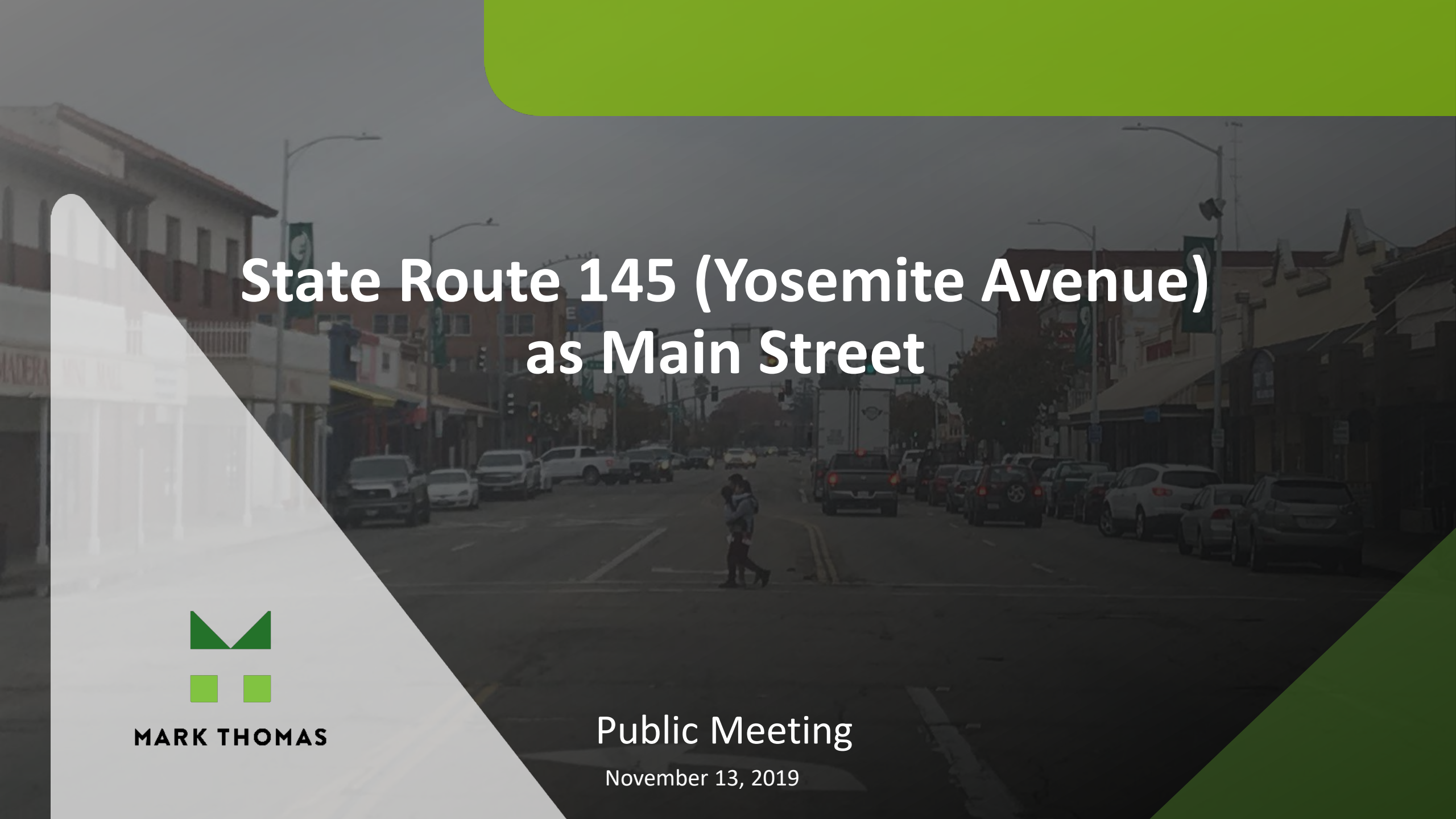
Public Meeting #1 Presentation and Summary

State Route 145 (Yosemite Avenue) as Main Street



MARK THOMAS

Public Meeting

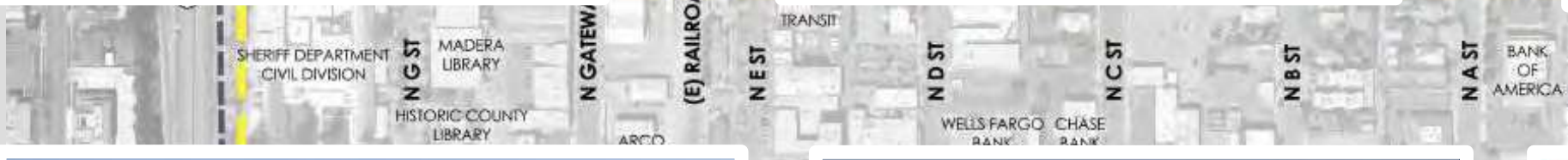
November 13, 2019

MADERA ATTRACTIONS

HISTORIC COUNTY COURTHOUSE

HISTORIC COUNTY LIBRARY

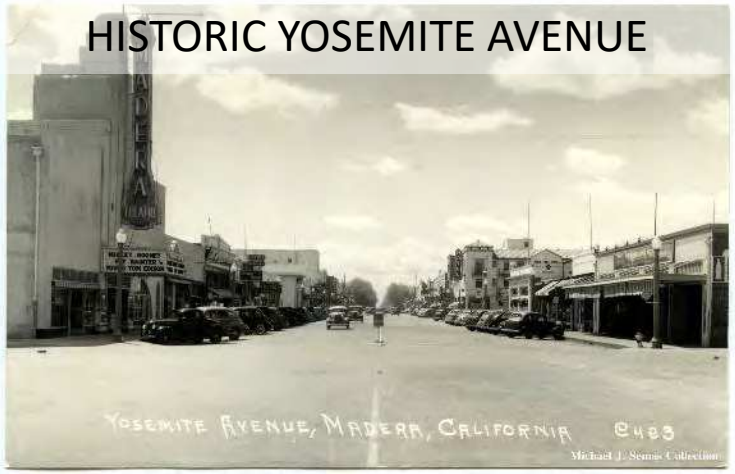
CENTENNIAL POOL AND WELLS YOUTH CENTER

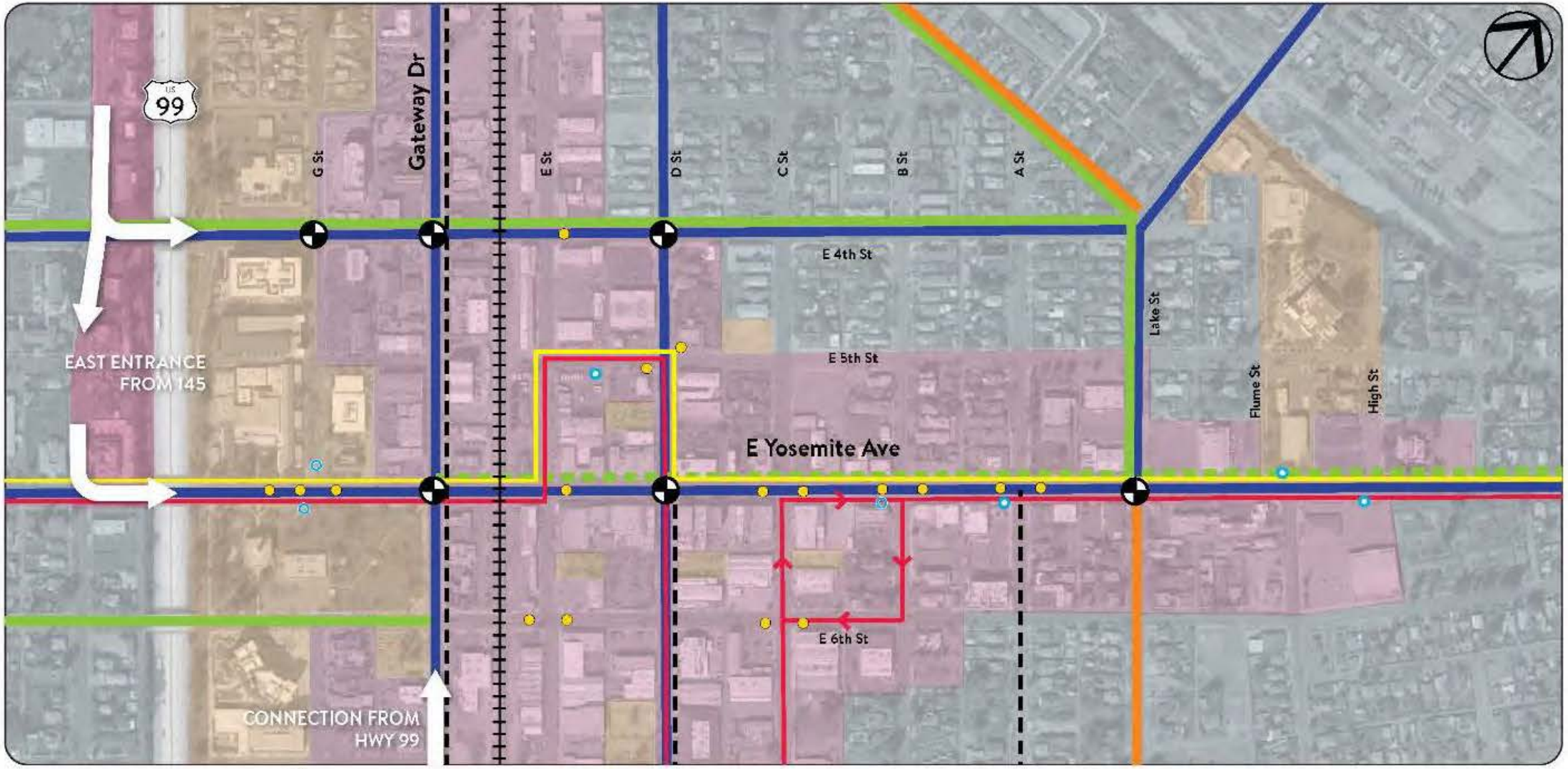


NEW COUNTY COURTHOUSE

COURTHOUSE PARK

HISTORIC YOSEMITE AVENUE





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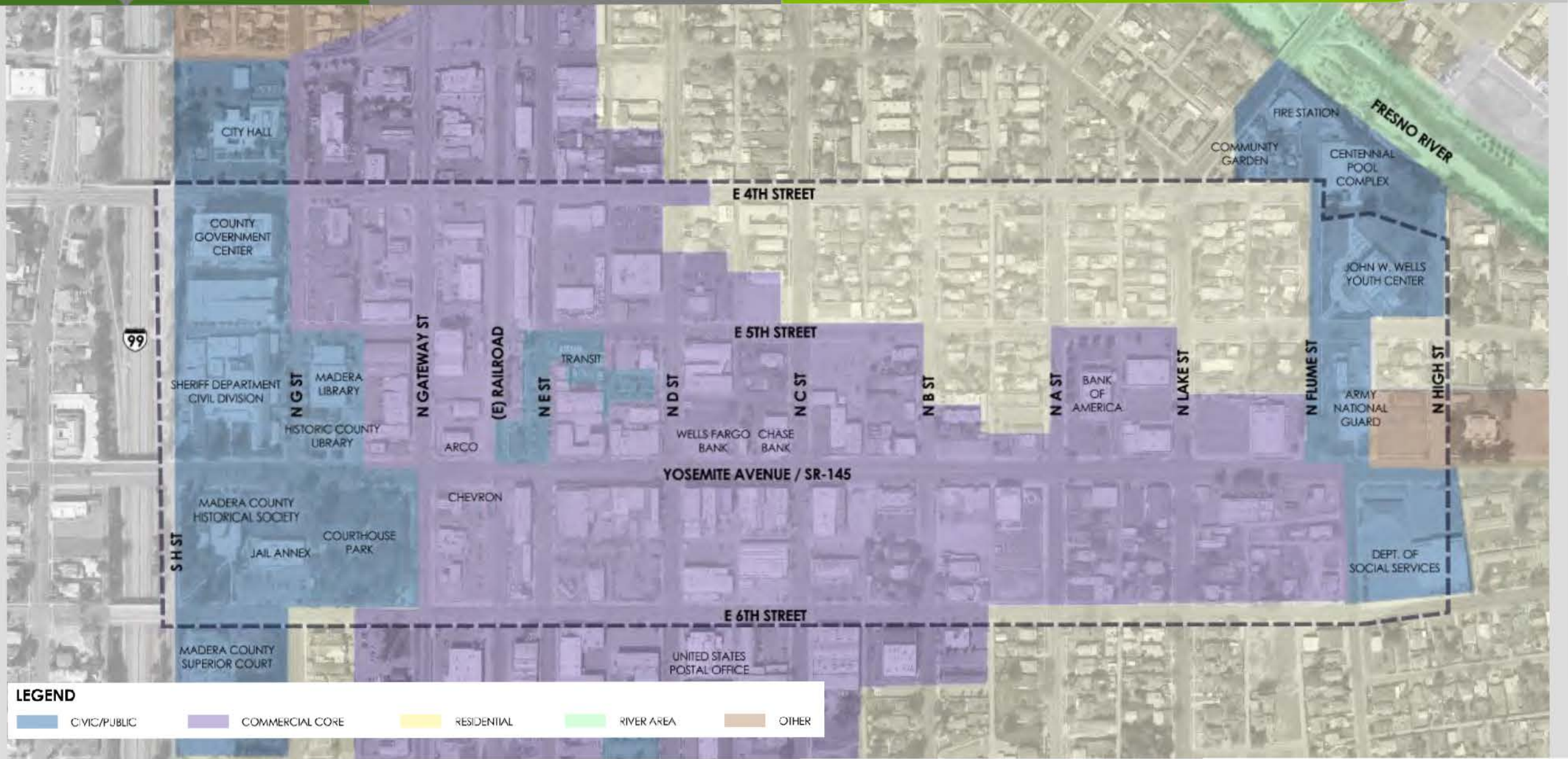
LAND USE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COUNTY GOVERNMENT CENTER
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E 4TH STREET
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99
N GATEWAY ST
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N E ST
N D ST
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LEGEND
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COMMERCIAL CORE
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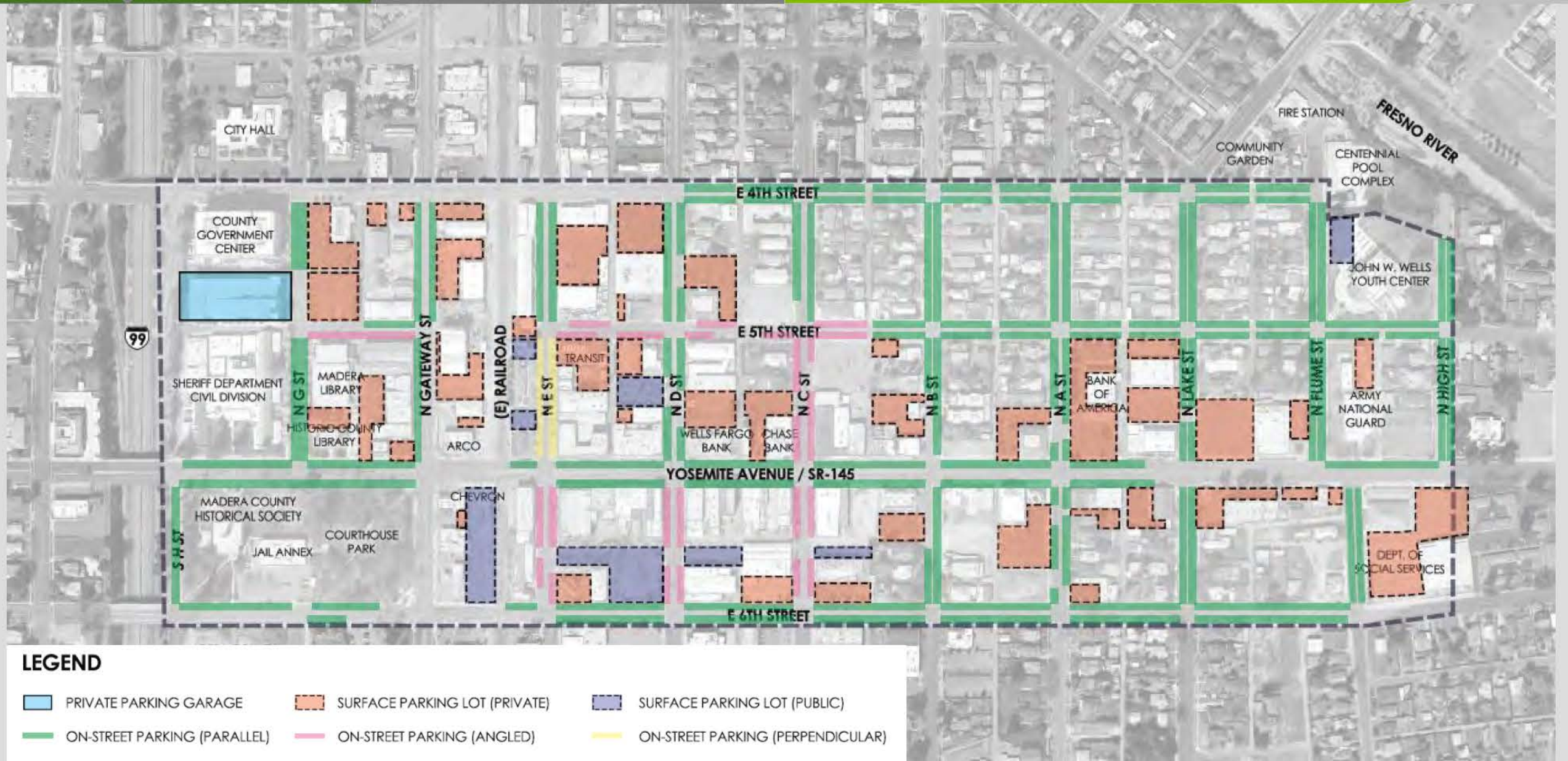
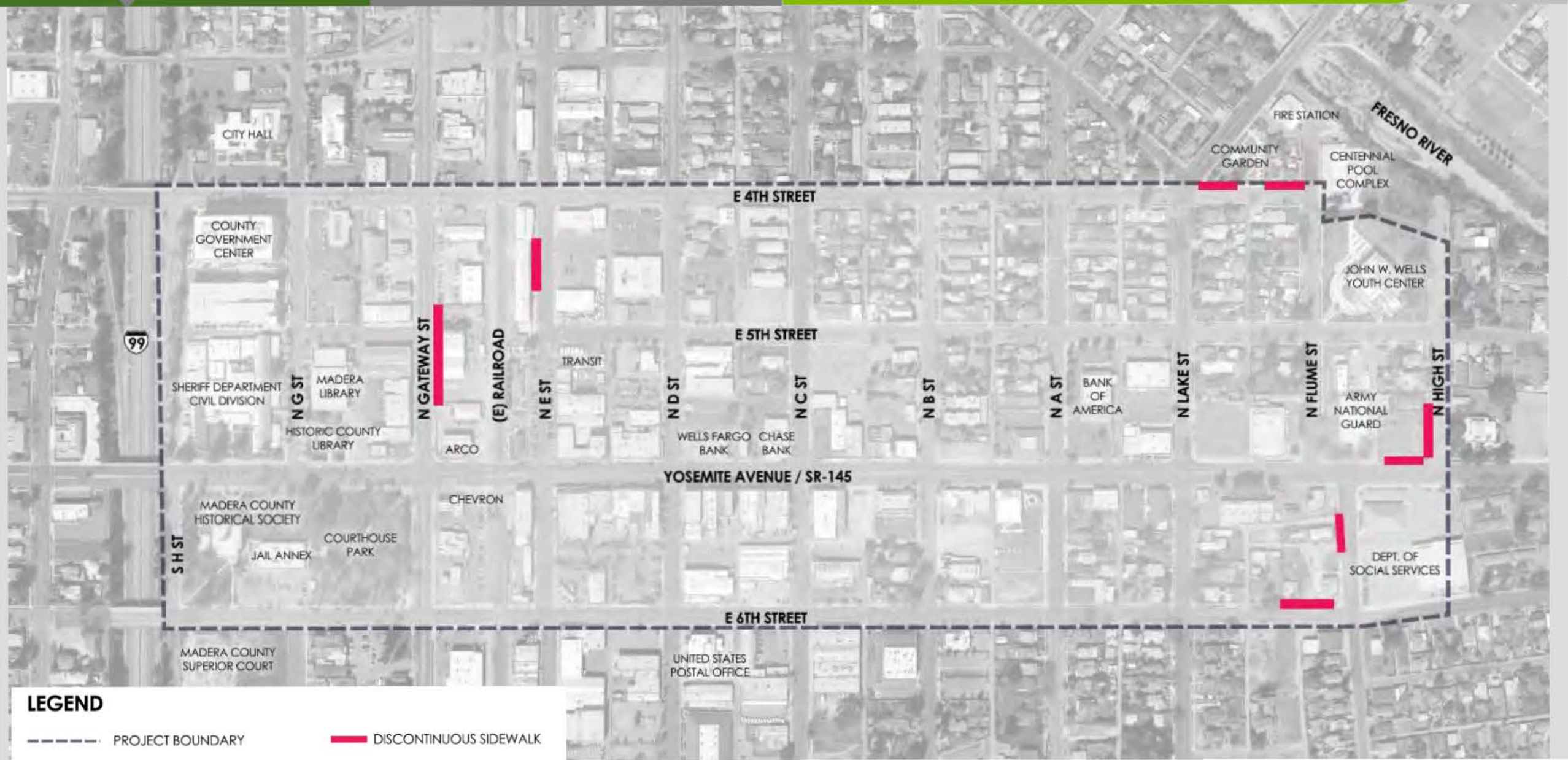
RIVER AREA
OTHER

PARKING ANALYSIS

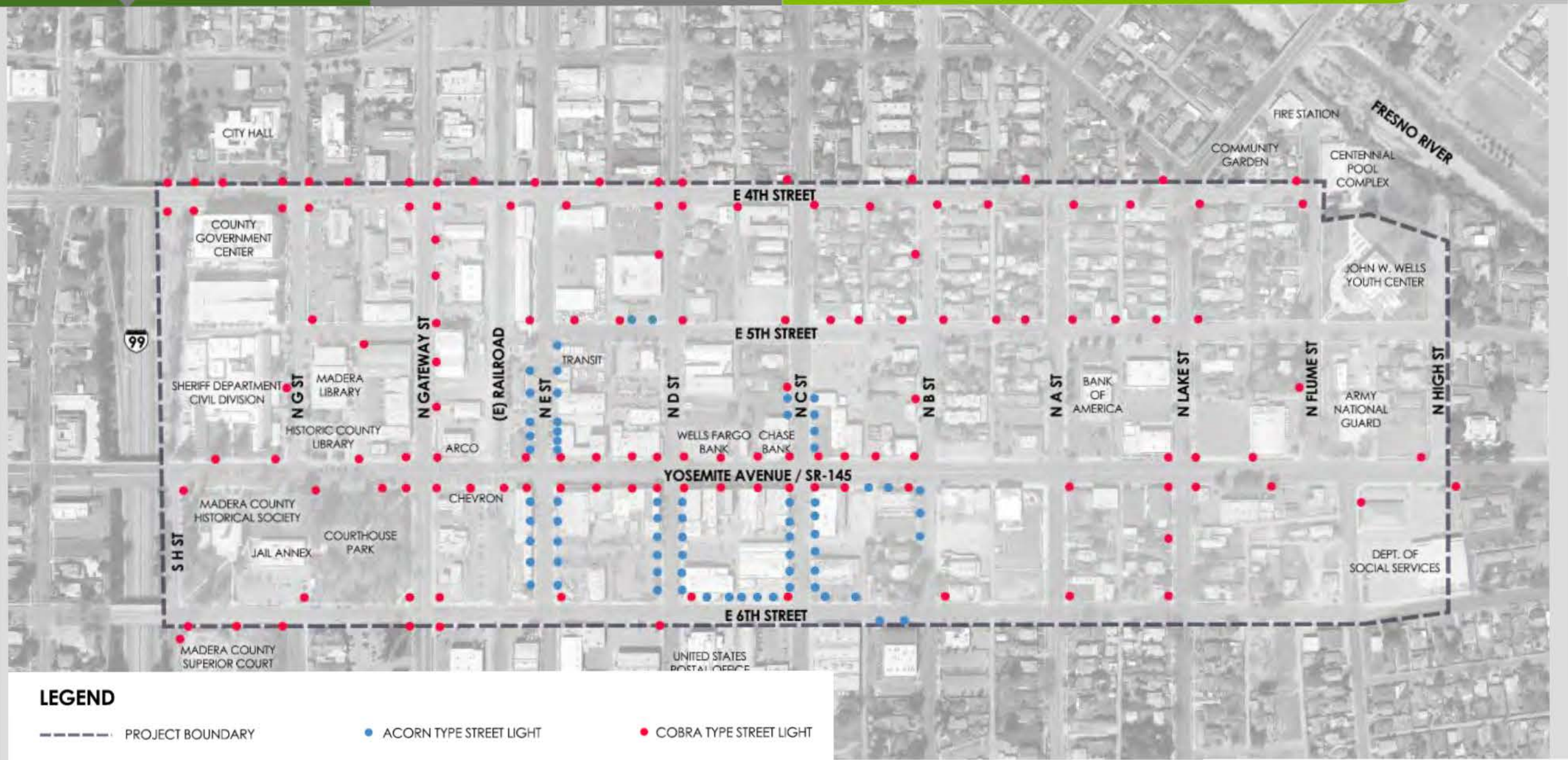


CROSSWALK ANALYSIS

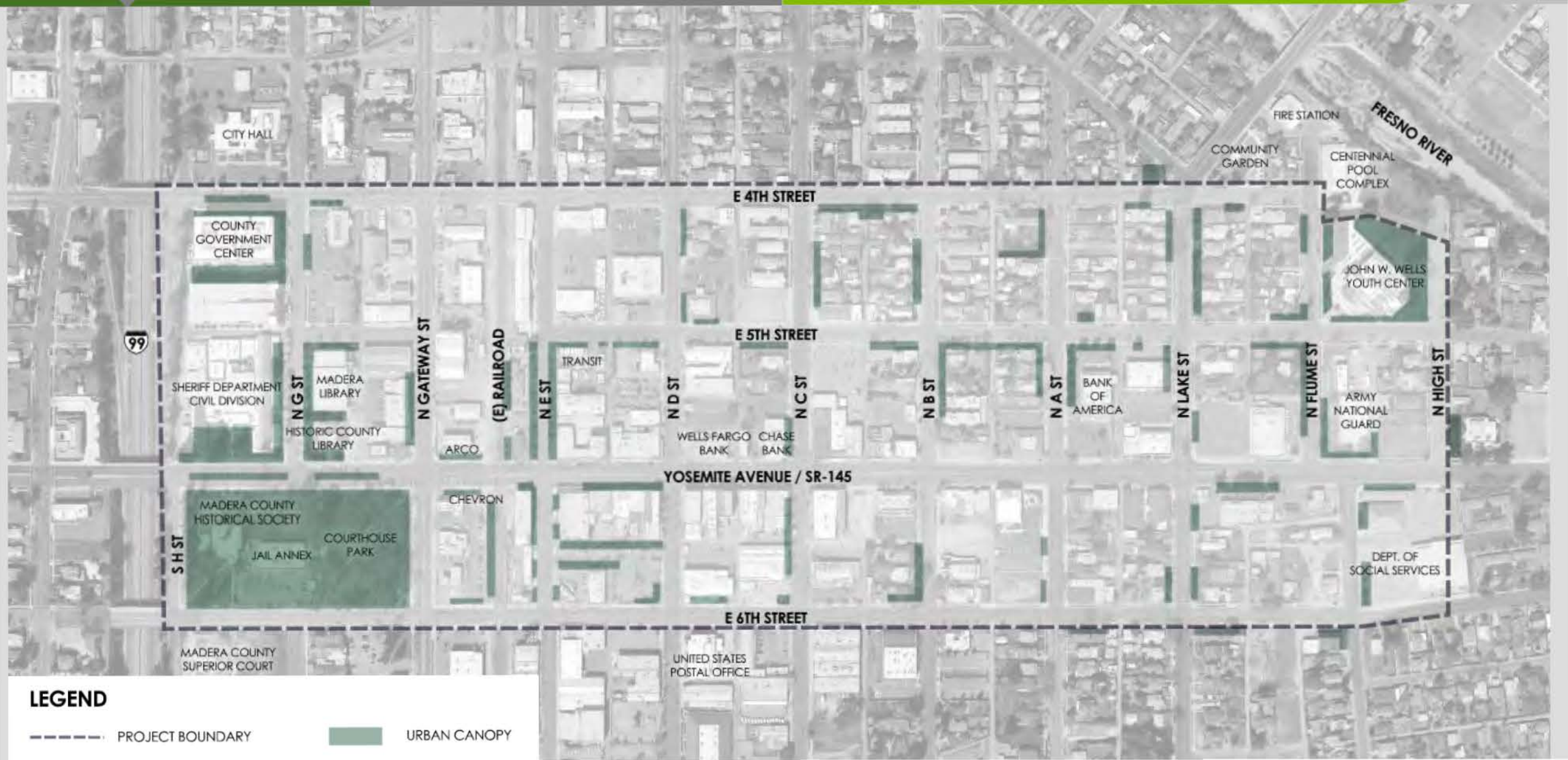
SIDEWALK ANALYSIS



SITE LIGHTING ANALYSIS



URBAN SHADE ANALYSIS



OPPORTUNITIES & CONSTRAINTS

BULB-OUTS

- Wider Sidewalks
- Shorter Crosswalks
- Enhanced Accessible Curbs
- Safer Pedestrian Crossings

HIGH-VISIBILITY CROSSINGS

- Pavement Markings
- Enhanced Pavement Texture
- More visible to the driver
- Coupled with bulb-outs, increases pedestrian safety

BICYCLE FACILITIES

CLASS II

CLASS III

CLASS IV

STREETSCAPE INSPIRATION

STREET FURNISHING & AMENITIES

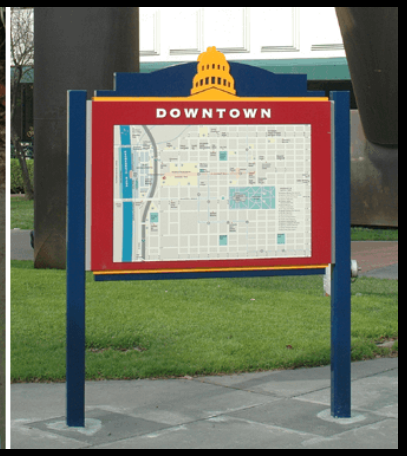
- Benches/Seating
- Trash Receptacles
- Bicycle Racks
- Drinking Fountains

ALLEY ACTIVATION

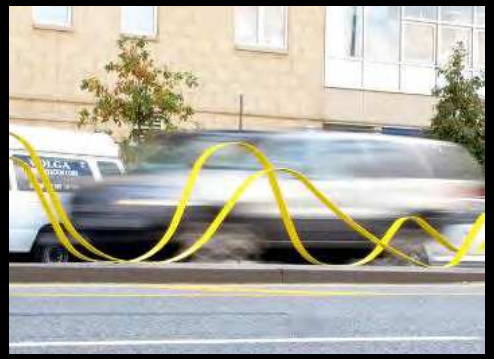
- Artwork/Murals
- Green Alleys/Paseos
- Outdoor space for restaurants
- Reclaim space for play and street vending
- Alternate paths to walk and cycle

WAYFINDING

- Clear route of travel to key points of interest
- Define downtown as a unique space



PUBLIC ART



- Artwork/Murals
- Green Alleys/Paseos
- Outdoor space for restaurants
- Reclaim space for play and street vending
- Alternate paths to walk and cycle

MASTER PLAN

- Bulb outs
- Sidewalks
- High-Visibility Crosswalks
- Flashing Beacons
- Bike lanes
- Landscaping
- Streetlights
- Street Furnishings

YOSEMITE AVENUE – SEGMENT 1

OPTION A

OPTION B

SECTION J-J

SECTION H-H

LANDSCAPE AREAS, TYPICAL

YOSEMITE AVENUE – SEGMENT 2

OPTION A

PROTECTED CROSSWALK (RRFB), TYPICAL

STREET TREE WITH FALL COLOR, TYPICAL

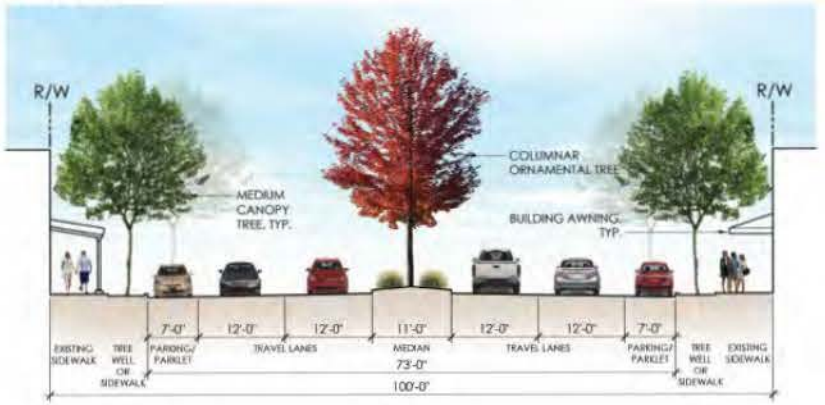
LANDSCAPE ARI TYPICAL

STREET TREE WI MEDIUM CANOI TYPICAL

OPTION B

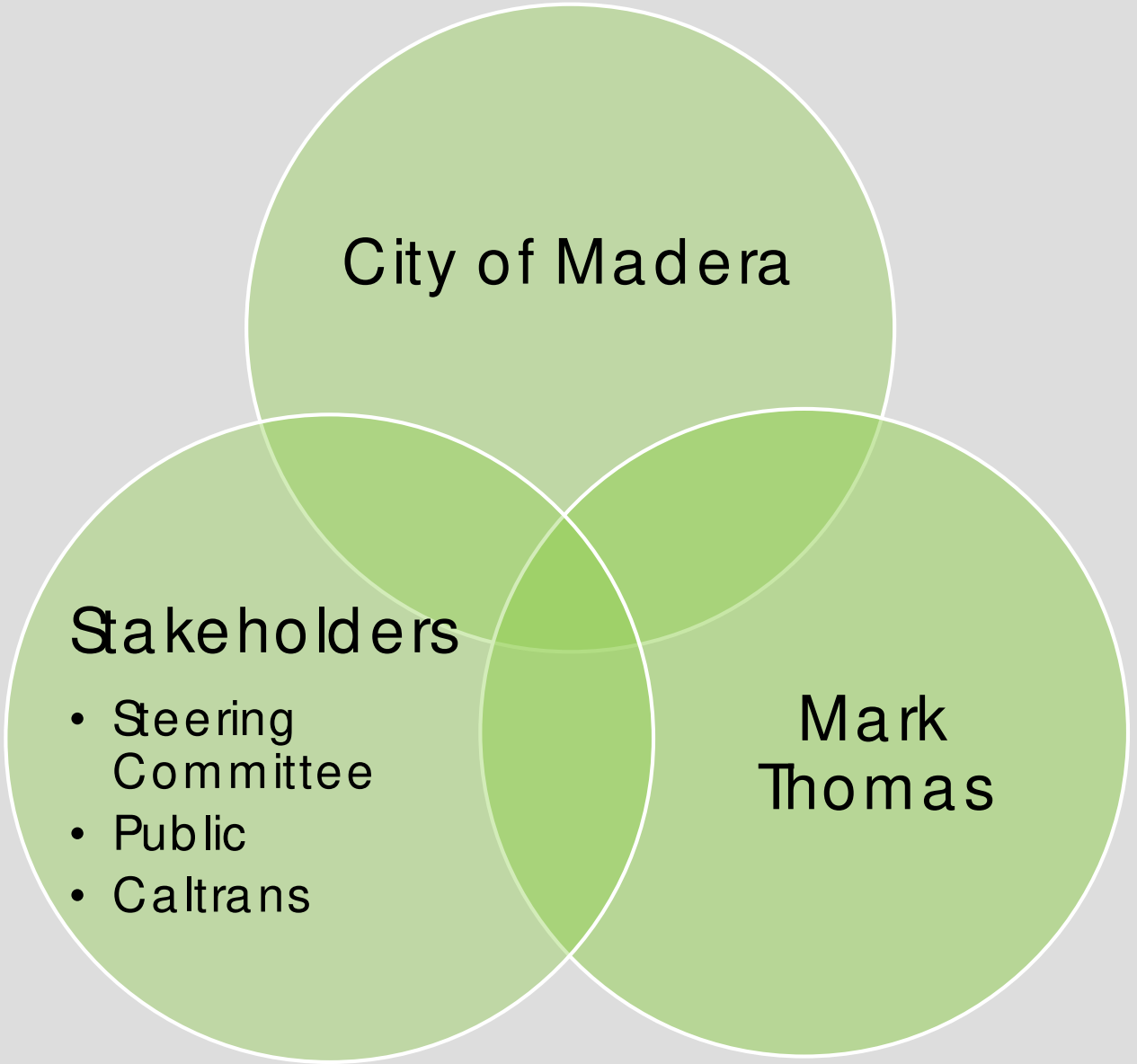
SECTION J-J

OPTION A



SECTION H-H

COMMUNICATION



STEERING COMMITTEE

- City of Madera
- First 5
- Chamber of Commerce
- Landmark Real Estate
- Leadership Counsel of Justice and Accountability
- Madera County Public Health Department
- Camarena Health
- Madera County Arts Council
- Madera Police Department
- Madera Downtown Association
- Madera EDC
- Madera NAACP
- Leighton's Jewelers
- Madera County
- Madera County Transportation Commission
- Caltrans

SCHEDULE

- NTP – March 2019
- Data Gathering – March – May 2019
- Prepare Public Participation and Outreach Plan - April 2019 – June 2019
- Prepare Existing Conditions Report - May 2019 – July 2019
- Walking Tour (Steering Committee) – June 2019
- Development of Alternatives – July 2019 – October 2019
- Public Workshop - Early-November 2019
- Public Workshop - Mid-January 2019
- Project Completion - February 2020

Questions?

STATE ROUTE 145 (YOSEMITE AVENUE) AS DOWNTOWN MAIN STREET PLAN

Public Workshop: Presentation of Alternatives Summary Report

PREPARED BY:

Mark Thomas

First 5 Family Resource Center
525 E. Yosemite Ave. Madera, CA
Wednesday, November 13, 2019
5:30 - 7:00 pm

General Information About This Document

This document is a summary report of the Public Workshop: Presentation of Alternatives held for the City of Madera State Route 145 (Yosemite Avenue) as Downtown Main Street Plan. This document describes what took place at the meeting.

What should you do?

- Please read this document.
- If you have any questions about this document and its contents, please contact Ed Noriega, Project Manager – Mark Thomas 559.374.3111 or enoriega@markthomas.com
- To comment on the project or for general questions about the project, please contact Randy Bell, Project Manager – City of Madera 559.661.5089 or rbell@madera.gov or Robert Lorenz, Design Engineer – Mark Thomas 559.374.3110 or rlorenz@markthomas.com

Report Summary

The second public workshop for the State Route 145 (Yosemite Avenue) as Downtown Main Street Plan was held on Wednesday, November 13, 2019 at the First 5 Madera County Family Resource Center. The purpose of the meeting was to provide interested members of the community with an opportunity to review conceptual designs and the Master Plan and to ask questions of agency representatives.

The agenda included possible improvements to Madera's downtown core – including improvements such as street lighting, landscaping, bike lanes, and the installation of street art. Attendees included public officials (Derek O. Robinson: Council Member – District 4, Robert L. Poythress: County Supervisor – District 3), residents, businesses, community and faith-based organizations, and community members at large. Consultants from engineering firm Mark Thomas and city engineer Keith Helmuth, led the presentation.

The presentation centered around the area in question, the heart of downtown Madera, from H street to Lake and 4th street to 6th, bisected by State Route 145 (Yosemite Avenue). The main goal of the plan is to, "reduce congestion, vehicle miles traveled by city residents, reduce greenhouse gas emissions and ultimately make it a more attractive place to live, work and play and to boost economic development opportunities." The plan proposed by Mark Thomas will be centered around projects that are competitive and fundable.

The audience was participatory and had many questions about the future of their downtown. Questions included:

- Will State Route 145 be re-routed? Will Yosemite Avenue be given to the City?
    - These are complicated issues. It is important to note that before any transfer can take place, it would require Caltrans to upgrade pavement and ADA ramps before a transfer can be made.

- Where will funding come from for all these improvements?
    - Part of this Projects "next steps" involves researching possible funding sources and including them in the final report to the city.

- Will street improvements be coupled with Private Property improvements?
    - Private property improvements are the responsibility of the property owner. However, the city has incentives in place to help encourage private improvements.

- Will parking be taken away because of these improvements?
    - No. Parking cannot be taken away without an in-depth analysis, which is not included in the consultant's contract.

- Will planned tree planting damage existing sidewalks?
    - Planting strategies have come a long way in the last 10 years and special care will be taken in the choice of species and planting method when improving downtown

Madera.

Feedback was gathered and will be used by the consultants to adjust their plans to better align with the feelings expressed by the Madera community. The modified plan will be presented at the next public workshop to be held in January 2020.

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1. Introduction

On the evening of Wednesday, November 13, 2019 a Public Workshop was conducted for the State Route 145 (Yosemite Avenue) as Downtown Main Street Plan. It was hosted by the City of Madera with support by Mark Thomas and The Rios Company. The meeting was held from 5:30 to 7:00pm at the First 5 Family Resource Center, 525 E. Yosemite Avenue, Madera, CA 93638. Mark Thomas, along with the City of Madera, have been working to create a Master Plan for the downtown area which includes installations and improvements that are both competitive and fundable.

1.1 Announcement of the Public Workshop

The public workshop was announced through multiple sources including electronic mail, eblasts, social media, the city's website, and media advisories. As a part of the outreach meeting notices were distributed in the downtown and other key areas. The Promotores de Salud of Camarena Health served as part of the grassroots outreach plan.

1.2 Purpose of the Workshop

The purpose of the meeting was to provide interested members of the community with an opportunity to review conceptual designs and the Master Plan and to ask questions of agency representatives.

1.3 Workshop Format

The meeting agenda included a presentation and Q&A/open house period format.

- 5:00 pm Guest Arrival
- 5:30 pm Welcome
- 5:45 pm Introduction to the Project
- 6:00 pm Presentation of Alternatives and Master Plan
- 7:00 pm Open House/Q&A
- 7:30 pm Adjourn

2. Meeting Proceedings

2.1 The Welcome Desk

Attendees were greeted by members of the Public Outreach Staff and asked to sign-in on the forms created to collect data on community members attending the meeting. This provides a record for the project of interested parties. These records may be viewed in Appendix A. Attendees were invited to review the display stations and ask staff questions they might have.

2.2 Displays and Exhibits

Staff from Mark Thomas, the project's lead engineering consultant, provided the displays and exhibits. Display stations were set up around the room showing details of the project such as project area, conceptual designs and projected timelines.

2.3 Project Team Members at the Meeting

City of Madera:
Randy Bell
Keith Helmuth

Mark Thomas:
Ed Noriega
Robert Lorenz
Christine Anderson
Chris Camarillo

The Rios Company:
Angie Rios
Samuel Norman
Douglas Madaris
Joshua Riojas
Michelle Flores
Joanna Molina

3. Comments

A variety of opportunities were provided for the public to make comments to staff while attending the meeting. Comment cards, pens, and fact sheets were provided to submit comments on the project, the presentation, or any other concerns or questions attendees may have had. Email addresses were provided to contact Project Managers from the City or Mark Thomas.

A total of 19 comment cards were received.

There were many comments and there seemed to be a trend stressing walkability, while not losing any roadway on Yosemite Avenue. See Appendix B.

4. Public Outcome

The public began to arrive at 5:00pm for the workshop and were welcomed and asked to sign-in so their names could be added to the stakeholders list. Attendees were directed to the displays set up around the room and encouraged to ask questions of staff members.

At around 5:30pm, the attendees were greeted by Samuel Norman of The Rios Company and after brief housekeeping announcements, a presentation by Ed Noriega and Christine Anderson, engineers with Mark Thomas, was conducted. They spoke generally about the project and where their Master Plan would eventually end up. This was followed by questions from the audience and answers; Keith Helmuth, City of Madera engineer, joined to help assist in the presentation.

The Q&A went until 7:30pm. Attendees were encouraged to submit comments on provided cards. Email addresses were provided for the project team for additional questions or comments.

Final Statistics:

- 81 Attendees
- 18 Staff members
- 19 Comment Card

Appendix A - Sign-in Sheets

SR 145 Community Workshop
SIGN-IN SHEET

Please Print Clearly

11/13/2019

#	NAME	TITLE	ORGANIZATION	ADDRESS	PHONE	E-MAIL
1	LINDA D. CLARK	BOARD MEMBER CDBG/TAB ADMIN	BGC / TAB BOARD FAITH BASED	313 WALLACE AVE	559 7067977	TARIKA @ INREACH.COM
2	Fredeslinda Tenorio	Promotora Camarena	Camarena	525 Riverside Dr.	559 4819666	fredeslinda76@gmail.com
3	Sara Gonzales	Promotora Camarena	Camarena	27409 Georgia Av. Madera	559)706-74-52	
4	Celelia H. Tenorio	Promotora Camarena	Camarena	29536 Ave 15 Madera	479-0575	ctenorio1974.ct@gmail.com.
5	Brayan Preciado	Camarena Promotora	Camarena	334 E 6th Street	(559) 604 4000	Bpreciado3@ucmerced.edu
6	Brenda Herrera	community outreach Specialis	Camarena	344 E 6th St.	479-4551	brenda@camarena health.org
7	Charles Wielaw				673-2106	
8	Charles Daud	Madera Tribune Editor		2591 Mitchell Court 93637	706-0302	cdaud@maderatribune.net
9	Jazmin Rios	Workforce Development Manager	Camarena	730 I St.	363-1690	jrios@camarenahealth.org
10	Ana Reyes	Promotora	Camarena	1516 Staten Ln	871-86 95	03anareyes@gmail.com

SR 145 Community Workshop

SIGN-IN SHEET

Please Print Clearly **11/13/2019**

#	NAME	TITLE	ORGANIZATION	ADDRESS	PHONE	E-MAIL
11	Lethia a Gonzalez	Chief of Staff, Dist 4	Madera County	200 W. 4th St	662-6040	lethia.gonzalez@maderacounty.com
12	Ofelia Morales	transit community		400 Sierra	363-5297	
13	JON BARSOTTI	~~Pres~~ VICE PREZ.	DOWNTOWN ASSOC.		416-6135 CELL	
14	Alejandra Pulido	Promotora de Salud comunitaria	Comunidad			alejandra09pulido@gmail.com
15	Amada Rocha	Office Clerk	Madera Chamber	330 W. Clark St #100	645-8697	mrocha@maderachamber.com
16	Isabella Ventura	Youth Commissioner	Yli		330-7456	bellaventura2002@icloud.com
17	Gail McIntyre	Retired		1734 DeCesari	706-3055	mswaduc@gmail.com
18	Ed McIntyre	Broker	Landmark Real Estate	401 N. 1st-A	706-2250	lremadera@gmail.com
19	Wendy Alexander	Photographer Madera Tribune	Madera Tribune		260-7510	wendy@maderatribune.net
20	Joe Wells	Retired	—	1916 W. Pecan D	674-6141	jwells@me.com

SR 145 Community Workshop

SIGN-IN SHEET

Please Print Clearly

11/13/2019

#	NAME	TITLE	ORGANIZATION	ADDRESS	PHONE	E-MAIL
21	Consuelo Castillo				559-481287 9	
22	Steve Sattla				559-367-2470	
23	Kym Sa[illegible]				559-363-2571	
24	Jessica Mesa	Realtor	Cal Prime Realty		559-474-3215	
25	Martha Garcia	Teacher	MQC.	413 South A St Exeter CA	(559) 232-0750	
26	Cindy Talley	Realtor	CBP		232-8946	
27	Israel Cortes	Broker	Cortes Insurance	109 Mainkey	(559)2307402	
28	Pat Vuved	—	—	1916 West Poplar	674-6141	
29	Yolanda Williams		Community Bible church	2337 Frederick	6738545	
30	Anali Munzens		Community	1109 Valley Way	232-9437	anamanzano312@gmail.com

SR 145 Community Workshop

SIGN-IN SHEET

Please Print Clearly

11/13/2019

#	NAME	TITLE	ORGANIZATION	ADDRESS	PHONE	E-MAIL
31	Bonnie Holiday				232-6564	
32	Jewel Holiday					
33	Maria Martinez				559-975-3453	
34	Ray Seibert					Rayseibert@gmail.com, [illegible]50
35	Alyssia Arredondo	Realtor	Re/Max Gold		559-[illegible]	alyssia.arredondo@gmail.com
36	Jennifer Aguilar					
37						
38						
39						
40						

SR 145 Community Workshop

SIGN-IN SHEET

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11/13/2019

#	NAME	TITLE	ORGANIZATION	ADDRESS	PHONE	E-MAIL
41	Julie Hind	Bus Dev. Manager	Madera Co EDC	2425 Cleveland	675-7768	JHind@maderacountyedc.com
42	Abel Perez	loan officer	Welcome home funding	3674 Riverview	706-1241	abel22perez@yahoo.com
43	Corina T.		Camarena	765 N. Lane Ln.	389-2072	
44	Derek Robinson	Councilman	Myers Atty	1806 [illegible]	474-7691	DROBINSON@CITYOF [illegible]
45	AWSalazar	City Planning Comm		60 [illegible] Dr	232-[illegible]	AWSells559@gmail.com
46	Deborah Martinez	Director	DSS	20 E Yosemite	675-7891	[illegible]
47	Ramona Davie	Bank Manager	Union Bank	201 N D St	673-5046	ramona.davie@unionbank.com
48	Irma Mendoza	Community resident		905 Riverside DR. Apt 4	559 305-1158	N/A
49	Olga Garcia	Substitute Teacher		649 St Michelle Dr Madera, Ca	481-0872	Olgapaz2000@hotmail.com
50	Melissa Balero	Admin Assistant / Small Business Owner	Maris Jewelry	204 E yosemite Ave, Madera CA	481-9809	mbalero95@gmail.com

SR 145 Community Workshop
SIGN-IN SHEET

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11/13/2019

#	NAME	TITLE	ORGANIZATION	ADDRESS	PHONE	E-MAIL
1	WALTER CLARK	CEO	AFRO LIST MIND BODY AND SOUL	317 WALLACE AVE MADERA, CA 93638	(510) 823-3457	FLOPTEEEE@ GMAIL.COM
2	Estela Torres	~~Camarena~~ Promotora	Camarena	25441 AVE 18 Madera CA 93638	(559) 706-2729	estelatorres@att.net
3	Tone Jordan	Admin. Assist.	Madera Chamber	120 N. E. Street Madera 93638	559 673-3563	tjordan@madera Chamber.com
4	Arcelia Mendez				559 645-9446	
5	Cydee Ott		Rios			
6	~~JASON~~ BURNS		LANDMARK REALESTATE	405 N I ST, A MADERA 93637	5599309959	
7	Randy Reed		CITY OF MADERA			
8	Keith Helmuth	City Engineer	City			
9	Mirna Navarro	Promotora	Camarena			
10	Isha Bains	Youth Commissioner District 6	YLI	1700 Glade Ave Madera CA 93637	559-871-6244	ishabains02@gmail.com

SR 145 Community Workshop

SIGN-IN SHEET

Please Print Clearly

11/13/2019

#	NAME	TITLE	ORGANIZATION	ADDRESS	PHONE	E-MAIL
11	Rob Poythress	County Supervisor	Madera Co.		903-3370	
12	CRISTINA PENDON	HEALTH EDUCATION MANAGER	CAMARENA HEALTH		6664-4123	
13	Celia Ortiz				559 660 9993	
14	Ed Rhodes				559 395 3291	
15	Anne O'Rourke			2190 N. Schnoor Ave #110 Madera, CA	559-363-1290	anne13orourke13@gmail.com
16	STAN Addis			508 Autumn Rd	559-906-2[illegible]	STAN5763@Comcast.net
17	MARIE LUNA	TRANSIT Committee		806 SIERRA		
18	Agapito Rocha	Sub Teacher	Madera CA	909 E Yosemite Ave	975.7976	
19	Yuliet Flores	Program coordinator	YLI		559 274-8165	yflores@YLi.org
20	Avery Cordero	YLI / Youth Com.	YLI	560 Chablis Ave.	5592326[illegible]	

SR 145 Community Workshop

SIGN-IN SHEET

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11/13/2019

#	NAME	TITLE	ORGANIZATION	ADDRESS	PHONE	E-MAIL
31	JACK MOORE	PRIVATE CONTRACTOR		124 MAPLE ST	559 673-0458	
32	Steve Copland	Insurance Agent		1501 Howard Rd #1	673-7027	
33	Hector Medina	Investor				
34	Julia O'KANE	~~Bd.~~ Bd. Member	MADERA CO. ARTS AUTHORITY	205 REDWOOD DRIVE	674-0179	
35	Maria Nolaz	CHW	Community Health	1000 Westmoth Way	559-706-6091	
36	Marisela Balero	Store Clerk	Mari's Jewelry Store	204 E. Yosemite Ave.	559 5362127	mcbalero@ymail.com
37	Mark Rice	Citizen		209 N B ST Madera	559-536-1246	ricec058@gmail.com
38						
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SR 145 Community Workshop

SIGN-IN SHEET

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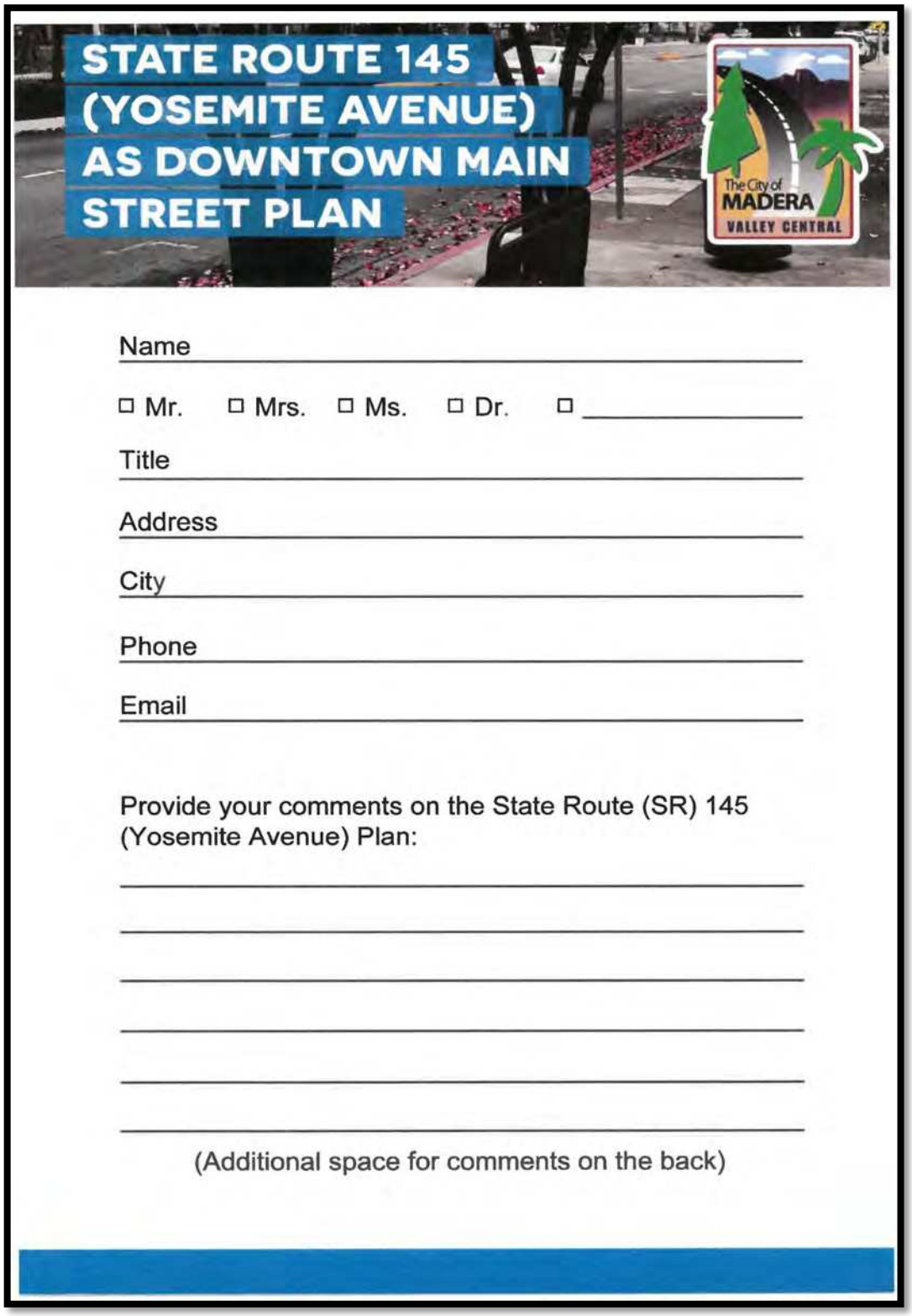
11/13/2019

#	NAME	TITLE	ORGANIZATION	ADDRESS	PHONE	E-MAIL
41	Ric Arredondo			1495 Verde Meadow Way, 93638	(559) 681-5176	RicArredondo@Email.com
42	Jorge Rojas	Program Manager	City of Madera	205 W. 4th St	661 36[illegible]	jrojas@madera.gov
43	Michelle Garcia			3016 Fairway 93637	559 515-9266	mggarcia67@gmail.com
44	Imelda Aguilar			2701 Holiday Way	559 479-4469	
45	Xochitl Villaseñor	Community Member		1221 Clinton Ave	559. 706.2509	
46	Gabriel Ayala	Y	Self	209 North B St Madera	559 536-162[illegible]	—
47						
48						
49						
50						

Appendix B - Comment Cards



Additional comments

Thank you for your comments!

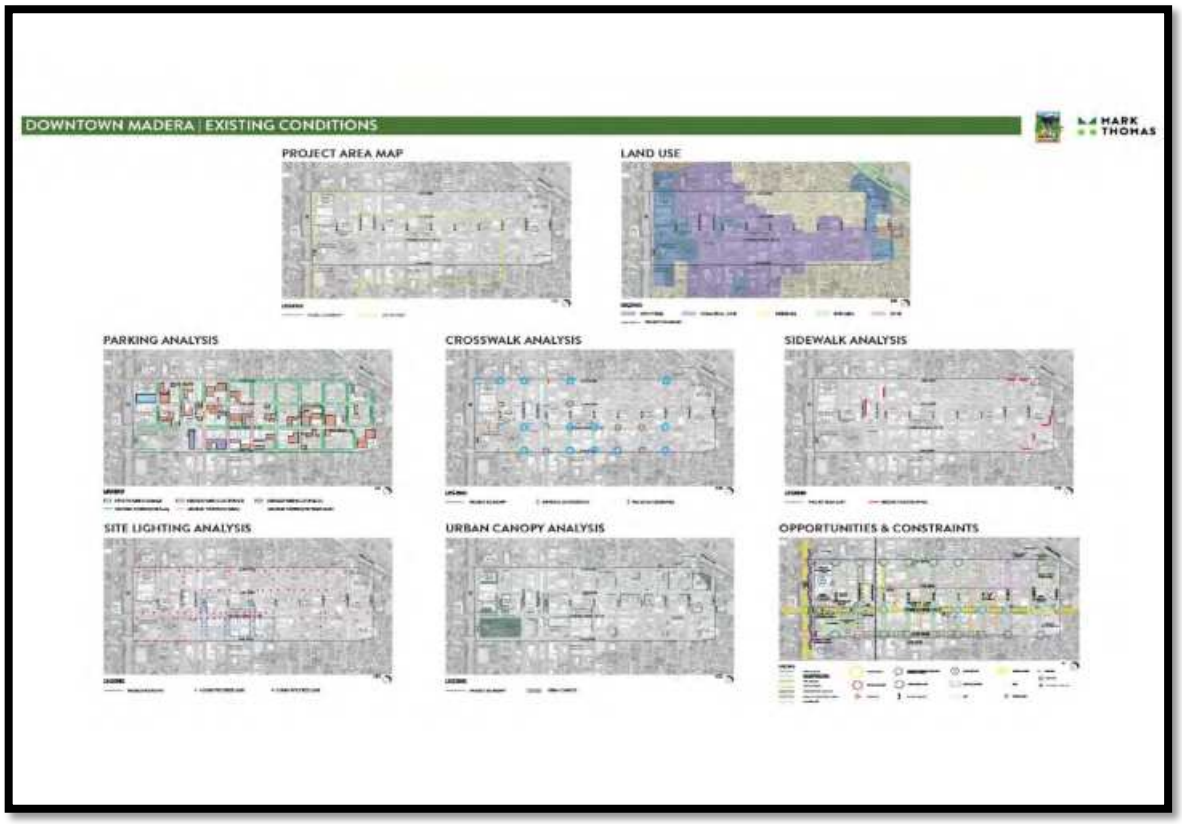
For office use only:
Date: _____
Event: _____
Stakeholder Type:

- ☐ Resident
- ☐ Public Agency
- ☐ Business
- ☐ Civic Club
- ☐ CBO
- ☐ Other: _____

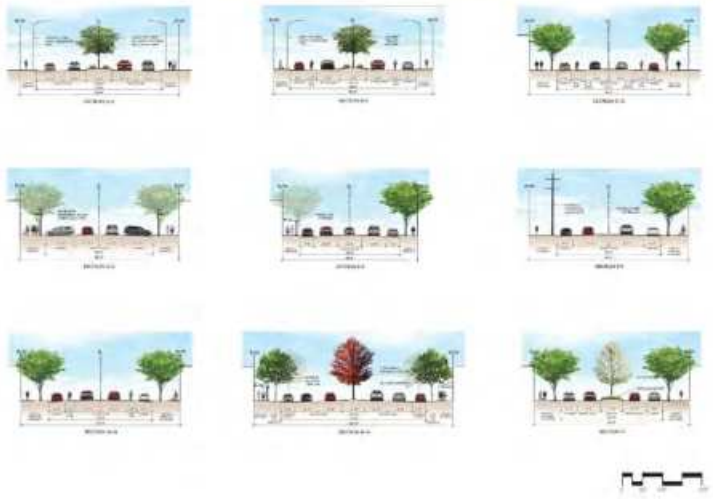
"I am excited about the beautification of Yosemite state route 145. More visible cross walks are needed. I am not a big fan on the medians in the middle of Yosemite. More bike lanes are definitely needed. I am concerned about more trees with our water issues and crow/pigeon issue in downtown Madera. I like the idea of keeping 4 lanes."
"Repair all pavements! We have a pigeon problem more trees could make it worse. Do you have anything recommended?"
"The use of dollars would help with traffic and pedestrian controls. Concern about semi-trucks on Yosemite Ave after improvements streetlight banners. Round about at lake St. and 4th plus intersections without traffic lights."
"Yes! We want this, my only concern is the homeless. My mom has lives on the east side of Yosemite for 30 years and needs all of this!"
"Reduce Yosemite to 2 lanes to give more room to add amenities i.e. outside seating, Bulb outs, street lights! Safe crosswalks. Good start?"
"sidewalks- Who will pay to install them where there are none. Trees- Who will pay for upkeep and watering. Slowing traffic down!- Don't bulb outs slow too much- why slow down when traffic gets congested. -What incentives will be given to business owners for buy in? -Close alleys for walls per artwork -who will upkeep? Pretty sidewalks with ugly existing old buildings. What will happen to those businesses? -Yosemite- keep 4 lanes, but remove parking? -medians with trees impede visibility."
"I would like to consideration to for the streets where traffic will be directed to. These side streets need lights to direct traffic and also need more crosswalks."
"1. Consider shade swills instead of trees. 2. Move concert seating. (no benches) 3. No water Features more art Features that create water friendly ideas without water. 4.Trash cans- locked but are type frature. 5. Downtown, city & county crow abstract program to remove birds. More trees would hurt tis project."
"Bulb-outs- Wheel chairs access? I think if we just fixed the sidewalks we have it would be more beneficial than adding bulb-outs, plus it slows down traffic."
"I would recommend investing in clear/ very visible crosswalks with lights & safe crossing & also focus on improving bike safety creating a watching community."
"Provide additional "signage" to crosswalks along with lighting/ high visibility colors and textures to Yosemite and "A" street intersection and Yosemite and "B" street. "Solar Signage""
"Improvements are definitely needed in downtown Madera. Widening sidewalks do not need to be made, Instead fixing the old sidewalks would help the areas already being commuted on. With this project definitely keep in mind parking and leaving room in plan to improve much needed parking."
"How will this be worked in with the new quart out houses being built."
"Must get city to maintain sidewalks (clean + power wash) trees (pruning) great 1st step to improving town area. Bike routes are a must to reduce auto traffic."
"As far as parking I suggest that a parking garage in the area where the old mini mall was and also leave the 4 lanes and make it more possible for as I would say a face lift on the buildings if your doing updates on the streets. Yosemite is not that appealing that anyone would want to shop."
"As a resident here of Madera I truly appreciate the fact that consideration to beautify Yosemite Ave. Especially trying to slower traffic a bit and placing bulbous. High visibility crosswalks and street lighting are very important especially on Yosemite Ave and N A St and the coroner of Yosemite Ave and N E street. other than that I truly appreciate he effort to make our town better. Any plan to make our town better I support. excited to see how this plan finalizing."

"I think it's a good idea with Yosemite National Park being ahead. The most important thing is to make sure that its safe for the community. Especially children (students walking home) there has been way too many accidents on Yosemite Ave. Especially right by the funeral home. I have friends that live by there. Too many residents have had their cars parked while someone driving has ran into their cars. That's the only parking they have. Potential improvements sounds great! maybe a stop light before the funeral home, so people can slow down."
"I do like everything that was proposed. Except for it doesn't reach to my side. But its ok, I'm going to love it! Revalidate homes, rentals, apts. Sidewalks. Need crosswalks (housing Authority Smith Manor) Need stop lights to slow traffic down. Or bumps to slow traffic down. Security cameras for renters, home owners and older citizens. Fix snow white get it going again. More lighting. Streets. Noise Pollution- Young kids racing their loud cars. its very annoying. More security for children and teenagers that walk home from school. More lighting around the wells center. More activities for teenagers. A game room (a building so teenagers can be safe and play games + be safe. Revitalizing all the buildings in the downtown Yosemite Ave. Make buildings a neutral color, adding a different color on and around the window trims. For example like beige building and darker brown trim. or a more visual sign. to advertise the business. More details on the building. More summer youth programs. Rotate the side garbage cans are placed on homeowners alleys, so they don't end up picking up the other neighbors trash. Assign a day so homeowners know when to move their cars, so the street cleaner can clean heir side of the street."
"Estoy completamente da acuerdo en tener mas protection en las correteras cuando el peaton estta cuminando en las banquetas publicas. Alumbramiento, lineas y luces de precavcion en los crvceros y senaleros de advertencia de precauion. (stop signs) para los automovistas. La civdad de Madera ysus representantes necesita ver mas por los peatone.(personas caminando en las calles) creo que la griminalidad bajaria en un buen porciento por que habria mas gente observando\ vijolando la comunudad. Down town Clovis es un gran ejempto da las ponitas calles con sos tiendas y restaurantes bien atendidos. Mi apoyo siempre es para las personas que caminan las calles." English Translation: "I completely agree with having more protections on the roads when pedestrians walk on public sidewalks. Lighting, lanes and caution lights at crosswalks and caution signs. (Stop signs) for motorists. The city of Madera and its representatives need to do more for pedestrians. (People walking in the streets.) I believe that crime would go down by a good percentage because there would be more people keeping watch/monitoring the community. Downtown Clovis is a great example of beautiful streets with its well-attended shops and restaurants. My support is always for people who walk the streets."

Appendix C – Board Exhibits



DOWNTOWN MADERA | STREET SECTIONS



DOWNTOWN MADERA | DOWNTOWN CORE - YOSEMITE AVENUE - OPTION A vs OPTION B - SEGMENT 1 - PLAN

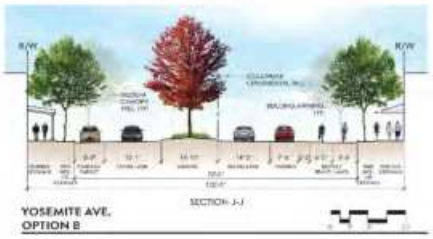
OPTION A

OPTION B

LEGEND

DOWNTOWN MADERA | OPTION A vs OPTION B - SECTIONS

YOSEMITE AVE.
OPTION A



YOSEMITE AVE.
OPTION B

DOWNTOWN MADERA | STREET IMPROVEMENTS - INSPIRATION

DOWNTOWN MADERA | STREET IMPROVEMENTS - 4th & LAKE RECONFIGUATION

MARK THOMAS

OPTION A

OPTION B

DOWNTOWN MADERA | STREET IMPROVEMENTS - ENLARGEMENTS

MARK THOMAS

ENHANCED BULB-OUTS & PARKLETS - INTERSECTION OF 5TH STREET & C STREET

BUS STOP - YOSEMITE AVENUE & A STREET

DOWNTOWN MADERA | DOWNTOWN CORE - YOSEMITE AVENUE - OPTION A vs OPTION B - SEGMENT 2 - PLAN

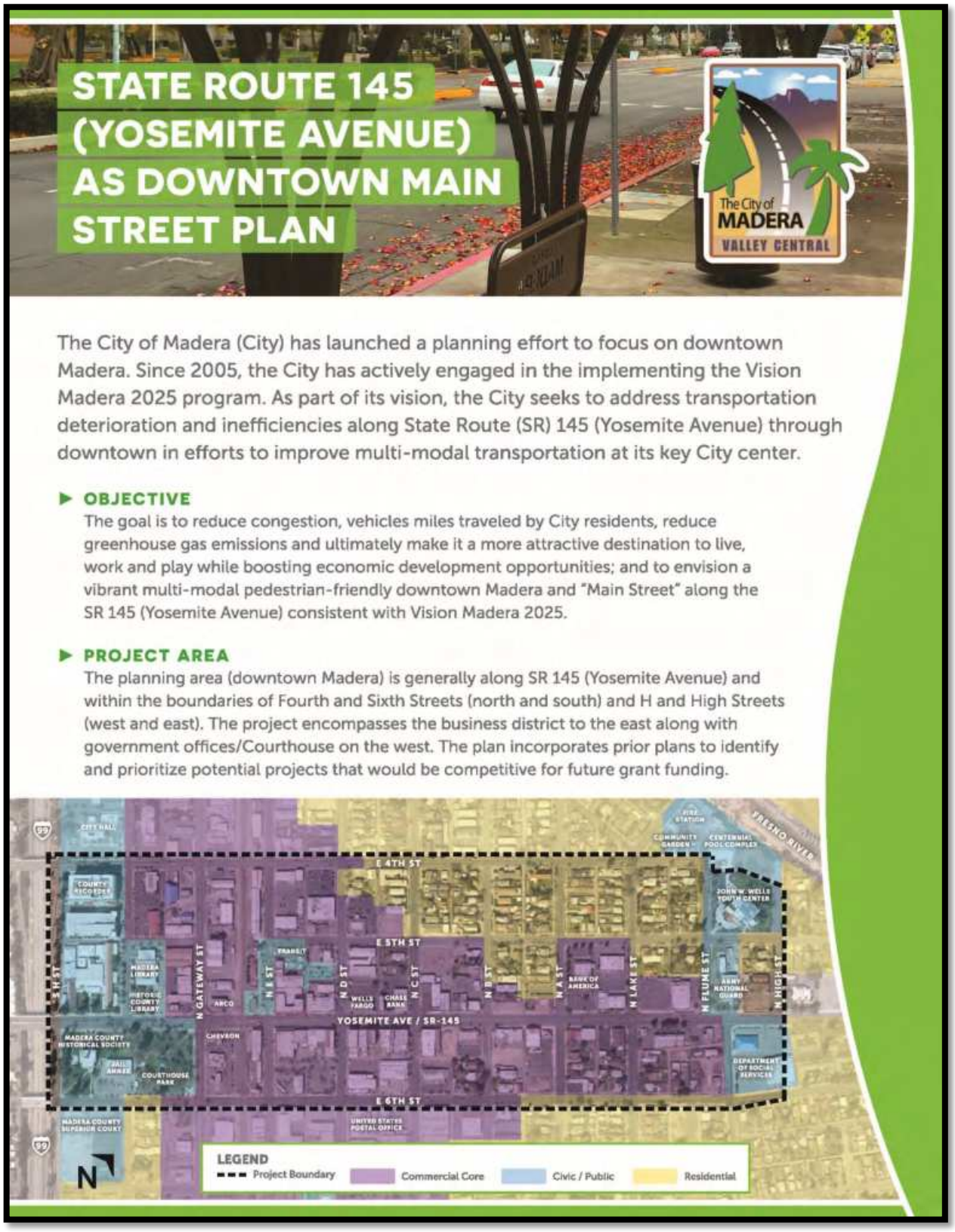
MARK THOMAS

OPTION A

OPTION B

LEGEND

Appendix D – Fact Sheet



POTENTIAL IMPROVEMENTS

Creating a multi-modal pedestrian-friendly environment requires the implementation of traffic calming devices that encourage vehicles to travel at slower speeds. The following improvements are samples of traffic calming devices that are being considered for the project.

HIGH VISIBILITY CROSSWALKS

BULBOUTS

BUFFERED BIKE LANES

ANGLED PARKING

STREET ART

STREET LIGHTING

HOW TO GET INVOLVED

The City will be seeking input from the community through two Public Workshops before the project is completed in early 2020. The workshops are scheduled as follows:

- **November 2019**
- **January 2020**

Notices will be circulated to the community a few weeks before the workshops. If you would like to receive notifications, please email one of the contacts provided below.

Learn more about the State Route (SR) 145 (Yosemite Avenue) project at:
www.madera.gov/downtown-main-street

For More Information Contact:

City of Madera
Randy Bell, Project Manager
(559) 661-5089
rbell@madera.gov

Mark Thomas
Robert Lorenz, Design Engineer
(559) 374-3110
rlorenz@markthomas.com

RUTA ESTATAL 145 (AVENIDA YOSEMITE) COMO PLAN DE LA CALLE PRINCIPAL DEL CENTRO DE LA CIUDAD DE MADERA

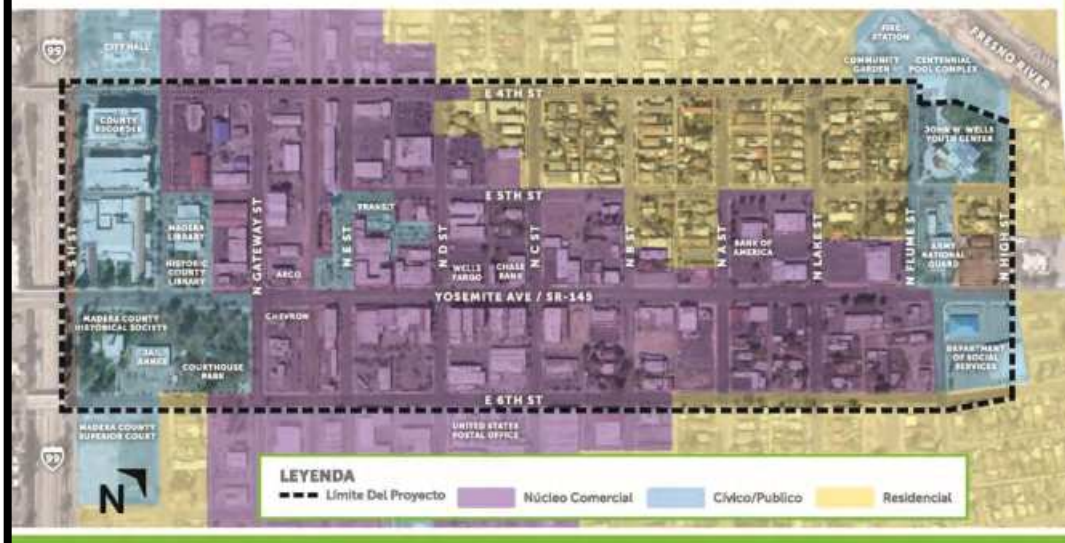
La ciudad de Madera (Ciudad) ha puesto en marcha un esfuerzo de planificación para enfocarse en el centro de Madera. Desde 2005, la Ciudad ha participado de manera activa en la implementación del programa Visión Madera 2025. Como parte de su visión, la Ciudad busca abordar el deterioro del transporte y las ineficiencias a lo largo de la Ruta Estatal (SR) 145 (avenida Yosemite) a través del centro de la ciudad en un esfuerzo por mejorar el transporte multimodal en su centro de ciudad clave.

▶ OBJETIVO

El objetivo es reducir la congestión, las millas vehiculares recorridas por los residentes de la Ciudad, reducir las emisiones de gases de efecto invernadero y, en última instancia, convertir la Ciudad en un destino más atractivo para vivir, trabajar y jugar, al tiempo que se aumentan las oportunidades de desarrollo económico; y para concebir un centro de Madera y "calle Principal" vibrantes, multimodales y favorables para los peatones a lo largo de la Ruta Estatal 145 (avenida Yosemite) de conformidad con el programa Visión Madera 2025.

▶ ÁREA DE PROYECTO

El área de planificación (centro de Madera) se encuentra generalmente a lo largo de la Ruta Estatal 145 (avenida Yosemite) y dentro de los límites de las calles Cuarta y Sexta (norte y sur) y las calles H y High (oeste y este). El proyecto abarca el distrito comercial al este junto con las oficinas gubernamentales/tribunal en el oeste. El plan incorpora planes anteriores para identificar y priorizar posibles proyectos que serían competitivos para futuros fondos de subvención.



POSIBLES MEJORAS

La creación de un entorno multimodal favorable para los peatones requiere la implementación de estrategias de pacificación de tráfico que alienten a los vehículos a viajar a velocidades más lentas. Las siguientes mejoras son ejemplos de estrategias de pacificación de tráfico que se están considerando para el proyecto.

CRUCES PEATONALES DE ALTA VISIBILIDAD

EXTENSIONES DE BORDILLO

CICLOVÍAS CON ESPACIO DE SEPARACIÓN

ESTACIONAMIENTO EN ÁNGULO

ARTE CALLEJERO

ALUMBRADO PÚBLICO

CÓMO PARTICIPAR

La Ciudad buscará la opinión de la comunidad mediante dos talleres públicos antes de que el proyecto se complete a principios de 2020. Los talleres están programados como sigue:

- **Noviembre de 2019**
- **Enero de 2020**

Se enviarán avisos a la comunidad unas semanas antes de los talleres. Si desea recibir avisos, envíe un correo electrónico a uno de los contactos que se proporcionan a continuación.

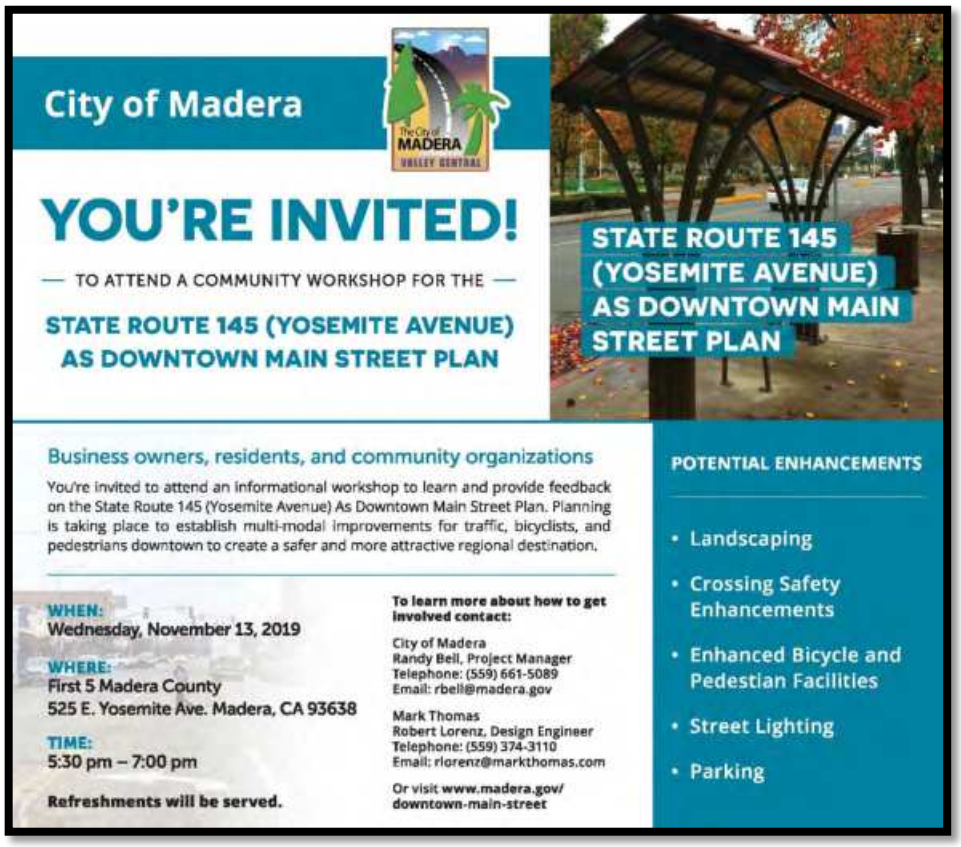
Obtenga más información sobre el proyecto Ruta Estatal (SR) 145 (avenida Yosemite) en: **www.madera.gov/downtown-main-street**

Para obtener más información, comuníquese con:

Ciudad de Madera
Randy Bell, Gerente de Proyecto
(559) 661-5089
rbell@madera.gov

Mark Thomas
Robert Lorenz, Ingeniero de Diseño
(559) 374-3110
rlorenz@markthomas.com

Appendix E – Meeting Notice



Appendix F – Photos

Questions?

Yosemite as Main Street

November 2019 Public Meeting Comments

Improvements	Positive	Negative	
Crosswalk	9		
Bike Lanes	2		
Pavement	1		
Bulbouts	3	1	
StreetLights	7		
Trees		4	due to pigeons
Benches	2		
Signage	2		
Sidewalk	4		
Garbage Recep	2		
Flashing Beacons	2		
Alley Improvements		1	

Public Meeting #2 Presentation and Summary

State Route 145 (Yosemite Avenue) as Main Street

MARK THOMAS

Public Meeting

January 23, 2020

PROJECT OBJECTIVE

- Transform Downtown Madera
  - Destination
  - Bicycle Pedestrian-Friendly Improvements
  - Community Involvement
- Propose Realistic/Fundable Improvements
- Provide Funding Guide

AGENDA

- Overview of Master Plan
  - Process
  - Proposed Improvements
  - Community Feedback
- Review Cost of Proposed Improvements
- Funding Opportunities

PROJECT AREA MAP

MADERA ATTRACTIONS

HISTORIC COUNTY COURTHOUSE

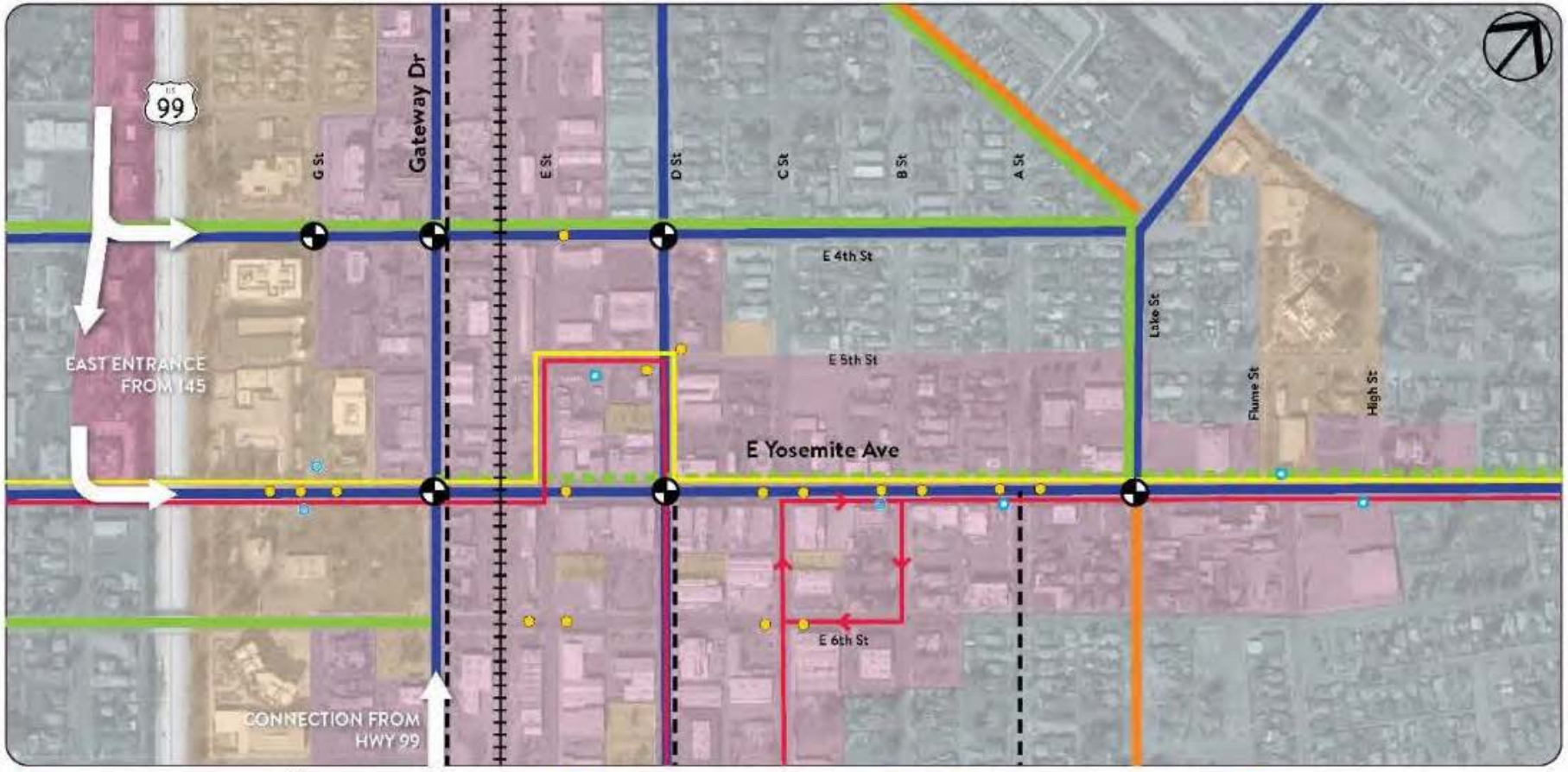
HISTORIC COUNTY LIBRARY

CENTENNIAL POOL AND WELLS YOUTH CENTER

NEW COUNTY COURTHOUSE

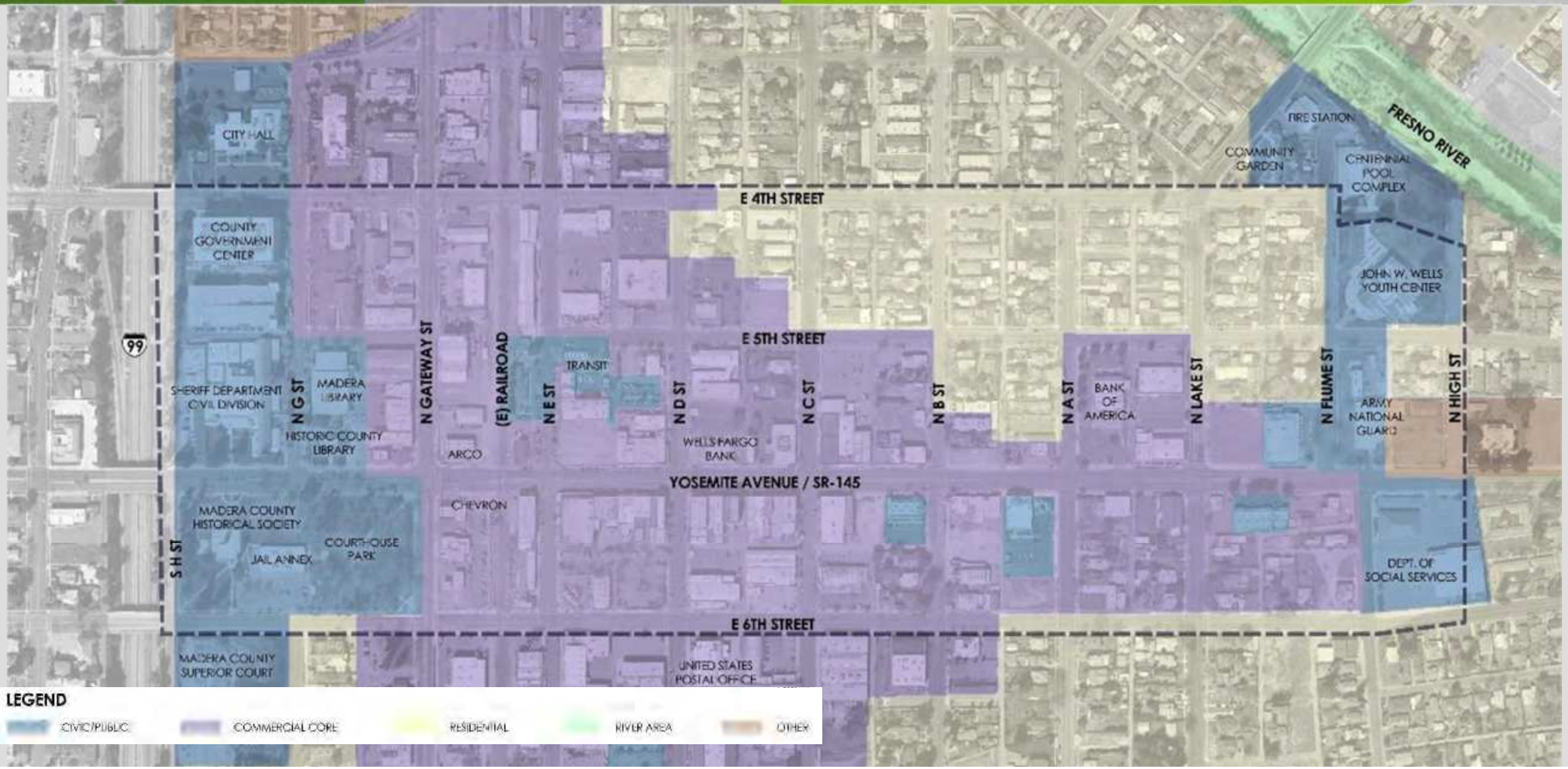
COURTHOUSE PARK

HISTORIC YOSEMITE AVENUE

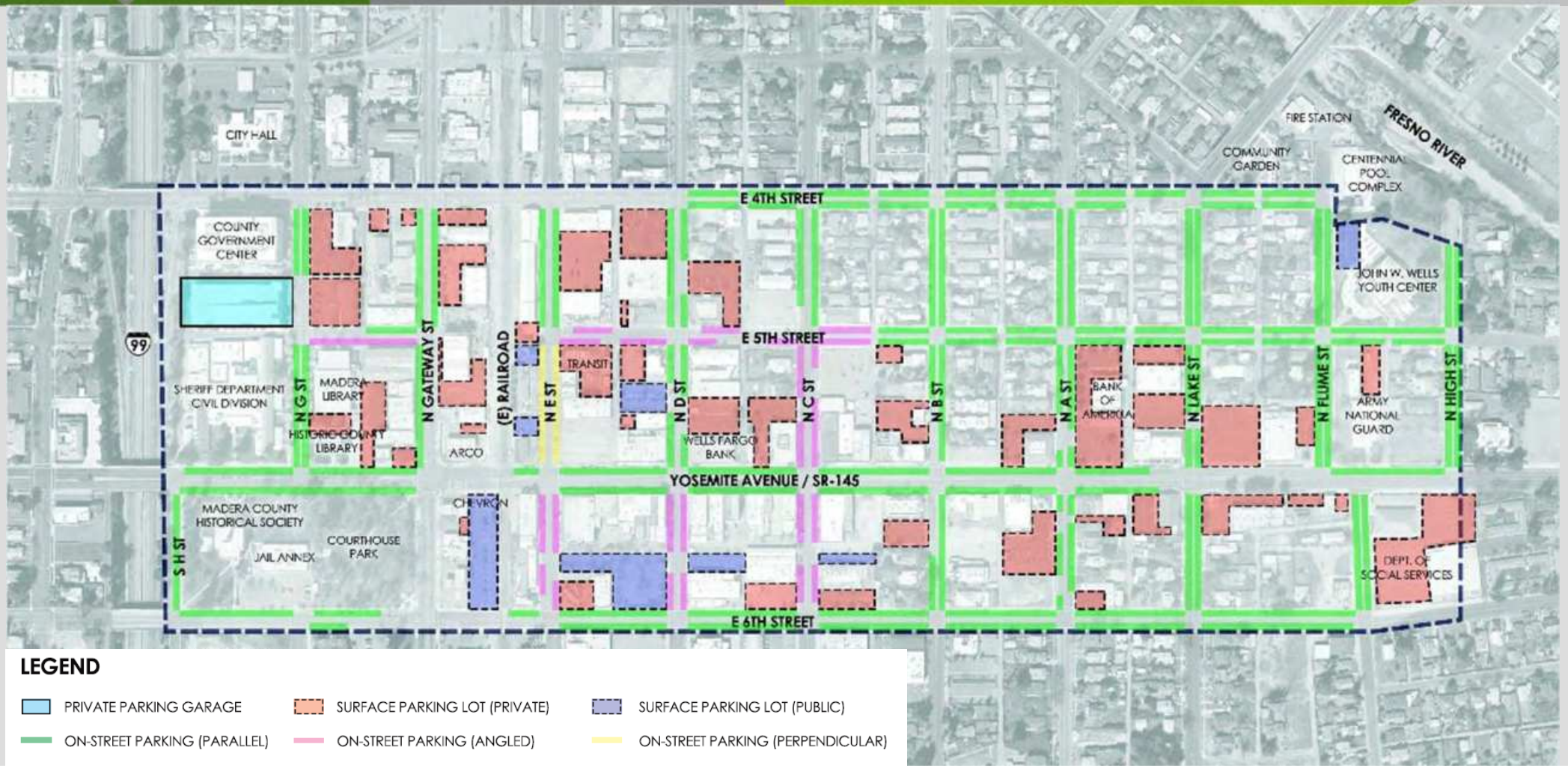

US 99
Gateway Dr
G St
E St
D St
C St
B St
A St
E 4th St
E 5th St
E Yosemite Ave
E 6th St
Lake St
Flume St
High St
EAST ENTRANCE FROM 145
CONNECTION FROM HWY 99
Commercial Zoning
Public/Civil Zoning
Residential Zoning
Rail Road
Bulb-outs
Potential Roundabout
Enhanced Bus Stop
Potential Road Diet, Class IV Separated Bike-way, and Safe Mobility Enhancements
Safe Mobility Enhancements
Permanent Street Closure and Landscape
Existing Uncontrolled Crosswalk
Existing Bus Stop
Existing Non Timed Bus Stop
Existing Traffic Signal
Arterial
Connector
Existing Class III Bike Route
Class IV Separated Bike-way
Planned Class II Lanes
Bus Route 1
Bus Route 3 College
Unprotected Crossing Options Include:
1. HAWK (High Intensity Activated Crossing)
2. Rectangular Rapid Flashing Beacon
3. Advanced Yield Sign-age and Yield Lane Markings

PROJECT AREA MAP

LAND USE


CITY HALL
COUNTY GOVERNMENT CENTER
SHERIFF DEPARTMENT CIVIL DIVISION
MADERA LIBRARY
HISTORIC COUNTY LIBRARY
MADERA COUNTY HISTORICAL SOCIETY
JAIL ANNEX
COURTHOUSE PARK
MADERA COUNTY SUPERIOR COURT
ARCO
CHEVRON
TRANSIT
WELLS FARGO BANK
UNITED STATES POSTAL OFFICE
BANK OF AMERICA
FIRE STATION
COMMUNITY GARDEN
CENTENNIAL POOL COMPLEX
JOHN W. WELLS YOUTH CENTER
ARMY NATIONAL GUARD
DEPT. OF SOCIAL SERVICES
FRESNO RIVER
E 4TH STREET
E 5TH STREET
E 6TH STREET
YOSEMITE AVENUE / SR-145
99
S H ST
N G ST
N GATEWAY ST
(E) RAILROAD
N E ST
N D ST
N C ST
N B ST
N A ST
N LAKE ST
N FLUME ST
N HIGH ST
LEGEND
CIVIC/PUBLIC
COMMERCIAL CORE
RESIDENTIAL
RIVER AREA
OTHER

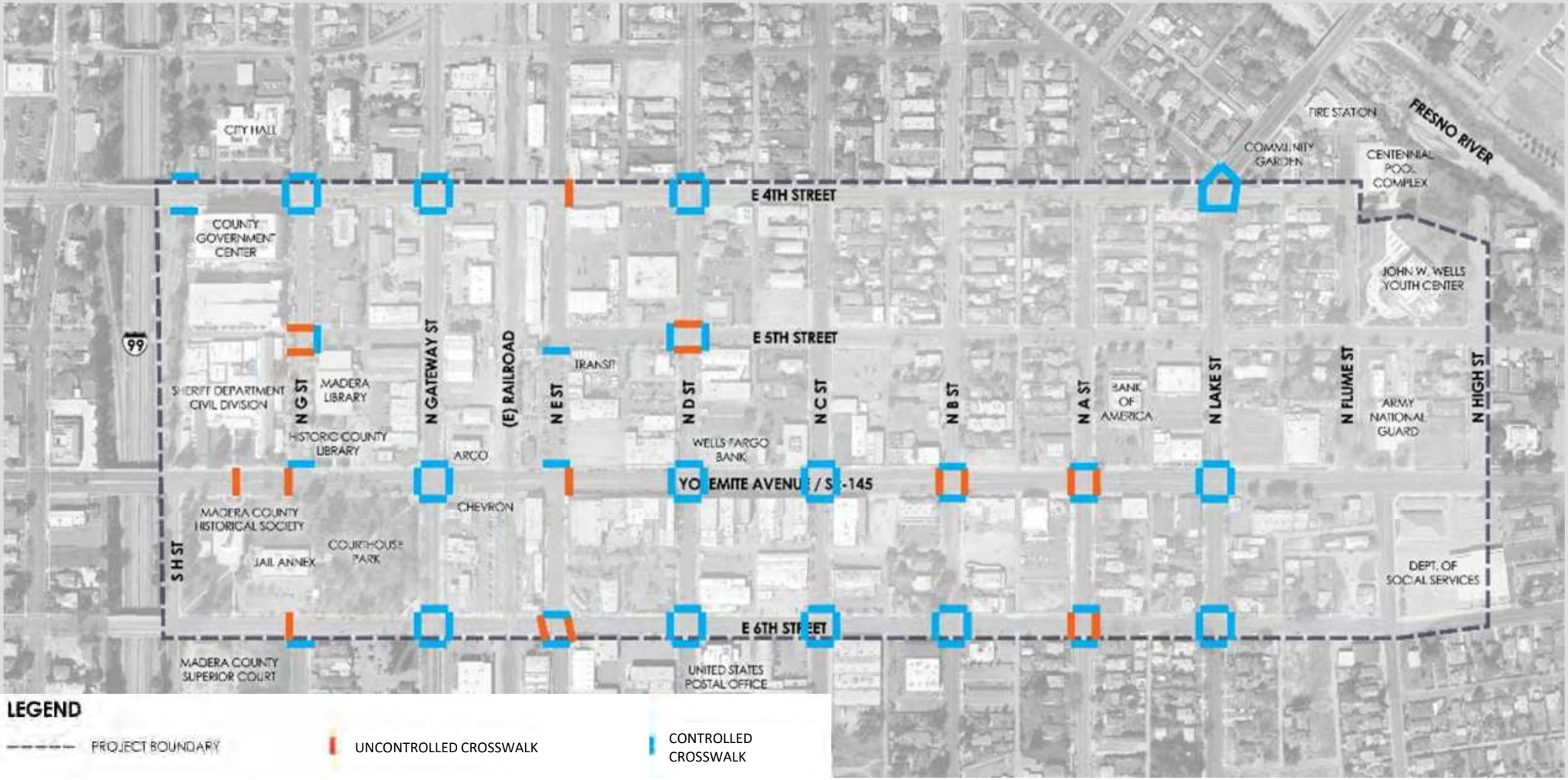
PARKING ANALYSIS



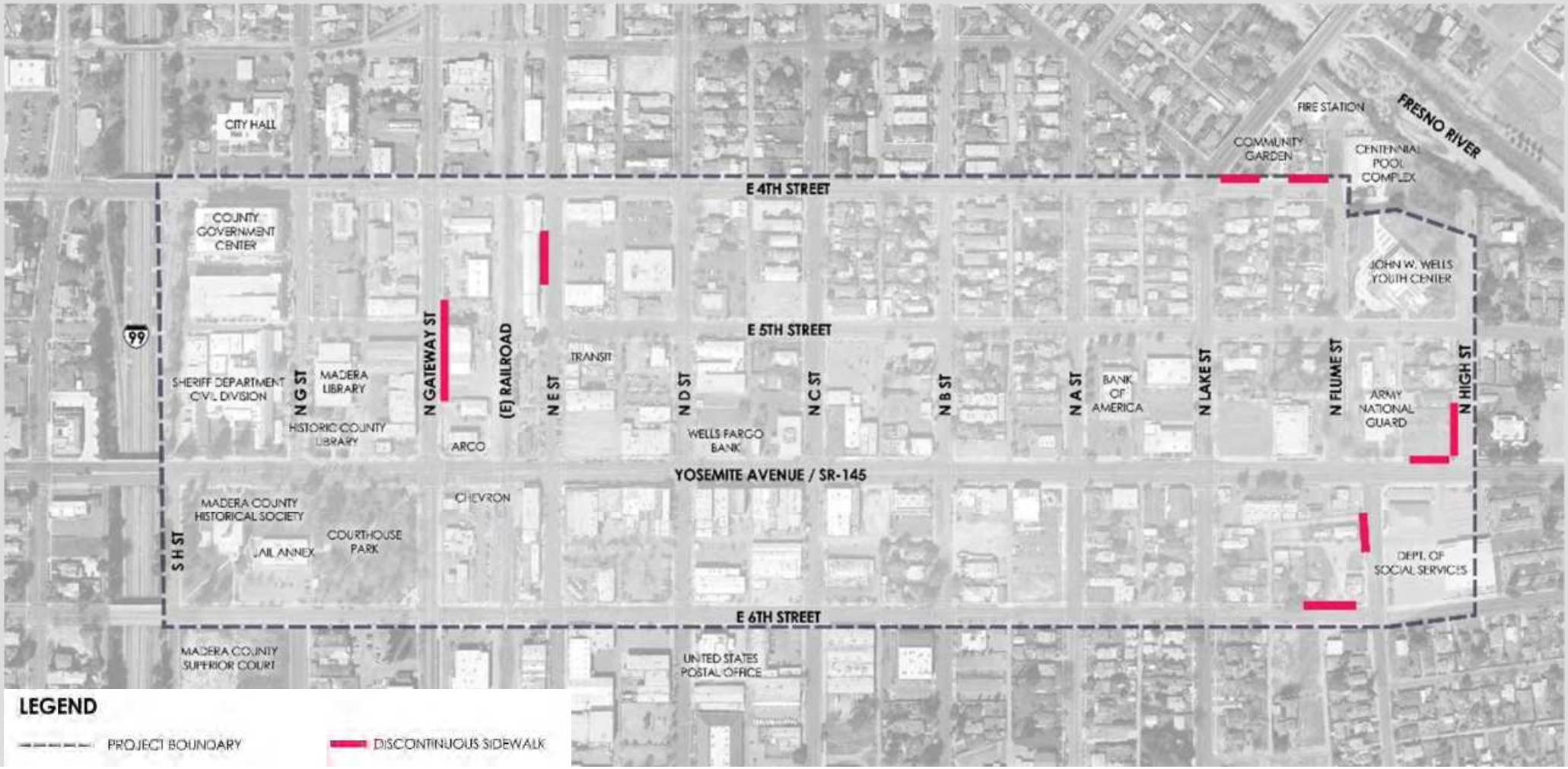
LEGEND

- PRIVATE PARKING GARAGE
- SURFACE PARKING LOT (PRIVATE)
- SURFACE PARKING LOT (PUBLIC)
- ON-STREET PARKING (PARALLEL)
- ON-STREET PARKING (ANGLED)
- ON-STREET PARKING (PERPENDICULAR)

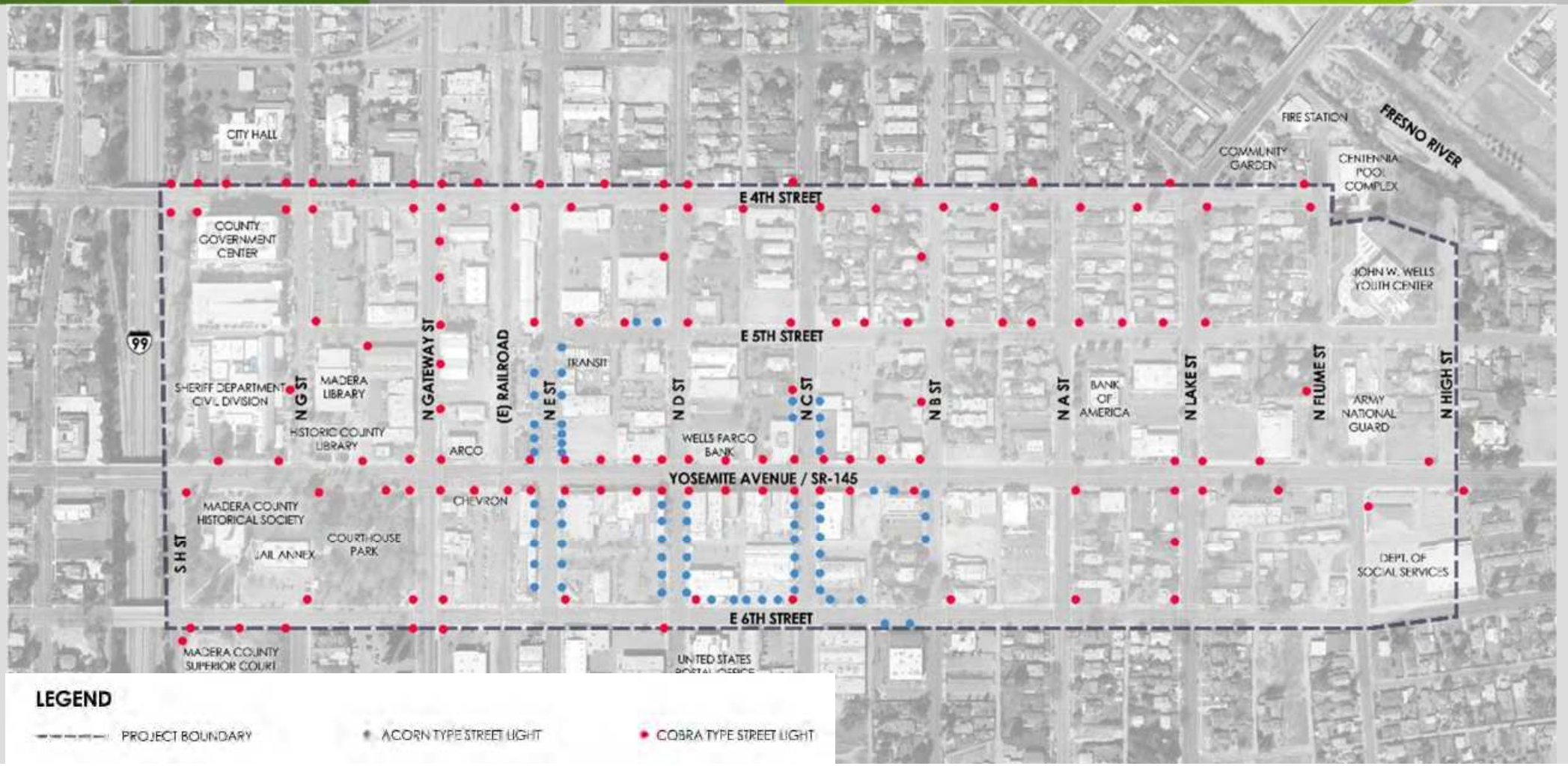
CROSSWALK ANALYSIS



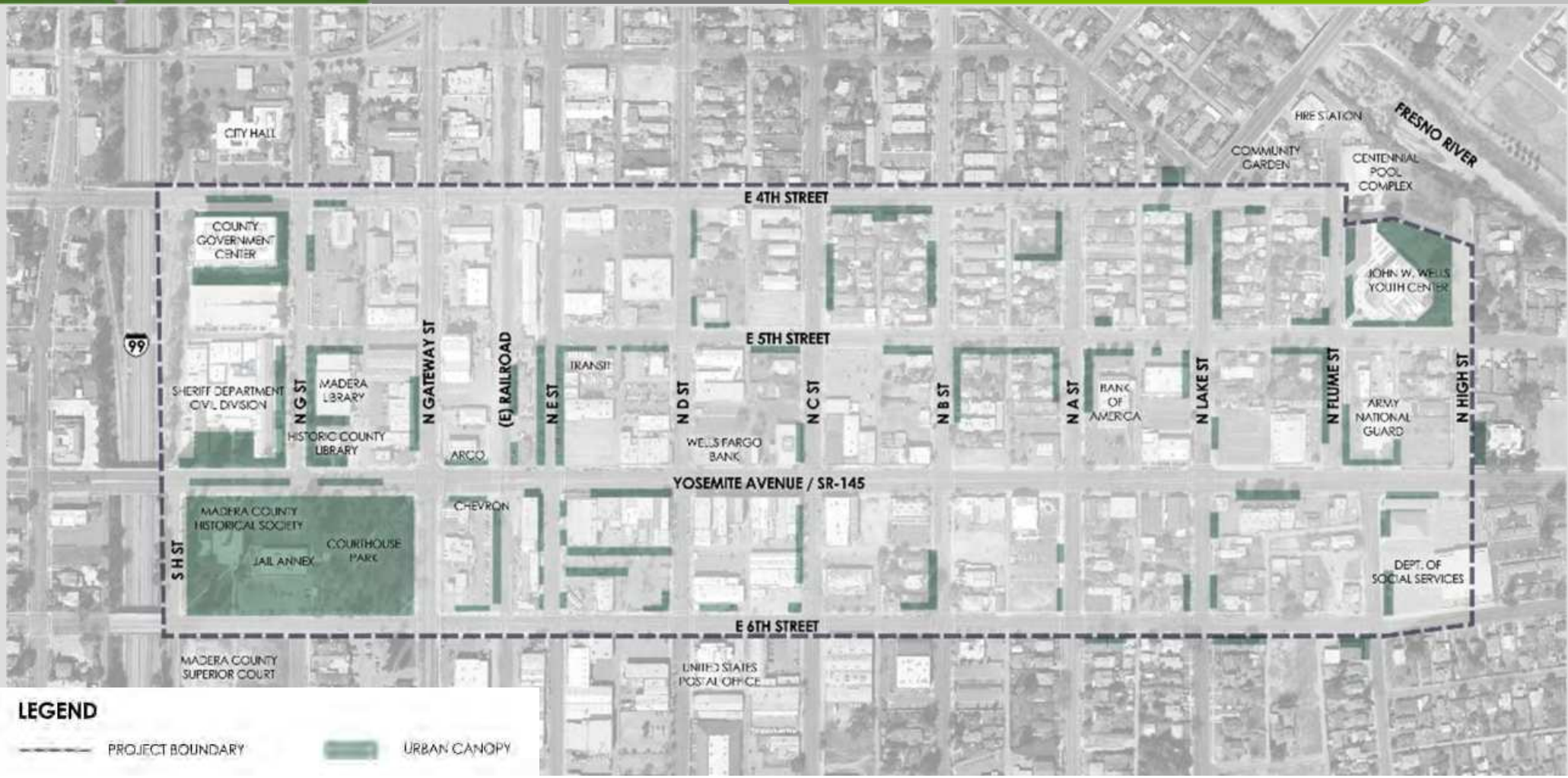
SIDEWALK ANALYSIS



SITE LIGHTING ANALYSIS



URBAN SHADE ANALYSIS



OPPORTUNITIES & CONSTRAINTS

BULB-OUTS

- Wider Sidewalks
- Shorter Crosswalks
- Enhanced Accessible Curbs
- Safer Pedestrian Crossings

HIGH-VISIBILITY CROSSINGS

- Pavement Markings
- Enhanced Pavement Texture
- More visible to the driver
- Coupled with bulb-outs, increases pedestrian safety

BICYCLE FACILITIES

CLASS II

CLASS III

CLASS IV

STREETSCAPE INSPIRATION

STREET FURNISHING & AMENITIES

- Benches/Seating
- Trash Receptacles
- Bicycle Racks
- Drinking Fountains

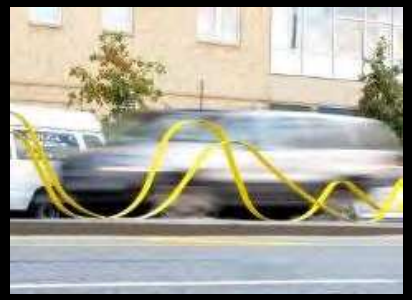
ALLEY ACTIVATION

- Artwork/Murals
- Green Alleys/Paseos
- Outdoor space for restaurants
- Reclaim space for play and street vending
- Alternate paths to walk and cycle

WAYFINDING

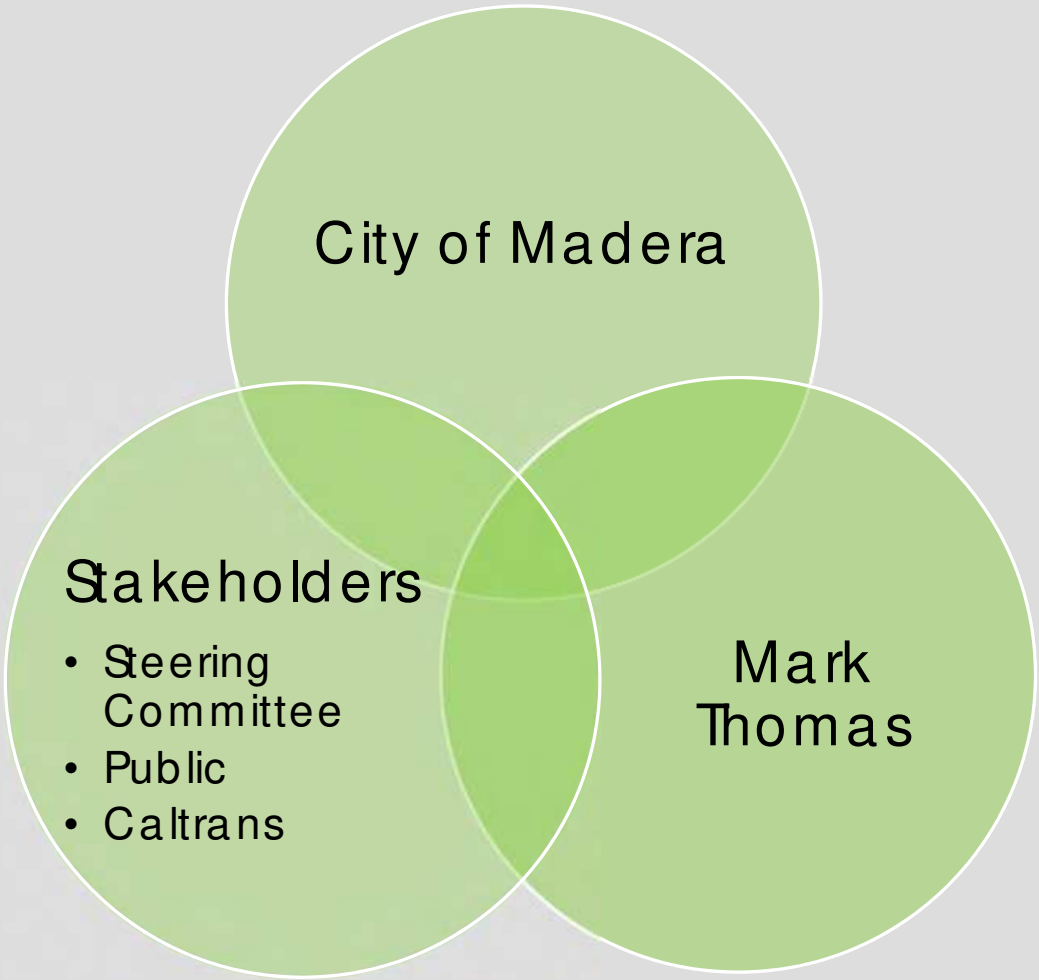
- Clear route of travel to key points of interest
- Define downtown as a unique space

PUBLIC ART



- Artwork/Murals
- Green Alleys/Paseos
- Outdoor space for restaurants
- Reclaim space for play and street vending
- Alternate paths to walk and cycle

COMMUNICATION

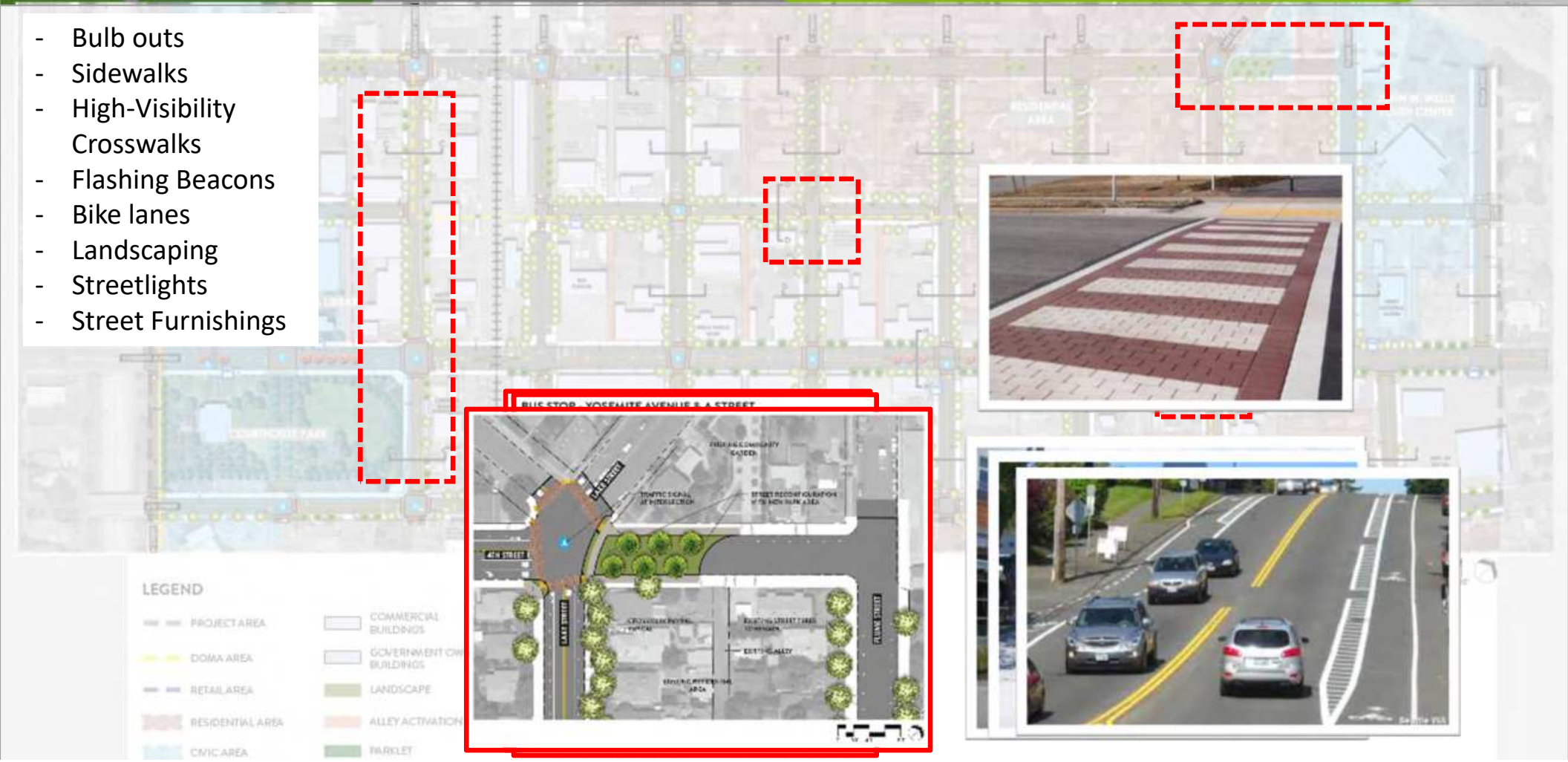


STEERING COMMITTEE

- City of Madera
- First 5
- Chamber of Commerce
- Landmark Real Estate
- Leadership Counsel of Justice and Accountability
- Madera County Public Health Department
- Camarena Health
- Madera County Arts Council
- Madera Police Department
- Madera Downtown Association
- Madera EDC
- Madera NAACP
- Leighton's Jewelers
- Madera County
- Madera County Transportation Commission
- Caltrans

MASTER PLAN

- Bulb outs
- Sidewalks
- High-Visibility Crosswalks
- Flashing Beacons
- Bike lanes
- Landscaping
- Streetlights
- Street Furnishings



YOSEMITE AVENUE – SEGMENT 1

OPTION A

PROTECTED CROSSWALK (RRFB), TYPICAL

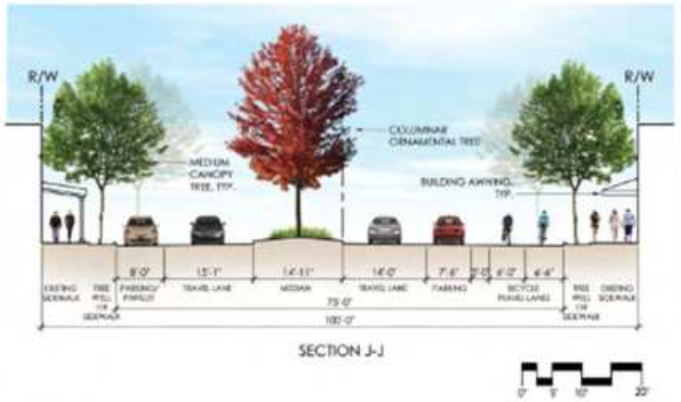
CIVIC BUILDINGS, TYPICAL

PROTECTED CROSSWALK (HAWK)

PROPOSED ST TYPICAL

EXISTING STRE TYPICAL

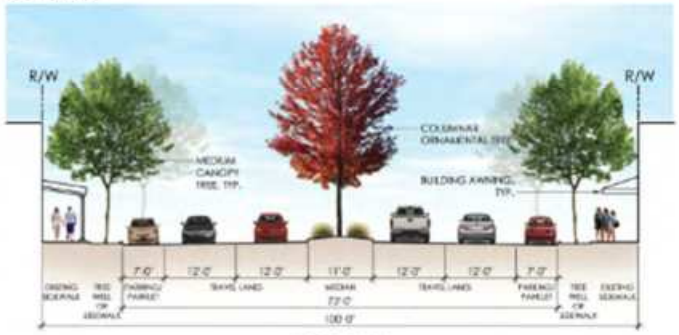
OPTION B



SECTION J-J

LANDSCAPE AREAS, TYPICAL

OPTION A

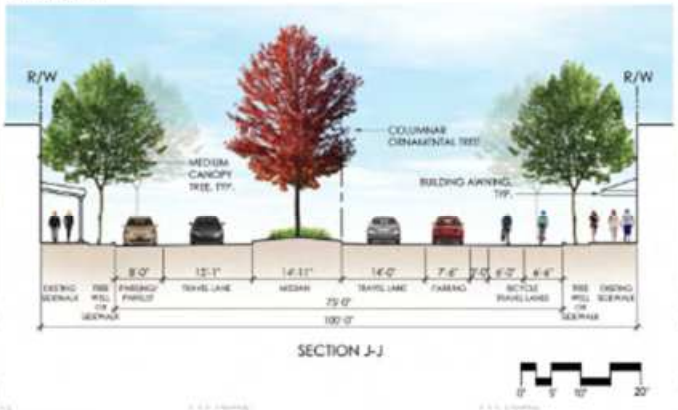


SECTION H-H

YOSEMITE AVENUE – SEGMENT 2

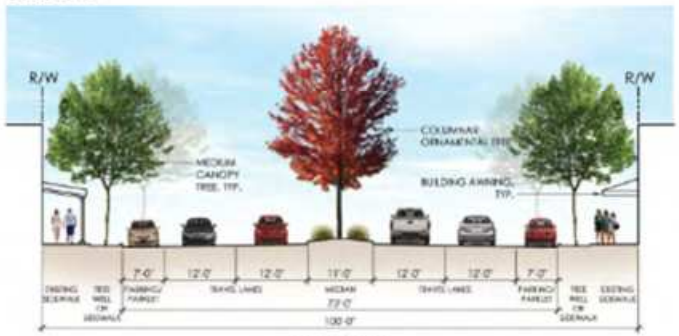
OPTION A

OPTION B



SECTION J-J

OPTION A



SECTION H-H

PUBLIC FEEDBACK

IMPROVEMENTS	POSITIVE	NEGATIVE
Crosswalk	9	
Streetlight	7	
Sidewalk	4	
Trees		4
Bulb-out	3	1
Bike Lane	2	
Benches	2	
Signage	2	
Flashing Beacon	2	
Pavement	1	
Alley Improvements		1

COST ESTIMATE

Cost Estimate per Location

LOCATION	TOTAL PER STREET
4TH Street	$ 2,207,000
5TH Street	$ 2,472,000
Yosemite Avenue	$ 4,735,000
6TH Street	$ 3,409,000
H Street	$ 131,000
G Street	$ 693,000
Gateway Drive	$ 886,000
E Street	$ 956,000
D Street	$ 715,000

LOCATION	TOTAL PER STREET
C Street	$ 1,137,000
B Street	$ 785,000
A Street	$ 1,092,000
Lake Street	$ 945,000
Flume Street	$ 728,000
Vineyard Avenue	$ 389,000
High Street	$ 266,000
Intersections	$ 11,732,000
GRAND TOTAL	$ 33,300,000

COST ESTIMATE

Cost Estimate per Improvement Type

IMPROVEMENT	TOTAL PER IMPROVEMENT
Concrete Sidewalk	$ 12,368,000
Curb and Gutter	$ 2,039,000
Median Curb	$ 137,000
Stamped AC	$ 462,000
Slurry Seal	$ 1,599,000
Asphalt Pavement	$ 2,207,000
Traffic Stripes and Markings	$ 730,000
Trees	$ 164,000

IMPROVEMENT	TOTAL PER IMPROVEMENT
Landscaping/Irrigation	$ 4,035,000
Sound System Speakers	$ 36,000
Streetlighting	$ 4,253,000
HAWK Signal	$ 390,000
Flashing Beacons	$ 780,000
Signal Modification	$ 780,000
Railroad Crossing Equipment	$ 780,000
Drainage	$ 2,462,000
GRAND TOTAL	$ 33,300,000

FUNDING OPPORTUNITIES

Potential Project Funding

SOURCE	FUNDING TYPE	IMPROVEMENT TYPE	AVAILABILITY
Development Impact Fee (DIF)	Local	Park, Sewer, Water, Street, and Storm Drain Improvements	Annual
Measure T	Local	Transportation	Annual
Community Development Block Grant (CDBG)	Federal	Sidewalks, bulb-outs, crosswalks, pedestrian and bicycle facilities, pavement rehab, landscaping and street trees, traffic signals	Annual
Road Maintenance and Rehabilitation Account (RMRA)	State	Roadway maintenance, safety projects, complete streets, traffic control devices	Annual
Highway User Tax Account (HUTA)	State	Sidewalks, bulb-outs, crosswalks, pedestrian and bicycle facilities, pavement rehab, and traffic signals	Annual
Transportation Development Act (TDA)	State	Bicycle and pedestrian facilities, bus stops	Annual
Surface Transportation Block Grant (STBG)	Federal	Pedestrian and bicycle facilities, transit capital and intercity passenger projects	Annual

FUNDING OPPORTUNITIES

Potential Project Funding

SOURCE	FUNDING TYPE	IMPROVEMENT TYPE	AVAILABILITY
Local Partnership Program (LPP)	State	Transportation	May 2020
Urban Greening Grant	State	Water quality, storm water management, planting of shade trees	March 2020
Congestion Mitigation and Air Quality (CMAQ)	Federal	Air quality	Summer 2021
Active Transportation Program (ATP)	State/Federal	Active modes of transportation	March 2020
Highway Safety Improvement Program (HSIP)	Federal	Highway safety projects	April/May 2020
State Transportation Improvement Program (STIP)	State/Federal	Sidewalks, bulb-outs, crosswalks, pedestrian and bicycle facilities, pavement rehab, landscaping	Bi-Annual
State Highway Operations and Protection Program (SHOPP)	Federal	Safety, rehab, operations	Bi-Annual

SCHEDULE

- NTP – March 2019
- Data Gathering – March – May 2019
- Prepare Public Participation and Outreach Plan - April 2019 – June 2019
- Prepare Existing Conditions Report - May 2019 – July 2019
- Walking Tour (Steering Committee) – June 2019
- Development of Alternatives – July 2019 – October 2019
- Public Workshop - November 2019
- Public Workshop - January 2020
- Project Completion - February 2020

Questions?

STATE ROUTE 145 (YOSEMITE AVENUE) AS DOWNTOWN MAIN STREET PLAN

Public Workshop: Presentation of Report for Public Comment

PREPARED BY:

Mark Thomas

FRANK BERGON SENIOR CENTER
238 S. D ST. MADERA, CA
THURSDAY, JANUARY 23, 2020
5:30 – 7:00 PM

General Information About This Document

This document is a summary report of the Public Workshop: Presentation of Report for Public Comment held for the City of Madera State Route 145 (Yosemite Avenue) as Downtown Main Street Plan. This document describes what took place at the meeting.

What should you do?

- Please read this document.
- If you have any questions about this document and its contents, please contact Ed Noriega, Division Manager – Mark Thomas 559.374.3111 or enoriega@markthomas.com
- To comment on the project or for general questions about the project, pleasecontact Randy Bell, Project Manager – City of Madera 559.661.5089 or rbell@madera.gov or Robert Lorenz, Design Engineer – Mark Thomas 559.374.3110 or rlorenz@markthomas.

Report Summary

The final public workshop for the State Route 145 (Yosemite Avenue) as Downtown Main Street Plan was held on Thursday, January 23, 2020 at the Frank Bergon Senior Center. The purpose of the meeting was to provide interested members of the community with an opportunity to review the Master Plan and to ask questions of agency representatives.

The agenda focused on multi-modal design improvements – for pedestrians, drivers and bicyclists – to cultivate a Main Street vibe in the downtown core. Attendees included public officials (Andrew Medellin: Mayor, Derek O. Robinson: Council Member – District 4, Steve Montes: Council Member – District 3, Arnoldo Rodriguez: City Manager), residents, businesses, community and faith-based organizations, and community members at large. Consultants from engineering firm Mark Thomas and city engineer Keith Helmuth, led the presentation.

Ed Noriega of Mark Thomas welcomed the roughly 50 people in attendance at the Frank Bergon Senior Center, including city officials and elected representatives. He discussed the goals of the State Route 145 (Yosemite Avenue) as Downtown Main Street Plan and the need to make the downtown area safer, more appealing and more pedestrian-friendly through a variety of strategies outlined in the draft report.

Project manager/landscape architect Christine Anderson of Mark Thomas narrated a Power Point presentation that outlined the project area and objectives, the planning process, analysis of sidewalks and other elements, and features of the draft proposal such as bulbouts, bike lanes and high-visibility crosswalks. She also discussed the opportunities for public art throughout the area.

Noriega told the audience that the proposed improvements would create a safer and more comfortable downtown area for travelers and visitors. The price of all improvements was estimated at $33.3 million, and Noriega identified a range of possible funding sources at federal, state and local levels that could provide funding to slowly phase-in aspects of the project.

During a question-and-answer period, members of the public focused on a variety of issues such as the impact of the Yosemite Avenue design on the annual Old Timer's parade, the recommended number of lanes on Yosemite Avenue (four), CalTrans and maintenance issues, the configuration and type of bicycle lanes, funding sources, parking and whether slowing down traffic would create congestion in the area.

City and Mark Thomas representatives responded to questions and concerns. A summary of public comments is provided in Appendix C.

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    1.1 Announcement of Public Workshop 5
    1.2 Purpose of Workshop 5
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1.Introduction

On the evening of Thursday, January 23, 2020 a Public Workshop was conducted for the State Route 145 (Yosemite Avenue) as Downtown Main Street Plan. It was hosted by the City of Madera with support by Mark Thomas and The Rios Company. The meeting was held from 5:30 to 7:00pm at the Frank Bergon Senior Center, 238 S. D Street, Madera, CA 93638. Mark Thomas, along with the City of Madera, have been working to create a Master Plan for the downtown area which includes installations and improvements that are both competitive and fundable.

1.1 Announcement of the Public Workshop

The public workshop was announced through multiple sources including electronic mail, eblasts, social media, the city's website, and media advisories. As a part of the outreach meeting notices were distributed in the downtown and other key areas.

1.2 Purpose of the Workshop

The purpose of the meeting was to provide interested members of the community with an opportunity to review conceptual designs and the Master Plan and to ask questions of agency representatives.

1.3 Workshop Format

The meeting agenda included a presentation and Q&A/open house period format.

- 5:00 pm Guest Arrival
- 5:30 pm Welcome
- 5:45 pm Introduction to the Project
- 6:00 pm Presentation of Report for Public Comment
- 6:45 pm Open House/Q&A
- 7:10 pm Adjourn

2.Meeting Proceedings

2.1 The Welcome Desk

Attendees were greeted by members of the Public Outreach Staff and asked to sign-in on the forms created to collect data on community members attending the meeting. This provides a record for the project of interested parties. These records may be viewed in Appendix A. Attendees were invited to review the display stations.

2.2 Displays and Exhibits

Staff from Mark Thomas, the project's lead engineering consultant, provided the displays and exhibits. Display stations were set up around the room showing details of the project such as project area, conceptual designs and projected timelines.

2.3 Project Team Members at the Meeting

City of Madera:
Randy Bell
Keith Helmuth

Mark Thomas:
Ed Noriega
Christine Anderson
Chris Camarillo
Cynthia Horner

The Rios Company:
Angie Rios
Samuel Norman
Douglas Madaris
Joshua Riojas

3.Public Outcome

The public began to arrive at 5:00pm for the workshop and were welcomed and asked to sign-in so their names could be added to the stakeholders list. Attendees were directed to the displays set up around the room and encouraged to ask questions of staff members.

At around 5:30pm, the attendees were greeted and after brief housekeeping announcements, a presentation by Ed Noriega and Christine Anderson, engineers with Mark Thomas, and Keith Helmuth, City of Madera engineer, was conducted. They spoke about final designs for the project, costs, and potential funding sources and when they would become available. This was followed by questions from the audience and answers.

The Q&A went until 7:00pm. Attendees were encouraged to submit comments on cards provided. Email addresses were provided for the project team for further questions & comments.

Final Statistics:

- 51 Attendees
- 10 Staff Members
- 15 Comment Cards
- 9 Public Comments

4.Comments

A variety of opportunities were provided for the public to make comments to staff while attending the meeting. Comment cards, pens, and fact sheets were provided to submit comments on the project, the presentation, or any other concerns or questions attendees may have had. Email addresses were provided to contact Project Managers from the City or Mark Thomas.

A total of 15 comment cards were received. Comments stressed walkability, road congestion, and proper landscaping. See Appendix B.

Additional public comments were received at the meeting. See Appendix C.

Appendix A - Sign-in Sheets

City of Madera
SR 145 Community Workshop #3
January 23, 2020

Please Print Clearly

NO	NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
1	Randy Hall	City of Madera	205 W 4th		
2	Juan Jaramillo			(559) 871-1913	
3	Cristina Crendon	Chinarena Health		(559) 664-4123	Crendon@Chinarena Health.org
4	Rhonda Salisbury	Visit Yosemite Madera Co	Oakhurst	683-4636	rhonda@yosemitethisyear.com
5	Ernie Palacio	Resident			
6	Carmen B. Guzman	resident	Madera	559 871.1511	Carmenbella@AOL.com
7	Steven R. Mortimer	Attorney	110 North D	674-8712	
8	Jacqueline Herrera	resident	San Marco	645-2076	
9	Evelyn Espinoza	MCTC	Madera		evelyn@maderactc.org
10	Cynthia Ott	Rios	Kern		
11	Velvet Rhoads		121 S. "D"	232-8061	velvet.pecks@yahoo.com
12	Anna da Silva	MCH	17141 Island Dr.	674-6243	
13	Anand Kapoor	Caltrans	2015 E. Shields Ave	243 3588	anand.kapoor@dot.ca.gov.
14	Will Oliver	resident	-		-

City of Madera
SR 145 Community Workshop #3
January 23, 2020

Please Print Clearly

NO	NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
1	Cynthia Ortegon	AOA Advisory Council	425 SIC St	2323263	Cbortegon@gmail.com
2		Madera Chamber			
3	Sergio Flores	Broker	17035 Road 26 Ste B	975-6091	Sergio@cvreos.com
4		CITY OF MADERA		363-2931	
5	Stephanie Nathan	Public Health	1604 Sunrise Ave	581-0851	stephanie.nathan@maderacounty.com
6	Gail McIntyre	Self	1234 DeCesari		MSMadmc@gmail.com
7	Bic Arredondo	Self	1495 Vade Mesa		
8	MARIE LUNA	SELF	806 SIERRA ST		
9	Otilia Morales	SELF	800 Sierra St		
10	DEREK D. ROBINSON	City of MADERA	City HALL	474-7690	DD ROBINSON 12@GMAIL
11	Agapita Rocha	Madera	906 E Yosemite Ave	9757976	
12	Amada Rocha	Madera Chamber	120 N. E Street	673-3563	mrocha@maderachamber.com
13		MADERA PD	330 S. C ST	675-4201	
14					

City of Madera
SR 145 Community Workshop #3
January 23, 2020

Please Print Clearly

NO	NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
1	MARIA LUZ ZAMORA	ELITE ATHLETICS	3853 E. MADISON FRESNO 93702	281-8622	
2	LANIE SNIDERMAN	VISIT YOSEMITE MADERA CO.	OAKHURST	559-683-4636	
3	ERLENE A. FERNANDES	MADERA UNIFIED SCHOOL DISTRICT	232 NATIONAL AVE MADERA	559-348-3581	
4	WARREN JEARLS	MADERA PD	330 S. "C" ST	416-6869	
5	Alberto Ramirez		24716 Melba DR Madera, CA 93638	559-617-9613	
6	JONATHAN DASILVA	RESIDENT	3001 FOREST LANE MADERA CA 93637	(559) 474-3768	
7	PAMELA TYLER	RESIDENT	816 S. B St Madera 93638	559-232-5646	
8	Israel Cortes	Insurance Broker	591 Sunset	(559) 230 7462	
9	M LATIF	Indian Dalen Assoc Company	3200 W. Olive	479 8594	
10					
11					
12					
13					
14					

City of Madera
SR 145 Community Workshop #3
January 23, 2020

Please Print Clearly

NO	NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
1	Debbie Padgett	New Normal		559.469.4994	shifted2019@gmail.com
2	Juzmin Rios	Camarena Health.		(559) 363-1690	jrios@camarenahealth.org
3	Joetta Fleak	MUSD committee MCHS, Park res restoration		(559) 661-4778	joettafleak@comcast.net
4	Keith Helmuth	City - Eng.		559-661-5418	Khelmuth@madera.gov
5	Terry Palacioz	Resident		5597060428	
6	Jorge Rojas	City of Madera		6613693	
7	Diane Sandoval	First 5 Madera		661-5155	dsandoval@first5madera.net
8	Emmanuel Gomez	City ADA advisory board		871-7615	gomezemmanuel88@yahoo.com
9	Kirk Atamian	Self		246-0000	KirkAtAmian@gmail.com
10	Arnoldo Rodriguez	city of Madera			arodriguez@madera.gov
11	Wanda McGraw	Resident		559-871-6932	wandamcgraw75@yahoo.com
12	Chris Miller	MOA/ MCAC/ Lighthouse Jewelers		559-659-8036	lighthousejewelers@msn.com
13					
14					

Mark Thomas
SR 145 Community Meeting Workshop
January 23, 2020

Please Print Clearly

NO	NAME	ORGANIZATION	ADDRESS	PHONE	E-MAIL
15	Mark Rice	self	209 N. B Street	559 [illegible] 5361246	rice00810@gmail.com
16	Gabriel R. Ayala	"	"	559 536 1628	gayala@g.fresnostate.com
17	Steven Montes	City of Madera	205 w 4th St	559-871-5255	SMontes@Madera.gov
18					
19					
20					
21					
22					
23					
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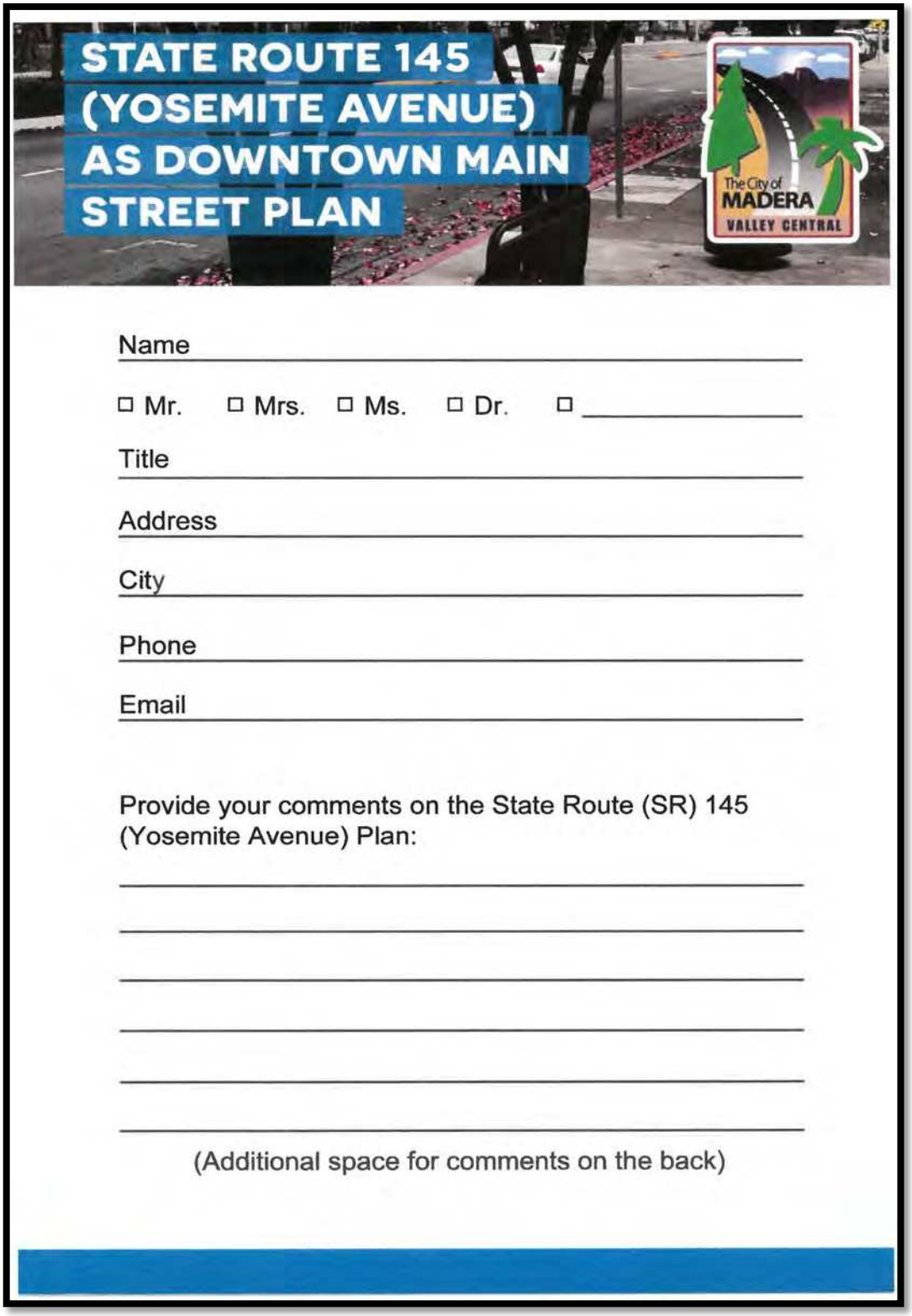
Appendix B - Comment Cards



Additional comments

Thank you for your comments!

For office use only:
Date: _____
Event: _____
Stakeholder Type:

- ☐ Resident
- ☐ Public Agency
- ☐ Business
- ☐ Civic Club
- ☐ CBO
- ☐ Other: _____

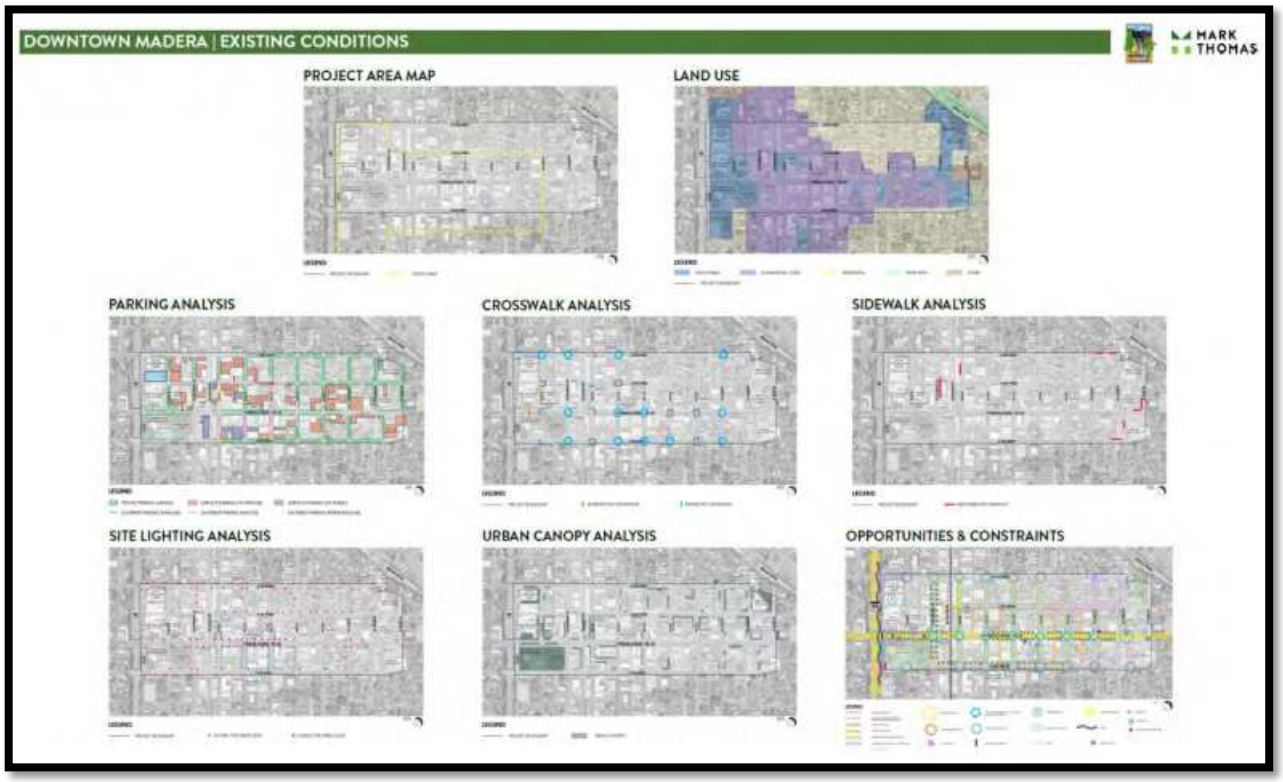
"This is what Madera needs to bring business back, it also will make Madera look a lot better for someone to visit our city and love our downtown area as they did in the past. When this project begins will the homeless situation be taken care of? What about building colors? Will they coordinate with all businesses being the same color? Will it reduce diesel truck to travel other roadways?"
"I believe to make meaningful change in traffic congestion, bike lanes would be necessary. Studies indicate that bike lanes completely separate from traffic like in the class 4 plans. Now I do understand that a class 4 bikeway project would be unrealistic at this time. With that said, updated street lights, safer crosswalks, and more trees make a more desirable downtown which leaves a clean slate for a possible city wide cycling plan."
"Be sure improvements are suitable. Currently, the city was a plethora of street medians. Many are missing plants, full of weeds- more an eye sore than amenity. Downtown businesses struggle to stay in businesses asking for an additional assessment to maintain improvement may be unrealistic. Traffic needs to flow since that is a state highway. Please- Consider long-term maintenance."
"I like the proposal. Thank you. Can't wait to see it. On the maintenance, the beautification can help. We can get volunteers to help. Concern- on the replacement of sidewalks will the residents have to upgrade their porch? Will the money come out of their pockets?"
"Great improvement ideas. Is there any way to leverage changes on the business owners to upgrade the front of the business buildings that flow together in color + look? Example: Old time San Diego or what they've done on the small shopping area on D st. + Cleveland or Camarena building by the Re-development agency a coordination of updated and color."
"Intersection at E. Yosemite + E st. - crosswalks at Northside intersection should be included as a highly visible crossing with same designs being proposed further down on E. Yosemite. Great, realistic and attainable plan with funding."
"No shared streets (car-bikes) Why a bulb out 5th/C st. vs Yosemite or 4th st. 5th street not used as other as Yosemite + 4th by pedestrians. How is parallel parking being addressed on Yosemite?"
"Has the annual old timer's parade been taken into consideration and will it make it easier to have it or will it develop other issues to continue having it."
"How many vacant buildings are in downtown? Some of those older developed building need to be improved or remolded. Building improvements will Increase downtown interest."
"Needed- Shade routes, pedestrian friendly, park like, decoration displays, street vending visible signs, animal peeing post for dogs and cats, restrooms. Paid street cleaners - Homeless employees. Parking lots needed."
"Approve of option A. If possible, the implementation of "reflective road stools" for high traffic crosswalks so that cars slow down "prior" to entering the crosswalk."
"Please include MCHS in your decisions, we cover the courthouse park and the museum. I'm also on the park restoration committee they should also be included."
"I like the project the crosswalks are safe and the bulb outs offer a focused path for pedestrian. I like it."
"Crosswalk colored area should yellow because it colors for disabilities. Streets are already narrow. How it will make bike area."
"I think the sidewalks should be the mail focus along with lighting. I believe alley beautification is low hanging fruit and inexpensive option. It seems painting with local artist on that would be good start parted with events in alley."

Appendix C – Public Comments

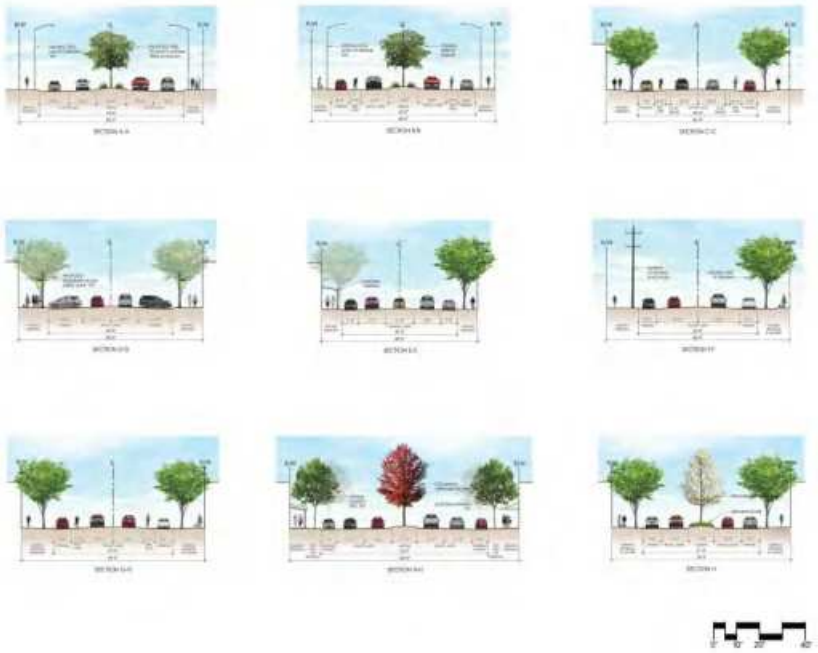
- From Redevelopment Agency Representative:
    - Suggests masterplan document add elements to ensure that the masterplan doesn't just sit on a shelf. He recommends that there is an ongoing strategy outlined to make sure that the City, County and Caltrans have ongoing dialogs about the potential projects.
    - Had several ideas about using recent legislation that would allow tax increment funding to cast a wider net over a larger tax area for project financing. This may take a phone call with him to really understand the logistics of this strategy. Left him with my business card and Ed's phone number to capture this information.
    - He also mentioned that grant writing has been a consistent problem with the City. He said that past efforts have fallen to a single department which has little to no understanding of the breadth of the grant they're applying for. He believes there is a need for someone outside the city to truly understand the funding mechanisms to make the city competitive.
    - Mentioned that given the City's desire to seek relinquishment of SR145 from Caltrans, the master plan should look at Yosemite option A as a short term strategy to seek relinquishment (phase 1), but the vision, and long-term goal (phase 2), should be option B.
- From gentleman concerned about maintenance:
    - Concern over maintenance stems from City not allocating enough funds for ongoing maintenance
    - Wants to ensure that the City isn't looking at this as a "build it and forget it" plan
    - Would like to see master plan document address the issue of long-term maintenance and funding for maintenance over a longer period of time.
    - Wants to make sure the master plan document addresses the need for the City and Caltrans to work together and comes up with a strategy for relinquishment.
- From new member of the community:
    - Wants to make sure that plant and tree materials are bird and pollinator friendly
    - Also wants to see the City use IPM (integrated pest management) rather than traditional herbicides and insecticides for landscape maintenance.
- From member of ADA advocacy group:
    - City streets currently have buckled asphalt at street corner crossings.
    - She wants more clearly marked crosswalks, so she said she supports having a different paving material in the crosswalks that stands out.
    - Direct sun at bus stops and the need for shade and protection; she thinks the trees are a good idea.
    - She was ok with the new landscape median along Yosemite Avenue, but didn't think it was absolutely necessary.
    - Supported the design of the ramps we showed on the plan for each street corner.
    - Wonders how the city will pay for maintenance for the new features, such as landscape, new pavement for sidewalks and crosswalks.
    - She said it would be nice if Downtown Madera was a nicer place to be, because much of it serves the poorest people in town.
- From a member of the historical society:

○ Main concern was that we do nothing with the Historic Courthouse Park; her group is working on memorials and enhancements to the park with the city. She said she wished the historical society was brought in onto the steering committee, especially since the courthouse and park were both so prominently featured in the designs. ○ She's glad we didn't close off G Street to vehicular traffic, and really liked the large all direction crosswalk at Yosemite Avenue and G Street with the HAWK, as well as the RRFB nearby, that both connect the park with the county and library area; apparently elementary school tours cross Yosemite to go from Courthouse Park to the library across the street. ○ She had concerns on how the city would afford the project, and wasn't confident that the tax revenue would be there for building it. She hopes it gets done, but mentioned much of the city is poor and that assistance will definitely be needed for the city to complete the job.
• From a long-time resident ○ Mentioned the importance of trees and the tree canopy. He wants all of Downtown Madera to have dense tree canopy, just like E Street at Cesar Chavez Plaza. Wants all of downtown to have that lush green look.
• From a Madera resident and life-long resident of the valley: ○ Mentioned that she loves the new downtown plan, but thought the city needed to come up with a plan to assist the downtown business owners and building owners. She said that the downtown businesses serve the poorest people in the city and that the money isn't there to fix the buildings up; the historic buildings are beautiful and worth keeping, but they need a lot of work. Work with property owners should follow the downtown street improvements.
• From a local resident: ○ Had concerns about Caltrans approving the bulb-outs; she didn't see the need for the bulb outs and medians. ○ She also didn't think that larger sidewalks were necessary, and thought it was appropriate that the plan kept the sidewalks the same width. ○ Overall she is skeptical that the plan will be executed, but thinks Downtown Madera needs improvement.
• From a downtown business association member: ○ Excited about the master plan and the proposed changes for Downtown Madera overall. ○ Concern that the median along Yosemite wasn't necessary, but was nice aesthetically; she mentioned other landscaped medians throughout the city and the beauty they added, but the city's struggle with maintenance. ○ She also mentioned her concern over the crows and pigeons; she wasn't sure if it would grow worse with additional trees, but knows that the city is working to mitigate the problem with the falcon, but the falcon costs the city $30k per year. She recognized that either way the crows are not going away. Wants to make sure that this plan finds other methods to reduce the problem.

Appendix D – Board Exhibits



DOWNTOWN MADERA | STREET SECTIONS



DOWNTOWN MADERA | DOWNTOWN CORE - YOSEMITE AVENUE - OPTION A vs OPTION B - SEGMENT 1 - PLAN

OPTION A

OPTION B

LEGEND

- COMMERCIAL BUILDINGS
- GOVERNMENT OWNED BUILDINGS
- LANDSCAPE
- ALLEY ACTIVATION
- TRAFFIC SIGNAL
- RECTANGULAR RAPID FLASHING BEACON (RRFB)
- HIGH INTENSITY ACTIVATED CROSSWALK BEACON (HAWK)
- STREET TREE WITH FALL COLOR
- STREET TREE WITH MEDIUM SIZE CANOPY
- EXISTING TREE
- EXISTING STREET LIGHTS
- PROPOSED STREET LIGHTS

DOWNTOWN MADERA | DOWNTOWN CORE - YOSEMITE AVENUE - OPTION A vs OPTION B - SEGMENT 2 - PLAN

MARK THOMAS

OPTION A

OPTION B

LEGEND

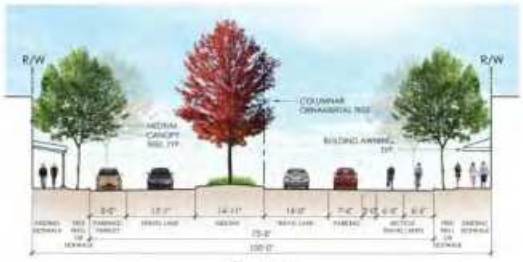
- COMMERCIAL BUILDINGS
- GOVERNMENT OWNED BUILDINGS
- LANDSCAPE
- ALLEY ACTIVATION
- TRAFFIC SIGNAL
- RECTANGULAR RAPID FLASHING BEACON (RRFB)
- HIGH INTENSITY ACTIVATED CROSSWALK BEACON (HAWK)
- STREET TREE WITH FALL COLOR
- STREET TREE WITH MEDIUM SIZE CANOPY
- EXISTING TREE
- EXISTING STREET LIGHTS
- PROPOSED STREET LIGHTS

DOWNTOWN MADERA | OPTION A vs OPTION B - SECTIONS

MARK THOMAS

SECTION H-H

YOSEMITE AVE.
OPTION A



SECTION J-J

YOSEMITE AVE.
OPTION B

DOWNTOWN MADERA | STREET IMPROVEMENTS - ENLARGEMENTS

MARK THOMAS

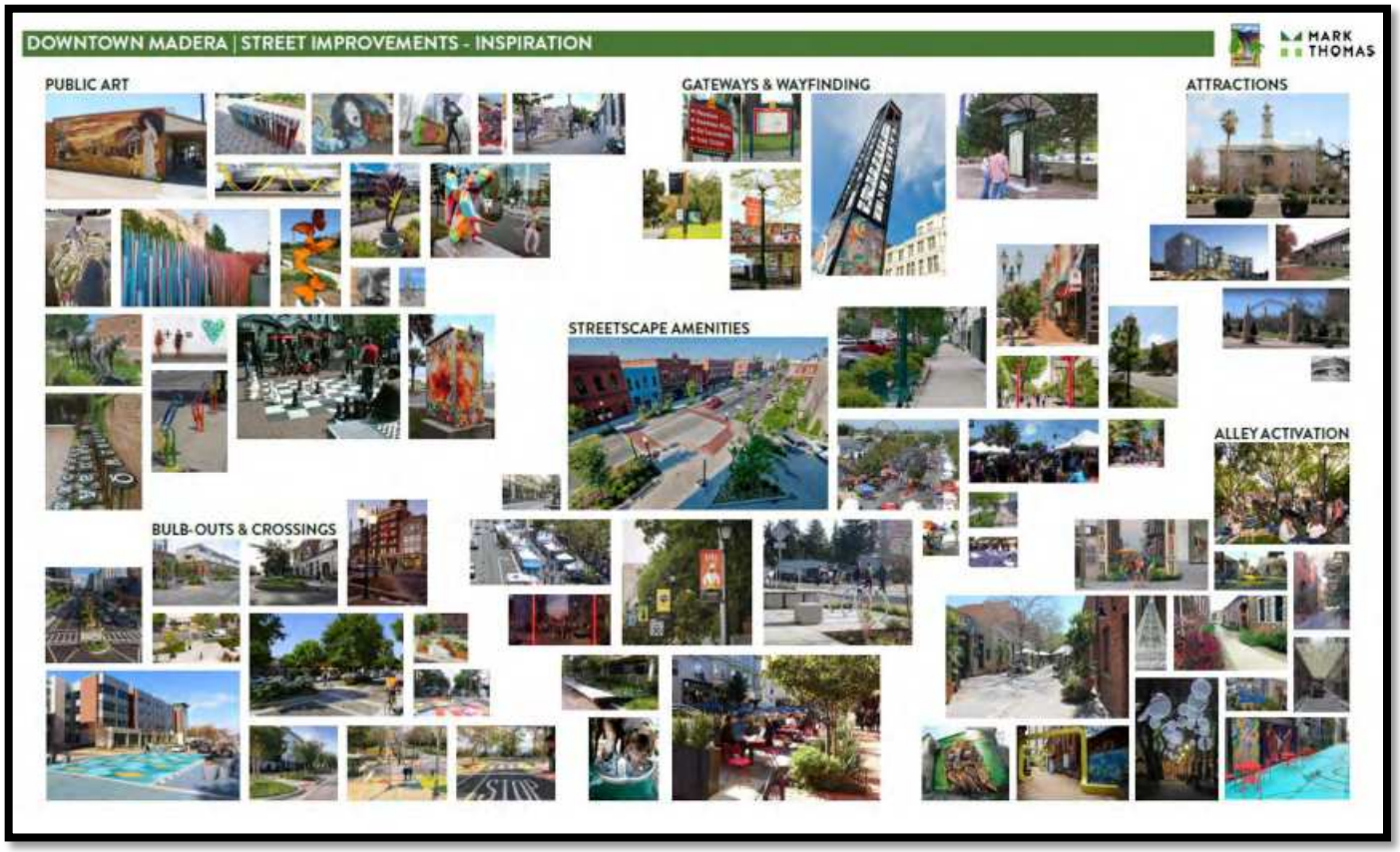
ENHANCED BULB-OUTS & PARKLETS - INTERSECTION OF 5TH STREET & C STREET

BUS STOP - YOSEMITE AVENUE & A STREET

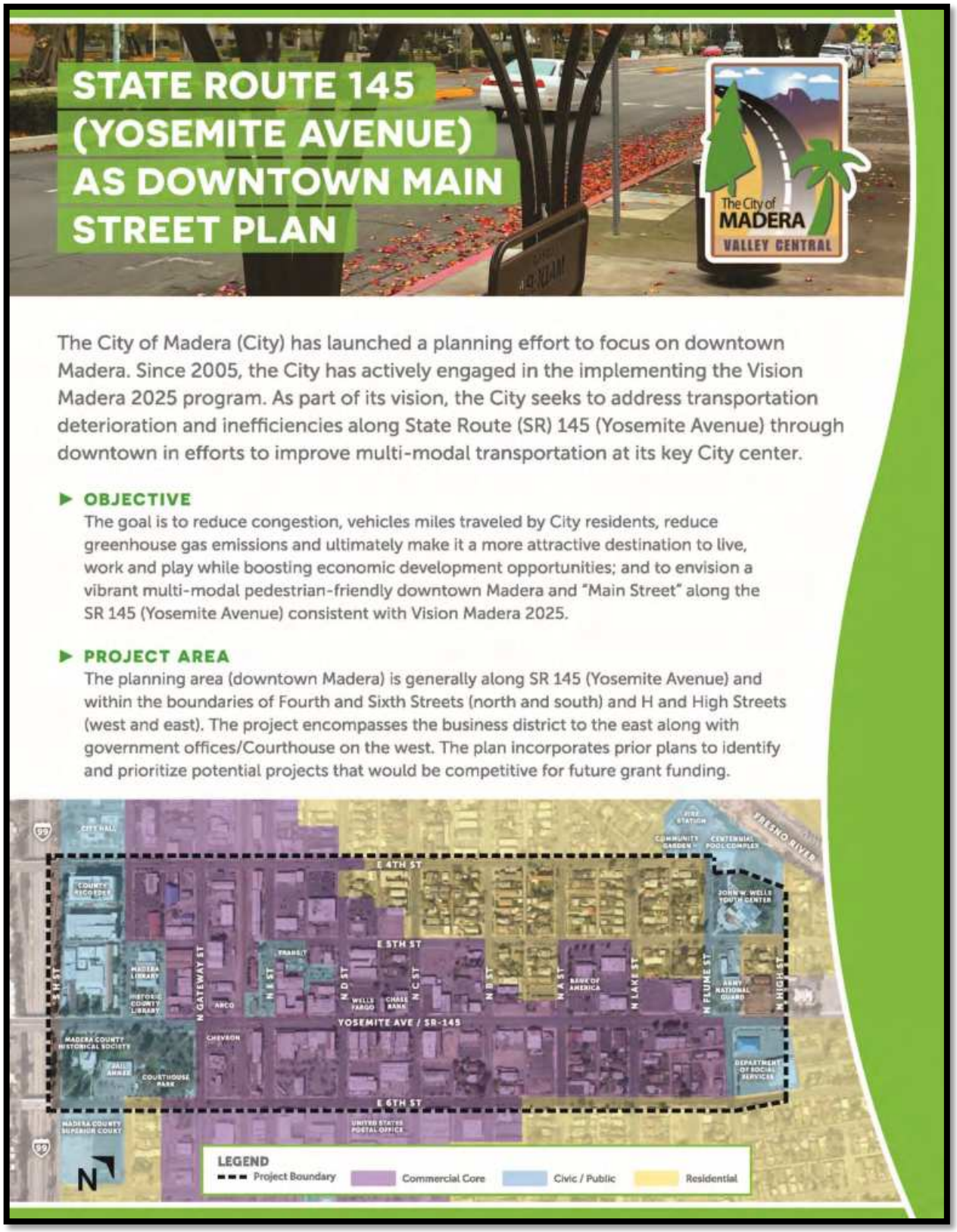
DOWNTOWN MADERA | STREET IMPROVEMENTS - RECONFIGUATION

MARK THOMAS

STREET/INTERSECTION RECONFIGURATION - 4TH STREET & LAKE STREET


DOWNTOWN MADERA | STREET IMPROVEMENTS - INSPIRATION
MARK THOMAS
PUBLIC ART
GATEWAYS & WAYFINDING
ATTRACTIONS
STREETSCAPE AMENITIES
ALLEY ACTIVATION
BULB-OUTS & CROSSINGS

Appendix E – Fact Sheet



POTENTIAL IMPROVEMENTS

Creating a multi-modal pedestrian-friendly environment requires the implementation of traffic calming devices that encourage vehicles to travel at slower speeds. The following improvements are samples of traffic calming devices that are being considered for the project.

HIGH VISIBILITY CROSSWALKS

BULBOUTS

BUFFERED BIKE LANES

ANGLED PARKING

STREET ART

STREET LIGHTING

HOW TO GET INVOLVED

The City will be seeking input from the community through two Public Workshops before the project is completed in early 2020. The workshops are scheduled as follows:

- **November 2019**
- **January 2020**

Notices will be circulated to the community a few weeks before the workshops. If you would like to receive notifications, please email one of the contacts provided below.

Learn more about the State Route (SR) 145 (Yosemite Avenue) project at:
www.madera.gov/downtown-main-street

For More Information Contact:

City of Madera
Randy Bell, Project Manager
(559) 661-5089
rbell@madera.gov

Mark Thomas
Robert Lorenz, Design Engineer
(559) 374-3110
rlorenz@markthomas.com

RUTA ESTATAL 145
(AVENIDA YOSEMITE) COMO PLAN
DE LA CALLE PRINCIPAL DEL CENTRO
DE LA CIUDAD DE MADERA
The City of MADERA
VALLEY CENTRAL
La ciudad de Madera (Ciudad) ha puesto en marcha un esfuerzo de planificación para enfocarse en el centro de Madera. Desde 2005, la Ciudad ha participado de manera activa en la implementación del programa Visión Madera 2025. Como parte de su visión, la Ciudad busca abordar el deterioro del transporte y las ineficiencias a lo largo de la Ruta Estatal (SR) 145 (avenida Yosemite) a través del centro de la ciudad en un esfuerzo por mejorar el transporte multimodal en su centro de ciudad clave.
OBJETIVO
El objetivo es reducir la congestión, las millas vehiculares recorridas por los residentes de la Ciudad, reducir las emisiones de gases de efecto invernadero y, en última instancia, convertir la Ciudad en un destino más atractivo para vivir, trabajar y jugar, al tiempo que se aumentan las oportunidades de desarrollo económico; y para concebir un centro de Madera y "calle Principal" vibrantes, multimodales y favorables para los peatones a lo largo de la Ruta Estatal 145 (avenida Yosemite) de conformidad con el programa Visión Madera 2025.
ÁREA DE PROYECTO
El área de planificación (centro de Madera) se encuentra generalmente a lo largo de la Ruta Estatal 145 (avenida Yosemite) y dentro de los límites de las calles Cuarta y Sexta (norte y sur) y las calles H y High (oeste y este). El proyecto abarca el distrito comercial al este junto con las oficinas gubernamentales/tribunal en el oeste. El plan incorpora planes anteriores para identificar y priorizar posibles proyectos que serían competitivos para futuros fondos de subvención.
CITY HALL
E 4TH ST
E 5TH ST
E 6TH ST
N GATEWAY ST
YOSEMITE AVE / SR-145
N
LEYENDA
Límite Del Proyecto
Núcleo Comercial
Cívico/Publico
Residencial

POSIBLES MEJORAS

La creación de un entorno multimodal favorable para los peatones requiere la implementación de estrategias de pacificación de tráfico que alienten a los vehículos a viajar a velocidades más lentas. Las siguientes mejoras son ejemplos de estrategias de pacificación de tráfico que se están considerando para el proyecto.

CRUCES PEATONALES DE ALTA VISIBILIDAD

EXTENSIONES DE BORDILLO

CICLOVÍAS CON ESPACIO DE SEPARACIÓN

ESTACIONAMIENTO EN ÁNGULO

ARTE CALLEJERO

ALUMBRADO PÚBLICO

CÓMO PARTICIPAR

La Ciudad buscará la opinión de la comunidad mediante dos talleres públicos antes de que el proyecto se complete a principios de 2020. Los talleres están programados como sigue:

- **Noviembre de 2019**
- **Enero de 2020**

Se enviarán avisos a la comunidad unas semanas antes de los talleres. Si desea recibir avisos, envíe un correo electrónico a uno de los contactos que se proporcionan a continuación.

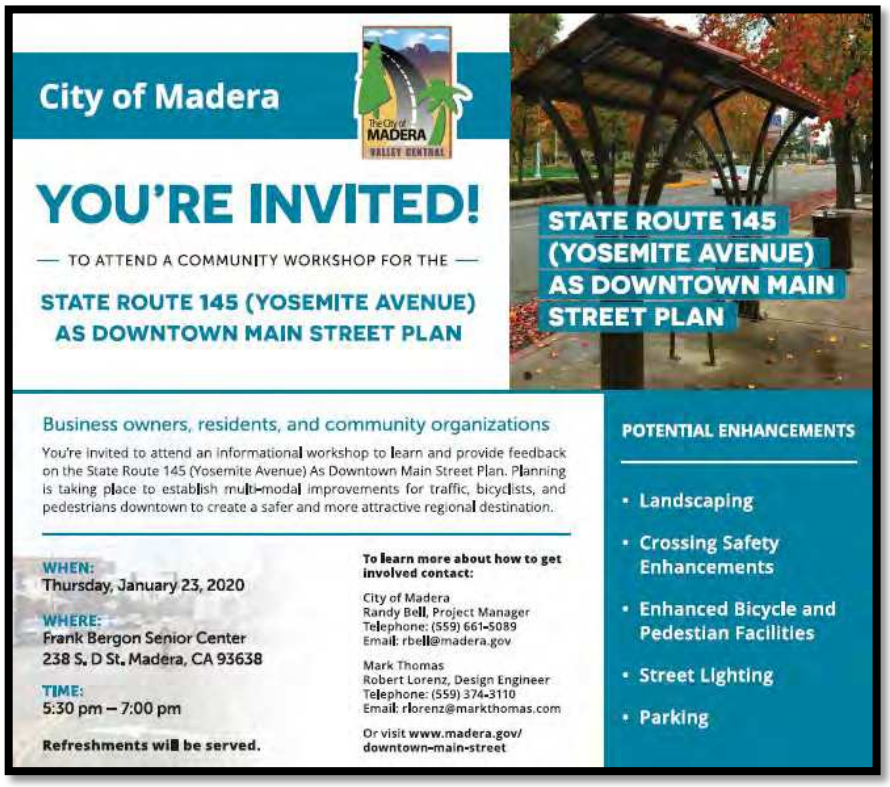
Obtenga más información sobre el proyecto Ruta Estatal (SR) 145 (avenida Yosemite) en: **www.madera.gov/downtown-main-street**

Para obtener más información, comuníquese con:

Ciudad de Madera
Randy Bell, Gerente de Proyecto
(559) 661-5089
rbell@madera.gov

Mark Thomas
Robert Lorenz, Ingeniero de Diseño
(559) 374-3110
rlorenz@markthomas.com

Appendix F – Meeting Notice



Appendix G – Photos

Existing Conditions Report

STATE ROUTE 145 YOSEMITE AVENUE AS DOWNTOWN MAIN STREET PROJECT

EXISTING CONDITIONS REPORT

PREPARED BY:
Mark Thomas

JULY 31, 2019

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1. INTRODUCTION

The State Route 145 (Yosemite Avenue) as Downtown Main Street Feasibility Study initiated by the City of Madera, seeks to identify improvements that address the safety and use of a proposed multi-modal transportation plan while also reducing congestion, vehicle miles traveled by City residents, and greenhouse gas emissions. This study has an ultimate goal of making Downtown Madera an attractive destination for its residents by integrating prior studies, plans, and projects with bicycle and pedestrian safety improvement projects identified later in following reports.

2. BACKGROUND

Yosemite Avenue has served as the geographical, commercial, and social center of the City of Madera since its incorporation in 1907. In recent years, the community surrounding the downtown area has taken necessary steps to revitalize this undervalued area by identifying active improvements. Since 2005, the City of Madera has engaged in the implementation of the Vision Madera 2025 program. Through efforts to achieve this vision as a community, multiple plans have been identified including DOMA (Downtown Madera) beautification project and Madera County Arts Council's Performing Arts Center project.

2.1 Project Location

The project study area looks at Downtown Madera along Yosemite Avenue's corridor, including its surrounding facilities 4th, 5th, and 6th Streets between their cross streets H and High. This downtown area has the SR-99 to the West, Fresno River to the North, and Union Pacific Railroad crossing through between Gateway Drive and E Street in a North-South direction. The project area also holds multiple government buildings including the Madera County Library, Sheriff Department, and Madera County Government Center, with the Madera City Hall and Madera County Superior Court along the perimeter.

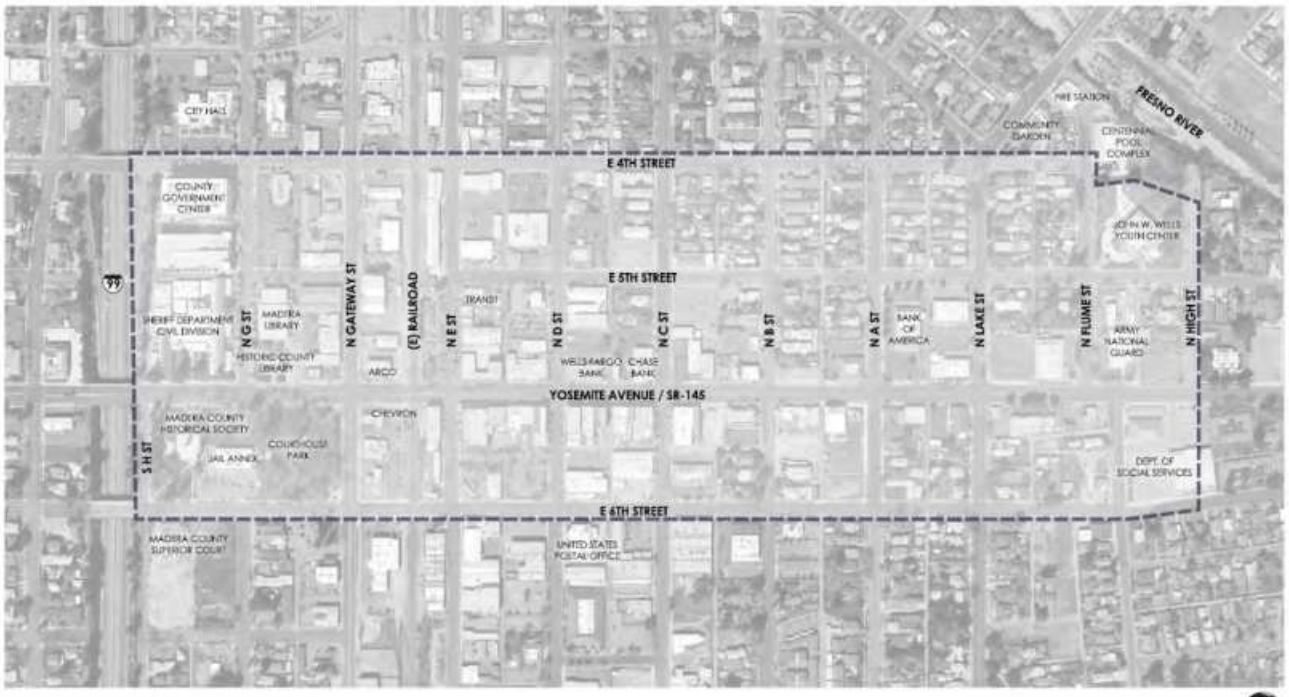


Image above shows the Project area within Downtown Madera

The City of Madera serves as the urban center of the County of Madera and its population is steadily growing. Within 30 years from 1980 to 2010, The City of Madera's population had nearly tripled from 21,732 to 61,416. Within the next 30 years, the population is expected to double again, rising to 120,000. This population increase will understandably require safe and reliable transportation networks into and around the City's urban center, Downtown Madera. With a revitalized downtown core, the City of Madera can provide a safe and desirable destination for its growing residents to use as their social and economic hub.

2.2 Existing Opportunities - Smart Mobility Framework

Smart Mobility Frameworks utilize locations within the framework, or project area, to anchor and link with multi-modal systems. Within the downtown core of the City of Madera, there are key areas that can fall within a Smart Mobility Framework demographic. These locations can fall within either the "Anchored" or "Transitional" categories. "Anchored" locations are already established, may need improvements, but will not transition into another type of usage, while a "Transitional" area can be changed into a different type of use. Downtown Madera has "Anchored" locations such as: City Hall, County of Madera Government Center, Historic Madera County Library, Courthouse Park, John Wells Youth Center, and the downtown core area between E Street and C Street on Yosemite

Avenue. Downtown Madera also has "Transitional" areas like 5th Street and C Street, the future site of the Veterans and Family Housing Project, and Yosemite Avenue between C Street and A Street. These transitional areas have the potential of being important links within the chain of Downtown Madera, and multi-modal connections will be important in strengthening these links.

3. EXISTING CONDITIONS

Exhibits A through J are graphical representations of the following existing conditions section and should be referenced for more information about the following topics:

- Exhibit A - Land Use Relationship Map
- Exhibit B - Collision Data Map 2014-2018
- Exhibit C - Crosswalk Analysis Map
- Exhibit D - Urban Canopy Map
- Exhibit E - Parking Analysis Map
- Exhibit F - Site Lighting Map
- Exhibit G - Preliminary Utility Map
- Exhibit H - Green Space Accessibility Map
- Exhibit I - Sidewalk Analysis Map
- Exhibit J - Map of Network Deficiencies

3.1 4th Street

4th Street is a collector acting in many capacities for the downtown area. Within the project limits, 4th street serves as a major off/on ramp for SR-99 and provides access to Madera City Hall, Madera County Government Center, local business including a hotel, residential areas, a community garden, and John Wells Youth Center at the East end of the street. 4th Street also intersects 3 collectors with bridge crossings of the Fresno River to the North. Traveling East from the project limit of work, 4th Street is classified as a 4-lane Collector with no on-street parking. At D Street, 4th Street transitions into a 2-Lane Collector with parallel on-street parking

Image above shows 4th Street from the intersection of Gateway Drive facing South West

ending in a tee intersection at Flume Street. 4th Street has a raised landscaped median with enhanced paving, decomposed granite, and decorative rocks between H Street and Lake Street. This street has 4 signalized intersections: H Street, G Street, Gateway Drive, and D Street, along with a railroad crossing between Gateway Drive and E Street. Pedestrian crossings of 4th Street include 8 protected crosswalks (cross traffic is stop controlled) at G Street, Gateway Drive, D Street, and Lake Street; and 1 unprotected crosswalk (cross traffic is not stop controlled) at E Street. This street has continuous curb, gutter, and sidewalk on the South and North side of the street with an exception between Lake and Flume on the North. The sidewalk is characterized with concrete and a 2-feet strip of enhanced paving matching the paving on the medians at the back of curb all along 4th Street, except where driveways occur. There is no landscape or street canopy on the sidewalks. Most of the curb ramps have been upgraded to be ADA compliant since 2001 and street lighting is continuous except between Lake Street and Flume Street. 4th Street has a right of way of 80', with typical curb to curb measurements of roughly 64', excluding the section between Lake Street and Flume Street where it is reduced to 52'. 4th Street is listed as a Class III bicycle facility in the Madera Active Transportation Plan published by Madera County Transportation Commission. Zoning for this street is predominately residential.

3.2 5th Street

Traveling in an Easterly direction, 5th street is physically divided by Union Pacific Railroad right of way into 2 separate sections: G Street to Gateway Drive, and E Street through High Street and exiting the project limits. 5th Street is classified as a 2-lane Collector with combinations of diagonal on-street parking between E Street and B Street and parallel on-street parking marking the remainder. This street has no signalized intersections and 3 protected crosswalks at G Street and D Street. This street has continuous curb, gutter, and sidewalk on the South and North side of the street. The sidewalk on the south side of 5th Street has an enhanced paving design traversing across

Image above shows 5th Street from the intersection of E Street facing North East

driveways between D and E street. Planting strips are inconsistent on both sides of the street and are landscaped with a combination of street trees, shrubs, groundcover, bark mulch, grass, and decomposed granite. Street canopy is not continuous along the street. Street lighting is a combination of street pole lights and ornamental pole lights with. Overhead utilities and utility poles are continuous along the north side of 5th Street. Curb ramps have been upgraded to be ADA compliant since 2001 at G Street. 5th Street has a right of way of 80', and typical curb to curb measurements of 54' between E Street and B Street. All other sections of 5th Street is typically 52' curb to curb, and has no listing of a bicycle facility in the Madera Active Transportation Plan published by Madera County Transportation Commission. Zoning for this street is predominately commercial.

3.3 Yosemite Avenue

Traveling along Yosemite Avenue in an Easterly direction and entering the project limits, this facility is classified as a 4-lane Arterial with on-street parallel parking. At B Street, Yosemite Avenue transitions into a 4-Lane Collector with alternating parallel on-street parking and left turn pockets. Between Gateway Drive and continuing East past High Street, Yosemite Avenue is designated as State Route 145 and within California Department of Transportation's jurisdiction. This facility has a raised Landscaped median between H Street and Gateway Drive and 4 signalized intersections: Gateway Drive, D Street, C Street, and Lake Street, along with a railroad crossing between Gateway Drive and E Street. Pedestrian crossings of Yosemite Avenue include 8 protected crosswalks: Gateway Drive, D Street, C Street, and Lake Street; with 7 unprotected marked crosswalks at the midblock of H Street and G Street, G Street, E Street, B Street, and A Street. This street has continuous curb, gutter, sidewalk and street lighting on the South and North side of the street and most of the curb ramps have not been upgraded to be ADA compliant since 2001. Sidewalk and medians have some enhanced paving design.

Image above shows Yosemite Avenue at the intersection of H Street facing North East

Sidewalks on both sides of the street have planting strips behind the curb, landscaped with mature street trees, shrubs, and ground cover. Some planting strips are bare of landscaping or

have decomposed granite. Street tree canopy is not continuous and resulting in greater sun exposure in some areas. Street is limited in site furniture such as benches and waste receptacles, except for a sheltered bench in front of Madera County Museum. Street lighting is a combination of pedestrian-scale ornamental pole lights or taller street pole lights with banners. Some retail store fronts have structural columns within the sidewalk, limiting the clear area for path of travel in the public walk in some areas. Yosemite Avenue has a right of way of 100' and typical curb to curb measurement of 74' between Gateway Drive and B Street. All other sections are 68' between curbs. Yosemite Avenue is currently listed as having no existing bicycle facilities and is planned to have a Class IV cycle track in the Madera Active Transportation Plan published by Madera County Transportation Commission. Zoning for this street is predominately commercial.

3.4 Alleyway Between Yosemite Avenue and 6th Street

Traveling in an Easterly direction, this alleyway has 2 physically separated sections: between E Street and B street, and between Lake Street and Vineyard. The first section is a paved alleyway with concrete valley gutters and concrete alley approaches. The second section is a combination of gravel and dirt, with a single concrete mountable curb entrance at Vineyard Avenue. Lighting is sporadic along alleyway. Zoning for this alleyway is predominately commercial.

Image above shows the alleyway between Yosemite Avenue and 6th Street from the intersection of D Street facing North East

3.5 6th Street

Traveling in an Easterly direction and entering the project limits, 6th Street is classified as a 2-lane Collector with on-street parallel parking and painted bicycle lanes that end at Lake Street. This street has 1 signalized intersection at Gateway Drive along with a railroad crossing between Gateway Drive and E Street. Pedestrian crossings of 6th Street include 10 protected crosswalks at Gateway

Image above shows 6th Street from the intersection of H Street facing North East

Drive, D Street, C Street, B Street, and Lake Street; with 5 unprotected crosswalks at G Street, E Street, and A Street. This street has continuous curb, gutter, and sidewalk on the South and North side of the street excluding the North section West of Vineyard Avenue. Street lighting is discontinuous between H Street and Lake Street, and non-existent between Lake Street and High Street. Street canopy is inconsistent, and most planting areas or tree wells are bare of bark mulch or planting other than street trees. In residential areas starting at B Street, planting areas are covered with grass that may be dry, patchy, or dead. Enhanced paving is used in combination with concrete on the sidewalk between Gateway Drive and A Street. Most of the curb ramps have not been upgraded to be ADA compliant since 2001. 6th Street has a right of way of 80' and a typical curb to curb measurement of 54' between E Street and B Street, while other sections having 52' between curbs. 6th Street is listed as a Class II bicycle facility in the Madera Active Transportation Plan published by Madera County Transportation Commission. Zoning for this street is predominately commercial.

3.6 H Street

Traveling in a Northerly direction and entering the project limits, H Street is classified as a 2-lane Residential Access Street and ends in a tee intersection at Yosemite Avenue. This facility has parallel on-street parking along the East side of the street. H street has no signalized intersections and is partially stop-controlled at 6th Street and Yosemite Avenue. Pedestrian crossings of H Street are unmarked and stop-controlled. This street has continuous curb, gutter, and sidewalk on the East side of the street and continuous curb along the West. No street lighting or street canopy is provided along H Street within the project limits. Most of the curb ramps have been upgraded to be ADA compliant since 2001. H Street has a right of way of 45', curb to curb measurement of 34', and is not listed as having bicycle facilities in the Madera Active Transportation Plan published by Madera County Transportation Commission. Zoning for this street is entirely public/civil.

Image above shows H Street from the intersection of Yosemite Avenue facing South East

3.7 G Street

Traveling in a Northerly direction, G Street begins at Yosemite Avenue and continues past 4th Street exiting the project limits. It is classified as a 2-lane Collector with parallel on-street parking. This street has 1 signalized intersection at 4th Street. Pedestrian crossings of G Street include 2 protected crosswalks at 4th Street and Yosemite Avenue, and 2 unprotected crosswalks at 5th Street. This street has continuous curb, gutter, and sidewalk on the East and West side of the street. Street lighting is provided at intersections along G Street within the project area. Most of the curb ramps have been upgraded to be ADA compliant since 2001. Between 4th Street and Yosemite Avenue, planting strips or tree wells are located on both sides of the street and, if not bare, are landscaped with groundcover, grass, or street trees. G Street has a right of way of 80', curb to curb measurement of 52', and is listed to have no bicycle facilities in the Madera Active Transportation Plan published by Madera County Transportation Commission. Zoning for this street is predominately public/civil.

Image above shows G Street from the intersection of Yosemite Avenue facing North West

3.8 Alleyway Between G Street and Gateway Drive

Traveling in a Northerly direction, this alleyway begins at Yosemite Avenue and continues through 4th Street. It is a paved alleyway with most entrances having concrete alley approaches. Lighting is sporadic along alleyway. Zoning for this alleyway is predominately commercial.

3.9 Gateway Drive

Traveling in a Northerly direction, Gateway Drive is continuous through the project between 6th Street and 4th Street. It is classified as a 2-lane Collector with parallel on-street parking. Between 6th Street and Yosemite Avenue, Gateway Drive is designated State Route 145 and within California Department of Transportation's jurisdiction. This street has 3 signalized intersections:

6th Street, Yosemite Avenue, and 4th Street. Pedestrian crossings of Gateway Drive include 6 protected crosswalks at 6th Street, Yosemite Avenue, and 4th Street. This street has continuous curb, gutter, and sidewalk on the East and West side of the street excluding an area along the East side near 5th Street intersection. Sidewalks are characterized by a combination of enhanced paving and concrete. Street lighting along Gateway Drive is continuous within the project limits. Planting strips or tree wells are located on both sides of the street and, if not bare, are landscaped with groundcover or grass, and street canopy is inconsistent. Most of the curb ramps have been upgraded to be ADA compliant since 2001. Gateway Drive has a right of way of 80', curb to curb measurements of 52', and is listed to have no bicycle facilities in the Madera Active Transportation Plan published by Madera County Transportation Commission. Zoning for this street is predominately commercial.

Image above shows Gateway Drive from the intersection of 5th Street facing South East.

3.10 E Street

Traveling in a Northerly direction, E Street is continuous through the project between 6th Street and 4th Street. This facility can be divided into 3 distinct segments through the project area: a 2-Lane Collector with diagonal on-street parking between 6th Street and Yosemite Avenue, a 2-Lane Complete Street with perpendicular on-street parking and pedestrian bulb-outs between Yosemite Avenue and 5th Street, and a 2-Lane Collector with parallel on-street parking. This street has no signalized intersections and Pedestrian crossings of E Street include 4 protected crosswalks at 6th Street, Yosemite Avenue, and 5th Street. This street has continuous curb, gutter, and sidewalk on the East and West side of the street except for the West side between 5th Street and 4th Street. Street lighting is provided between 6th Street and 5th Street. Overhead powerlines are continuous on the West side of the street. Some of the curb ramps have been upgraded to be ADA compliant since 2001. E Street has a right of way of 80', curb to curb measurements of 64' between Yosemite Avenue and 5th Street, 54' between curbs on all other sections, and is listed to have no bicycle facilities in the Madera Active Transportation Plan

published by Madera County Transportation Commission. Zoning for this street is entirely commercial.

Image above shows E Street from the intersection of 5th Street facing South East

In the Cesar Chavez Plaza, between E Street between 5th Street and Yosemite Avenue, street canopy is mature and consistent, providing ample shade over parking stalls. Sidewalks and crosswalks in the Plaza area are wide and characterized by red enhanced paving in a herringbone pattern with accent grey banding. Street trees have an ornamental metal tree guard around the trunks. Four benches are located at the mid-crossing bulb-out on the East side of the street. Bulb-outs at the north and south ends of the Plaza have mature trees planted in raised landscape planters.

Between Yosemite Avenue and 6th Street, the wide sidewalks are characterized by red enhanced paving wholly or partially depending on the block. Directly south of Yosemite Avenue, enhanced paving is used on the street to create an at-grade bulb-out. Some benches and waste receptacles are located directly south of Yosemite Avenue. Street canopy is inconsistent due to sparse planting strips and tree wells on both sides of the street.

3.11 Alleyway Between E Street and D Street

Image above shows the alleyway between E Street and D Street from the intersection of 5th Street facing South East

Traveling in a Northerly direction, this alleyway is physically divided into 2 segments within the project limits, the first segment beginning South of the project and ending at the alleyway between Yosemite Avenue and 6th Street, and the second segment beginning at Yosemite Avenue and continues through 4th Street. It is a paved

alleyway with concrete valley gutters except for a section just north of Yosemite Avenue and concrete alley approaches on all entrances. Lighting is sporadic along alleyway in both segments. Zoning for this alleyway is predominately commercial.

3.12 D Street

Traveling in a Northerly direction, D Street is continuous through the project between 6th Street and 4th Street. It is classified as a 2-lane Collector with parallel on-street parking with a section of diagonal on-street parking between 6th Street and Yosemite Avenue. This street has 2 signalized intersections at 4th Street and Yosemite Avenue. Pedestrian crossings of D Street include 6 protected crosswalks at 6th Street, Yosemite Avenue, and 4th Street; and 2 unprotected marked crosswalks at 5th Street. This street has continuous curb, gutter, and sidewalk on the East and West side of the street. Wide planters are populated by mature trees between 4th and 5th street on the east side and are mostly bare on the west side. South of 5th Street, the sidewalk is a combination of concrete and enhanced paving. Planting strips are barren or are dominated by weeds. Street canopy is inconsistent. Street lighting is continuous along D Street in the project limits.

Image above shows D Street from the intersection of Yosemite Avenue facing South East

Most of the curb ramps have been upgraded to be ADA compliant since 2001. D Street has a right of way of 80', typical curb to curb measurements of 54' between 6th Street and 5th Street, 52' curb measurements between 5th Street and 4th Street, and is listed to have no bicycle facilities in the Madera Active Transportation Plan published by Madera County Transportation Commission. Zoning for this street is predominately commercial.

3.13 Alleyway Between D Street and C Street

Traveling in a Northerly direction, this alleyway is physically divided into 2 segments within the project limits, the first segment beginning South of the project and ending at the alleyway between Yosemite Avenue and 6th Street, and the second segment beginning at Yosemite Avenue and continues through 4th Street. It is a paved alleyway with concrete valley gutters in 2 sections: North of 6th Street and South of 4th Street, and concrete alley approaches on all entrances. Lighting is only provided in Southern segment. Zoning for this alleyway is predominately commercial.

Image above shows the alleyway between D Street and C Street from the intersection of 5th Street facing South East

3.14 C Street

Traveling in a Northerly direction, C Street is continuous through the project between 6th Street and 4th Street. It is classified as a 2-lane Collector with diagonal on-street parking with a section of parallel on-street parking between 5th Street and 4th Street. This street has 1 signalized intersection at Yosemite Avenue. Pedestrian crossings of C Street include 4 protected crosswalks at 6th Street and Yosemite Avenue. This street has continuous curb, gutter, and sidewalk on the East and West side of the street. Planting strips are landscaped with grass which is patchy or dry. Street trees on the East side of the street are mature. Trees are sparse on the West side of the street. Between 5th Street and 6th Street, street trees have not reached a mature size and sidewalk has ornamental enhanced paving design. Street lighting is provided between 6th Street and 5th Street. Some of the curb ramps have been upgraded to be ADA compliant since 2001. C

Image above shows C Street from the intersection of 5th Street facing South East

Street has a right of way of 80', 54' curb to curb measurement between 6th Street and 5th Street, 52' curb measurement between 5th Street, and 4th Street, and is listed to have no bicycle facilities in the Madera Active Transportation Plan published by Madera County Transportation Commission. Zoning for this street is predominately commercial.

3.15 Alleyway Between C Street and B Street

Traveling in a Northerly direction, This Alleyway is physically divided into 2 segments within the project limits, the first segment beginning South of the project and ending at the alleyway between Yosemite Avenue and 6th Street, and the second segment beginning at Yosemite Avenue and continues through 4th Street. It is a paved alleyway with concrete alley approaches on all entrances. Lighting is provided between Yosemite Avenue and 5th Street. Zoning for this alleyway is primarily commercial.

Image above shows the alleyway between C Street and B Street from the intersection of 5th Street facing South East

3.16 B Street

Traveling in a Northerly direction, B Street is continuous through the project between 6th Street and 4th Street. It is classified as a 2-lane Collector with parallel on-street parking. This street has no signalized intersections and pedestrian crossings of B Street include 4 protected crosswalks at 6th Street and Yosemite Avenue. This street has continuous curb, gutter, and sidewalk on the East and West side of the street. Landscape planters are wide on both side of the street

Image above shows B Street from the intersection of 5th Street facing South East

and are covered with dry, patchy grass. Street canopy is inconsistent in placement and tree species and sizes vary. Between Yosemite Avenue and 6th Street, sidewalk on the East side has decorative enhanced paving design. Street lighting is continuous along B Street within the project limits. Some of the curb ramps have been upgraded to be ADA compliant since 2001. B Street has a right of way of 80', curb to curb measurement of 52', and is listed to have no bicycle facilities in the Madera Active Transportation Plan published by Madera County Transportation Commission. Zoning for this street is primarily commercial.

3.17 Alleyway Between B Street and A Street

Traveling in a Northerly direction, this alleyway is continuous within the project limits from 6th Street to 4th Street. It is a paved alleyway with concrete valley gutters between 6th Street and Yosemite Avenue and concrete alley approaches on all entrances. No lighting is provided along alleyway within the project limits. Zoning for this alleyway is primarily commercial and residential.

Image above shows the alleyway between A Street and B Street from the intersection of 5th Street Facing South East

3.18 A Street

Traveling in a Northerly direction, A Street is continuous through the project between 6th Street and 4th Street. It is classified as a 2-lane Collector with parallel on-street parking. This street has no signalized intersections and pedestrian crossings of A Street include 4 protected crosswalks at 6th Street and Yosemite Avenue. This street has continuous curb, gutter, and sidewalk on the East and West side of the street. Landscape planters are wide on both side of the street and are covered with dry, patchy grass. Street canopy is inconsistent in placement and tree species and sizes vary. Between Yosemite Avenue and

Image above shows A Street from the intersection of 5th Street facing South East

6th Street, sidewalk on the East side has decorative enhanced paving design. Street lighting only covers intersections along A Street within the project limits. Most of the curb ramps have been upgraded to be ADA compliant since 2001. A Street has a right of way of 80', curb to curb measurements of 52', and is listed to have no bicycle facilities in the Madera Active Transportation Plan published by Madera County Transportation Commission. Zoning for this street is primarily commercial and residential.

3.19 Alleyway Between A Street and Lake Street

Traveling in a Northerly direction, This Alleyway is continuous within the project limits from 6th Street to 4th Street. It is a paved alleyway with concrete alley approaches on all entrances except on 6th Street. Lighting is sporadic along alleyway within the project limits. Zoning for this alleyway is primarily commercial and residential.

Image above shows the alleyway between A Street and Lake Street from the intersection of 5th Street facing South East

3.20 Lake Street

Traveling in a Northerly direction, Lake Street is continuous through the project between 6th Street and 4th Street ending in a 5-street stop-controlled intersection. It is classified as a 2-lane Collector with parallel on-street parking. This street has one signalized intersection at Yosemite Avenue and pedestrian crossings of Lake Street include 6 protected crosswalks at 6th Street, Yosemite Avenue, and 4th Street. This street has continuous curb, gutter, and sidewalk on the East and West side of the street. Wide planting strips on both sides of the street are landscaped with grass and mature trees. Street lighting is sporadic along Lake Street within the project limits. Some of the curb ramps have been upgraded to be ADA compliant since 2001. Lake Street has a

Image above Shows Lake Street from the intersection of 5th Street facing South East

right of way of 80', curb to curb measurement of 52', and is listed as a Class III bicycle facility in the Madera Active Transportation Plan published by Madera County Transportation Commission. Zoning for this street is primarily commercial and residential.

3.21 Alleyway Between Lake Street and Flume Street

Traveling in a Northerly direction, this alleyway is physically divided into 2 segments: the first running from South of Project limits to Alleyway between 6th Street and Yosemite Avenue, and the second beginning at Yosemite Avenue and continuing past 4th street. The first segment is gravel and dirt alleyway. The second is a paved alleyway with concrete alley approaches on all entrances. No lighting is provided along alleyway within the project area. Zoning for this alleyway is primarily residential.

Image above shows the alleyway between Lake Street and Flume Street taken from the intersection of 5th Street facing South East

3.22 Flume Street

Traveling in a Northerly direction, Flume Street begins at Yosemite Avenue and ends at 4th Street with a closed through movement barricade. It is classified as a 2-lane Collector with parallel on-street parking. This street has no signalized intersections and no marked pedestrian crossings. This street has continuous curb, gutter, and sidewalk on the East and West side of the street. Planting strips are landscaped with grass and street canopy is inconsistent in placement and species. Street lighting is sporadic along Flume Street within the project limits. Some of the curb ramps have been upgraded to be ADA compliant

Image above shows Flume Street taken from the intersection of 5th Street facing South East

since 2001. Flume Street has a right of way of 80', curb to curb measurement of 52', and is listed as having no bicycle facilities in the Madera Active Transportation Plan published by Madera County Transportation Commission. Zoning for this street is primarily commercial and residential.

3.23 Vineyard Avenue

Traveling in a Northerly direction, Vineyard Avenue begins beyond the project limits and ends at Yosemite Avenue. It is classified as a 2-lane Collector with parallel on-street parking. This street has no signalized intersections and no marked pedestrian crossings of Vineyard Avenue. This street has continuous curb, gutter, and sidewalk on the East and West side of the avenue except for a West side section South of Yosemite Avenue. No street trees or planting strips exist except for a narrow barren strip on the west side. one street light is provided for Vineyard Avenue on the East side within the project limits. Some of the curb ramps have been upgraded to be ADA compliant since 2001. Vineyard Avenue has a right of way of 80', curb to curb measurement of 52', and is listed as having no bicycle facilities in the Madera Active Transportation Plan published by Madera County Transportation Commission. Zoning for this street is primarily commercial.

Image above shows Vineyard Avenue taken from the intersection of 6th Street facing North West

3.24 Alleyway Between Flume Street and High Street

Traveling in a Northerly direction, this alleyway begins at Yosemite Avenue and ends at 5th Street. It is a dirt alleyway with concrete alley approaches on both entrances. No lighting is provided for alleyway within the project limits. Zoning for this alleyway is primarily residential.

3.25 High Street

Traveling in a Northerly direction, High Street begins at Yosemite Avenue and ends in a Cul-de-Sac North of 5th Street. It is classified as a 2-lane Collector with parallel on-street parking. This street has no signalized intersections and no marked pedestrian crossings. This street has continuous curb, gutter, and sidewalk on the East and West side of the street. No street lighting is provided for High Street within the project limits. No planting strips except between 5th Street and Yosemite Avenue, and planting areas are bare. Some of the curb ramps have been upgraded to be ADA compliant since 2001. High Street has a right of way of 80', curb to curb measurement of 52' and is listed as having no bicycle facilities in the Madera Active Transportation Plan published by Madera County Transportation Commission. Zoning for this street is primarily residential.

Image above shows High Street taken from the intersection of 5th St facing South East.

4. TRAFFIC DATA

Within the project area, Caltrans and Madera County Transportation Commission have compiled traffic data. The following tables 1 & 2 show Average Daily Traffic counts of vehicles traveling through specific locations along major streets within the project area. Unless denoted, data was obtained from MCTC 2018 Traffic Data Report.

2013-2015 Data	Gateway Drive	D Street	C Street	Lake Street
4th Street	NB - 6,611 SB - 5,413 EB - 4,849 WB - 5,189	NB - 3,641 SB - 3,327 EB - NR WB - NR	NB - NR SB - NR EB - NR WB - NR	NB - 4,117 SB - 4,456 EB - NR WB - NR
Yosemite Avenue	NB - 17,700* SB - 14,500* EB - 6,084 WB - 5,113	NB - NR SB - NR EB - NR WB - NR	NB - NR SB - NR EB - 16,000* WB - 17,700*	NB - NR SB - NR EB - 13,000* WB - 13,800*
6th Street	NB - 14,500* SB - 13,500* EB - NR WB - NR	NB - 1,861 SB - 1,861 EB - 2,548 WB - 2,637	NB - NR SB - NR EB - NR WB - NR	NB - NR SB - NR EB - NR WB - NR

2016-2018 Data	Gateway Drive	D Street	C Street	Lake Street
4th Street	NB - 6,930 SB - 5,529 EB - 6,195 WB - 6,111	NB - 3,716 SB - 4,643 EB - NR WB - NR	NB - NR SB - NR EB - NR WB - NR	NB 4,867 SB 5,433 EB - NR WB - NR
Yosemite Avenue	NB - 15,800* SB - 12,800* EB - 6,043 WB - 6,547	NB - NR SB - NR EB - NR WB - NR	NB - NR SB - NR EB 15,900* WB 15,800*	NB - NR SB - NR EB 16,800* WB 16,200*
6th Street	NB - 12,800* SB - 15,800* EB - NR WB - NR	NB - 1,689 SB - 1,797 EB - 2,843 WB - 2,562	NB - NR SB - NR EB - NR WB - NR	NB - NR SB - NR EB - NR WB - NR

* denotes AADT obtained from Caltrans

5. UTILITIES

Existing utilities have been approximately located based on as-builts, master plans for the city, and general observations of the project area. The following existing underground and overhead utilities have been identified as being within the project limits.

5.1 PG&E Electric

PG&E electrical lines within the project area are predominately overhead facilities. These lines serve most properties through alleyways and along 5th Street and 6th Street. No visible crossing of the Union Pacific Railroad is within the project limits. Visible Riser poles indicating underground electrical distribution facilities are located around the area of Yosemite Avenue between E Street and A Street.

5.2 PG&E Gas

As-builts acquired from the project limit do not have much information about gas lines. PG&E will need to be contacted to gather more information. It is assumed that gas lines are routed along alleyways and serve properties similar to PG&E electrical facilities.

5.3 City of Madera Storm Drain

Storm drain facilities within the project limits primarily are routing storm water to the Fresno River to the North and MID canal to the South. Primarily Storm drain facilities are within intersections to transfer water across streets and then utilize existing gutters to move water along street right of way.

5.4 City of Madera Sewer

Sewer services are being provided along most alleyways, 5th Street, 6th Street, and Yosemite Avenue West of Gateway Drive. These service lines range from 6" and smaller to 12" in diameter. An 18" diameter sewer line is within Yosemite Avenue running West away from G Street, before turning South along H Street and out of the Project limits.

5.5 City of Madera Water

Water service lines are along all major streets within the project limits except 5th Street, and small portions of 6th Street. Sizes range from smaller than 8" to 12" in diameter. An active well site is on 4th Street between H Street and G Street within the project area.

6. COLLISION DATA

6.1 Collision Data Overview

Collision data was taken between 2014 and 2018 from UC Berkeley Transportation Injury Mapping System. Within the project area, a total of 70 accidents that caused injury occurred. Of those 70 accidents, 0 were fatal, 7 were severe injuries, 23 were visible injuries, and 40 were complaints of injury. Of those 70 accidents, 9 were bicycle related, while 13 were pedestrian related. Also, of those 70 accidents, 11 occurred between the hours of 10PM and 4AM, and 19 were recorded by the responding officer to have lighting issues as a contributing factor.

Collision Type	Head-On		Sideswipe		Rear End		Broadside		Hit Object		Ped	Other	
	M	B	M	B	M	B	M	B	M	B	Ped	M	B
Driving/Biking intoxicated							3		1				
Unsafe Speed					11								
Wrong Side of Road		1		1				2					1
Improper Passing							1						
Unsafe Lane Change			1										
Improper Turning	1								2				
Auto Right of Way							14	1					
Ped Right of Way							1				10		
Ped Violation											2		
Traffic Signals and Signs					1		10	2					
Other than Driver					1					1			
Unsafe Backing							1						
Other											1		
Total	1	1	1	1	13	0	30	5	3	1	13	0	1

Ped - Pedestrian
M - Motor Vehicle
B - Bicyclist

Focusing on the 22 total pedestrian and bicycle related collisions and their causes, existing facilities and their deficiencies in relation to multimodal safety can be determined.

6.1.1 4th Street Facility and Intersections

Along 4th Street, 5 bicycle collisions and 1 pedestrian collision were recorded. Of the 5 bicycle collisions, the primary collision factor for 80% of the collisions were due to the bicyclist traveling on the wrong side of the road. These includes 1 severe injury, 1 visible injury, and 2 painful injuries. The locations of these collisions were at the cross streets: H Street, G Street, and D Street. The primary factor of the remaining collision was attributed to the bicyclist not following traffic signals at the intersection of Gateway Drive.

One pedestrian collision was recorded along 4th Street, involving a 10-year-old child crossing legally within a crosswalk at the intersection of 4th Street and G Street and resulting in a painful injury. The motorist was deemed at fault, making a left turn without yielding to the pedestrian right of way.

6.1.2 5th Street Facility and Intersections

Along 5th Street 1 pedestrian collision was recorded at the intersection of D Street. The pedestrian was crossing legally within a crosswalk and was struck by a motorist making a left turn resulting in a visible injury. Motorists traveling in a North South direction are not stop controlled at this intersection but are required to yield to crossing pedestrians.

6.1.3 Yosemite Avenue Facility and Intersections

Along Yosemite Avenue, 2 bicycle collisions and 7 pedestrian collisions were recorded. The primary collision factors for these bicycle collisions were 50% striking a fixed object resulting in a visible injury, and 50% not following traffic control signals resulting in a severe injury. Because no fixed objects are within the traveled way, 1 bicycle collision was due to traveling along the sidewalk where fixed objects can become obstacles. The other collision was at the fault of the cyclist, not following traffic signals at the intersection of Yosemite Avenue and C Street. Buildings at this intersection are located at back of walk, reducing sight distance.

Of the 7 pedestrian collisions recorded along Yosemite Avenue, 100% of these collisions were at the fault of the motorist not yielding to the crossing pedestrian. One of these collisions occurred at the cross streets E Street, 4 at D Street including 1 collision involving a 5-year-old, 1 at A street, and 1 at Vineyard Avenue. These 7 collisions resulted in 1 visible injury, and 6 painful injuries. D

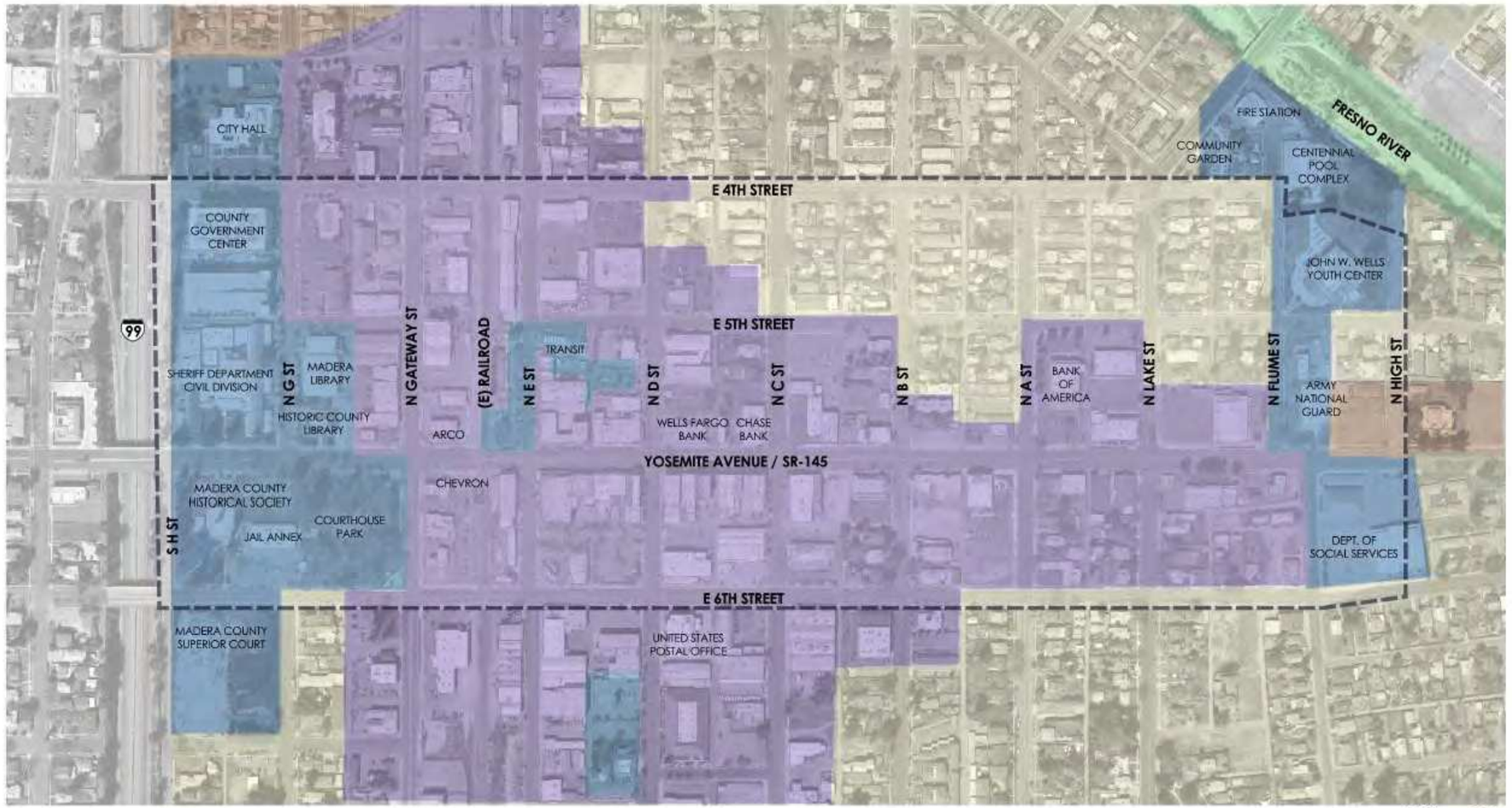
Street is a signalized intersection, E Street and A street are unsignalized with marked crosswalks, and Vineyard is unsignalized with no crosswalks marked.

6.1.4 6th Street Facility and Intersections

Along 6th Street, 2 bicycle collisions and 4 pedestrian collisions were recorded. The primary collision factor for these bicycle collisions were 50% the motorist not yielding to the cyclist's right of way, and 50% due to cyclist traveling on the wrong side of the road. Both collisions resulted in visible injuries.

Of the 4 pedestrian collisions, 50% were due to motorist not yielding to the pedestrian's right of way, and the remaining 50% were due to the pedestrian being at fault and entering into traffic (50% of which was also contributed by alcohol). Of these collisions, 1 resulted in a visible injury and 3 were painful injuries.

Exhibit A



NTS

LEGEND

CIVIC/PUBLIC | COMMERCIAL CORE | RESIDENTIAL | RIVER AREA | OTHER

PROJECT BOUNDARY

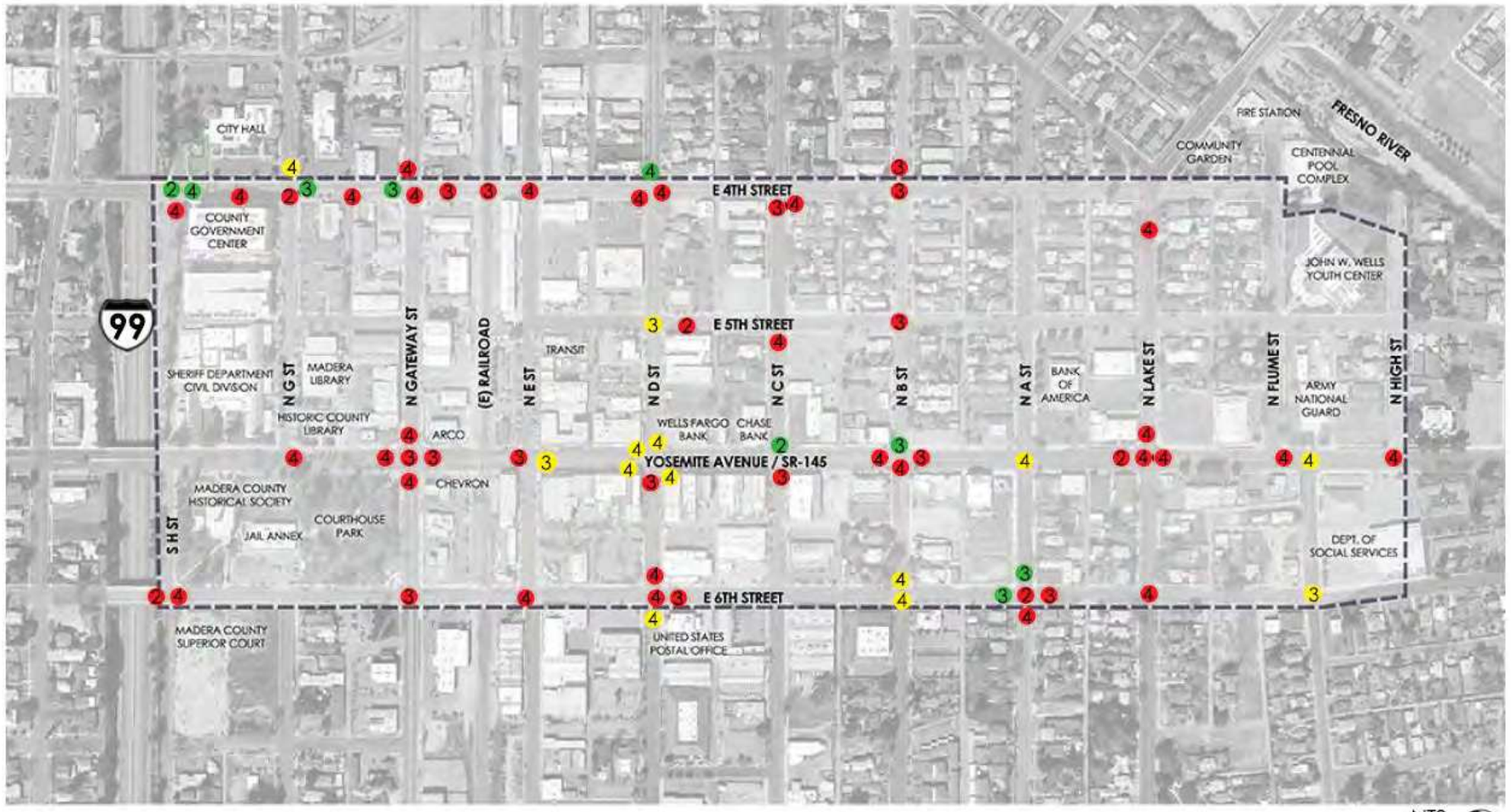
MADERA DOWNTOWN - LAND USE RELATIONSHIP MAP

DOWNTOWN MADERA HAS MIXED USES IN A RELATIVELY SMALL AREA.

MARK THOMAS

7/31/2019

Exhibit B



NTS

LEGEND

– – – – –	PROJECT BOUNDARY	●	MOTOR COLLISION	●	PEDESTRIAN COLLISION	●	BICYCLE COLLISION
1	FATAL	2	SEVERE INJURY	3	VISIBLE INJURY	4	PAINFUL INJURY

MADERA DOWNTOWN - COLLISION DATA MAP 2014-2018

MARK THOMAS

7/31/2019

Exhibit C

NTS

LEGEND

PROJECT BOUNDARY

UNPROTECTED CROSSWALK

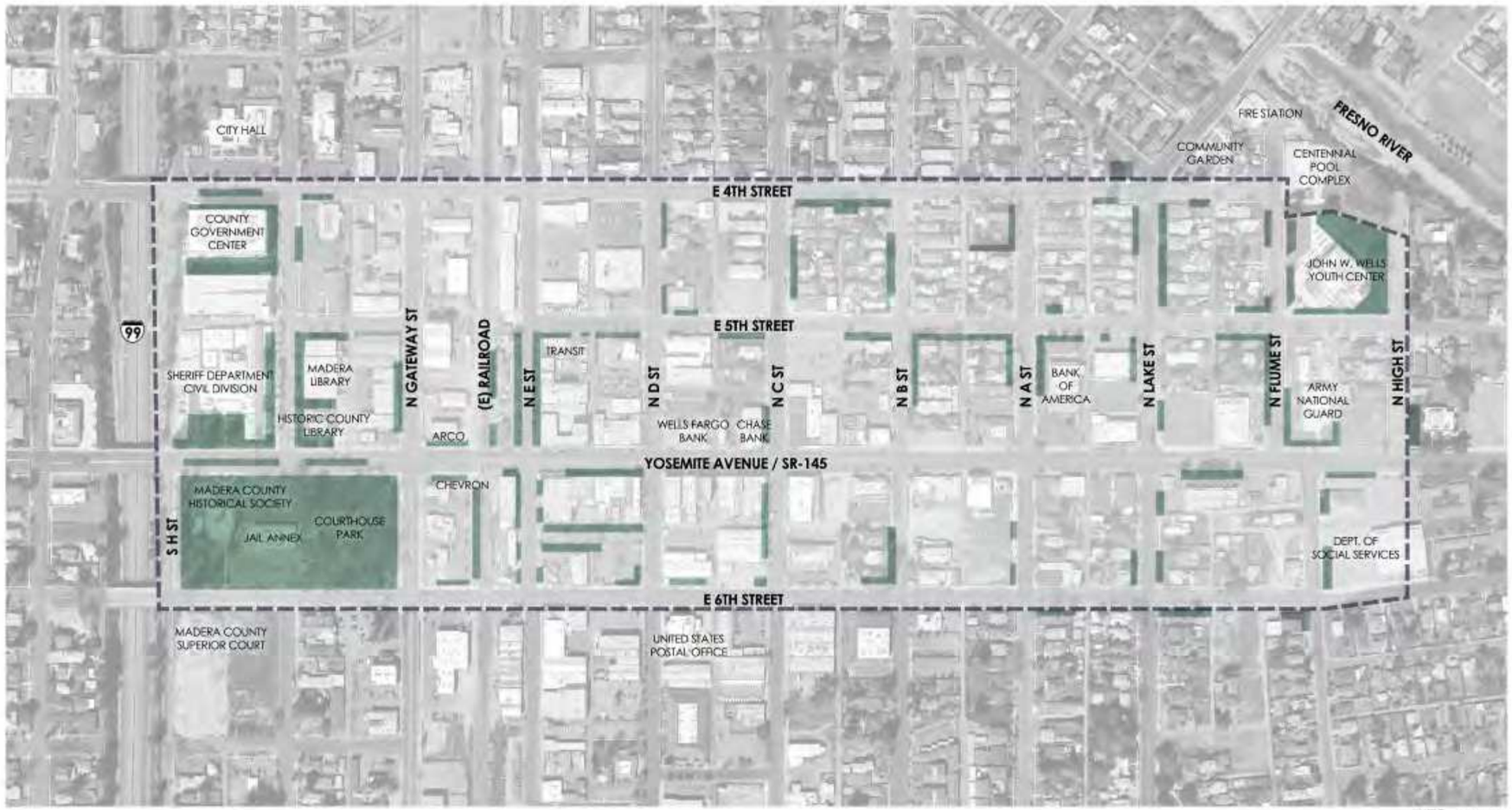
PROTECTED CROSSWALK

MADERA DOWNTOWN - CROSSWALK ANALYSIS MAP

MARK THOMAS

7/31/2019

Exhibit D



NTS

LEGEND

PROJECT BOUNDARY

URBAN CANOPY

MADERA DOWNTOWN - URBAN CANOPY MAP

STREET TREES, WHICH CAN HELP IMPROVE PEDESTRIAN COMFORT ON STREETS, ARE IRREGULARLY DISPERSED.

MARK THOMAS

7/24/2019

Exhibit E

NTS

LEGEND

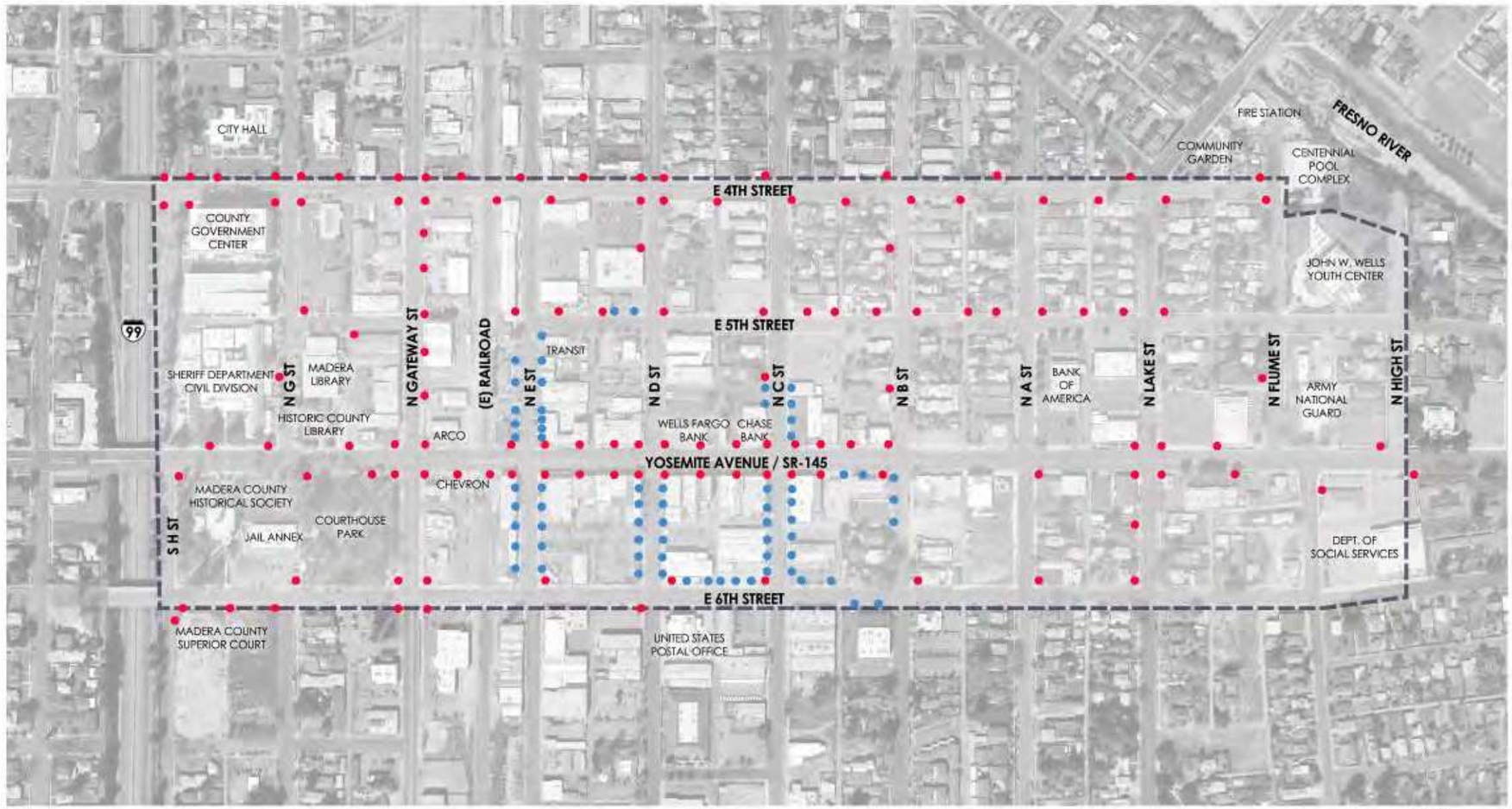
- PRIVATE PARKING GARAGE
- SURFACE PARKING LOT (PRIVATE)
- SURFACE PARKING LOT (PUBLIC)
- ON-STREET PARKING (PARALLEL)
- ON-STREET PARKING (ANGLED)
- ON-STREET PARKING (PERPENDICULAR)

MADERA DOWNTOWN - PARKING ANALYSIS

MARK THOMAS

7/24/2019

Exhibit F



NTS

LEGEND

PROJECT BOUNDARY

ACORN TYPE STREET LIGHT

COBRA TYPE STREET LIGHT

MADERA DOWNTOWN - SITE LIGHTING MAP

MARK THOMAS

7/31/2019

Exhibit G

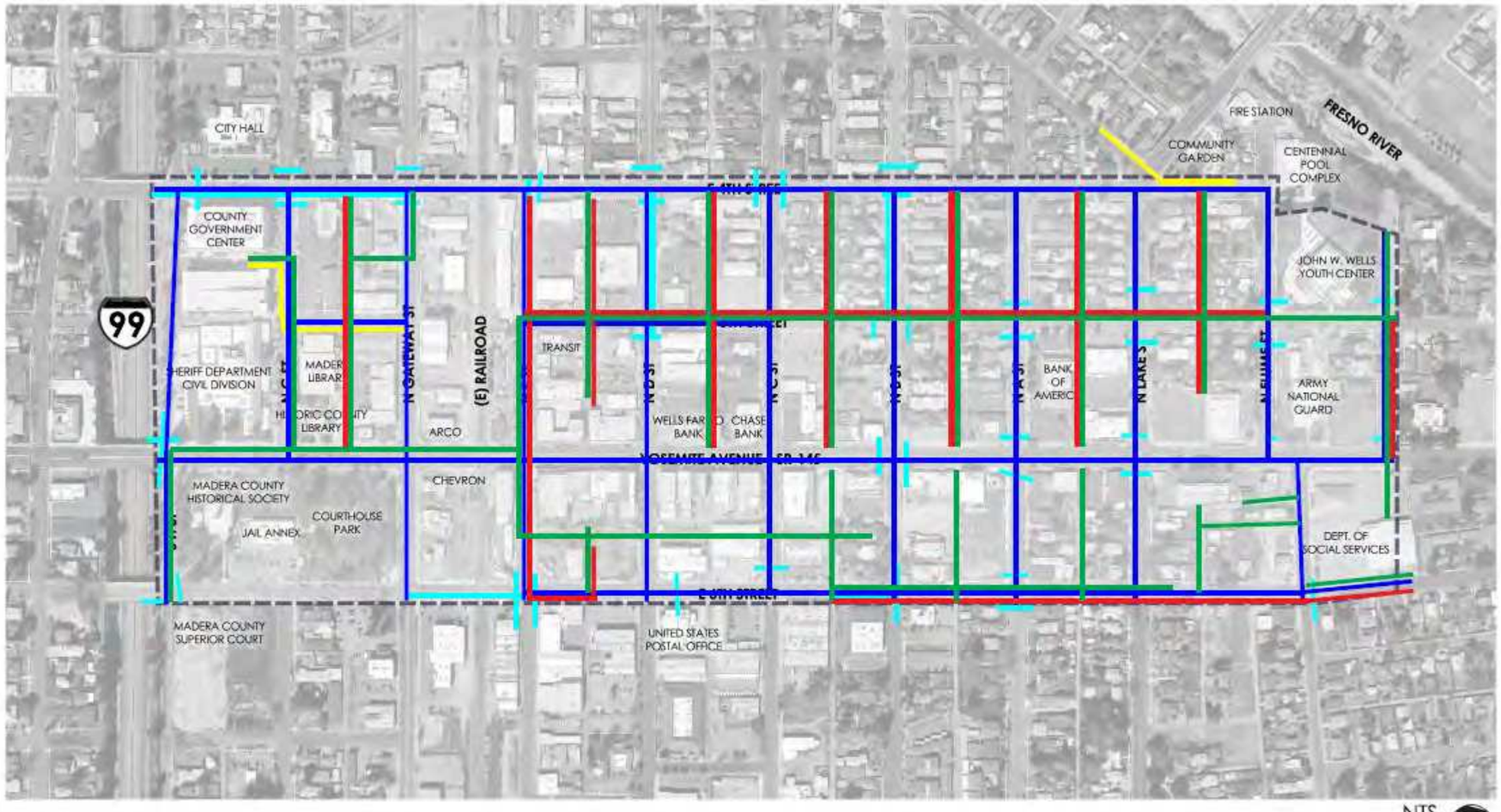
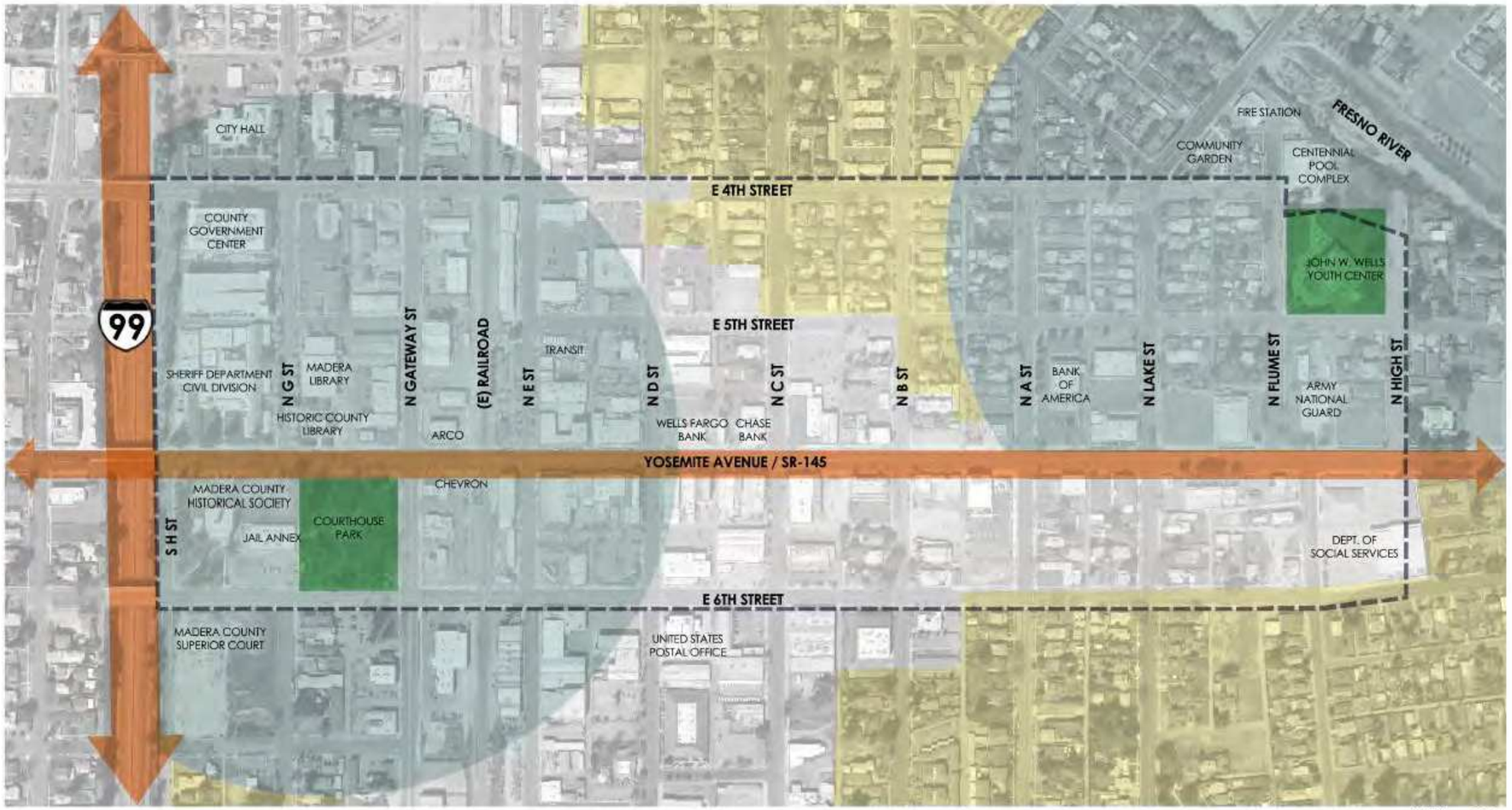

CITY HALL
COUNTY GOVERNMENT CENTER
99
SHERIFF DEPARTMENT CIVIL DIVISION
MADERA LIBRARY
HISTORIC COUNTY LIBRARY
N GATEWAY ST
(E) RAILROAD
ARCO
CHEVRON
TRANSIT
WELLS FARGO
CHASE BANK
BANK OF AMERICA
N LAKES
N PINE ST
ARMY NATIONAL GUARD
FIRE STATION
COMMUNITY GARDEN
CENTENNIAL POOL COMPLEX
FRESNO RIVER
JOHN W. WELLS YOUTH CENTER
YOSEMITE AVENUE - SR 145
MADERA COUNTY HISTORICAL SOCIETY
JAIL ANNEX
COURTHOUSE PARK
DEPT. OF SOCIAL SERVICES
MADERA COUNTY SUPERIOR COURT
UNITED STATES POSTAL OFFICE
NTS
LEGEND
PROJECT BOUNDARY
GAS
ELECTRIC
WATER
STORM DRAIN
SEWER
MADERA DOWNTOWN - PRELIMINARY UTILITY MAPPING
MARK THOMAS
7/31/2019

Exhibit H



NTS

LEGEND

- PROJECT BOUNDARY
- QUARTER-MILE/15 MIN WALK RADIUS ACCESS AREA
- PARKS
- PEDESTRIAN BARRIER
- RESIDENCES OUTSIDE A 15 MIN. WALK

MADERA DOWNTOWN - GREEN SPACE ACCESSIBILITY MAP

PEDESTRIAN ACCESS TO GREEN SPACE IS LIMITED BY BARRIERS SUCH AS HIGHWAY 99 AND YOSEMITE AVENUE.

MARK THOMAS

7/31/2019

Exhibit I

NTS

LEGEND

PROJECT BOUNDARY

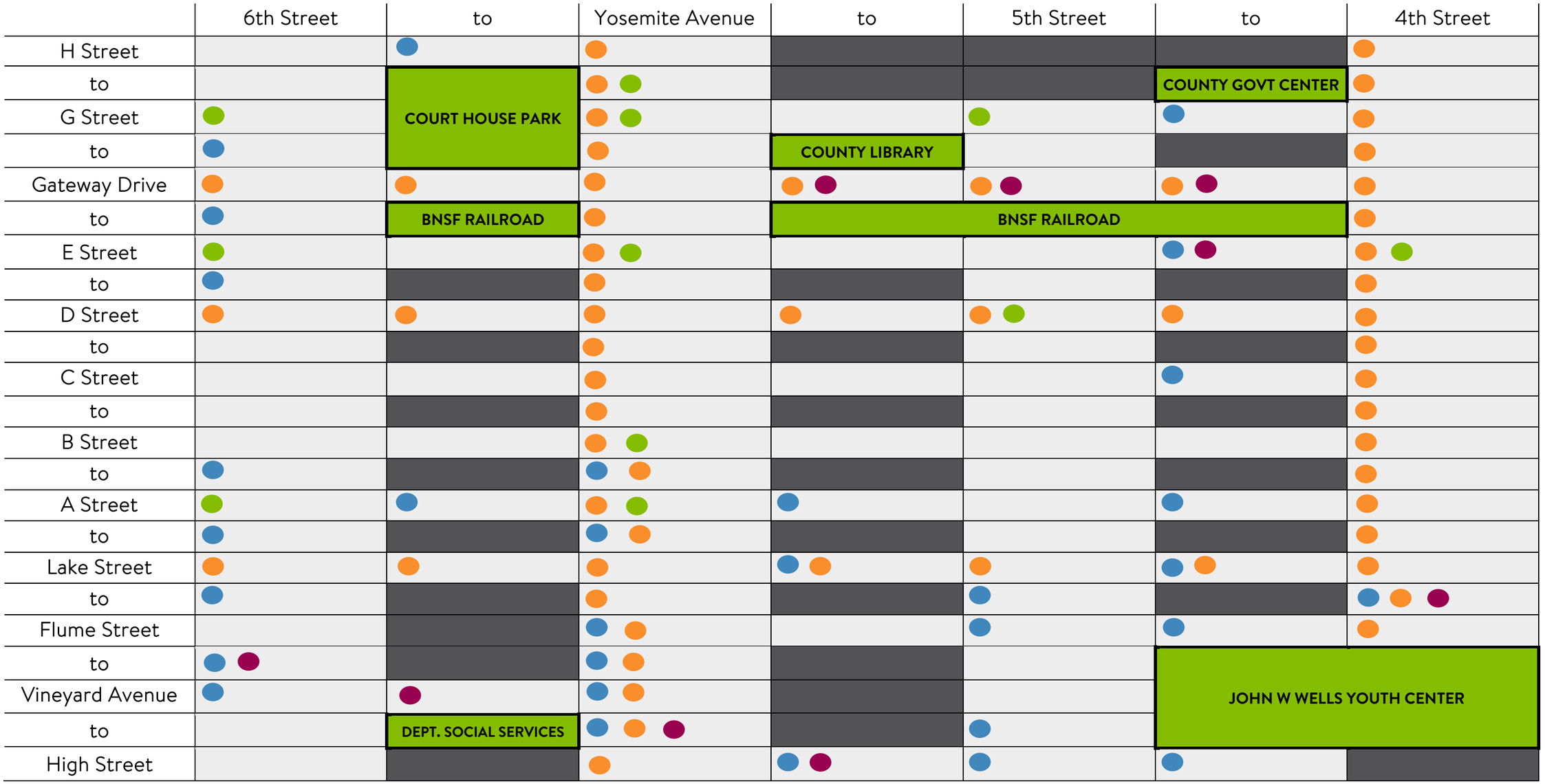
DISCONTINUOUS SIDEWALK

MADERA DOWNTOWN - SIDEWALK ANALYSIS MAP

MARK THOMAS

7/31/2019

Exhibit J - MAP OF NETWORK DEFICIENCIES



Past Studies

The City of
MADERA
California

VISION MADERA 2025

Achieving the Vision

Three-Year Report to the Community

December 2006 – December 2009

- ★ What We Have Accomplished
- ★ The Road Ahead
- ★ Get Involved with Your City

VISION MADERA 2025

Introduction

VISION MADERA 2025 TRI-ANNUAL REPORT

During the past 20 years, Madera has experienced significant residential and economic growth. The community has become economically self-sufficient with a strong and diverse industrial base, and vital retail areas. It has recently more than doubled its geographical size and has started incorporating neighborhoods and commercial areas. A consequence of this growth and change in community character has been an emerging need to redefine the City's identity and help set a course for the future that reflects the values of its citizens.

In July 2005, Madera engaged in a community process to develop a plan to guide the city to a preferred future. This community-wide effort, the Vision Madera 2025 program, was conducted over two years (2005-2007) and involved hundreds of citizens representing dozens of community interests including business, environment, neighborhood, social service, healthcare, education, government and many others. The product of this endeavor was a Vision Statement describing Madera in 2025, and an Action Plan identifying the programs and projects necessary to achieve that vision. With the help of hundreds of inputs from community volunteers and City of Madera sponsorship, the community now has a Vision and Action Plan.

The Madera City Council adopted by Resolution the Vision Madera 2025 Vision and Action Plan. The resulting Action Plan lists specific activities that will help move the community in the direction of the Vision. It also assigns these activities to individuals, groups or agencies that will take the lead on these activities, often with the help of supporting partners.

The Action Plan listed 55 strategies and 167 actions to bring the Vision to life. The plan outlines opportunities to enhance community identity, connections and livability. Many of these actions have required the formation of public-private partnerships. Implementation of the Vision Madera 2025 continues to be a community-wide effort. To date of the 167 action Items, 165 actions are either underway or implemented, or said differently over 98% of the action items identified have either been implemented or have made significant progress in implementation

TRI-ANNUAL REPORT 2009

MADERA'S
Report Card – 2007-2011

Status	Total				
	2007	2008	2009	2010	2011
Underway	92	98	44		
Implemented/One Time	2	1	2		
Implemented/On-going	48	62	119		
Total Implemented	50	63	121		
Total Implemented/Underway	142	161	165		
Not Started	25	6	2		
Total Actions	**167**	**167**	**167**		

Since December 2006, a citizen-led Vision Implementation Committee, appointed by the Madera City Council, has monitored and facilitated the Vision's implementation, assuring that the Vision will transition from plan to reality. The Vision Implementation Committee is responsible for developing and presenting an annual progress report to City Council. This report is a three year summary of progress to date and the related highlights and accomplishments. These highlights are provided in sixteen different Emphasis Areas as defined by the Vision and Action Plan. In addition, located in each "Road Ahead" section the report provides some projects and activities that loom in the near future.

Madera envisions itself as a well planned and attractive city. We see ourselves as a community abundant with good jobs and economic opportunities. We see ourselves as a strong community with great schools and strong family values. And we see ourselves living in a safe and healthy environment in which we protect our resources and provide healthy educational and recreational activities. This tri-annual report provides an update of how the Vision for Madera is quickly becoming a reality. In closing, we want to thank you for your continued support of Vision Madera 2025 and express our appreciation for the City's leadership in making Vision Madera 2025 – the community's plan – a priority and a reality.

— The Vision Implementation Committee

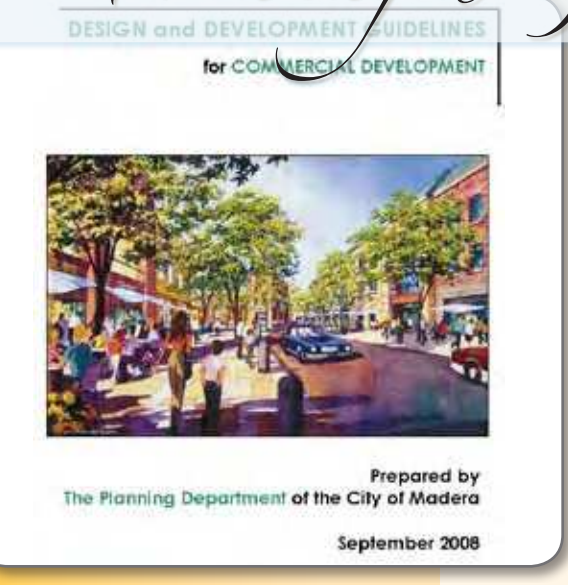
Click or Call

- **For more information call:** 559-661-5400
- **Or visit us on the internet at:** www.visionmadera2025.org
- **Or email questions to:** visionmadera2025@cityofmadera.com

Vision Implementation Committee

- Jerry Noblett
- Lois Grow
- Rosanne Bonilla
- Will Oliver
- John Stafford
- Mike Westley
- Shirley Driggs
- Marilyn Marsh
- Rae Gomes
- Debi Bray
- Christina Gomez Vidal Diaz
- Linda Lewis Wright
- Elaine Craig
- Dave Randall
- David Tooley
- Wendy Silva
- David Merchen
- Michael Kime
- Michael McHatten
- Mary Anne Seay

Managed Growth



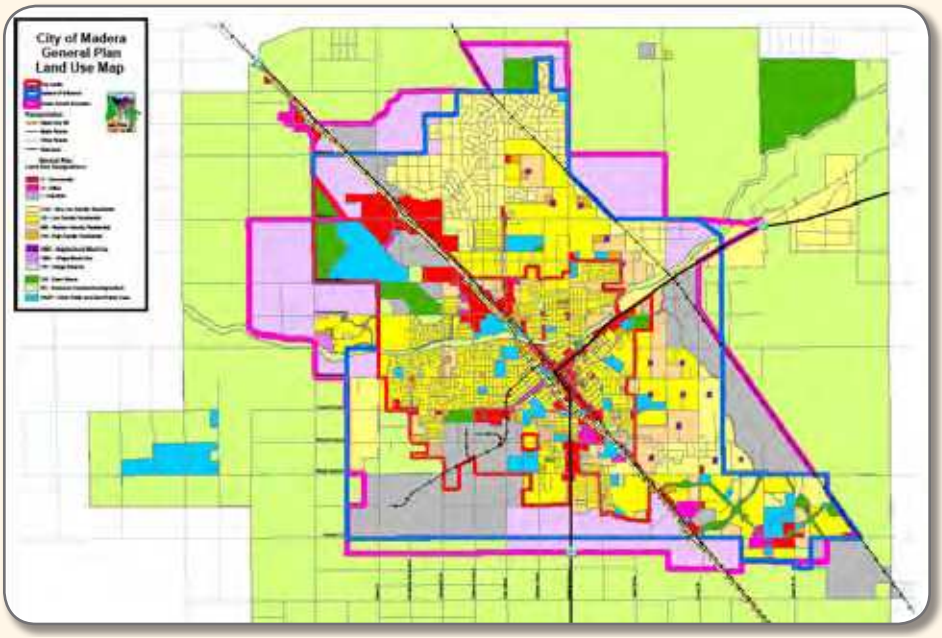
Madera has a Vision of itself and for the future of our children that will occur not by chance, or by making short term decisions, but will be the result of well planned growth and a commitment to our community values. The resulting Action Plan lists specific activities that will help move the community in the direction of the Vision. It also assigns these activities to individuals, groups or agencies that will take the lead on these activities, often with the help of supporting partners.

- The General Plan Update looked at balancing the economics of various land uses such as housing, commercial and industrial job centers, along with ample opportunity for retail development.
- The members of the Vision Implementation Committee's sub committee for a Well Planned City were drafted for the Citizens Advisory Committee and held monthly meetings during the drafting of the Plan and commented on the drafts.
- The updated General Plan utilizes Village Plans as a means to insure that comprehensive area planning is performed, which is similar to developing specific plans for areas.
- The City has adopted Design & Development Guidelines for Commercial Development.
- The updated General Plan includes a specific Development boundary and requirements for open space or conservation buffers between the urban boundary and Ag lands.
- The City carefully worked with developers to ensure the quality development of the Commons at the Fairgrounds Shopping Center and the Crossroads shopping center at Tozer and Madera Avenue.

Community Partner

"As I grew up in Madera my family and I have had a wonderful quality of life because of the people in Madera that cared for one another and the good values the community shares. The people in Madera want to maintain this legacy; we all want the same things for our children and following generations, to have the opportunity to live and work in a solid community that continues to improve itself. To keep this vision of our future alive it is important for us all to be active members of a community and encourage one another to continue to build a quality community and maintain the values that make Madera our home not just a city we live in."

Andrew Medellin
Chairperson, Planning Commission



Click or Call

- **For more information call:** (559) 661-5430
- **Or visit us on the internet at:** www.maderageneralplan.com
- **Or visit us in person at:** City of Madera Planning Department 205 W. 4th Street

The Road Ahead

- The City will be updating its Zoning Ordinance in 2010 to reflect the City's Vision and General Plan.
- The City will be adopting additional Design and Development Guidelines to also address residential developments.
- The City will be conducting a Green House Gas Inventory that will determine how our community impacts this significant issue in our environment.
- The City will begin the formation of a Climate Action Plan based principally on the results of the Green House Gas Inventory and the Policies and values expressed in the City's General Plan and the Madera 2025 Vision Plan.

Effective Government

- The City of Madera has effectively maintained a healthy general fund reserve during an unprecedented down-turn in the economy. This in large part is due to spending controls, freezing vacant positions and holding ourselves accountable to budgeting and operating within our means.
- Obtained over $200,000 in grant funding through the Edward Byrne Memorial Justice Grant Program in order to replace seven Police Department vehicles that exceeded mileage threshold requirements.
- Developed additional utility bill payment options for residents including additional offsite locations as well as payment through an "on-line" service.
- As part of an overall strategy to combat gang violence and help troubled and at-risk youth, the Governor's Office of Gang and Youth Violence announced that the City of Madera was awarded $400,000 to address this important local issue.
- The City of Madera was recently recognized by NetworkWorld Magazine as a Enterprise All-Star winner for recognition of outstanding technology projects. The Enterprise All-Star award went to 10 winners nationwide.
- The City of Madera partnered with the Fresno-Madera Counties Chapter of the American Red Cross to house an emergency aid trailer. The trailer contains the supplies necessary to furnish a basic 200 person shelter, including cots, blankets, pillows, comfort kits (such as toothpaste, toothbrushes, deodorant, etc.), and medical kits. Storage of the trailer on City property allows quick access for immediate local response to sheltering needs in case of an emergency or disaster.
- Over the last three years, the City of Madera has received over $2.9 million in Community Development Block Grant Funding. The purpose of this funding is to provide decent housing, expand economic opportunities and assist in meeting the public service needs of our community. In the spirit of the funding source some of the completed projects and programs include: Centennial Park Swimming Pool Project, Code Enforcement Graffiti Removal Program, Sunrise Rotary Sports Complex Project and Police Supplemental Patrol.

Community Partner

"John Wooden, UCLA's legendary basketball coach said "success comes from knowing that you did your best to become the best you are capable of becoming". The Madera Vision Plan is an example of this principle in practice. The strategies and actions adopted under the emphasis area of Effective Government are aligning local government agencies with a shared community Vision. The Vision Action Plan holds each of us individually and collectively accountable in bringing the action items to fruition."

David Tooley
City Administrator, City of Madera

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  (559) 661-5400
- **Or visit us on the internet at:**
  www.madera-ca.gov
- **Or visit us in person at:**
  City of Madera
  Administration
  205 W. Fourth Street

The Road Ahead

- In the near future the City will be developing new rates for water and sewer utility customers and preparing a long term plan for installation of water meters in every home in the City. Informational meetings and pubic hearings will be held along the way. Watch for these opportunities to learn more about conserving this precious resource, and help us build a financial plan to carry out this State mandated program.
- In the future the City will utilize CDBG funds to complete a number of projects including the replacement of the roof at the Bergon Senior Center; installation of new flooring and picnic shelters at the Pan Am Community Center; replacement of the fencing surrounding the Centennial Park Swimming Pool fence; and construction of the new Madera Dog Park in the upcoming months.

Diverse & Accessible Transportation

- A major project was completed which provides safe passage along the River Trail under the bridges at "D" and Lake Streets. Walkers, bikers and joggers are able to enjoy an improved trail, uninterrupted by traffic crossings from the railroad trestle east of Gateway Avenue, all the way east to Tulare Street.
- The Madera Transit System received a total of $1.8 million in federal transportation operating and capital grants during the last three years.
- The federal transportation grants along with $368,000 in State Proposition 1B funds allowed the City to expand and modernize its transit fleet by 12 vehicles.
- Our fleet now includes 6 Compressed Natural Gas (CNG) buses, which emit less pollution and help the City reach our Vision goals for a healthy environment.
- The Transit Program introduced the Jobs, Education, & Training (JET) Express service, which provides prompt transportation to many local employment and educational destinations in our community.
- The JET Express route expanded service to the Madera Community College Campus for the first time in the history of our Transit Program.
- Over $5,240,000 in Federal Grant Funds through the Federal Airport Program were utilized to expand Airport operations, including runway and taxiway expansion projects.
- The Madera Transit Program has managed to increase the size of our fleet and expand our services without raising fares in the past 3 years.
- The City and Redevelopment Agency remains committed to our older residential neighborhoods. The construction of curb, gutter, sidewalks, streetlights and handicap ramps is a program that has proven to be successful in generating community pride in the neighborhoods in which they were constructed. Project examples include the Wallace, Hull, Stinson and Knox Neighborhood Improvement Project, the Lake and Adell Project, and the Sharon Avenue Project.

Community Partner

"A diverse and accessible transportation network is important to enhance the vitality and livability of the City of Madera. For Madera to thrive as a City where people live, work and play, the development and implementation of a viable strategic transportation plan is critical. The Vision and Action Plan will provide the framework and strategies to help guide development of a safe, accessible and convenient multi-modal transportation system. Most importantly, the Vision Plan views transportation as a cooperative and coordinated effort by local governmental entities who share the same vision to effectively meet the diverse transportation needs of Madera."

Patricia Taylor
Executive Director Madera County Transportation Commission

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- **For more information call:**
  (559) 661-5400
- **Or visit us on the internet at:**
  www.maderactc.org or
  www.madera-ca.gov
- **Or visit us in person at:**
  City of Madera Transit
  205 W. Fourth Street

The Road Ahead

- The Transit Program intends to install between 30-40 new bus shelters to provide for the comfort and safety of our riders.
- The Transit Program plans on purchasing a minimum of 2 CNG buses to contribute to our community's commitment to clean air.
- In order to provide for future growth, the program will complete a comprehensive planning process to design a modern Transit Facility.
- We will collaborate with various community groups to improve transit accessibility and amenities for their constituents.
- Ellis Street/Avenue 16 Overcrossing is a project that connects North Madera and West Madera by constructing a new street and bridge over the Union Pacific Railroad and State Route 99. The project will provide an alternate route for motorists driving through the usually congested intersection at Cleveland-Gateway-State Route 99 intersection. This infrastructure project is designed to meet the needs of the traveling public and will assist in accommodating the growing needs for better and safer streets.

Well Planned Neighborhoods & Housing

- Over $2,200,000 in grants from the HOME and CalHOME Programs enabled us to assist over 30 low income members of our community in becoming first-time homebuyers. Most of these buyers purchased homes threatened by foreclosure, which reduced the number of vacant properties in our city.
- The direction of the Neighborhood Revitalization program has expanded from individual housing units to a neighborhood focus. The goal is to link a variety of efforts - including offering education to the community, eradicating violations from properties throughout the City, and empowering residents throughout the City by creating and offering neighborhood networking.
- The City of Madera revitalized its Owner Occupied Rehabilitation Program in 2009 through a $750,000 grant from State Community Development Block Grant program. In the last year, the rehabilitation program has helped over a dozen low income homeowners repair substantial health and safety problems with their homes.
- The $998,000 Grant received through the Neighborhood Stabilization Program will enable the City of Madera to reduce its high number of foreclosures and address areas of blight in our community.
- In 2008, the Redevelopment Agency issued $25.6 million in tax exempt bonds, of which $3.5 million is dedicated to housing projects.
- The Redevelopment Agency funds and maintains a revolving loan fund to encourage the construction of affordable single-family homes within the Project Area. The program was originally capitalized with $590,000 in redevelopment tax increment. To date, construction loans, totaling $10,892,891, have been repaid resulting in the construction of 198 single-family homes.
- In 2008, the City of Madera ADA Advisory Council began working on an update to the City's ADA Self-Evaluation and Transition Plan. To date, City programs, City facilities, and public rights-of-way have been inventoried for ADA compliance. Staff is working on prioritization of the inventoried items and a draft copy of the Self-Evaluation will be available for public comment before the Plan is presented to City Council for adoption. The City has already begun to address deficiencies. Specifically, the Redevelopment Agency has provided funding for the City Public Works Department to complete 150 accessible curb ramps where currently none exist.

Community Partner

"Unfortunately, the need for quality affordable housing continues to rapidly grow while state and federal funding has stopped or decreased significantly. The burden for development of affordable housing now heavily falls on the City of Madera, the Housing Authority, the Redevelopment Agency, and other public, private and non-profit partners to develop creative solutions to meet the growing need. The implementation of the Vision Action Plan as a strategic tool is an important step in bringing public and private agencies together to meet our shared goal of providing and developing well planned and affordable housing for all Maderans."

Nick Benjamin
Executive Director of the
Madera Housing Authority

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- **For more information call:**
  (559) 661-5400
- **Or visit us on the internet at:**
  www.madera-ca.gov
- **Or visit us in person at:**
  City of Madera
  Grants Department
  205 W. Fourth Street

The Road Ahead

- The Grants Department will use its recently awarded $800,000 HOME Program 2009 grant to assist another 15-20 low income recipients become first-time homeowners.
- Grants has also developed a homebuyers program in collaboration with the Madera Redevelopment Agency that will provide micro-grants to qualified participants in our community.
- The $2,000,000 HOME Project grant will support the development of the Arbor Point Apartment complex, which will provide affordable rental housing within our community when completed.
- During the next five (5) years, it is estimated the Redevelopment Agency will have over $15 million available for affordable housing projects. The Agency will continue to leverage these funds by working in partnership with private developers, non-profit housing organizations and other governmental agencies.

Abundant Natural Resources

Community Partner

"As we plan for the future of Madera, one of the most important things we can do is to prioritize the protection and preservation of natural resources. Proper planning is absolutely essential in order to ensure that Maderans in the future have adequate resources to sustain the high quality of life the Vision Plan identifies. Whether it be the protection of agricultural lands, improvements in air quality, or the efficient use of ground water, making conscious decisions to preserve our natural and historical resources is essential. Taking queues from the Vision Plan, these concerns were incorporated as guiding principles in the City's recently adopted General Plan, which will serve as the City's blueprint for development for at least the next 20 years."

Dave Merchen
Community Development Director

- The City of Madera has embraced the sustainability and green conservation principles of the Audubon Society by becoming a proud member of the Audubon Cooperative Sanctuary Program for Golf Courses. The program is designed to help golf courses enhance wildlife habitats and protect natural resources for the benefit of people, wildlife and the game of golf.
- The Redevelopment Agency and Parks and Community Services successfully applied for a $22,082 grant from the Department of Forestry and Fire Protection. Two hundred and sixty-two (262) trees were planted at the Sunrise Rotary Sports Complex, Millview Elementary School, Washington Elementary School and Sierra Vista Elementary School.
- The Department of Parks and Community Services is implementing new programs and policies that protect our natural resources and the environment. including the use of mulches in planter beds and along the trail. The mulch is made by grinding limbs that are cut from trees during normal tree trimming. This mulch is then re-introduced back into landscapes as environmentally friendly topdressing which conserves water by retaining soil moisture.
- The City implemented the City's Environmentally Preferred Policy to cover products in the warehouse, and developed an evaluation process to ensure that the environmentally friendly products work as well or better than existing products.
- The City approved an ordinance addressing the recycling of construction debris. The purpose is to divert at least fifty percent of construction and demolition recyclables from the landfill.
- The City of Madera completed a construction project to expand and refurbish its Waste Water Treatment Facility. The purpose of the expansion is to provide adequate sewage capacity to accommodate community growth and to improve the quality of the water discharged from the facility. As environmental concerns have increased, so have the regulatory requirements to improve the quality of the water and alleviate any negative impacts on ground water.

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  City of Madera
  Administration
  205 W. Fourth Street

The Road Ahead

- $446,000 of grant funds awarded through the Energy Efficiency Conservation Block Grant Program will be utilized to install a solar power system on the John W. Wells Youth Center.
- $234,000 of grant funds awarded through the Community Development Block Grant Recovery Program will be utilized to install a solar power system at the City of Madera Community Police Department Office.
- Grant Funds awarded through the Energy Efficiency Conservation Block Grant Program will be used for the preparation of a Climate Action Plan as well as "smart growth" zoning codes.

A Vibrant Downtown

Community Partner

"The implementations of the strategies outlined in the Vision Plan related to the development of a Vibrant Downtown are crucial steps in bringing government agencies, business owners, property owners and citizens together in order to revitalize Downtown Madera. A comprehensive plan which integrates housing and commercial and retail development near the City's core is crucial to a healthy downtown. It can happen here if we focus on making it happen, rather than the leapfrog development which seems to be the direction of choice, leading us down the same path that Fresno took to urban sprawl. Redevelopment is the key to making it happen."

Jim Taubert
Redevelopment Agency,
Executive Director

- The Crossroads Shopping Center ribbon cutting was held on January 23, 2009. Developed by partners Dr. Todd Spencer and John Quinn, current tenants include Rancho San Miguel Markets, Longs Drugs, McDonald's, Little Caesar's Pizza, Fred Loya Insurance, Ace Cash Express, Mi Amor Gift Store and Crossroads Laundry. Economic impacts have been significant and to date, 255 jobs have been created.
- The Cross-Street Banner Program is a program designed to assist non-profit organizations in promoting their special events. The program is administered by the Madera District Chamber of Commerce.
- The Redevelopment Agency provides grants on a dollar-for-dollar match basis to renovate building facades. Several façade projects have been completed the past three years.
- The Redevelopment Agency has acquired property at the southwest corner of Yosemite Avenue and A Street in order to relocate office operations. The new location will provide opportunity for growth as well as accessibility.
- The Redevelopment Agency is providing $4.2 million for a community center currently under construction at Centennial Park. The 24,400 sf facility will also provide office space for the Parks and Community Services Department.
- In partnership with the owner, The Redevelopment Agency reconstructed and landscaped the Fruit Basket Parking Lot.
- In conjunction with the Sears Project, the Redevelopment Agency constructed the public improvements. The project include stamped concrete, decorative lighting and enhanced landscaping.
- The Street Banner Program was developed through a partnership with local artists, business and community leaders in order to enhance the aesthetic image of our local streets.
- The intent of the "Art in Public Places" Program is to enrich the community, provide multiple destination points for residents and visitors and to enhance community and encourage participation. The Iron Horse by sculpturist Lucy Hunt-Pierson is just one example of the Art Program in action.

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The Road Ahead

- The Redevelopment Agency is working with Ironhorse Development to assemble approximately five (5) acres on Yosemite Avenue between Elm and Fig streets. The intent is to construct a 40,000 square foot neighborhood retail center.
- The Redevelopment Agency is in the process of assembling property for a residential subdivision in the Central Avenue/Fresno River corridor. A key component of the project is the construction of a new street that will connect C and A streets.
- Famous muralist, John Pugh was commissioned to install a mural on the Community Police Department exterior. Pugh is known for a type of art called trompe l'oeil, a French term meaning to trick the eye. It is essential an art technique involving imagery to create optical illusions.

Abundant Commercial Opportunity

In the last three years, Madera has experienced a considerable amount of economic development, below is a list of major commercial and industrial projects:

- Rain Creek Bakery, a manufacturer of European Pastries providing 60 full time jobs and 350 seasonal jobs.
- Nemat Management Group, a manufacturer specializing in high precision machining services through CNC (Computer Numeric Control) devices. Nemat Management Group currently has 30 full time employees and will eventually build up to 75.
- Innovative Rotational Molding (IRM), a manufacturer of plastic rotational moldings such as; Dump truck beds, water truck tanks, cement mixer tumblers, road barriers, and chemical tanks. IRM is also home to the industry's largest rotational molding machine in North America. IRM provides 20 full time jobs and is looking to hire an additional 30 employees.
- Hampton Inn, a new four story hotel with 78 guest rooms.
- Spring Hill Suites, a new hotel with a total of 88 guest rooms and located across the street from Madera Community Hospital.
- Black Bear Diner, a new restaurant located next to Spring Hill Suites. The Diner specializes in serving large portions of quality American food with a log cabin setting.
- The Commons at Madera Fairgrounds, a new 300,000 square foot commercial Shopping Center. Lowes Home Improvement Store is the center's anchor tenant providing over a 100 jobs. In the first six months of business Lowes became one of Madera's top 25 sales tax generators. The following businesses are also located in the Commons Shopping Center:

  - ✔ **Big 5 Sporting Goods**
  - ✔ **Dollar Tree**
  - ✔ **T-Mobile**
  - ✔ **Cool Hand Luke's Steakhouse and Saloon**
  - ✔ **Petco**
  - ✔ **Gamestop**
  - ✔ **Walgreens**
  - ✔ **Panda Express**

- The CrossRoads Shopping Center, a redevelopment project located in Madera's downtown has a total of 136,000 square feet of commercial space. Rancho San Miguel Supermarket and CVS Pharmacy are the anchor tenants. Other tenants include the following:

  - ✔ **McDonalds Restaurant**
  - ✔ **Mi Amor**
  - ✔ **Fred Loya Insurance**
  - ✔ **Little Caesars Pizza**
  - ✔ **Ace Cash Express**

Community Partner

"Our mission is to position Madera County as an economically viable and vibrant county by aggressively pursuing all avenues of growth for new and existing businesses, with the goal of maximizing employment opportunities, tax base, and quality of life. "

Bobby Kahn
Executive Director,
Madera County Economic
Development Commission

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  (559) 675-7768
- **Or visit us on the internet at:**
  www.maderacountyedc.com
- **Or visit us in person at:**
  Madera County EDC
  2425 W. Cleveland Ave.
  Suite 101

The Road Ahead

- The North Fork Mono Tribe is currently waiting for the U.S. Department of Interior to approve their 305 acre site for a proposed $250 million gaming facility located near Highway 99. The resort is expected to provide over 4,000 jobs.
- The San Joaquin Valley Paleontology Fossil Discovery Center is expected to open in 2010. The 5,700 square foot discovery center will include exhibits consisting of various fossil and visual displays, fossil preparation stations with volunteers demonstrating the excavation process and a hands-on mock "dig area" to sift for micro-fossils.
- Madera Town Center regional shopping center is still in the planning stages and is expected to break ground in 2010. The shopping center will provide a total of 795,000 square feet of retail space and will be located east of Highway 99 on Avenue 17.

A Strong Workforce

The Madera County Workforce Investment Board is committed to the economic health of Madera County by providing leadership and guidance resulting in a quality employment and training system.

In the last three years, the Madera County Workforce Investment Board has accomplished the following goals, projects, grants and events:

- Participated as one of 12 state pilot sites to implement an innovative and transformational integrated delivery services model.
- Received funding, in collaboration with several other San Joaquin Valley Workforce Investment Boards, to increase capacity to train Licensed Vocational Nurses, Maintenance Mechanics, CDCR New Start, Vet Connect, and Youth Green Jobs Corps.
- Implemented a Central California Work Readiness Certificate based on the national work aptitude assessment in WorkKeys.
- Completed a nine county Employment study around identified industries such as manufacturing, health, renewable energy, agriculture and transportation/logistics.
- Significantly increased workforce training with American Recovery and Reinvestment Act funds and through partnerships with the Community College completed group training in pre-health, build your own computer and keyboarding, Medical Administrative Assistant I, Medical Administrative Assistant Ii, and Early Childhood Development.
- Completed a Summer Youth Paid Work Experience program which included a community based project with the Redevelopment Agency with 14 homes receiving revitalization.
- The Board developed and implemented key policies to align with their goals for providing a skilled workforce to the businesses of Madera County; such as the requirement to obtain a high school diploma or GED, conduct incumbent worker training, provide paid work experience and paid internships.
- Participated in numerous local, state and federal forums to further Madera County's workforce and economic needs and challenges; such as the California Partnership for The San Joaquin Valley, National Association of Workforce Boards, California Workforce Association and the California Workforce Investment Board, Central California Workforce Collaborative, Madera Compact and Coalition, Economic Development Commission.
- Assisted numerous new and existing businesses with their workforce and business needs; Lowes, Census Bureau, Panda Express, Certainteed, Cool Hand Lukes, Springhill Suites, Zoria Farms, Black Bear Diner, Innovative Rotational Molding, Color Box, Service Master, Rancho San Miguel, Big 5, Georgia Pacific, Chukchansi Casino, Table Mountain Casino, Cedar Creek Casino, Madera Community Hospital, Chowchilla Community Hospital, Madera Medical Center, Madera Tribune, Holiday Inn Express, Sunsweet Dryers and many others that we routinely work with.
- Sponsored annual Job Fairs and most recently a Job Forum replicated from the President's White House Jobs Summit (one of the first in CA).

Community Partner

"As a Director and current Chair of the Madera County Workforce Investment Board, it has been a pleasure to be involved with an organization that has played an integral role in leading and guiding the workforce development system in Madera County. The Board is a convenor and policy maker for locally-driven, private sector led workforce development issues and strategies that most benefit and impact our community. Over the last three years, there have been significant challenges due to the economy and, until the infusion of ARRA funds, budget reductions and the lack of reauthorization of the Act itself, the Board did not waiver from its mission and commitment to provide a quality employment and training system."

Bob Carlson
Director, Workforce Investment Board

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- **Or visit us on the internet at:** www.maderawac.org or www.maderacountyworks.com
- **Or visit us in person at:** Madera County Workforce Assistance Center 209 E. 7th Street

The Road Ahead

- Play an integral role in the reauthorization of the Workforce Investment Act so that critical system changes and enhancements are developed and implemented to strengthen workforce and economic development for our community.
- Increase private sector representation and engagement on the Board in order to continue to align and respond to the business and employer needs.
- Seek all funding opportunities to maintain and increase the ability to provide training, education and supportive services to the jobseekers in Madera County.
- Continue to build relationships and partnerships at all levels and across systems to assist with Madera County's continued growth and future prosperity.

An Involved Public

- The Madera City Council has taken the initial steps in preparation of the November 2010 general election where the question of how members of the City Council are elected to office will be placed on the ballot.
- A series of community forums were held introducing citizens to the district election process. At the forums, citizens had the opportunity to provide input on "communities of interest" and receive information on the use of Public Participation Kits. Public Participation Kits are a tool used which allow citizens to draw suggested district boundaries. Subsequent to these forums, district boundaries were approved by the City Council.
- The Madera Police Department in partnership and collaboration with the Madera Chamber of Commerce, established the Security Assessment Program. The Madera Chamber of Commerce received notification from the Western Association of Chamber Executives that the Security Assessment Program had been named one of their four outstanding new programs for 2007.
- This annual Vision Madera Town Hall gathering was held in conjunction with Fiesta in the Park hosted by Latinas Unidas. The colorful Fiesta served as the perfect back-drop for the Vision Town Hall as the spirit of that event strikes at the heart of the Vision Plan's spirit: to create a more livable Madera. Thousands of community members attended the event and learned about the Vision Plan and the specific successes that have been achieved in the last year.

Community Partner

"The Vision Plan set into motion the proposal to redefine how Maderans wish to be represented by its City Council. The districting process has been, from its inception, a community driven process. Whether it is the establishment of a taskforce, advisory committee or community forums, the community has had the opportunity to be involved in the development of how Madera may be represented in the future."

Sonia Alvarez
City Clerk

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- **Or visit us in person at:**
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  205 W. Fourth Street

The Road Ahead

Proposed Process – Election "By District" with Mayor Elected At-Large

- "By District" Defined - A "by district" method means that the candidate running for a seat on the City Council must reside within the district which candidate wants to represent and only the registered voters residing within that district may vote for that candidate.
- Mayor Elected At-Large – All registered voters may vote for any candidate running for the mayor's seat. Mayoral candidates must reside within the city limits.
- Terms of Office and Number of Districts - Mayor and council positions will serve 4 year terms with 6 council districts plus elected mayor.

Election Dates

- November 2010 General Election - Question placed before the voters on whether to change to an election "by district" process with mayor elected at-large.
- November 2012 General Election – If voters approve the change to an election "by district" process with an elected mayor, the *first phase* of district elections will occur in November of 2012.

Rich Cultural Life

The Madera Chamber of Commerce has joined forces with the City of Madera and the Vision Madera 2025 Committee to preserve and promote the well being of our community. The following is a selected listing of our accomplishments in the last three years:

- Developed and created the Tourism Alliance Committee to support tourism-related commerce with an emphasis on Madera and Chowchilla. This committee works to promote features and attractions to local citizens and the global market such as the Madera Wine Trail, the Madera County Museum, Home Grown Cellars, and the upcoming Fossil Discovery Center.
- Added a new and improved online community calendar. The Chamber had to increase the capacity for data on the calendar due to the high increase of use by event seekers and organizers. The community calendar located at, www.maderchamber.com, promotes local business, community, and tourist events and attractions to a global market.
- In partnership with Madera Community College Center created and co-hosted the Madera Business Conference.
- Implemented the NxLevel Entrepreneur Training Program in affiliation with the Central California SBDC.
- With the Madera Police Department, created the Security Assessment program to preserve the safety and security of our local business community. This program was awarded recognition by the Western Association of Chambers of Commerce as one of the best new programs in the western region.
- Eighteen outstanding citizens were honored with the Lifetime Achievement Award. This award recognizes outstanding individuals that have dedicated years of service to our community, shown exemplary leadership, have performed acts of goodwill, and displayed an overall dedication to the progress of Madera with a significant impact to Madera's economic growth and quality of life.
- Recognized three Senior Farmers of the Year. Honorees are chosen for being exceptional individuals that have spent years providing leadership, service, and contributions to the number one economic driver in our area, Madera County Agriculture. The Chamber has annually honored a Senior Farmer since 1981.
- In collaboration with the Madera Redevelopment Agency and the City of Madera's Beautification Committee, developed the Operation Civic Pride Program which assisted multiple organizations in developing and completing beautification projects in Madera.
- Hosted numerous ribbon cuttings and ground breakings for local businesses to celebrate their opening and/or re-opening that brought additional products and services to the local consumers.
- Hosted the Madera Business Extravaganza to showcase to the community what products and services are available to them in the area. Incorporated the "Buy Local" campaign that reminds our citizens that local sales tax dollars sustain the services that are so important to them, our quality of life, and the culture of our community.
- Co-Hosted the Centennial Luncheon celebrating the City of Madera's 100th birthday and created a Mayor's Yearbook to recognize and promote our city leadership and heritage.

Community Partner

"The mission of the Madera District Chamber of Commerce is to support a diverse regional economy by promoting a thriving business environment that contributes to our community's quality of life. It is our purpose to marshal the energies and efforts of our community to accomplishment common goals for a better Madera. We are committed to endorsing a strong local economy, advocating on behalf of business, provide opportunities to further business connections, and promote Madera."

Debi Bray
President/CEO
Madera District Chamber of Commerce

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- **For more information call:**
  (559) 673-3563
- **Or visit us on the internet at:**
  www.maderachamber.com
- **Or visit us in person at:**
  Madera Chamber
  of Commerce
  120 North E. Street

The Road Ahead

➤ One of the keys to a strong cultural life in Madera is our business community. Our local businesses generously sponsor, donate, participate, and support our clubs, organizations, and schools in their endeavors, many of which support a rich cultural life. Businesses in Madera, and the consumer, also generate the sales tax dollars that support local government services. The Madera Chamber of Commerce's number one priority is to continue developing and implementing programs to market and foster the well being of our business community and to attract new business to serve the needs of our citizens.

Education for All Ages

In the last three years, the Madera Unified School District has made the following improvements and enhancements:

- Student achievement levels have risen to record high levels. Adams and Dixieland have both been named state distinguished schools, and Lincoln Elementary has won multiple state awards for its accomplishments. Many other MUSD schools at each level have been recognized for their very high levels of student achievement.
- Four brand new schools have been opened – Madera South High, Chavez Elementary, Pershing Elementary and Parkwood Elementary.
- New school construction has allowed for the formation of attendance areas that keep students in their neighborhood schools. Many schools have either become either strictly walk-only sites or currently feature very little busing.
- A new athletics facility, the Madera South High Aquatics Complex, has been constructed and opened.

- Another new athletics facility, the Madera High pool center, will be fully renovated by December 2010.
- The Madera Adult School has broadened its curriculum so that all community members may become involved in education regardless of age or experiences.
- Land has been purchased for a third high school site, whenever the time comes when it is needed. The site is located at the intersection of Road 26 and Martin Street.
- Madera Unified has grown to over 19,000 students, the largest the district has ever been. Despite the growth, MUSD has kept schools at desirable enrollment levels by constructing new, state-of-the-art schools and modernizing others.

Community Partner

"Madera Unified takes great pride in providing a system of learning to our students that is second to none. We believe the foundation of any successful community is in a high-quality local education system. MUSD has remained ahead of the curve by constructing new, state of the art facilities that allow us to educate the leaders of tomorrow and also by providing a sense of pride for the entire community. We are committed to continue working toward making Madera Unified and the city of Madera the best it can be."

John Stafford
MUSD Superintendent

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- **Or visit us on the internet at:**
  www.madera.k12.ca.us
- **Or visit us in person at:**
  Madera Unified
  School District
  1902 Howard Rd

The Road Ahead

- Madera Unified will continue to offer an education to the city's kindergarten through 12th grade students that is recognized around the state for leading to high levels of achievement.
- Keep class sizes at a level conducive to good learning despite the state's budgetary challenges.
- Continue to implement an English language program for the district's English learning students that has already had a tremendous positive impact on Madera Unified students.
- Complete the renovation project of the Madera High pool center, expected to be finished in December 2010.
- Continue to offer – and perhaps expand – the district's credit recovery program, which has given more high school students the opportunity to move toward an on-time graduation.
- Complete a development plan that will map out the district's facilities needs over the course of the next 10 years, taking into account the city's rate of growth and current student enrollment projections.
- Ensure that students and classrooms are always kept as the first priority as public education deals with harsh economic realities on a statewide level.

Valued Seniors

As diverse as the people we serve, our programs and services offer a broad spectrum of opportunities and experiences for the seniors of Madera County.

Enhanced the Quality of Life for Older Adults Throughout the Community

- The Frank A. Bergon Senior Center recently underwent extensive renovation thanks to a generous donation by Charles R. Shriner.
- During the past three years the Senior Nutrition Program has served over 200,000 meals to seniors throughout Madera County, including over 80,000 homebound meals.
- Staff operates the Frank A. Bergon Senior Center and the Pan Am Community Center offering a variety of programs and services for seniors.
  - ✔ **Low impact aerobics, Active Aging Strength**
  - ✔ **Class and the Walk and Weights programs.**
  - ✔ **Weekly dances and a Line Dancing class.**
  - ✔ **Arts and crafts classes.**
  - ✔ **Bridge, Billiards and Bingo are always available.**
- Older Adults from the Pan-Am Senior Center have volunteered as "homework buddies" during the after school program.
- In an attempt to increase intergeneration program opportunities, the Parks & Community Services After-school programs have taken field trips to the Adult Day Care Center to work with seniors on a variety of projects. Both age groups were surveyed and both groups found the program to be meaningful.
- Madera Adult Day Care provides a Monday – Friday program that includes activities such as exercise and movement, socialization, arts & crafts, health screenings and daily living skills.
- The City of Madera's Parks and Community Services programs boast a series of new volunteer opportunities for our senior population.

Community Partner

"As a member of the Board of Directors for the Fresno Madera Area Agency on Aging, I am very pleased to the see the progress the City has made with its services to senior citizens. In addition to expanded programs (like exercise and arm chair travels) the Parks and Community Services Department continues to serve nutritious meals to hundreds of Madera County Seniors each day. The recent remodel of the Frank Bergon Senior Center is a sense of pride for me as a Maderan, and I am pleased that our seniors have a first class facility to congregate and socialize."

Nora Salazar
FMAAA Board Member
& Local Business Leader

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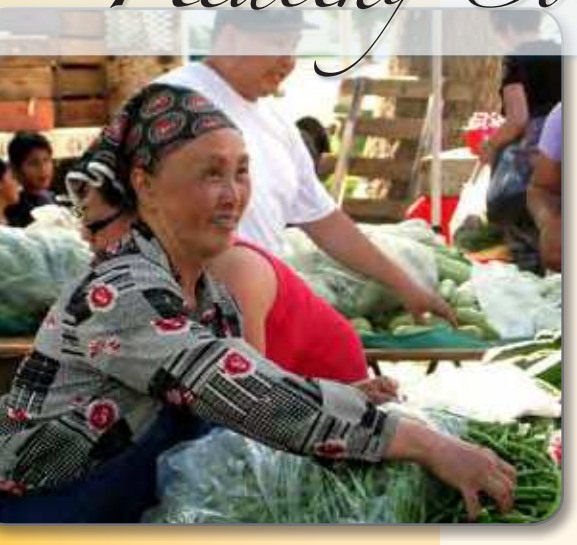
- Or visit us in person at: Madera Parks and Community Service 701 East 5th Street

The Road Ahead

- The Parks and Community Services Department hopes to expand the number of volunteer and paid SERS staff utilized throughout the organization.
- When the Youth Center opens inter-generational programming will be established in conjunction with seniors from the Bergon Senior Center and Pan-Am Senior Programs.
- In addition to the recently completed interior upgrades, the Bergon Senior Center is scheduled to have its roof replaced in 2010.

Healthy Community



- A community garden was created to allow open public space for neighbors and youth to benefit from gardening opportunities that provide both a healthy physical and social benefit.
- The Vern McCullough River Trail was enhanced with under-crossings to provide greater connectivity and mobility for community residents.
- Colorful maps were created to illustrate the location of community parks and the Vern McCullough River Trail to encourage use.
- National Trails Day was celebrated to encourage community use of the Vern McCullough River Trail.
- Food distributions at our local parks, in partnership with the Madera Local Food bank, provided food to residents. The food bank, in partnership with local churches and community groups, helps to provide food security for our residents.
- Safe routes to school improvements are being implemented. New sidewalks and road and curb improvements support kids walking and biking to school.
- Open campuses at Thomas Jefferson and Martin Luther King Jr. provide additional recreation opportunities to local families.
- MUSD elementary schools are increasing nutritional opportunities for school kids by providing locally grown produce through school "farmers markets" where kids learn the value local produce.

Community Partner

"As the Madera County Community Coordinator for the Central California Regional Obesity Prevention Program (CCROPP), I support community efforts to promote the health and wellness of our community by creating opportunities for increased physical activity, such as creating walkable neighborhoods and safe places for children to play. Recently, the City drafted policies for our general plan that will develop our neighborhoods into places where walking, biking and other physical activities can be the norm. I am also looking forward to the new youth center. Having a dedicated youth facility is a great way of demonstrating that Maderans see children as a key investment for our city's future."

Cristina Gomez-Vidal

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- **Or visit us on the internet at:**
  www.madera-ca.gov
  or www.csufresno.edu/
  ccchhs/institutes_
  programs/CCROPP/
- **Or visit us in person at:**
  Madera Parks and
  Community Service
  701 East 5th Street

The Road Ahead

- The City will partner with community members to conduct walk audits to identify short and long term goals for improved walkability and bikeability.
- City, schools and community groups will explore joint use as an economical and efficient method of providing greater access to healthy activities and services.
- The adoption of the City's General Plan will include policies that support surrounding agricultural and encourage nutritious food access including the development and support of farmers markets.
- The creation of the new John W. Wells Youth Center is as a result of the high priority this community places on the physical well being of our youth. By partnering with community, youth will have engaging physical activity opportunities in a safe nurturing environment.
- An organized Trail run/walk will be implemented in conjunction with national trails day.

Quality Parks & Recreation

The Madera Parks and Community Services Department seeks to build a stronger, more vibrant Madera through improved infrastructure and innovative programming.

In the last three years, the Parks and Community Services Department has made the following enhancements:

- Improvements to Rotary Park were completed, including: a new skate park, water-play area, walking path, horseshoe pits and play structures.
- 5 additional new playgrounds have been installed in parks throughout Madera.
- A new softball field, concrete patio, concession stand, and restrooms were constructed in Lions Town and Country Park.
- A new Restroom was constructed at Sunrise Rotary Sports Complex.
- Accessible trail under-crossings were completed at Lake Street and D Street.
- The Centennial Park Swimming Pool Facility was rebuilt and is now 100% ADA compliant and accessible features were added in the remodel so that all citizens can enjoy the swimming pool during warm weather.
- Significant renovations were completed at the Bergon Senior Center.
- A Community Garden with accessible pathways was constructed near Centennial Park.
- Increased opportunities in adult sports were provided including flag football and expanded softball seasons.
- Increased activities for youth were offered including pitch, hit, & run, a learn to ski program, intergenerational programming and additional sessions of kids camp.

Community Partner

"Our community, our health, our environment and our economy all benefit from investments in park space and recreation opportunities. The City of Madera has demonstrated a commitment to these qualities for its residents by building a thriving system of public parks, recreation centers, trails, and community programs."

Mary Anne Seay
Parks and Community Services Director

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  701 East 5th Street

The Road Ahead

In the next 12 Months:

- The John W. Wells Youth Center will be finished and programming is set to begin.
- A comprehensive Parks and Recreation Master Plan will be adopted by City Council.
- Community Development Block Grant (CDBG) funded projects for 2009-2010 will be completed – they include: construction of a dog park at Rotary Park, installation of a new floor in the Pan-Am Center's multi-purpose room, replacement of a block wall with wrought iron fencing at the swimming pool, replacement of picnic pavilion at Pan-Am Park, and re-roofing at the Bergon Senior Center.
- River Trail expansion will continue to the West from Westberry to Road 24.
- Trail Under-crossings at Schnoor Bridge will be completed.
- Additional parking, improved traffic circulation, enhanced traffic capacity and traffic calming at Town and Country Park.
- New more sustainable practices are being implemented in City maintained landscapes including additional water conservation efforts, experimental organic fertilizers, and an improved mulching program.

Safe Public

Madera Police Department continues to ensure the safety and protection of its community members through adequate first responses to emergencies and is making great strides in crime prevention through community involvement.

- Madera Police Department has added an additional Officer to the Madera Gang Enforcement Team. This Officer will focus on the education of Madera's youth through classroom presentations.
- A task force has been created to respond swiftly to specific problems within the city. The C.R.U. (Community Response Unit) has made great strides in the fight against graffiti. Their attention to this national problem has resulted in the arrests of numerous tagging crew members.
- The Neighborhood Watch Program continues to grow. Since our last report nine active Neighborhood Watch programs have started. These established programs and the partnership we share has kept crime in these areas at near zero.
- The Business Watch Program is proving very effective. Teaming with the Chamber of Commerce, we are able to share crime trends and suspect descriptions to the actively involved businesses. An initial security assessment is conducted by the Crime Prevention Officer and no business that has had the assessment provided has had a reoccurrence of crime within their business.
- The newest prevention program is Apartment Watch. We have embarked on a Crime Free Multi Housing Program that targets apartment complexes. We, along with Madera Housing Authority, began this program in August and the results have been astounding. In just the first couple months, the calls for service have gone down by 33% and the arrests have diminished by 66%.
- The Safe Walk Program was designed to assist in the safe travel of our kids to and from school. Parents walk outside and are vigilant while Madera's children walk to and from their respective school. While it is unknown if this program has directly kept a child abduction from taking place, citizens taking ownership in the community is certainly encouraging.
- The fire department responds to approximately 2400 calls a year. These include medical aids, traffic accidents, structure fires, vehicles fires, vegetation fires and public service assists.
- Added a firefighter to Station 7 in 2008 bringing staffing to 3 persons per engine.
- Purchased a 2008 Smeal, Type I fire engine that was put into service in July 2009.
- Provide a fire prevention program to more than 2000 children annually in both class rooms and at fire stations.

Community Partner

"Madera Police Department continues to ensure the safety and protection of its community members through adequate first responses to emergencies and is making great strides in crime prevention through community involvement."

Michael Kime
Chief of Police

Click or Call

- **For more information call:**
  (559) 675-4200
- **Or visit us on the internet at:**
  www.madera-ca-gov
- **Or visit us in person at:**
  Madera Police Department
  330 South C Street

The Road Ahead

- The Crime Prevention Officer will be working out of the John W. Wells Youth Center at Centennial Park. By having an Officer in this Youth Center, it will allow him/her to mentor some of the youth's seeking guidance.
- February 10, 2010, a meeting is scheduled for all multi housing (apartment) owners. We intend to share with them our vision of the Crime Free Multi Housing Program and the success already being seen. The vision of our department, how this will benefit their tenancy stability and how the reduced crime will affect their bottom line income will be the focal points presented.
- Instituting a requirement that all new developments comply with C.P.T.E.D. (Crime Prevention Through Environmental Design) specifications. Complying with C.P.T.E.D. specifications have shown to reduce crime up to 90%. This is a major element in our Crime Free Multi Housing Program.
- Continue the Town Hall meetings as we have done for several years, so that the public's voice can be heard and where appropriate, acted upon. These meetings have proven to be beneficial to not only our community, but how Madera Police Department conducts its daily business.
- Continue to acquire the best technology to improve our chance of success, such as with the extrication equipment obtained through the California Office of Traffic Safety.

Quality Environment

- Three new wells were added to the City Water System. All total the new wells add an additional 5,000 gallons of water per minute into the City of Madera Water Distribution System.
- In 2007, the City implemented its "blue can" residential curb-side recycling program. This program has helped the City meet its State required 50% waste diversion goal. Today, over 50% of all residential garbage is reused and recycled.
- Over 900 Water Conservation Kits were distributed to our City residents. In addition, under the Water Conservation Rebate program, utility customers of the City of Madera are being offered a $100 rebate (a $100 credit to their City utility bill) for replacing their water-guzzling clothes washer with a high efficiency unit.
- Also under the Water Conservation Rebate program, utility customers are being offered a $100 rebate (in the form or a $100 credit to their City utility bill) for replacing their water-guzzling toilet with a high efficiency unit.
- In addition, Recycling Division Staff conducted over twenty presentations and community information meetings on recycling and proper handling of hazardous materials.
- State Water Resources Control Board (SWRCB) requires each agency to prepare a Sewer System Management Plan (SSMP). The SSMP is used to identify problems in the sewer system and provides schedules for corrective action. With this document staff is better equipped to control sewer overflows, identify and maintain system deficiencies. The City of Madera prepared the SSMP and it was adopted by the City Council on May 20, 2009.
- The City is promoting a commercial recycling program to keep useable materials generated by businesses out of the waste stream. This conserves resources, extends the life of the landfill, saves businesses money, and reduces the potential generation of methane, a greenhouse gas that is released by improperly managed landfills.
- Over the last three years the Street Division has aggressively repaired many of our City Streets through our City's Reclamite and Chip Seal programs. Reclamite and Chip Seals delays the aging process of old and new asphalt pavements. The product seals the pavement against air and water intrusion and increases the durability of the asphalt, slowing oxidation.

Community Partner

"It is the goal of the Public Works Department to provide quality services to the City and the public which include: sufficient clean fresh water, reliable sewer services, street maintenance, storm drainage systems, street cleaning, street lights and traffic signals, while complying with numerous State and Federal regulations which must be adhered to in order to ensure public health. The Vision and Action Plan provides strategies that align these services with the community Vision."

Matthew Bullis
Public Works Operation Director

Click or Call

- **For more information call:**
  (559) 661-5466
- **Or visit us on the internet at:**
  www.madera-ca.gov
- **Or visit us in person at:**
  Madera Public Works
  1030 S. Gateway

The Road Ahead

- Three more water wells are planned for the future. Well 37 at Cleveland and Granada, Test Well 35, located on Ellis Avenue and Merced Street and Test Well # 38, located near Avenue 17 and Freeway 99 have been drilled and will be added to the City System sometime in the future.
- Participate in the 50/50 Sidewalk Replacement Program. The California Streets and Highway Code, requires that the property owner maintain sidewalks in a condition that will not endanger persons or property, and in a condition which will not interfere with the public convenience in the use of the sidewalk. The term sidewalk includes the park strip, curb and gutters. While the homeowner is responsible to make the sidewalk repairs, the City has initiated a program that allows the City to contribute up to 50% of the cost of the repair work.
- The Water Conservation Division will continue to develop and conduct education programs for residents on the benefits of water conservation programs.

205 W. 4th Street
Madera, CA 93637

On behalf of the City of Madera welcome to our Newsletter which serves as our scorecard to the implementation of the Vision Madera 2025 Plan. The Vision portrays Madera as an attractive community with strong family values, educational and recreational opportunities, entertainment and business opportunities and a safe and healthy environment. Please read on to see what the City and our Community Partners are doing to insure that the Vision becomes reality. Our scorecard reflects a commitment to a bright future and this publication is provided as a public benefit.

How are we doing Madera?
Please let us know
(559) 661-5400

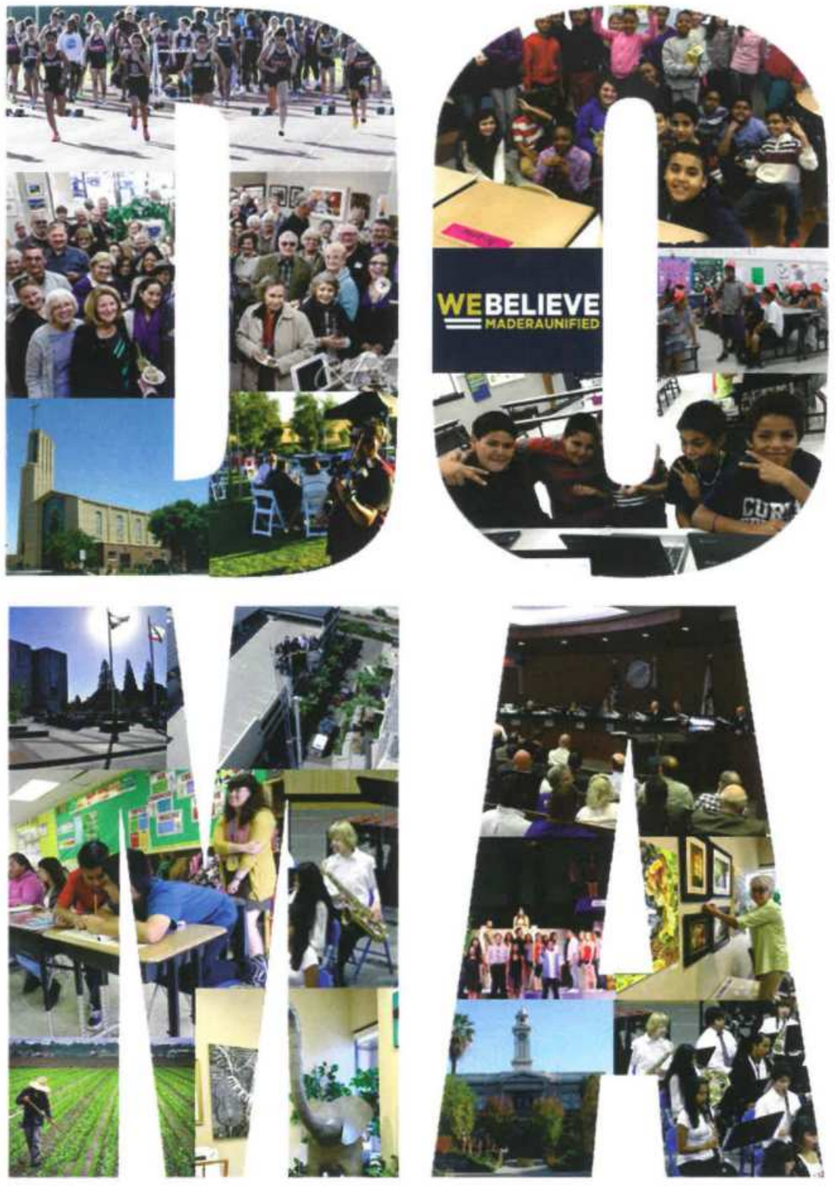
REIMAGINING

DOWNTOWN

MADERA

DOWNTOWN MADERA

APRIL 2018



What follows is the result of a vision for a revitalized Downtown Madera and a Cultural + Performing Arts Center set forth through a partnership between the **City of Madera**, **County of Madera**, **Madera Unified School District** and the **Madera County Arts Council**. The team has two most significant common interests: the **Madera Community** and **The Arts**.

Elaine Secara (1922-2010)

As a lifelong and proud Madera resident Elaine Secara believed in Madera, supported the arts and celebrated its history. Five years ago the Madera County Arts Council received a $2.5 million bequest from the estate of the late Elaine Secara for construction of a center for the arts.

Elaine and her late husband, Frank, were supporters of the arts council from the get-go.

She was a resident of Madera for 85 years, having graduated from Lincoln Grammar School and Madera High School. She was a member of the Madera County Historical Society, the Madera Arts Council, the Madera Camera Club, and the Society of Mayflower Descendants.

Authenticity

Informed by surroundings, represents Madera community values, takes material cues from historical buildings and elements

Connectivity

Placemaking, pedestrian and bicycle-friendly streets, branded destination district

Economy

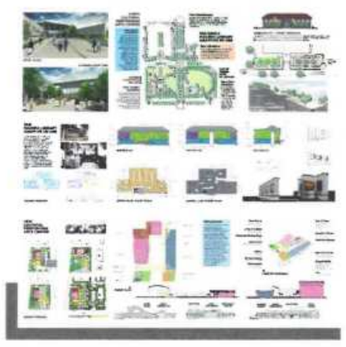
Performing arts center activating economic revival in downtown core, ribbon retail, expanding influence

Workshops + Conversations

Engage the public, respect each other's opinions, collaborate on solutions, and listen to multiple user groups

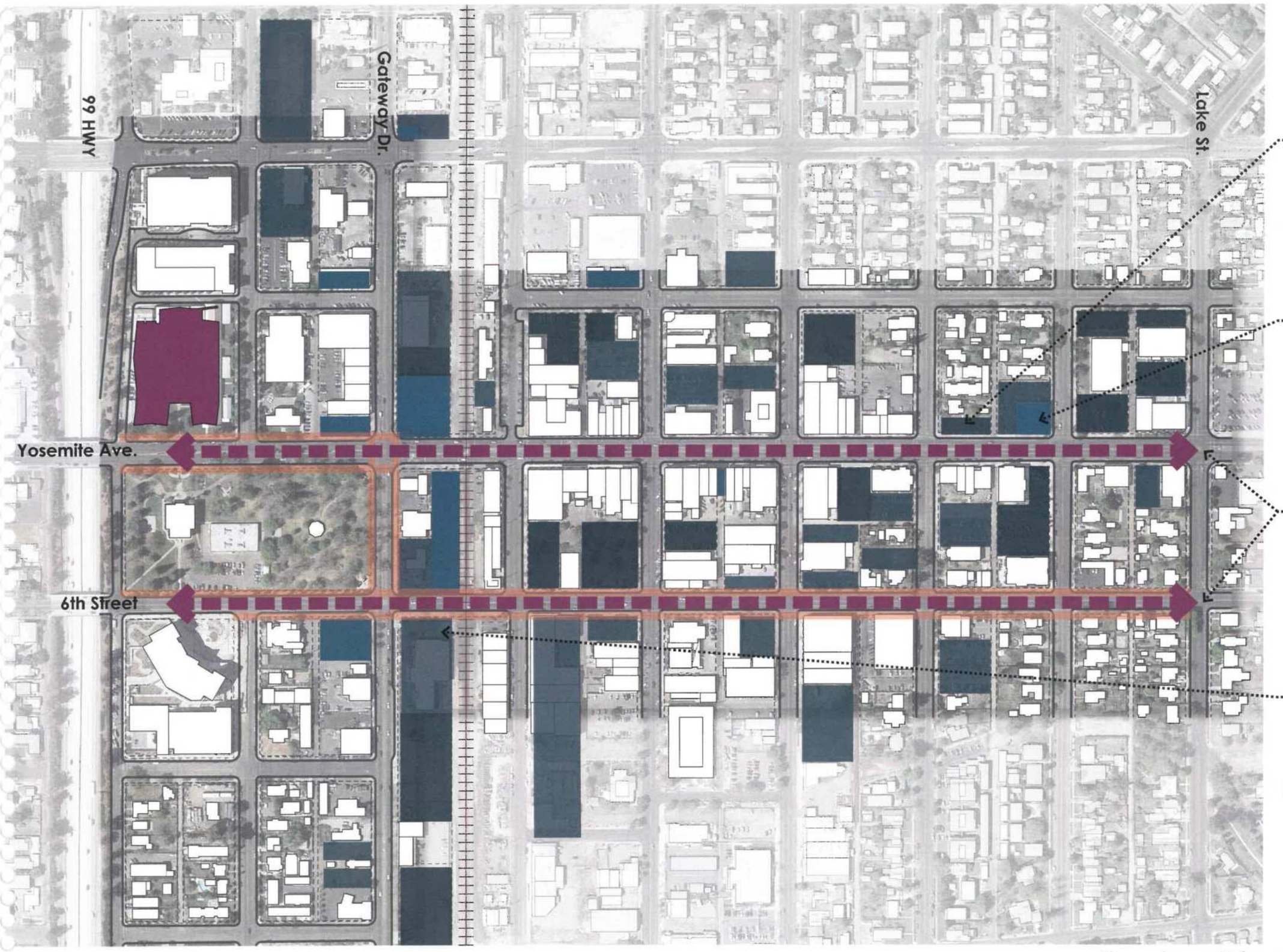
Investigation + Observations

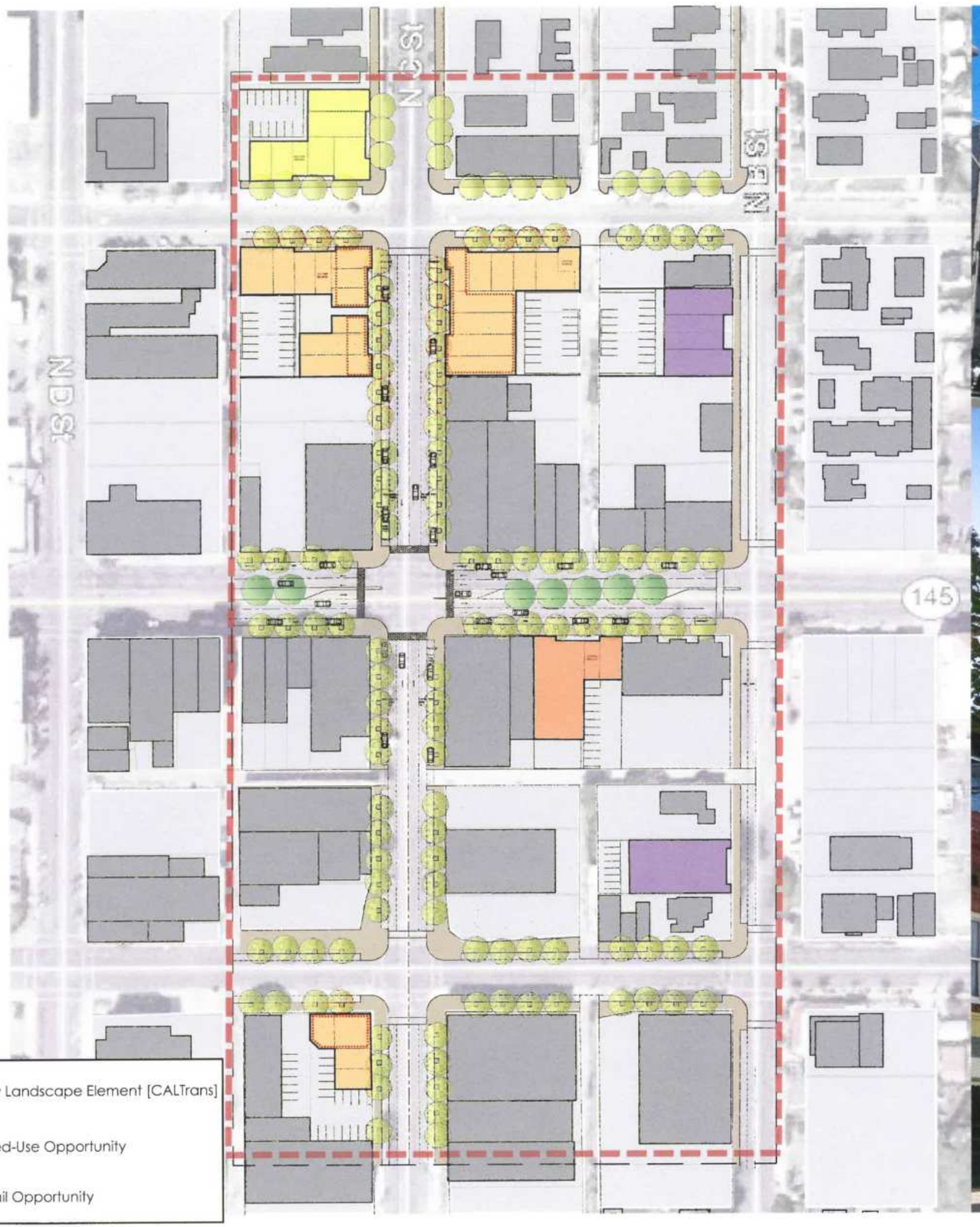
Data collection, "boots on the ground" approach to getting to know your community, understanding history and self-image



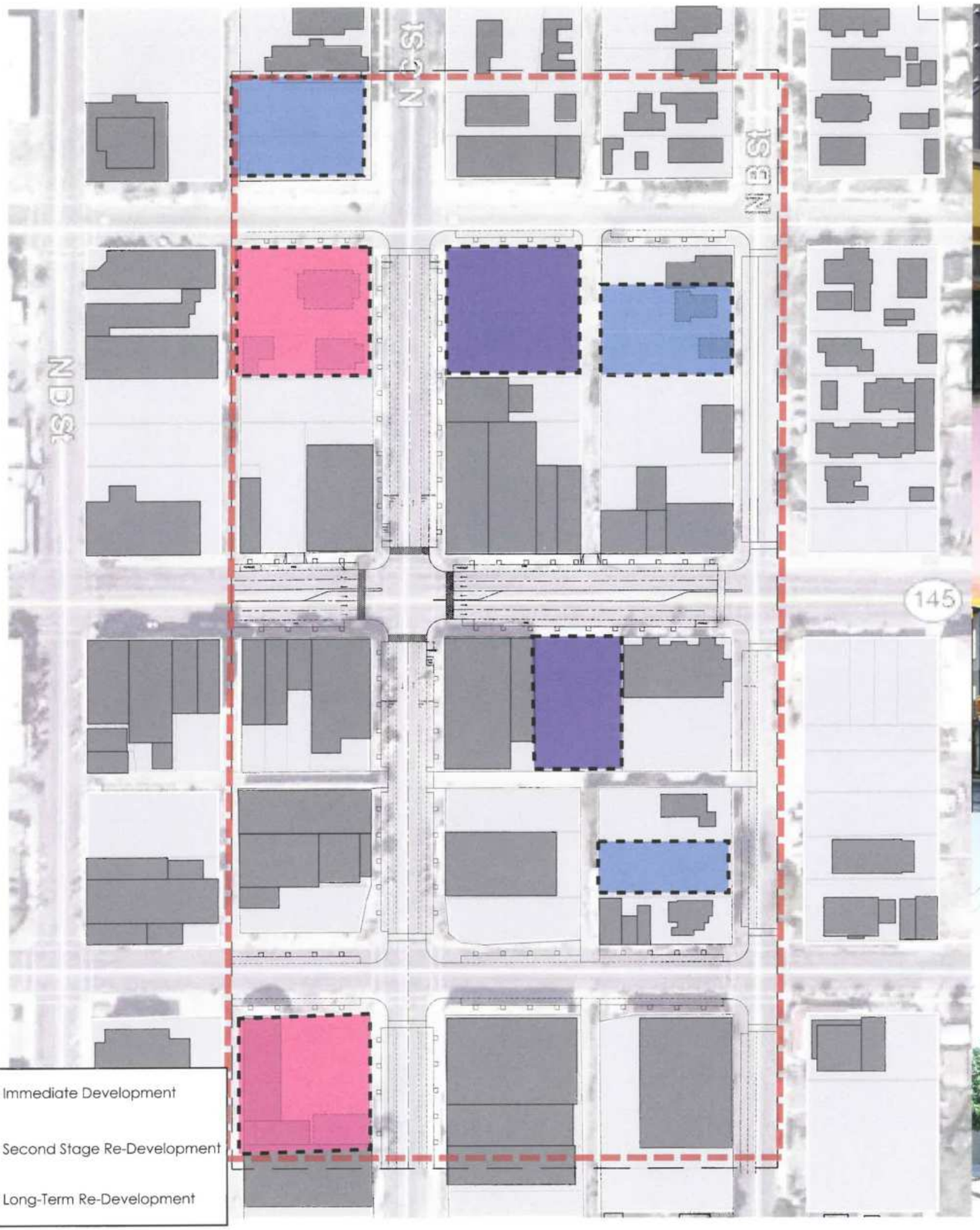
Design + Feedback

Develop design solutions as "draft" ideas and engage with community to get feedback, listen to how people respond, integrate into final design


99 HWY
Gateway Dr.
Lake St.
Yosemite Ave.
6th Street
Opportunity Sites
[vacant buildings]
[vacant property]
Opportunity Sites
[underutilized]
prototype lot
Walkable Streets
[Yosemite and 6th]
Reinforce District
[improve Gateway]



Example "A" of Protoype Redevelopment Model | 06



Example "B" of Protoype Redevelopment Model | 07

DOWNTOWN MADERA

21

preserve history

8

35

14

improve mobility

connect

districts

8

25

increase safety

42

restaurant + dining options

10

food

29

events

16

music

15

playground

8

COURTHOUSE PARK

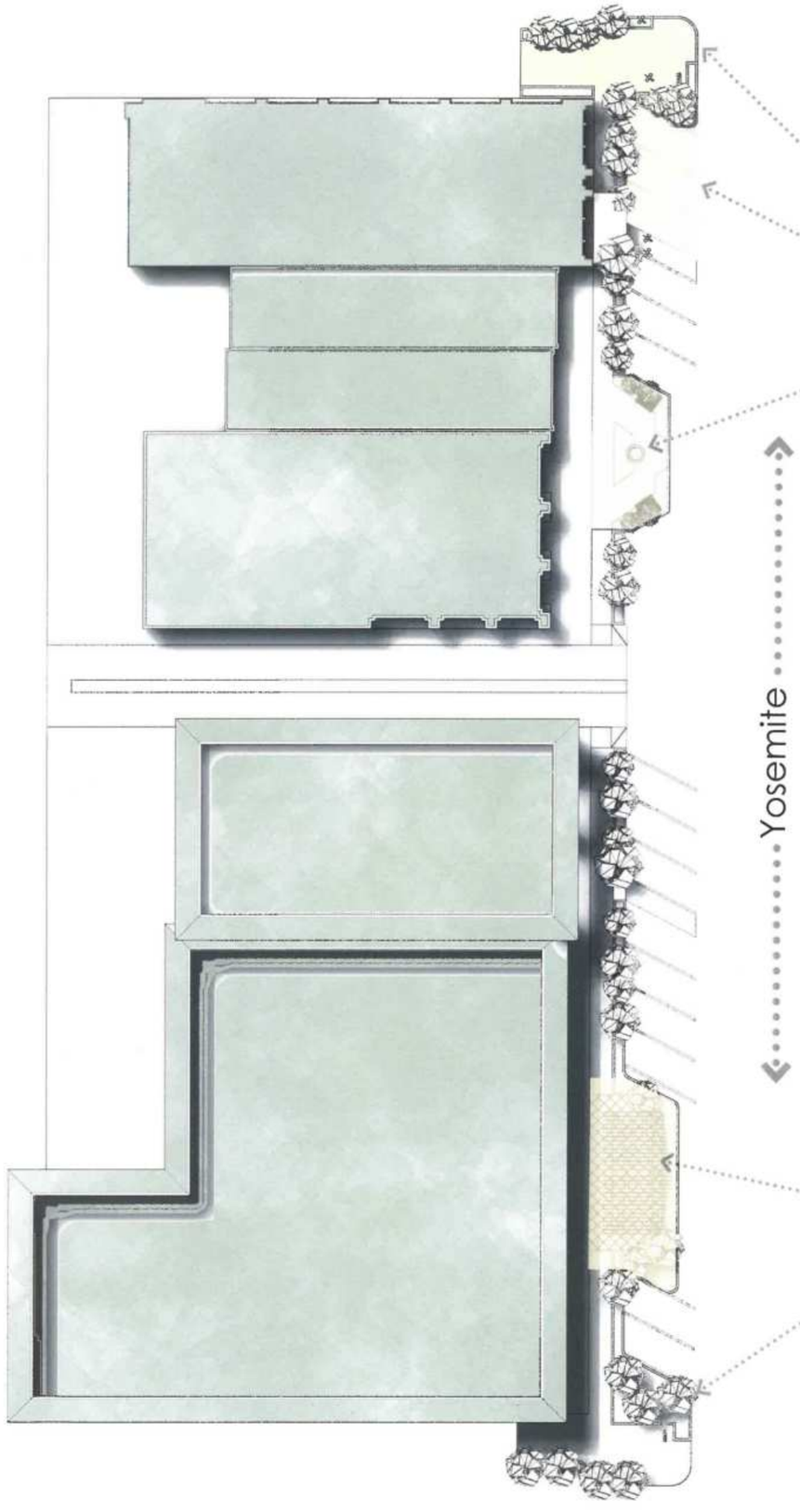
CULTURAL + PERFORMING ARTS CENTER

dance

theater

art

music



Corner bulb out

Reconfigure parallel parking parking for safety

Introduce pocket parks

Yosemite

Introduce pocket patios

Street greening, street lighting, seating and bike parking at corners

Pocket Patio

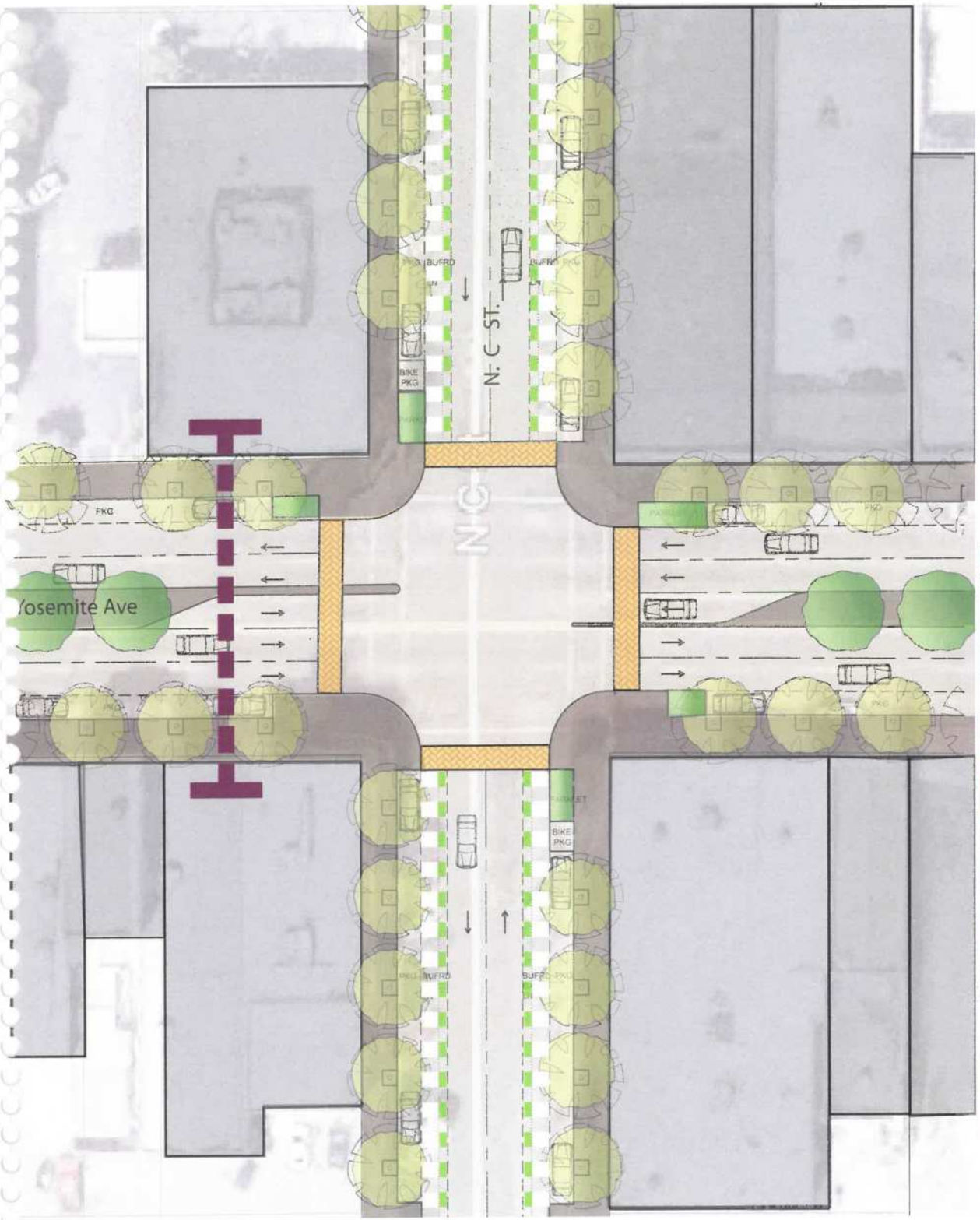
Parklet

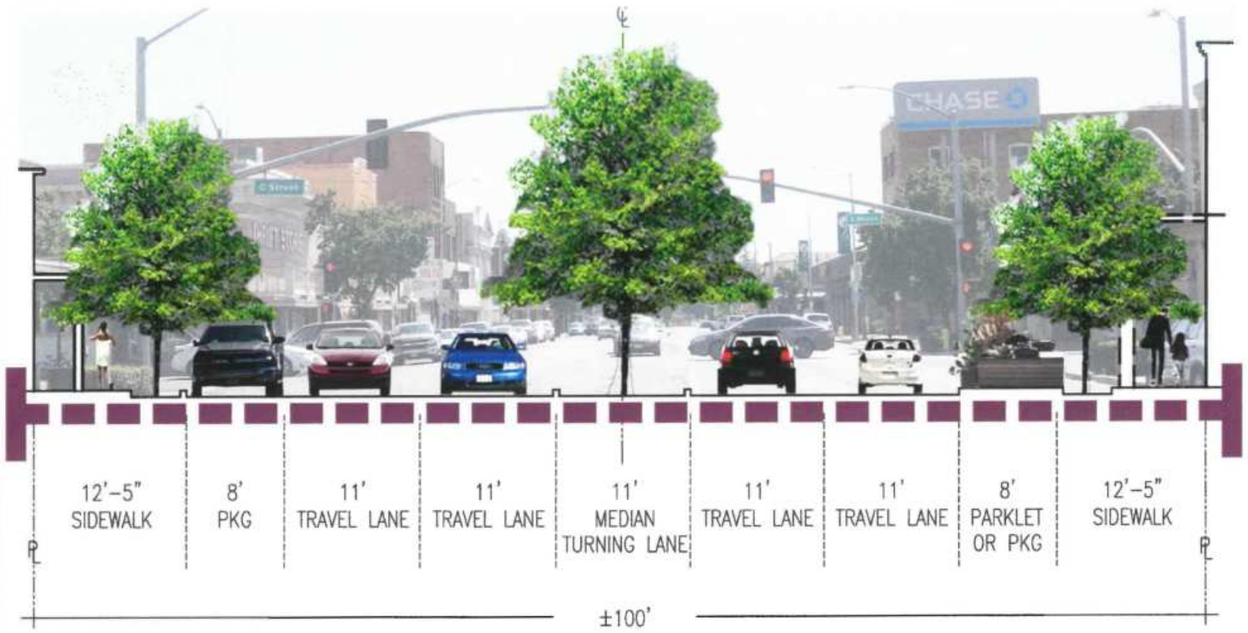
Diagonal Back-In Parking [CALTrans]

Sculpture Podiums

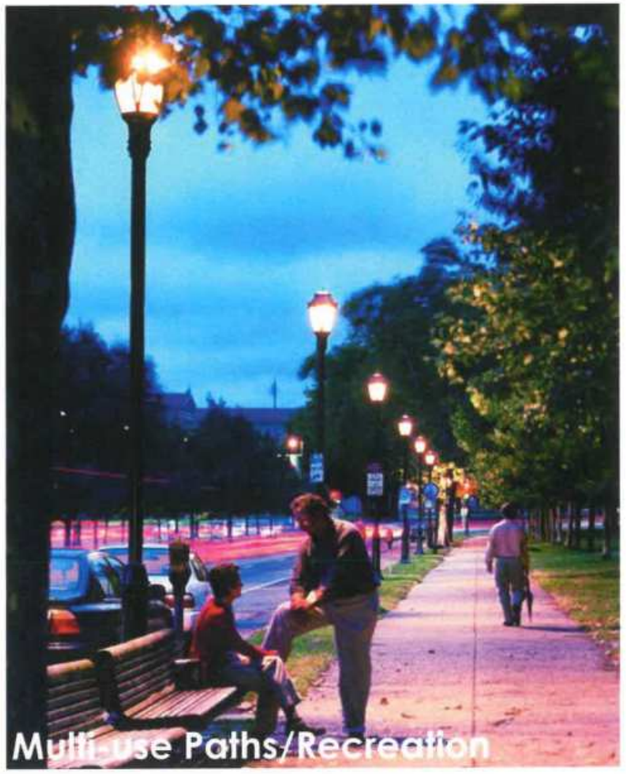
Bench at Gathering Location

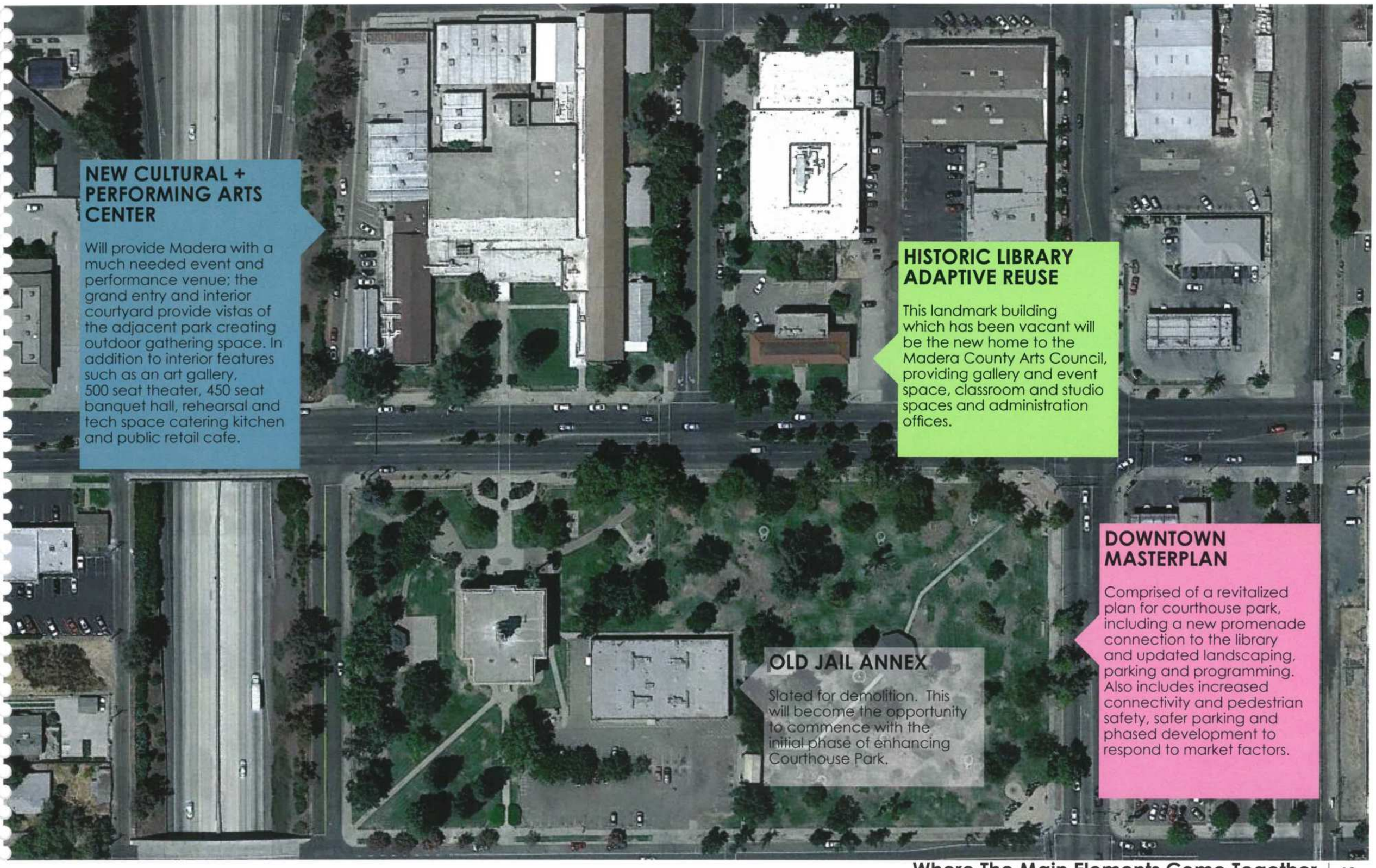
Street Perspective Along Yosemite

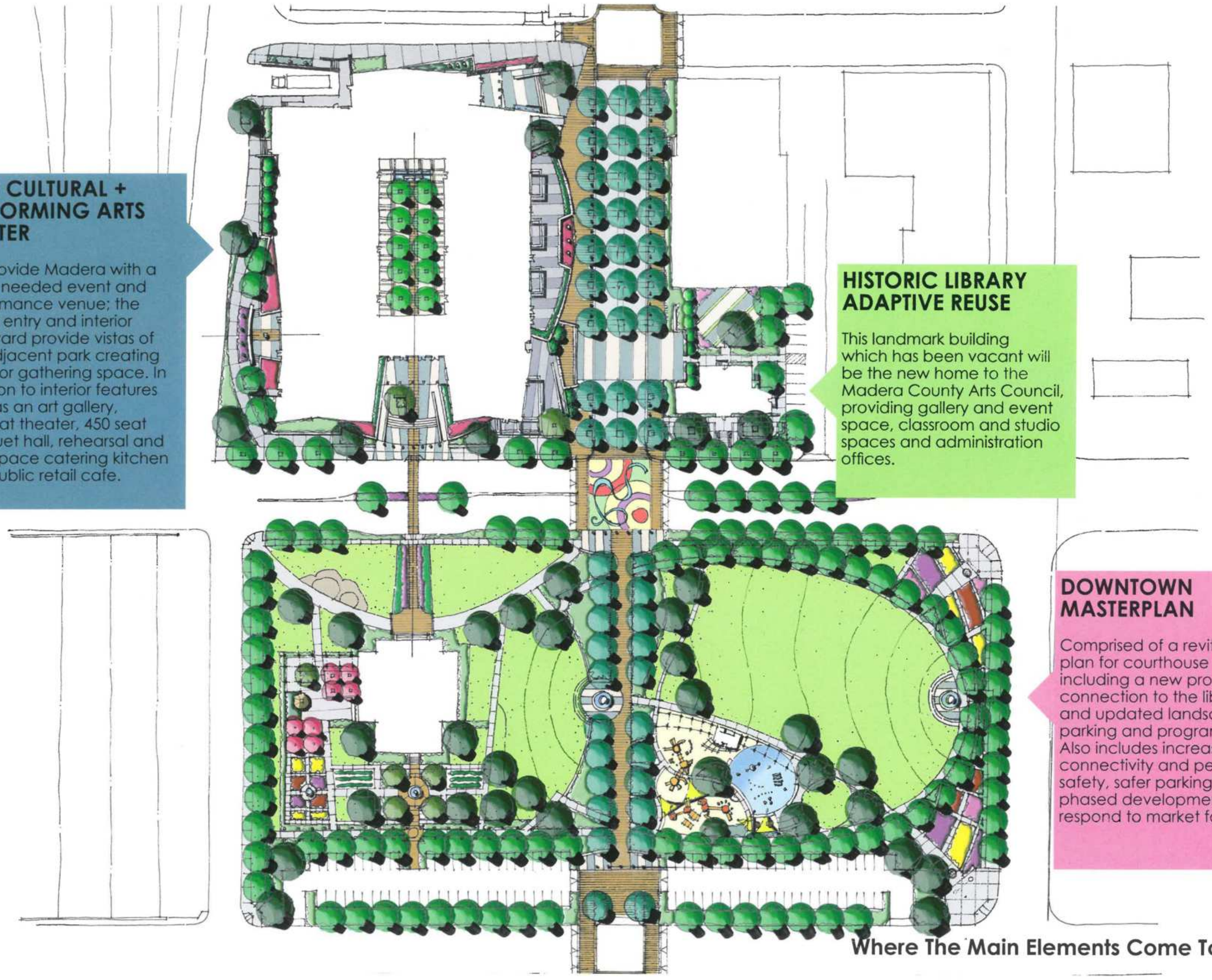




Pedestrian Crossings


Multi-use Paths/Recreation


NEW CULTURAL + PERFORMING ARTS CENTER
Will provide Madera with a much needed event and performance venue; the grand entry and interior courtyard provide vistas of the adjacent park creating outdoor gathering space. In addition to interior features such as an art gallery, 500 seat theater, 450 seat banquet hall, rehearsal and tech space catering kitchen and public retail cafe.
HISTORIC LIBRARY ADAPTIVE REUSE
This landmark building which has been vacant will be the new home to the Madera County Arts Council, providing gallery and event space, classroom and studio spaces and administration offices.
DOWNTOWN MASTERPLAN
Comprised of a revitalized plan for courthouse park, including a new promenade connection to the library and updated landscaping, parking and programming. Also includes increased connectivity and pedestrian safety, safer parking and phased development to respond to market factors.
OLD JAIL ANNEX
Slated for demolition. This will become the opportunity to commence with the initial phase of enhancing Courthouse Park.



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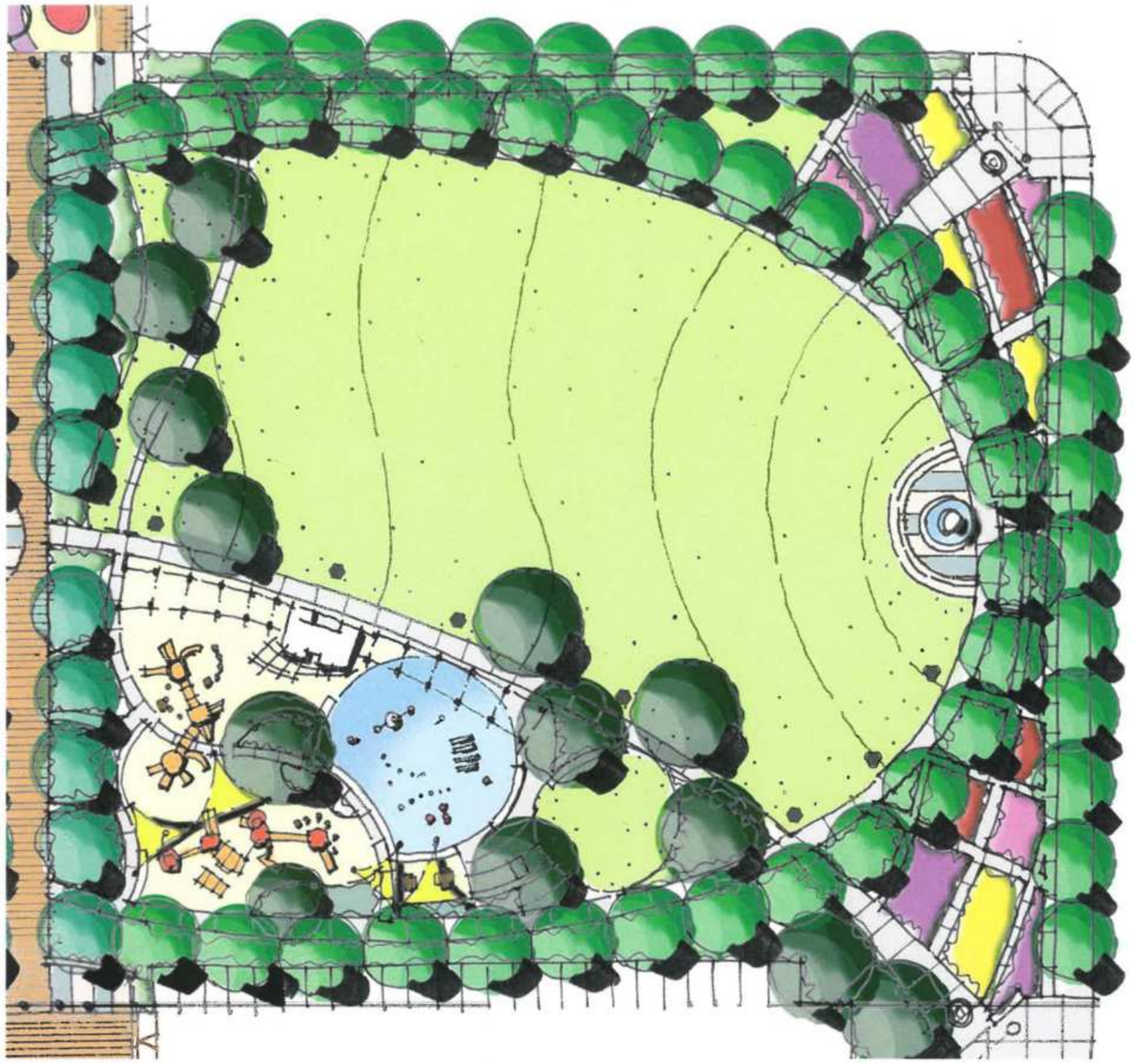
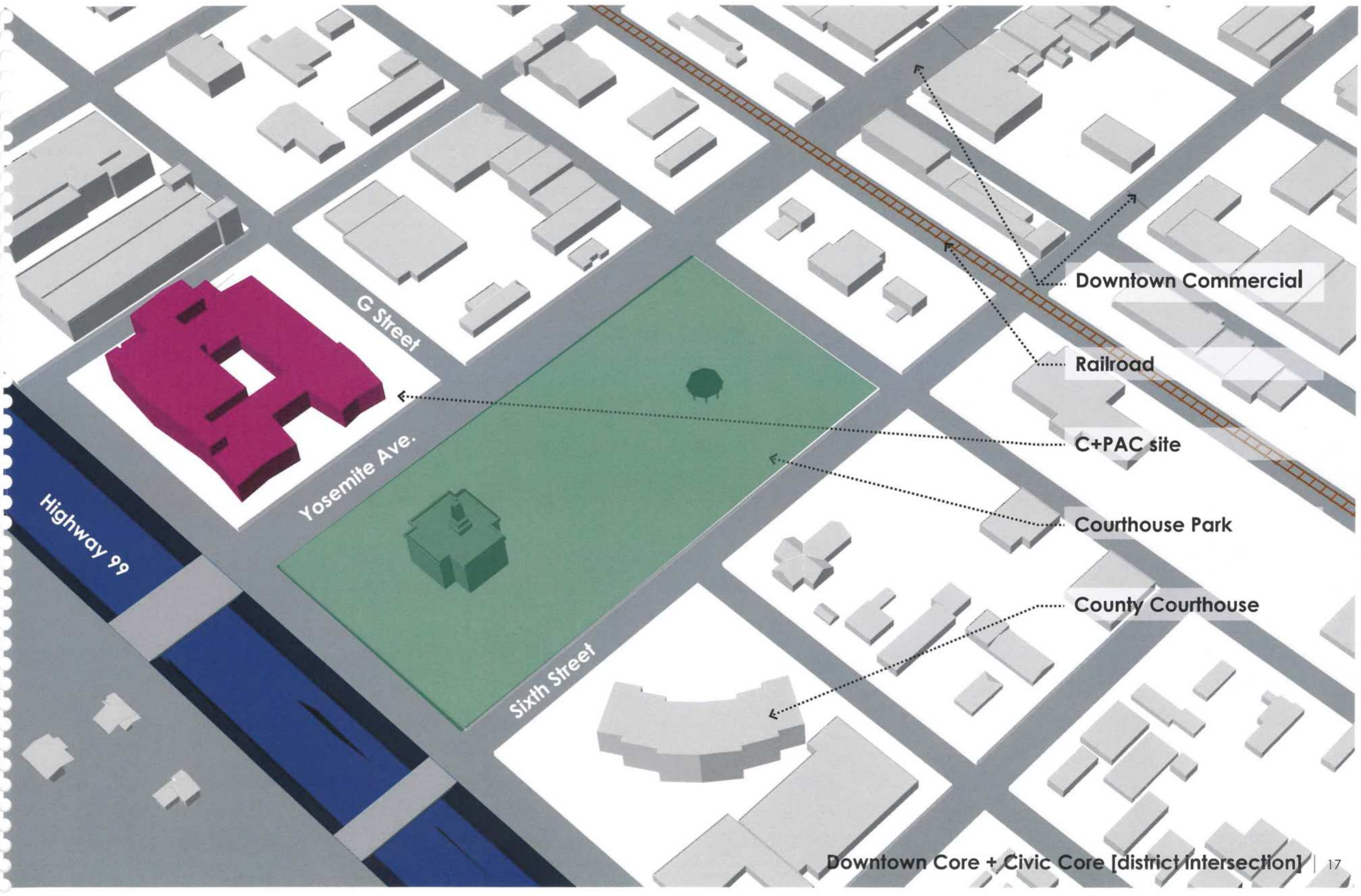



G Street
Yosemite Ave.
Highway 99
Sixth Street
Downtown Commercial
Railroad
C+PAC site
Courthouse Park
County Courthouse

C+PAC Main Yosemite Street Entrance | 18

Back of House
6,500 sf

Main Theater
12,500 sf / 448 seats

Lobby/Circulation
16,000 sf

Art Gallery
3,100 sf

Community Meeting Room
900 sf

Media Studio
900 sf / 30 stations

Secondary Theater
4,800 sf / 128 seats

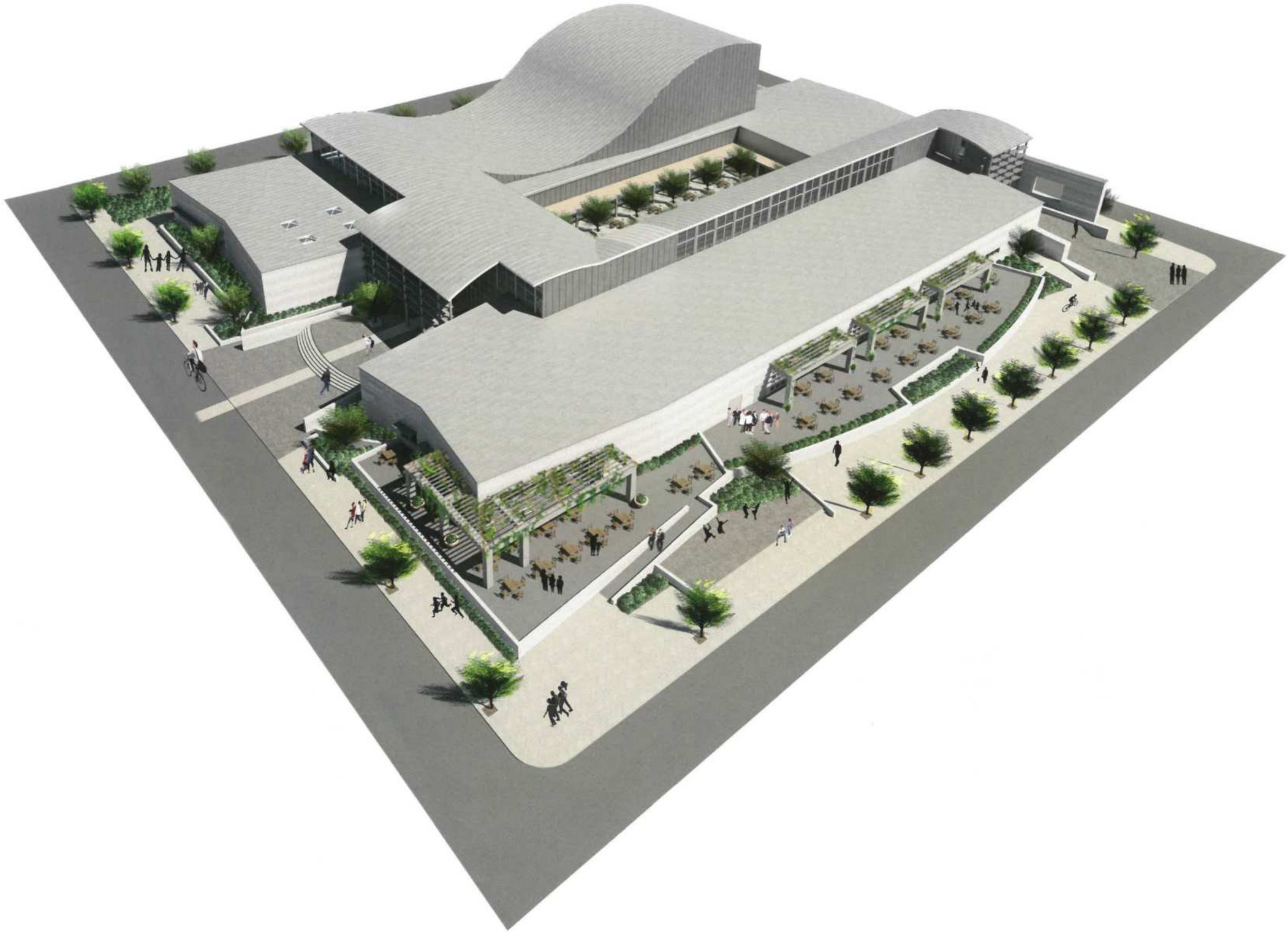
Full Service Kitchen
1,600 sf

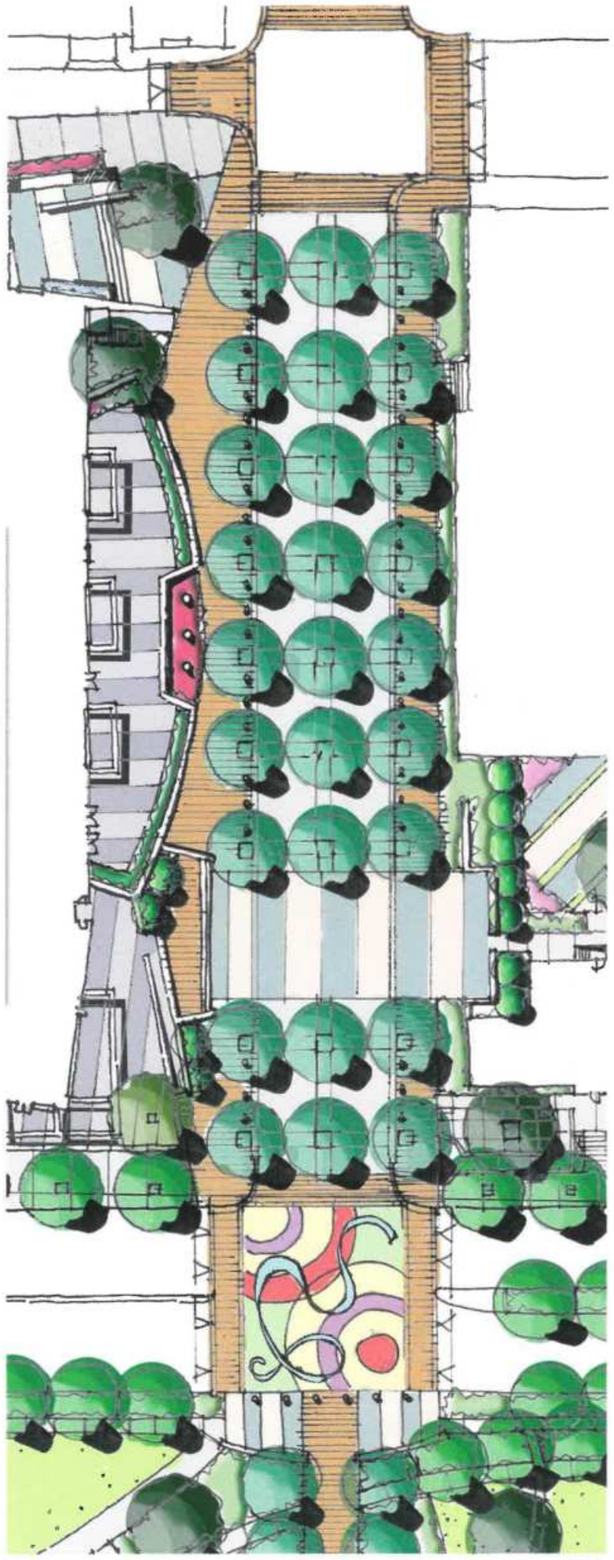
Banquet Hall/Multi-Purpose
8,700 sf / 480 seats

Courtyard
9,300 sf

Administration Offices
2,900 sf

Cafe
1,200 sf

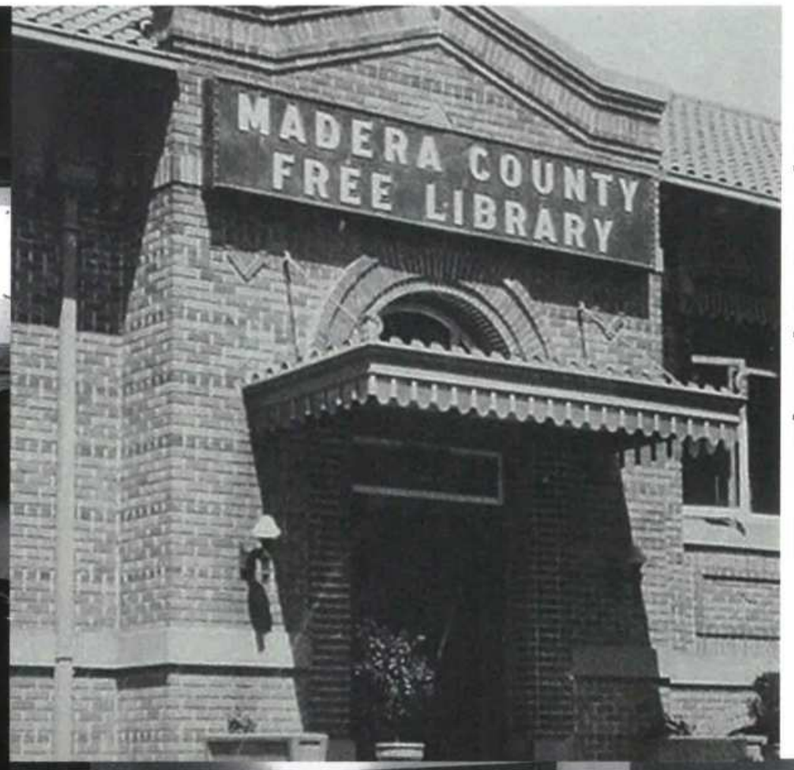




C+PAC Street Perspective at G Street | 22

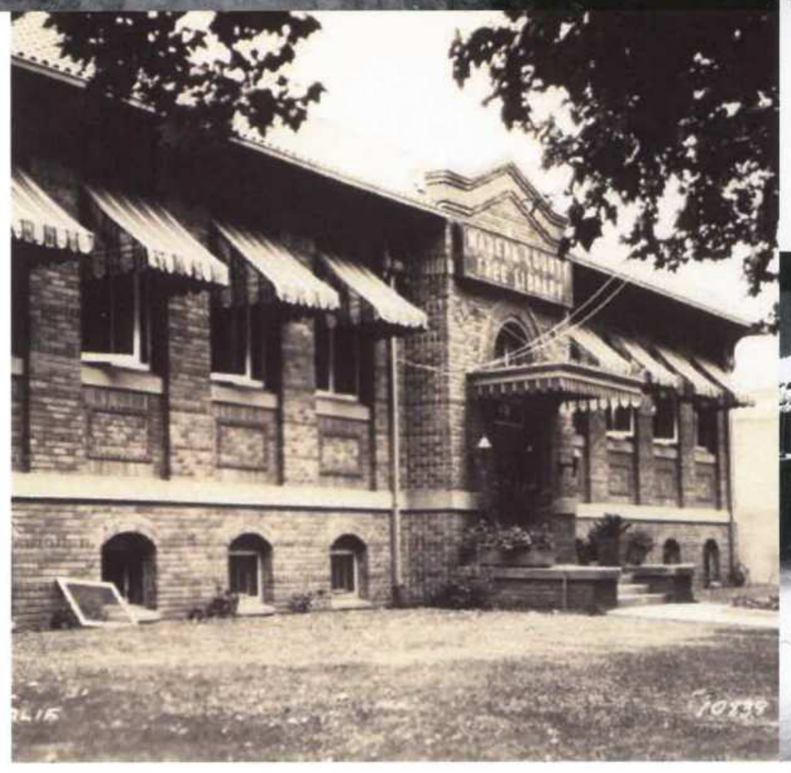
C+PAC Entry Plaza at North Near Parking Structure | 23

C+PAC Courtyard View Framing Courthouse | 24

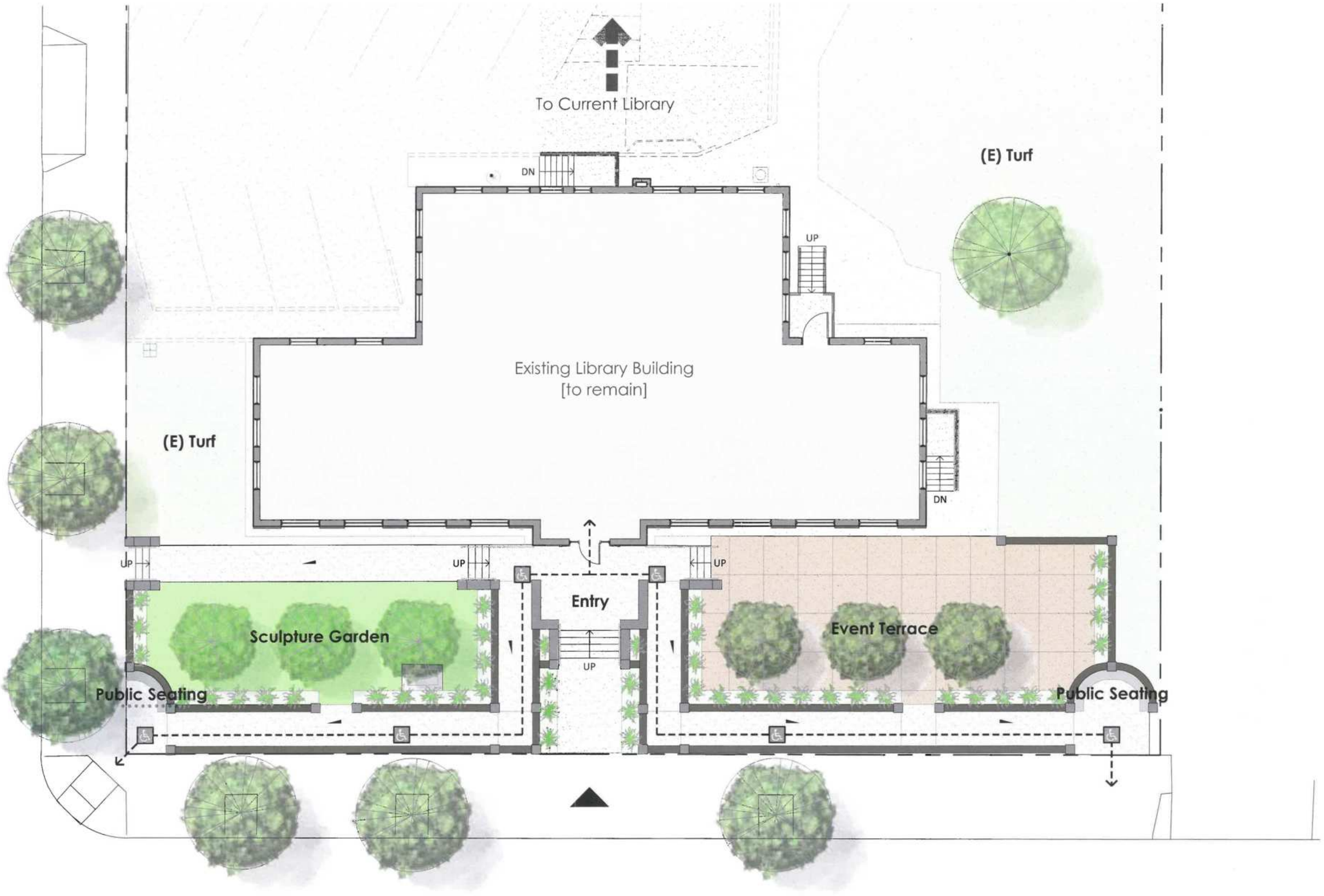


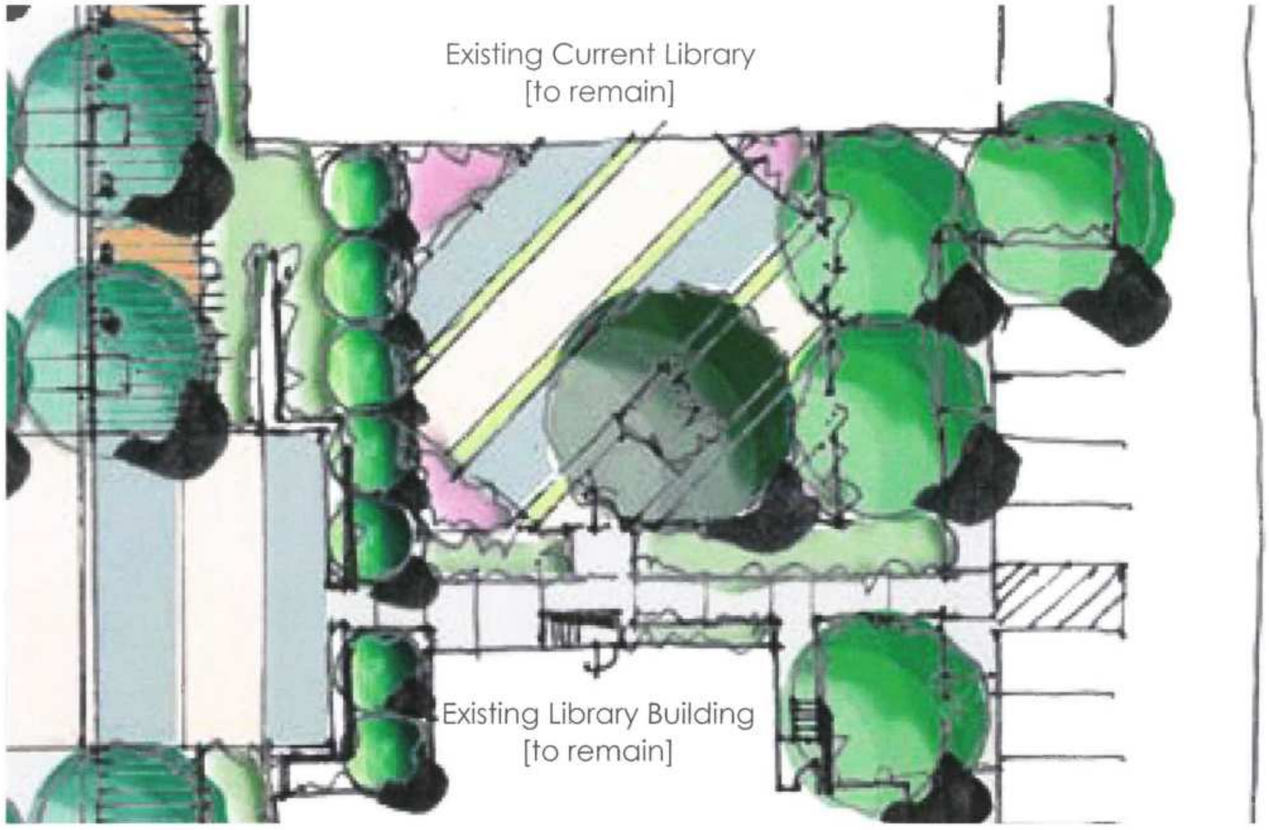
"The site contained separate rooms for children and adults and an alcove for the law collection, while the basement housed books for schools and branches."

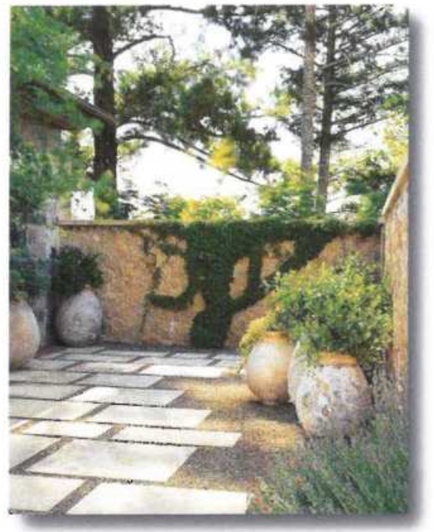
http://www.maderacounty.com/index.php/main/branch-history

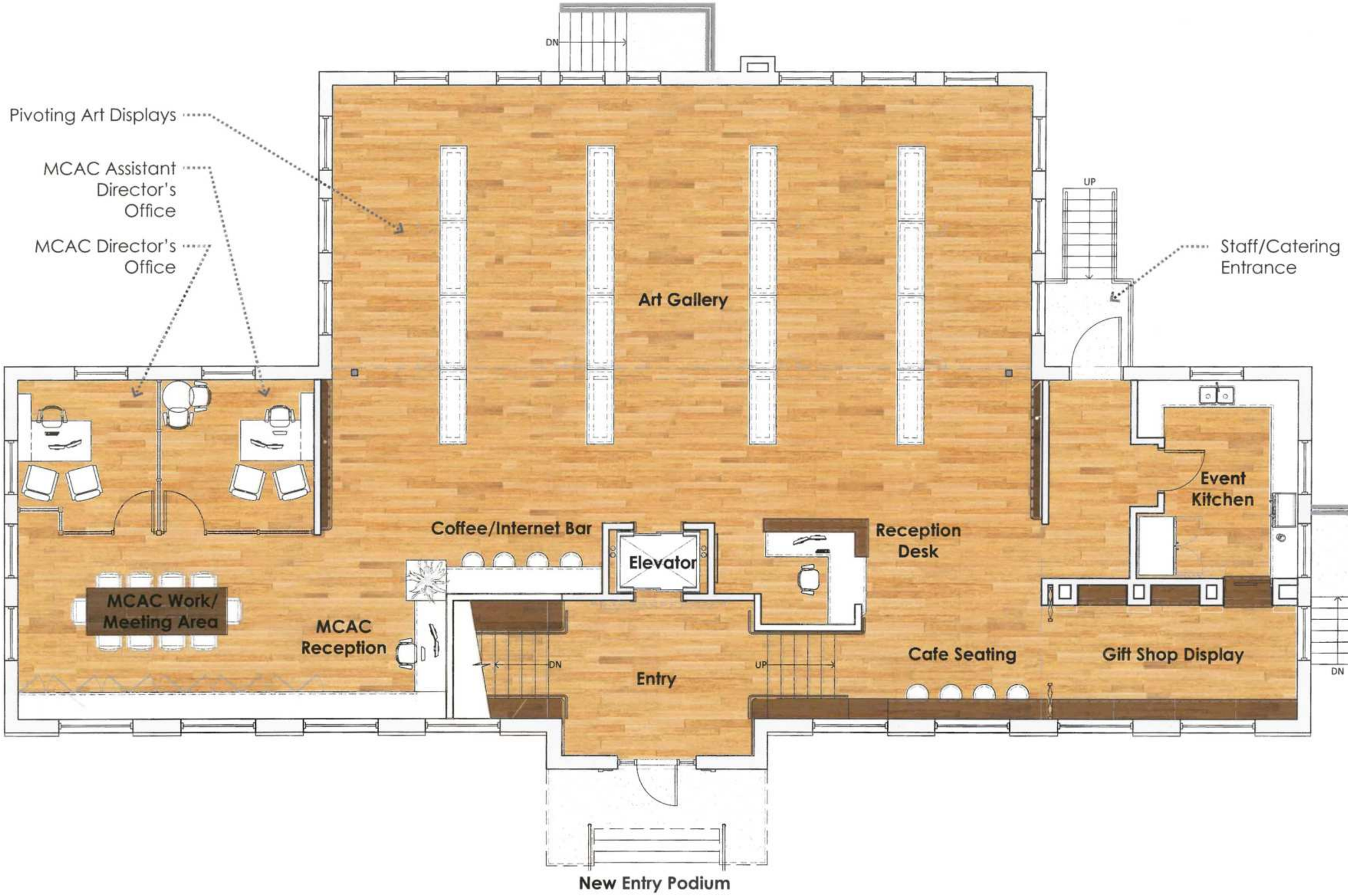


Library Reintroduced: Primary Street View

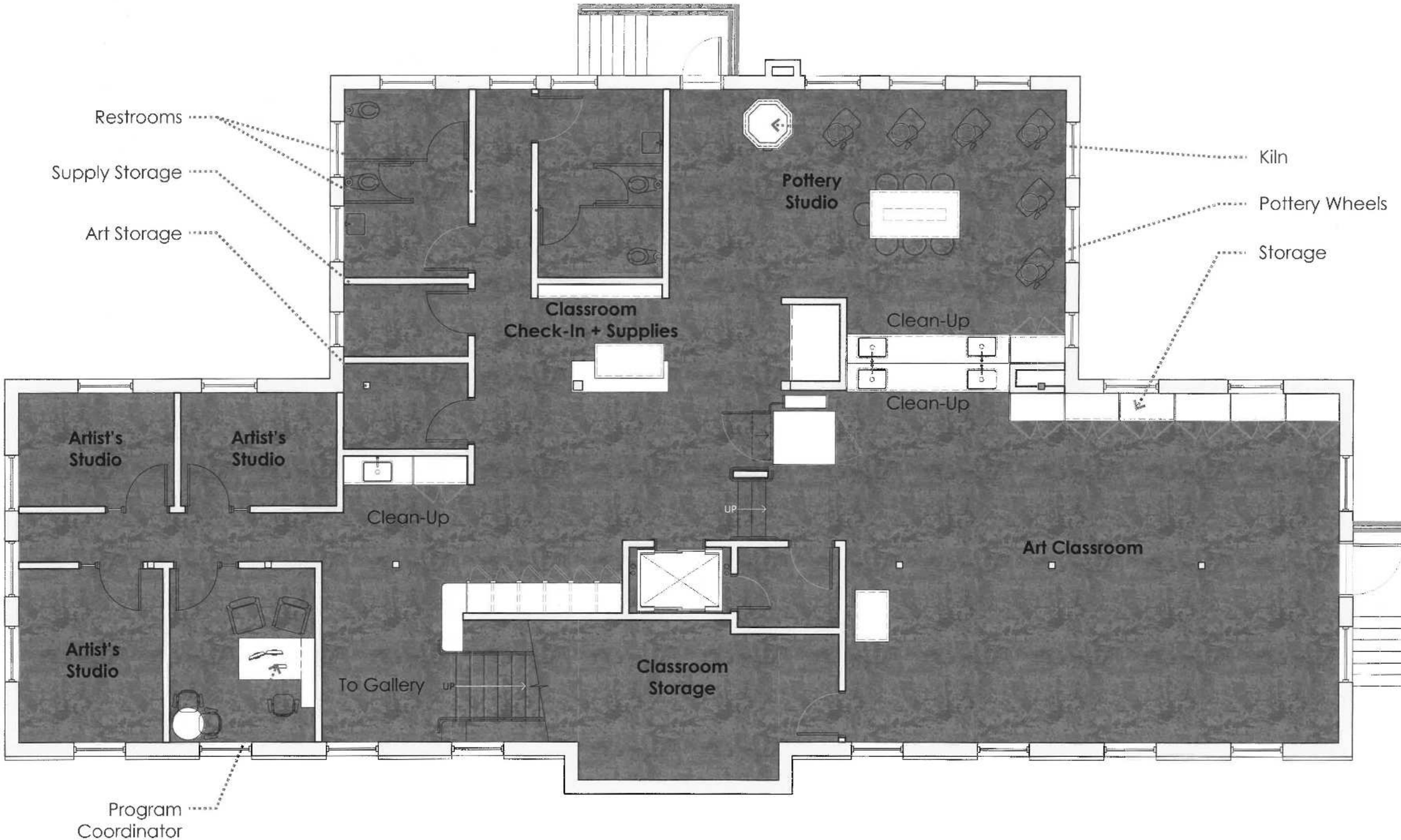

To Current Library
DN
(E) Turf
(E) Turf
UP
Existing Library Building
[to remain]
DN
UP
UP
UP
Entry
UP
Sculpture Garden
Event Terrace
Public Seating
Public Seating


Existing Current Library
[to remain]
Existing Library Building
[to remain]

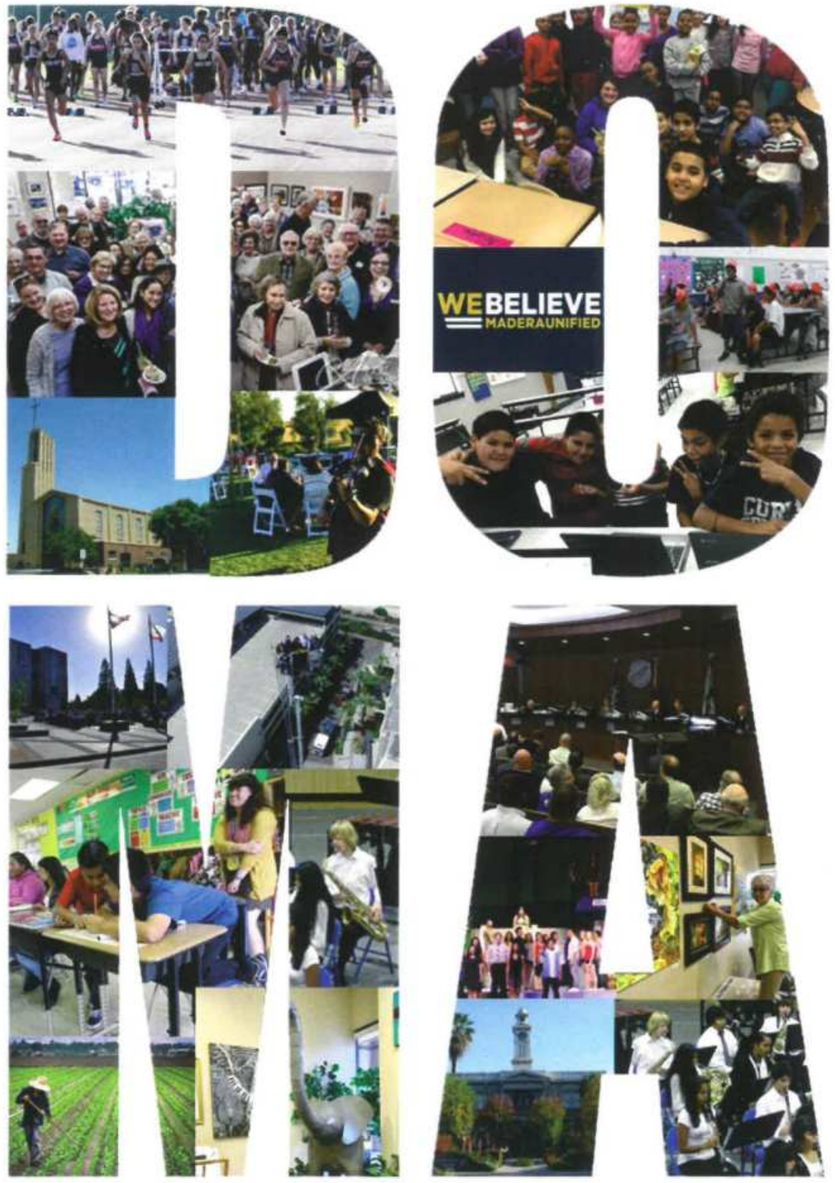




Library Reintroduced: Upper Level Floor Plan | 29



Library Reintroduced: Lower Level Floor Plan [Art Classrooms + Studios] | 30

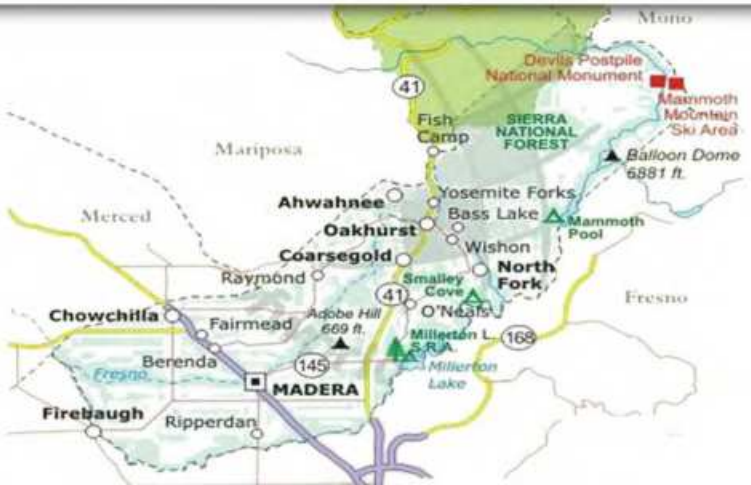


Thank You!

MADERA CTC
Madera County Transportation Commission

MADERA COUNTY
TRAFFIC MONITORING PROGRAM
2018 TRAFFIC VOLUMES REPORT

SEPTEMBER 2018



PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

Ms. Patricia Taylor
Madera County Transportation Commission
2001 Howard Road, Suite 201
Madera, California 93637

September 2018

Subject: Madera County Traffic Monitoring Program
2018 Traffic Volume Report

Dear Ms. Taylor:

INTRODUCTION

The Madera County Transportation Commission (MCTC) is the Regional Transportation Planning Agency (RTPA) and the designated Metropolitan Planning Organization (MPO) for Madera County. The Madera metropolitan boundary covers the entire County of Madera. The MCTC is responsible for the development and adoption of the Regional Transportation Plan and Transportation Improvement Program as required by state law.

The MCTC's role is to foster intergovernmental coordination; undertake comprehensive regional planning with an emphasis on transportation issues; provide a forum for citizen input into the planning process; and to provide technical services to its member agencies. In all these activities the MCTC works to develop a consensus among its members with regards to multi-jurisdictional transportation issues.

The Madera County Traffic Monitoring Program – 2018 Traffic Volume Report has been developed as part of the Fiscal Year 2018/19 Overall Work Program (OWP) of the MCTC. A traffic monitoring report is published annually to provide current traffic count information for planning and engineering projects. The objective is to maintain the Madera County Traffic Monitoring Program as a source of current traffic information for use by local agencies, Tribal Governments, and the public, and as a validation tool for the county-wide traffic model and vehicle-miles-traveled (VMT) monitoring requirements.

PURPOSE OF TRAFFIC COUNTS

The MCTC's Traffic Monitoring Program is a beneficial data source for both public and private interests. Some of the typical uses are:

Air Quality Monitoring - Federal regulations require that an air quality planning program be established. Traffic counts can identify vehicle types, speeds, and volumes to aid in determining levels of pollutants and their sources.

Transportation Modeling - The MCTC maintains a regional traffic simulation model to assist in air quality and transportation planning. This model is dependent upon current and accurate traffic counts to aid in future transportation and development planning.

Traffic Signal Priorities and Capital Improvement Programs - Each year agencies develop budgets for projects and improvements for the next fiscal year. Since funds are limited, project priorities must be set. Traffic counts assist in setting those priorities.

Other Benefits Derived from Traffic Counts - Regular monitoring of traffic volumes assists in the determination of growth rates, traffic accident rates, traffic signal and stop sign warrants, optimization of traffic signal timing, and traffic noise levels.

Private Use - Traffic counts are of service to private business. Uses include determination of location and economic potential of a proposed business. Likewise, traffic count data offer substantial benefits to real estate appraisal and financing decisions.

TRAFFIC COUNTING METHOD

The 2018 traffic count locations were determined by the MCTC with input from its member agencies. The 2018 traffic volumes were obtained utilizing pneumatic traffic counters installed at each count location for a continuous 24-hour period.

TRAFFIC COUNT DATA

In addition to the current year 2018 traffic counts, this report also contains traffic count information dating back to 2013 obtained from previous Madera County Traffic Volume Reports. The data are attached and are separated based on the jurisdiction of the roadway. Traffic count data within the four jurisdictions listed below are included in this report:

- County of Madera
- City of Madera
- City of Chowchilla
- State of California (Caltrans)

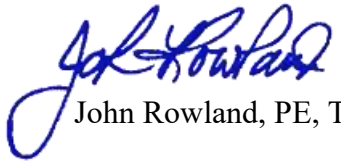
The traffic counts presented for the County of Madera, City of Madera, and City of Chowchilla are "raw" counts. A "raw" count is recorded at a particular location on a particular day for a period of 24 hours and is not adjusted to reflect seasonal variations or daily variations normally occur. While "raw" counts provide a good measure of traffic activity at a given location, caution must be exercised in the use of this information. Also, many of the counts are "directional" (i.e. eastbound, westbound, etc.). To obtain the total traffic volume for a location, the traffic volumes in both directions must be added together. The raw traffic count data sheets for the 2018 traffic counts are attached.

The Caltrans data contains the most recent (year 2016) Average Daily Traffic (ADT) counts calculated by Caltrans. Year 2017 and 2018 data have not yet been made available by Caltrans. As of the date of this report, the Caltrans traffic counts are available at the following internet address:

http://dot.ca.gov/trafficops/census/

Thank you for the opportunity to prepare the 2018 Traffic Volume Report. Please feel free to contact our office if you have any questions.

PETERS ENGINEERING GROUP



John Rowland, PE, TE

Attachments: County of Madera Traffic Volumes
City of Madera Traffic Volumes
City of Chowchilla Traffic Volumes
Caltrans 2016 Traffic Volumes
2018 Traffic Count Data Sheets

COUNTY OF MADERA TRAFFIC VOLUMES

County of Madera

Street Name	Location	Dir	2013	2014	2015	2016	2017	2018
AVE. 7	E/O FIREBAUGH BLVD.	EB	--	1,318 May	--	--	1,557 May	--
	E/O FIREBAUGH BLVD.	WB	--	1,391 May	--	--	1,511 May	--
AVE. 7	W/O RD. 35	EB	--	1,220 May	--	--	1,514 April	--
	W/O RD. 35	WB	--	947 May	--	--	1,359 April	--
AVE. 7	E/O SR 99	EB	--	1,000 May	--	--	2,035 May	--
	E/O SR 99	WB	--	1,157 May	--	--	1,708 May	--
AVE. 7	W/O SR 99	EB	--	2,196 May	--	--	3,046 April	--
	W/O SR 99	WB	--	2,040 May	--	--	2,980 April	--
AVE. 7	W/O SR 145	EB	1,839 Apr	--	--	1,661 May	--	--
	W/O SR 145	WB	1,808 Apr	--	--	1,844 May	--	--
AVE. 7 1/2	E/O RD. 9	EB	2,380 Apr	--	--	2,533 May	--	--
	E/O RD. 9	WB	2,305 Apr	--	--	2,318 May	--	--
AVE. 9	W/O RD. 36	EB	--	3,985 May	--	--	5,701 April	--
	W/O RD. 36	WB	--	3,675 May	--	--	5,152 April	--
AVE. 9	E/O RD. 38	EB	--	3,398 May	--	--	5,050 April	--
	E/O RD. 38	WB	--	3,156 May	--	--	4,693 April	--
AVE. 9	E/O SR 99	EB	--	3,529 May	--	--	4,465 May	--
	E/O SR 99	WB	--	3,478 May	--	--	4,286 May	--
AVE. 12	W/O BUS. RT. 41	EB	--	5,936 May	--	--	7,123 April	--
	W/O BUS. RT. 41	WB	--	5,767 May	--	--	6,657 April	--
AVE. 12	E/O RD. 16	EB	--	1,011 May	--	--	997 May	--
	E/O RD. 16	WB	--	1,021 May	--	--	1,063 May	--
AVE. 12	E/O RD. 23	EB	--	1,399 May	--	--	1,502 May	--
	E/O RD. 23	WB	--	1,395 May	--	--	1,470 May	--
AVE. 12	E/O RD. 29	EB	--	4,020 May	--	--	6,448 April	--
	E/O RD. 29	WB	--	4,181 May	--	--	6,632 April	--
AVE. 12	E/O RD. 36	EB	--	5,537 May	--	--	6,973 April	--
	E/O RD. 36	WB	--	5,648 May	--	--	6,749 April	--
AVE. 12	W/O RD. 36	EB	--	4,128 May	--	--	4,961 April	--
	W/O RD. 36	WB	--	4,269 May	--	--	5,672 April	--
AVE. 12	W/O SR 41	EB	6,888 Apr	--	--	6,169 May	--	--
	W/O SR 41	WB	6,873 Apr	--	--	6,267 May	--	--
AVE. 12	W/O SR 145	EB	3,829 May	--	--	3,996 May	--	--
	W/O SR 145	WB	3,962 May	--	--	3,936 May	--	--
AVE. 13	W/O RD. 29	EB	--	1,609 May	--	--	1,869 April	--
	W/O RD. 29	WB	--	1,626 May	--	--	1,945 April	--
AVE. 14	E/O RD. 9	EB	102 Apr	--	--	271 May	--	--
	E/O RD. 9	WB	221 Apr	--	--	273 May	--	--
AVE. 14	E/O RD. 16	EB	--	567 May	--	--	689 May	--
	E/O RD. 16	WB	--	780 May	--	--	739 May	--
AVE. 14	W/O RD. 29	EB	--	721 May	--	--	343 May	--
	W/O RD. 29	WB	--	751 May	--	--	386 May	--
AVE. 15	W/O RD. 29	EB	--	1,843 May	--	--	2,261 April	--
	W/O RD. 29	WB	--	1,957 May	--	--	2,363 April	--
AVE. 15	W/O RD. 36	EB	--	1,710 May	--	--	1,827 April	--
	W/O RD. 36	WB	--	1,793 May	--	--	1,915 April	--
AVE. 15	W/O RD. 39 1/2	EB	--	1,938 May	--	--	2,286 April	--
	W/O RD. 39 1/2	WB	--	1,827 May	--	--	2,344 April	--

County of Madera

Street Name	Location	Dir	2013	2014	2015	2016	2017	2018
AVE. 15	W/O SR 41	EB	1,954 May	--	--	2,552 May	--	--
	W/O SR 41	WB	2,001 May	--	--	2,333 May	--	--
AVE. 17	E/O RD. 16	EB	--	87 May	--	--	102 May	--
	E/O RD. 16	WB	--	129 May	--	--	82 May	--
AVE. 17	W/O RD. 27	EB	2,421 May	--	--	2,469 May	--	--
	W/O RD. 27	WB	2,455 May	--	--	2,539 May	--	--
AVE. 17	E/O SR 99	EB	4,549 May	--	--	4,413 May	--	--
	E/O SR 99	WB	4,887 May	--	--	4,994 May	--	--
AVE. 18 1/2	W/O GOLDEN STATE BLVD.	EB	--	1,159 May	--	--	1,046 May	--
	W/O GOLDEN STATE BLVD.	WB	--	1,155 May	--	--	981 May	--
AVE. 18 1/2	E/O RD. 9	EB	657 Apr	--	--	417 May	--	--
	E/O RD. 9	WB	632 Apr	--	--	375 May	--	--
AVE. 18 1/2	E/O RD. 16	EB	--	550 May	--	--	477 May	--
	E/O RD. 16	WB	--	436 May	--	--	437 May	--
AVE. 18 1/2	W/O RD. 27	EB	122 May	--	--	123 May	--	--
	W/O RD. 27	WB	96 May	--	--	134 May	--	--
AVE. 18 1/2	W/O SR 99 OVERPASS	EB	--	7,185 May	--	--	4,341 May	--
	W/O SR 99 OVERPASS	WB	--	4,332 May	--	--	5,309 May	--
AVE. 20	E/O RD. 16	EB	--	177 May	--	--	195 May	--
	E/O RD. 16	WB	--	276 May	--	--	199 May	--
AVE. 21	W/O RD. 27	EB	1,037 May	--	--	1,124 May	--	--
	W/O RD. 27	WB	1,147 May	--	--	1,238 May	--	--
AVE. 24	E/O RD. 16	EB	--	602 May	--	--	533 May	--
	E/O RD. 16	WB	--	589 May	--	--	580 May	--
AVE. 24	W/O SR 99	EB	--	2,017 May	--	--	1,319 May	--
	W/O SR 99	WB	--	2,485 May	--	--	1,608 May	--
AVE. 25	E/O RD. 9	EB	630 Apr	--	--	368 May	--	--
	E/O RD. 9	WB	714 Apr	--	--	361 May	--	--
AVE. 26	E/O RD. 19	EB	--	386 May	--	--	622 May	--
	E/O RD. 19	WB	--	420 May	--	--	601 May	--
AVE. 26	E/O RD. 26	EB	320 Apr	--	--	343 May	--	--
	E/O RD. 26	WB	338 Apr	--	--	326 May	--	--
BUS. RT. 41	N/O AVE. 10	NB	--	1,730 May	--	--	2,141 April	--
	N/O AVE. 10	SB	--	1,593 May	--	--	2,084 April	--
BUS. RT. 41	S/O AVE. 12	NB	--	768 May	--	--	1,365 April	--
	S/O AVE. 12	SB	--	653 May	--	--	1,185 April	--
CHILDREN'S BLVD.	W/O LANES BRIDGE RD.	EB	--	3,943 May	--	--	8,839 April	--
	W/O LANES BRIDGE RD.	WB	--	3,428 May	--	--	9,723 April	--
CHILDREN'S BLVD.	W/O SR 41	EB	7,142 Apr	--	--	10,317 May	--	--
	W/O SR 41	WB	6,904 Apr	--	--	9,431 May	--	--
ELLIS ST.	E/O D ST.	EB	1,850 May	--	--	1,850 May	--	--
	E/O D ST.	WB	1,924 May	--	--	1,924 May	--	--
FIREBAUGH BLVD.	N/O AVE. 7	NB	1,021 Apr	--	--	1,102 May	--	--
	N/O AVE. 7	SB	1,035 Apr	--	--	1,104 May	--	--
LANES BRIDGE RD.	N/O CHILDREN'S BLVD.	NB	--	2,589 May	--	--	3,448 April	--
	N/O CHILDREN'S BLVD.	SB	--	2,375 May	--	--	2,826 April	--
LUCKY LN.	E/O SR 41	EB	--	2,135 May	--	--	2,585 May	--
	E/O SR 41	WB	--	2,129 May	--	--	2,546 May	--

County of Madera

Street Name	Location	Dir	2013	2014	2015	2016	2017	2018
RD. 4	N/O AVE. 18 1/2	NB	--	--	148 May	--	--	142 May
	N/O AVE. 18 1/2	SB	--	--	225 May	--	--	114 May
RD. 9	N/O AVE. 7 1/2	NB	397 Apr	--	--	464 May	--	--
	N/O AVE. 7 1/2	SB	442 Apr	--	--	429 May	--	--
RD. 9	S/O AVE. 14	NB	--	--	370 May	--	--	342 May
	S/O AVE. 14	SB	--	--	350 May	--	--	315 May
RD. 9	N/O AVE. 18 1/2	NB	--	--	275 June	--	--	296 May
	N/O AVE. 18 1/2	SB	--	--	265 June	--	--	307 May
RD. 9	S/O AVE. 25	NB	450 Apr	--	--	360 May	--	--
	S/O AVE. 25	SB	390	--	--	305 May	--	--
RD. 9	N/O FRESNO RIVER	NB	501 Apr	--	--	343 May	--	--
	N/O FRESNO RIVER	SB	493 Apr	--	--	335 May	--	--
RD. 13	S/O AVE. 25	NB	273 Apr	--	--	253 May	--	--
	S/O AVE. 25	SB	292 Apr	--	--	276 May	--	--
RD. 16	N/O AVE. 12	NB	--	--	246 May	--	--	278 May
	N/O AVE. 12	SB	--	--	240 May	--	--	278 May
RD. 16	N/O AVE. 14	NB	--	463 May	--	--	434 May	--
	N/O AVE. 14	SB	--	484 May	--	--	397 May	--
RD. 16	N/O AVE. 18 1/2	NB	--	--	313 May	--	--	389 May
	N/O AVE. 18 1/2	SB	--	--	401 May	--	--	378 May
RD. 16	N/O FRESNO RIVER	NB	432 Apr	--	--	323 May	--	--
	N/O FRESNO RIVER	SB	415 Apr	--	--	340 May	--	--
RD. 19	N/O AVE. 12	NB	--	--	215 May	--	--	207 May
	N/O AVE. 12	SB	--	--	221 May	--	--	173 May
RD. 19	S/O AVE. 25	NB	240 Apr	--	--	245 May	--	--
	S/O AVE. 25	SB	264 Apr	--	--	278 May	--	--
RD. 22	N/O AVE. 20 1/2	NB	--	1,442 May	--	--	1,617 May	--
	N/O AVE. 20 1/2	SB	--	1,360 May	--	--	1,590 May	--
RD. 22	N/O AVE. 24	NB	265 Apr	--	--	271 May	--	--
	N/O AVE. 24	SB	303 Apr	--	--	265 May	--	--
RD. 23	N/O AVE. 7	NB	433 Apr	--	--	439 May	--	--
	N/O AVE. 7	SB	388 Apr	--	--	461 May	--	--
RD. 23	N/O AVE. 12	NB	--	--	1,065 May	--	--	1,153 May
	N/O AVE. 12	SB	--	--	1,087 May	--	--	1,110 May
RD. 23	N/O AVE. 15 1/2	NB	2,033 May	--	--	1,889 May	--	--
	N/O AVE. 15 1/2	SB	1,905 May	--	--	1,829 May	--	--
RD. 24	N/O AVE. 12	NB	667 May	--	--	781 May	--	--
	N/O AVE. 12	SB	618 May	--	--	679 May	--	--
RD. 25	N/O AVE. 12	NB	620 May	--	--	1,502 May	--	--
	N/O AVE. 12	SB	673 May	--	--	1,410 May	--	--
RD. 26	N/O AVE. 12	NB	1,483 May	--	--	1,465 May	--	--
	N/O AVE. 12	SB	1,519 May	--	--	1,484 May	--	--
RD. 26	N/O AVE. 17	NB	--	5,107 May	--	--	7,657 May	--
	N/O AVE. 17	SB	--	5,365 May	--	--	7,663 May	--
RD. 26	S/O AVE. 17	NB	--	5,024 May	--	--	6,951 May	--
	S/O AVE. 17	SB	--	5,943 May	--	--	6,896 May	--
RD. 26	N/O AVE. 18 1/2	NB	--	--	3,015 May	--	--	4,790 May
	N/O AVE. 18 1/2	SB	--	--	2,996 May	--	--	4,784 May

County of Madera

Street Name	Location	Dir	2013	2014	2015	2016	2017	2018
RD. 26	N/O AVE. 24	NB	274 Apr	--	--	214 May	--	--
	N/O AVE. 24	SB	276 Apr	--	--	204 May	--	--
RD. 26	S/O AVE. 21	NB	--	--	1,055 May	--	--	1,411 May
	S/O AVE. 21	SB	--	--	1,105 May	--	--	1,348 May
RD. 27	N/O AVE. 18 1/2	NB	--	--	1,186 May	--	--	--
	N/O AVE. 18 1/2	SB	--	--	1,059 May	--	--	--
RD. 27	S/O AVE. 21	NB	--	--	552 May	--	--	186 May
	S/O AVE. 21	SB	--	--	439 May	--	--	197 May
RD. 28	N/O COTTONWOOD CREEK	NB	--	--	2,919 June	--	--	3,067 June
	N/O COTTONWOOD CREEK	SB	--	--	3,100 June	--	--	3,297 June
RD. 28	N/O OLIVE AVE.	NB	--	--	--	--	--	--
	N/O OLIVE AVE.	SB	--	--	--	--	--	--
RD. 29	N/O AVE. 12	NB	--	--	--	--	--	2,514 May
	N/O AVE. 12	SB	--	--	--	--	--	2,428 May
RD. 29	N/O AVE. 15 1/2	NB	717 May	--	--	717 May	--	--
	N/O AVE. 15 1/2	SB	588 May	--	--	588 May	--	--
RD. 32	S/O AVE. 12	NB	--	--	--	--	--	181 May
	S/O AVE. 12	SB	--	--	--	--	--	166 May
RD. 35	N/O AVE. 7	NB	1,242 Apr	--	--	1,251 May	--	--
	N/O AVE. 7	SB	1,013 Apr	--	--	979 May	--	--
RD. 36	N/O AVE. 12	NB	--	--	2,428 June	--	--	2,856 May
	N/O AVE. 12	SB	--	--	2,580 June	--	--	3,214 May
RD. 36	S/O AVE. 12	NB	--	--	994 June	--	--	1,241 May
	S/O AVE. 12	SB	--	--	992 June	--	--	1,106 May
RD. 36	N/O AVE. 15	NB	1,274 May	--	--	1,279 May	--	--
	N/O AVE. 15	SB	1,131 May	--	--	1,230 May	--	--
RD. 200	N/O RD. 211	NB	1,307 Apr	--	--	1,326 May	--	--
	N/O RD. 211	SB	1,246 Apr	--	--	1,289 May	--	--
RD. 200	E/O SR 41	EB	--	--	1,447 June	--	--	1,623 May
	E/O SR 41	WB	--	--	1,315 June	--	--	1,719 May
RD. 206	N/O SAN JOAQUIN RIVER	NB	--	--	2,007 June	--	--	2,267 May
	N/O SAN JOAQUIN RIVER	SB	--	--	1,836 June	--	--	2,189 May
RD. 221	N/O RD. 200	NB	--	--	747 June	--	--	722 May
	N/O RD. 200	SB	--	--	718 June	--	--	726 May
RD. 222	N/O FRESNO COUNTY LINE	NB	--	--	200 June	--	--	188 May
	N/O FRESNO COUNTY LINE	SB	--	--	202 June	--	--	188 May
RD. 222	E/O SR 41	EB	--	--	1,835 June	--	--	2,487 May
	E/O SR 41	WB	--	--	1,732 June	--	--	2,495 May
RD. 222	S/O RD. 432	NB	--	--	488 June	--	--	828 May
	S/O RD. 432	SB	--	--	544 June	--	--	791 May
RD. 223	N/O RD. 221	NB	--	--	756 June	--	--	787 May
	N/O RD. 221	SB	--	--	745 June	--	--	760 May
RD. 225	W/O RD. 274	EB	--	--	1,384 June	--	--	1,570 May
	W/O RD. 274	WB	--	--	1,399 June	--	--	1,574 May
RD. 274	E/O RD. 222	EB	--	--	1,103 June	--	--	1,245 May
	E/O RD. 222	WB	--	--	1,121 June	--	--	1,241 May
RD. 274	N/O RD. 225	NB	--	--	663 June	--	--	732 May
	N/O RD. 225	SB	--	--	649 June	--	--	745 May

County of Madera

Street Name	Location	Dir	2013	2014	2015	2016	2017	2018
RD. 400	N/O RIVER RD.	NB	491 May	--	--	259 May	--	--
	N/O RIVER RD.	SB	508 May	--	--	255 May	--	--
RD. 400	N/O RD. 603	NB	254 Apr	--	--	270 May	--	--
	N/O RD. 603	SB	243 Apr	--	--	269 May	--	--
RD. 406	W/O SR 41	EB	64 Apr	--	--	69 May	--	--
	W/O SR 41	WB	58 Apr	--	--	67 May	--	--
RD. 415	E/O RD. 400	EB	--	--	1,377 June	--	--	1,680 May
	E/O RD. 400	WB	--	--	1,342 June	--	--	1,620 May
RD. 415	W/O RD. 400	EB	--	--	758 June	--	--	930 May
	W/O RD. 400	WB	--	--	731 June	--	--	935 May
RD. 415	W/O SR 41	EB	2,660 Apr	--	--	2,624 May	--	--
	W/O SR 41	WB	2,534 Apr	--	--	2,584 May	--	--
RD. 416	W/O SR 41	EB	--	--	596 June	--	--	847 May
	W/O SR 41	WB	--	--	602 June	--	--	858 May
RD. 417	E/O SR 41	EB	--	--	1,520 June	--	--	1,780 May
	E/O SR 41	WB	--	--	1,541 June	--	--	1,786 May
RD. 426	S/O SR 41	NB	--	--	7,211 June	--	--	6,978 May
	S/O SR 41	SB	--	--	6,243 June	--	--	6,896 May
RD. 426	S/O RD. 427	NB	--	--	3,504 May	--	--	3,324 May
	S/O RD. 427	SB	--	--	3,526 May	--	--	3,573 May
RD. 427	W/O INDIAN SPRINGS RD.	EB	--	--	1,977 May	--	--	1,926 May
	W/O INDIAN SPRINGS RD.	WB	--	--	2,047 May	--	--	1,967 May
RD. 432	E/O RD. 222	EB	--	--	570 June	--	--	590 May
	E/O RD. 222	WB	--	--	620 June	--	--	625 May
RD. 434	S/O RD. 274	NB	--	--	761 June	--	--	766 May
	S/O RD. 274	SB	--	--	748 June	--	--	789 May
RD. 600	S/O RD. 407	NB	468 Apr	--	--	433 May	--	--
	S/O RD. 407	SB	476 Apr	--	--	436 May	--	--
RD. 600	S/O RD. 603	NB	425 Apr	--	--	396 May	--	--
	S/O RD. 603	SB	419 Apr	--	--	397 May	--	--
RD. 600	W/O SR 49	EB	--	--	394 June	--	--	435 May
	W/O SR 49	WB	--	--	388 June	--	--	427 May
RD. 603	W/O RD. 400	EB	--	--	276 June	--	--	334 May
	W/O RD. 400	WB	--	--	297 June	--	--	322 May
YOSEMITE SPRINGS PK	W/O SR 41	EB	--	--	2,130 June	--	--	2,471 May
	W/O SR 41	WB	--	--	2,209 June	--	--	2,467 May

CITY OF MADERA TRAFFIC VOLUMES

City of Madera

Street Name	Location	Dir	2013	2014	2015	2016	2017	2018
4th ST.	E/O D ST.	EB	2,967 May	--	--	2,910 May	--	--
	E/O D ST.	WB	3,176 May	--	--	3,031 May	--	--
4th ST.	E/O GATEWAY DR.	EB	4,728 May	--	--	5,837 May	--	--
	E/O GATEWAY DR.	WB	4,990 May	--	--	5,737 May	--	--
4th ST.	W/O GATEWAY DR.	EB	4,969 May	--	--	6,553 May	--	--
	W/O GATEWAY DR.	WB	5,388 May	--	--	6,484 May	--	--
4th ST.	At SUNSET AVE.	NB APP	--	2,830 May	--	--	4,024 May	--
	At SUNSET AVE.	SB APP	--	--	--	--	--	--
	At SUNSET AVE.	EB APP	--	--	--	--	--	--
	S/O SUNSET AVE.	SB	--	3,069 May	--	--	3,550 May	--
6th ST.	At B ST.	NB APP	--	--	--	--	--	--
	At B ST.	SB APP	--	--	--	--	--	--
	At B ST.	EB APP	--	2,250 May	--	--	2,494 April	--
	At B ST.	WB APP	--	--	--	--	--	--
	W/O B ST.	WB	--	2,254 May	--	--	2,394 April	--
6th ST.	At D ST.	NB APP	--	--	--	--	--	--
	At D ST.	SB APP	--	--	--	--	--	--
	At D ST.	EB APP	--	2,548 May	--	--	2,843 April	--
	At D ST.	WB APP	--		--	--		--
	W/O D ST.	WB	--	2,637 May	--	--	2,562 April	--
9th ST.	E/O D ST.	EB	2,543 May	--	--	2,339 May	--	--
	E/O D ST.	WB	2,344 May	--	--	3,254 May	--	--
9th ST.	E/O GATEWAY DR.	EB	2,386 May	2,713 May	--	2,726 May	2,663 May	--
	E/O GATEWAY DR.	WB	3,219 May	3,318 May	--	4,050 May	3,030 May	--
ADELL ST.	W/O D ST.	EB	--	1,166 May	--	--	1,216 May	--
	W/O D ST.	WB	--	1,160 May	--	--	1,166 May	--
ALMOND AVE.	E/O GRANADA DR	EB	--	1,389 May	1,741 May	--	1,478 May	1,246 May
	E/O GRANADA DR	WB	--	1,307 May	1,756 May	--	1,378 May	1,383 May
ALMOND AVE.	E/O STADIUM RD	EB	--	--	1,065 June	--	--	1,126 May
	E/O STADIUM RD	WB	--	--	1,644 June	--	--	1,711 May
ALMOND AVE.	E/O SR 145	EB	--	3,136 May	--	--	3,663 April	--
	E/O SR 145	WB	--	4,124 May	--	--	4,028 April	--
ALMOND AVE.	W/O SR 145	EB	3,145 May	--	--	2,057 May	--	--
	W/O SR 145	WB	3,618 May	--	--	2,289 May	--	--
AVE. 13	E/O SR 145	EB	--	4,068 May	--	--	4,291 April	--
	E/O SR 145	WB	--	4,232 May	--	--	4,520 April	--
AVE. 13	W/O SR 145	EB	3,546 May	--	--	4,136 May	--	--
	W/O SR 145	WB	4,184 May	--	--	4,664 May	--	--
AVE. 16	W/O SR 99	EB	--	3,538 May	--	--	4,108 May	--
	W/O SR 99	WB	--	3,456 May	--	--	4,370 May	--
AVE. 16	W/O SCHNOOR	EB	--	3,165 May	--	--	--	--
	W/O SCHNOOR	WB	--	3,175 May	--	--	--	--
AVE. 17	W/O SR 99	EB	--	3,041 May	--	--	3,383 May	--
	W/O SR 99	WB	--	3,052 May	--	--	3,401 May	--
C ST.	At 6th ST.	NB APP	--	--	--	--	--	--
	At 6th ST.	SB APP	--	--	--	--	--	--
	At 6th ST.	EB APP	--	--	--	--	--	--
	At 6th ST.	WB APP	--	--	--	--	--	--

City of Madera

Street Name	Location	Dir	2013	2014	2015	2016	2017	2018
C ST.	At 9th ST.	NB APP	--	--	--	--	--	--
	At 9th ST.	SB APP	--	--	--	--	--	--
	At 9th ST.	EB APP	--	--	--	--	--	--
	At 9th ST.	WB APP	--	--	--	--	--	--
	W/O 9th ST.	NB	--	--	--	--	--	--
CENTRAL AVE.	E/O D ST.	EB	--	1,429 May	--	--	1,351 May	--
	E/O D ST.	WB	--	1,649 May	--	--	1,555 May	--
CENTRAL AVE.	E/O GATEWAY DR.	EB	--	1,554 May	--	--	1,619 May	--
	E/O GATEWAY DR.	WB	--	1,733 May	--	--	1,738 May	--
CLEVELAND AVE.	E/O D ST.	EB	4,712 May	--	--	6,173 May	--	--
	E/O D ST.	WB	5,867 May	--	--	6,264 May	--	--
CLEVELAND AVE.	At GRANADA DR.	NB APP	--	--	--	--	--	--
	At GRANADA DR.	SB APP	--	--	--	--	--	--
	At GRANADA DR.	EB APP	--	--	--	--	--	--
	At GRANADA DR.	WB APP	--	7,093 May	--	--	--	--
	W/O GRANADA DR.	EB	--	6,311 May	--	--	--	--
CLEVELAND AVE.	E/O GRANADA DR.	EB	--	--	--	--	4,301 May	--
		WB	--	--	--	--	4,725 May	--
CLEVELAND AVE.	E/O SHARON BLVD.	EB	4,627 May	--	--	5,041 May	--	--
	E/O SHARON BLVD.	WB	5,651 May	--	--	6,242 May	--	--
CLEVELAND AVE.	At SR 99	EB APP	--	11,518 May	--	--	13,753 May	--
	At SR 99	WB APP	--	--	--	--	--	--
	W/O SR 99	WB	--	11,011 May	--	--	13,585 May	--
CLEVELAND AVE.	W/O TULARE ST.	EB	--	6,613 May	--	--	6,917 May	--
	W/O TULARE ST.	WB	--	6,595 May	--	--	7,485 May	--
CLEVELAND AVE.	N/O YOSEMITE AVE.	NB	11,003 May	--	--	11,695 May	--	--
	N/O YOSEMITE AVE.	SB	10,168 May	--	--	10,682 May	--	--
CLINTON ST.	At TOZER ST.	NB APP	--	--	--	--	--	--
	At TOZER ST.	SB APP	--	--	--	--	--	--
	At TOZER ST.	EB APP	--	--	--	--	--	--
	At TOZER ST.	WB APP	--	--	--	--	--	--
	SW/O TOZER ST.	NB	--	--	1,267 June	--	--	1,167 May
	SW/O TOZER ST.	SB	--	--	1,272 June	--	--	1,178 May
COUNTRY CLUB DR.	N/O CLEVELAND AVE.	NB	7,996 May	--	--	8,257 May	--	--
	N/O CLEVELAND AVE.	SB	8,065 May	--	--	8,124 May	--	--
COUNTRY CLUB DR.	At ELLIS ST.	NB APP	--	--	--	--	--	--
	At ELLIS ST.	SB APP	--	--	--	--	--	--
	At ELLIS ST.	EB APP	--	--	--	--	--	--
	At ELLIS ST.	WB APP	--	--	--	--	--	--
COUNTRY CLUB DR.	N/O SHARON AVE.	NB	--	7,919 May	--	--	8,852 May	--
	N/O SHARON AVE.	SB	--	7,451 May	--	--	8,783 May	--
D ST.	N/O 4th ST.	NB	3,641 May	--	--	3,716 May	--	--
	N/O 4th ST.	SB	3,327 May	--	--	4,643 May	--	--
D ST.	At 6th ST.	NB APP	--	1,633 May	--	--	1,689 April	--
	At 6th ST.	SB APP	--	--	--	--	--	--
	At 6th ST.	EB APP	--	--	--	--	--	--
	At 6th ST.	WB APP	--	--	--	--	--	--
	S/O 6th ST.	SB	--	1,861 May	--	--	1,797 April	--

City of Madera

Street Name	Location	Dir	2013	2014	2015	2016	2017	2018
D ST.	At CENTRAL AVE.	NB APP	--	--	--	--	--	--
	At CENTRAL AVE.	SB APP	--	--	--	--	--	--
	At CENTRAL AVE.	EB APP	--	--	--	--	--	--
	At CENTRAL AVE.	WB APP	--	--	--	--	--	--
	N/O CENTRAL AVE.	NB	--	--	4,608 May	--	--	4,973 May
	N/O CENTRAL AVE.	SB	--	--	4,646 May	--	--	5,545 May
D ST.	N/O CLEVELAND AVE.	NB	2,573 May	3,620 May	--	2,664 May	--	--
	N/O CLEVELAND AVE.	SB	2,834 May	3,969 May	--	3,050 May	--	--
D ST.	S/O CLEVELAND AVE.	NB	--	--	--	--	3,651 May	--
	S/O CLEVELAND AVE.	SB	--	--	--	--	3,210 May	--
ELLIS ST.	At RD. 27	NB APP	--	--	--	--	--	--
	At RD. 27	SB APP	--	--	--	--	--	--
	At RD. 27	EB APP	--	--	--	--	--	--
	At RD. 27	WB APP	--	--	--	--	--	--
	E/O RD. 27	EB	--	--	2,787 May	--	--	3,196 May
	E/O RD. 27	WB	--	--	2,623 May	--	--	3,232 May
ELLIS ST.	E/O KENNEDY ST.	EB	--	3,416 May	--	--	4,504 May	--
	E/O KENNEDY ST.	WB	--	3,568 May	--	--	4,214 May	--
GATEWAY DR.	N/O 4th ST.	NB	6,845 May	--	--	6,870 May	--	--
	N/O 4th ST.	SB	5,468 May	--	--	5,157 May	--	--
GATEWAY DR.	S/O 4th ST.	NB	--	--	6,377 May	--	--	6,991 May
	S/O 4th ST.	SB	--	--	5,357 May	--	--	5,901 May
GATEWAY DR.	At CENTRAL AVE.	NB APP	--	--	--	--	--	--
	At CENTRAL AVE.	SB APP	--	5,506 May	--	--	5,663 May	--
	At CENTRAL AVE.	EB APP	--	--	--	--	--	--
	At CENTRAL AVE.	WB APP	--	--	--	--	--	--
	N/O CENTRAL AVE.	NB	--	6,440 May	--	--	6,582 May	--
GATEWAY DR.	N/O CLEVELAND AVE.	NB	2,789 May	--	--	2,513 May	--	--
	N/O CLEVELAND AVE.	SB	2,348 May	--	--	2,301 May	--	--
GATEWAY DR.	S/O MADERA AVE.	NB	3,397 May	--	--	5,036 May	--	--
	S/O MADERA AVE.	SB	2,755 May	--	--	4,163 May	--	--
GATEWAY DR.	N/O OLIVE AVE.	NB	3,623 May	--	--	3,618 May	--	--
	N/O OLIVE AVE.	SB	2,654 May	--	--	2,698 May	--	--
GRANADA DR.	N/O CLEVELAND AVE.	NB	2,265 May	--	--	2,847 May	--	--
	N/O CLEVELAND AVE.	SB	2,140 May	--	--	2,739 May	--	--
GRANADA DR.	S/O CLEVELAND AVE.	NB	--	4,949 May	--	--	4,895 May	--
	S/O CLEVELAND AVE.	SB	--	5,368 May	--	--	5,274 May	--
GRANADA DR.	N/O SUNSET AVE.	NB	3,907 May	--	--	4,339 May	--	--
	N/O SUNSET AVE.	SB	3,781 May	--	--	4,252 May	--	--
GRANADA DR.	S/O SUNSET AVE.	NB	--	3,635 May	3,406 May	--	3,635 May	3,796 May
	S/O SUNSET AVE.	SB	--	3,630 May	3,379 May	--	3,891 May	3,917 May
GRANADA DR.	N/O HOWARD RD.	NB	3,096 May	--	--	3,094 May	--	--
	N/O HOWARD RD.	SB	3,066 May	--	--	2,978 May	--	--
GRANADA DR.	S/O HOWARD RD.	NB	--	--	3,661 May	--	--	4,438 May
	S/O HOWARD RD.	SB	--	--	3,723 May	--	--	5,178 May

City of Madera

Street Name	Location	Dir	2013	2014	2015	2016	2017	2018
GRANADA DR.	At ALMOND AVE.	NB APP	--	--	--	--	--	--
	At ALMOND AVE.	SB APP	--	--	--	--	--	--
	At ALMOND AVE.	EB APP	--	--	--	--	--	--
	At ALMOND AVE.	WB APP	--	--	--	--	--	--
	N/O ALMOND AVE.	NB	--	--	2,965 May	--	--	3,624 May
	N/O ALMOND AVE.	SB	--	--	3,043 May	--	--	3,644 May
GRANADA DR.	S/O PECAN AVE.	NB	--	1,521 May	--	--	--	--
	S/O PECAN AVE.	SB	--	1,669 May	--	--	--	--
HOWARD RD.	At GRANADA DR.	NB APP	--	--	--	--	--	--
	At GRANADA DR.	SB APP	--	--	--	--	--	--
	At GRANADA DR.	EB APP	--	--	--	--	--	--
	At GRANADA DR.	WB APP	--	--	--	--	--	--
HOWARD RD.	W/O GRANADA DR.	EB	--	--	3,745 May	--	--	3,846 May
	W/O GRANADA DR.	WB	--	--	3,670 May	--	--	3,737 May
HOWARD RD.	At MAINBERRY DR.	SB APP	--	--	--	--	--	--
	At MAINBERRY DR.	EB APP	--	--	--	--	--	--
	At MAINBERRY DR.	WB APP	--	--	--	--	--	--
HOWARD RD.	At WESTBERRY BLVD.	NB APP	--	--	--	--	--	--
	At WESTBERRY BLVD.	SB APP	--	--	--	--	--	--
	At WESTBERRY BLVD.	EB APP	--	--	--	--	--	--
	At WESTBERRY BLVD.	WB APP	--	3,874 May	--	--	3,584 May	--
	E/O WESTBERRY BLVD.	EB	--	3,441 May	--	--	3,434 May	--
HOWARD RD.	At WILLIAMS AVE.	SB APP	--	--	--	--	--	--
	At WILLIAMS AVE.	EB APP	--	--	--	--	--	--
	At WILLIAMS AVE.	WB APP	--	--	--	--	--	--
I ST.	At 4th ST.	NB APP	--	3,039 May	--	--	3,565 May	--
	At 4th ST.	SB APP	--	--	--	--	--	--
	At 4th ST.	EB APP	--	--	--	--	--	--
	At 4th ST.	WB APP	--	--	--	--	--	--
	S/O 4th ST.	SB	--	2,768 May	--	--	3,153 May	--
I ST.	At YOSEMITE AVE.	NB APP	--	--	--	--	--	--
	At YOSEMITE AVE.	SB APP	--	2,582 May	--	--	3,331 May	--
	At YOSEMITE AVE.	EB APP	--	--	--	--	--	--
	At YOSEMITE AVE.	WB APP	--	--	--	--	--	--
	N/O YOSEMITE AVE.	NB	--	2,862 May	--	--	3,078 May	--
KENNEDY ST.	At TULARE ST.	NB APP	--	--	--	--	--	--
	At TULARE ST.	EB APP	--	2,136 May	--	--	2,467 May	--
	At TULARE ST.	WB APP	--	--	--	--	--	--
	W/O TULARE ST.	WB	--	2,161 May	--	--	2,484 May	--
LAKE ST.	N/O 4th ST.	NB	4,890 May	--	--	5,458 May	--	--
	N/O 4th ST.	SB	5,061 May	--	--	5,666 May	--	--
LAKE ST.	S/O 4th ST.	NB	--	--	3,343 May	--	--	4,275 May
	S/O 4th ST.	SB	--	--	3,851 May	--	--	5,200 May

City of Madera

Street Name	Location	Dir	2013	2014	2015	2016	2017	2018
LAKE ST.	At CENTRAL AVE.	NB APP	--	--	--	--	--	--
	At CENTRAL AVE.	SB APP	--	--	--	--	--	--
	At CENTRAL AVE.	EB APP	--	--	--	--	--	--
LAKE ST.	N/O CLEVELAND AVE.	NB	4,649 May	--	--	5,089 May	--	--
	N/O CLEVELAND AVE.	SB	5,264 May	--	--	5,591 May	--	--
LAKE ST.	S/O CLEVELAND AVE.	NB	--	--	4,405 May	--	--	5,036 May
	S/O CLEVELAND AVE.	SB	--	--	4,354 May	--	--	4,699 May
LAKE ST.	At ELLIS ST.	NB APP	--	--	--	--	--	--
	At ELLIS ST.	SB APP	--	--	--	--	--	--
	At ELLIS ST.	EB APP	--	--	--	--	--	--
	At ELLIS ST.	WB APP	--	--	--	--	--	--
LAKE ST.	N/O ELLIS ST.	NB	--	--	2,641 May	--	--	2,510 May
	N/O ELLIS ST.	SB	--	--	2,644 May	--	--	2,352 May
MERCED ST.	N/O KENNEDY ST.	NB	--	--	--	--	--	--
	N/O KENNEDY ST.	SB	--	--	--	--	--	--
OLIVE AVE.	At 6th ST.	SB APP	--	--	--	--	--	--
	At 6th ST.	EB APP	--	--	--	--	--	--
	At 6th ST.	WB APP	--	--	--	--	--	--
OLIVE AVE.	E/O GATEWAY DR.	EB	5,175 May	--	--	6,827 May	--	--
	E/O GATEWAY DR.	WB	4,714 May	--	--	6,889 May	--	--
OLIVE AVE.	At K ST./MONTEREY ST.	NB APP	--	--	--	--	--	--
	At K ST./MONTEREY ST.	SB APP	--	--	--	--	--	--
	At K ST./MONTEREY ST.	EB APP	--	--	--	--	--	--
	At K ST./MONTEREY ST.	WB APP	--	--	--	--	--	--
OLIVE AVE.	At RD. 28	NB APP	--	--	--	--	--	--
	At RD. 28	SB APP	--	--	--	--	--	--
	At RD. 28	EB APP	--	--	--	--	--	--
	At RD. 28	WB APP	--	--	--	--	--	--
OLIVE AVE.	At ROOSEVELT ST.	NB APP	--	--	--	--	--	--
	At ROOSEVELT ST.	SB APP	--	--	--	--	--	--
	At ROOSEVELT ST.	EB APP	--	--	--	--	--	--
	At ROOSEVELT ST.	WB APP	--	--	--	--	--	--
	W/O ROOSEVELT ST.	EB	--	--	5,546 May	--	--	5,544 May
	W/O ROOSEVELT ST.	WB	--	--	5,124 May	--	--	5,364 May
OLIVE AVE.	W/O SR 145	EB	5,096 May	--	--	6,418 May	--	--
	W/O SR 145	WB	4,881 May	--	--	5,867 May	--	--
PINE ST.	N/O HOWARD RD.	NB	2,254 May	--	--	2,529 May	--	--
	N/O HOWARD RD.	SB	1,756 May	--	--	2,390 May	--	--
PINE ST.	S/O HOWARD RD.	NB	--	--	4,557 May	--	--	5,198 May
	S/O HOWARD RD.	SB	--	--	3,754 May	--	--	4,470 May
RAYMOND RD.	N/O CLEVELAND AVE.	NB	4,354 May	--	--	5,342 May	--	--
	N/O CLEVELAND AVE.	SB	4,554 May	--	--	5,807 May	--	--
ROOSEVELT AVE.	N/O OLIVE AVE.	NB	212 May	--	--	1,373 May	--	--
	N/O OLIVE AVE.	SB	230 May	--	--	1,359 May	--	--
SCHNOOR AVE.	S/O AVE. 16	NB	--	--	4,641 June	--	--	5,506 May
	S/O AVE. 16	SB	--	--	3,931 June	--	--	4,477 May
SCHNOOR AVE.	N/O CLEVELAND AVE.	NB	4,244 May	--	--	4,503 May	--	--
	N/O CLEVELAND AVE.	SB	4,197 May	--	--	4,493 May	--	--

City of Madera

Street Name	Location	Dir	2013	2014	2015	2016	2017	2018
SCHNOOR AVE.	S/O CLEVELAND AVE.	NB		--	5,618 June		--	5,614 May
	S/O CLEVELAND AVE.	SB		--	5,426 June		--	4,847 May
SCHNOOR AVE.	N/O HOWARD RD.	NB	2,944 May	--	--	3,328 May	--	--
	N/O HOWARD RD.	SB	3,087 May	--	--	3,597 May	--	--
SCHNOOR AVE.	At JEFFERSON AVE.	NB APP	--	--	--	--	--	--
	At JEFFERSON AVE.	SB APP	--	6,242 May	--	--	6,729 May	--
	At JEFFERSON AVE.	WB APP	--	--	--	--	--	--
	N/O JEFFERSON AVE.	NB	--	7,003 May	--	--	6,086 May	--
SCHNOOR AVE.	N/O SUNSET AVE.	NB	4,378 May	--	--	5,198 May	--	--
	N/O SUNSET AVE.	SB	4,299 May	--	--	4,526 May	--	--
SCHNOOR AVE.	S/O SUNSET AVE.	NB	--	--	3,342 June	--	--	3,943 May
	S/O SUNSET AVE.	SB	--	--	3,281 June	--	--	3,863 May
SHERWOOD WAY	W/O LAKE ST.	EB	--	--	--	--	2,184 May	--
	W/O LAKE ST.	WB	--	--	--	--	1,800 May	--
STADIUM RD.	At ALMOND AVE.	NB APP	--	--	--	--	--	--
	At ALMOND AVE.	SB APP	--	--	--	--	--	--
	At ALMOND AVE.	WB APP	--	--	--	--	--	--
	N/O ALMOND AVE.	NB	--	--	2,006 May	--	--	2,057 May
	N/O ALMOND AVE.	SB	--	--	1,845 May	--	--	1,827 May
STOREY RD.	At SR 145	NB APP	--	--	--	--	--	--
	At SR 145	SB APP	--	--	--	--	--	--
	At SR 145	WB APP	--	--	--	--	--	--
	E/O SR 145	EB	--	--	1,365 May	--	--	2,130 May
	E/O SR 145	WB	--	--	1,304 May	--	--	2,247 May
SUNRISE AVE.	E/O 9th ST.	EB	1,680 May	--	--	1,781 May	--	--
	E/O 9th ST.	WB	2,203 May	--	--	2,197 May	--	--
SUNRISE AVE.	At RD. 28	NB APP	--	--	--	--	--	--
	At RD. 28	SB APP	--	--	--	--	--	--
	At RD. 28	EB APP	--	--	--	--	--	--
	At RD. 28	WB APP	--	--	--	--	--	--
	W/O RD. 28	EB	--	--	1,720 May	--	--	1,770 May
	W/O RD. 28	WB	--	--	1,671 May	--	--	1,764 May
SUNSET AVE.	W/O 4TH ST.	EB	--	--	3,568 May	--	--	3,712 May
	W/O 4TH ST.	WB	--	--	3,565 May	--	--	3,640 May
SUNSET AVE.	At GRANADA DR.	NB APP	--	--	--	--	--	--
	At GRANADA DR.	SB APP	--	--	--	--	--	--
	At GRANADA DR.	EB APP	--	--	--	--	--	--
	At GRANADA DR.	WB APP	--	--	--	--	--	--
SUNSET AVE.	At SCHNOOR AVE.	NB APP	--	--	--	--	--	--
	At SCHNOOR AVE.	SB APP	--	--	--	--	--	--
	At SCHNOOR AVE.	EB APP	--	--	--	--	--	--
	At SCHNOOR AVE.	WB APP	--	--	--	--	--	--
SUNSET AVE.	At WESTBERRY BLVD.	NB APP	--	--	--	--	--	--
	At WESTBERRY BLVD.	SB APP	--	--	--	--	--	--
	At WESTBERRY BLVD.	EB APP	--	--	--	--	--	--
	At WESTBERRY BLVD.	WB APP	--	--	--	--	--	--
	W/O WESTBERRY BLVD.	EB	--	--	1,399 May	--	--	1,472 May
	W/O WESTBERRY BLVD.	WB	--	--	1,341 May	--	--	1,438 May
	E/O WESTBERRY BLVD.	EB	--	--	1,911 May	--	--	1,897 May
	E/O WESTBERRY BLVD.	WB	--	--	1,595 May	--	--	1,653 May

City of Madera

Street Name	Location	Dir	2013	2014	2015	2016	2017	2018
TOZER ST.	At CLINTON ST.	NB APP	--	--	--	--	--	--
	At CLINTON ST.	SB APP	--	--	--	--	--	--
	At CLINTON ST.	EB APP	--	--	--	--	--	--
	At CLINTON ST.	WB APP	--	--	--	--	--	--
	NW/O CLINTON ST.	NB	--	--	7,175 May	--	--	6,942 May
	NW/O CLINTON ST.	SB	--	--	7,066 May	--	--	7,011 May
TULARE ST.	S/O KENNEDY ST.	NB	--	--	1,695 May	--	--	1,563 May
	S/O KENNEDY ST.	SB	--	--	1,491 May	--	--	1,568 May
YOSEMITE AVE.	W/O GATEWAY DR.	EB	6,084 May	--	--	6,043 May	--	--
	W/O GATEWAY DR.	WB	5,113 May	--	--	6,547 May	--	--
YOSEMITE AVE.	N/O OLIVE AVE.	NB	5,848 May	--	--	9,580 May	--	--
	N/O OLIVE AVE.	SB	4,917 May	--	--	8,013 May	--	--
TOZER ST.	N/O ALMOND AVE.	NB	--	2,845 May	--	--	3,176 April	--
	N/O ALMOND AVE.	SB	--	2,840 May	--	--	3,484 April	--

CITY OF CHOWCHILLA TRAFFIC VOLUMES

City of Chowchilla

Street Name	Location	Dir	2013	2014	2015	2016	2017	2018
3rd. ST.	N/O KINGS AVE.	NB	--	--	1,141 May	--	--	1,391 May
	N/O KINGS AVE.	SB	--	--	1,259 May	--	--	1,509 May
5th ST.	N/O KINGS AVE.	NB	--	--	1,499 May	--	--	1,559 May
	N/O KINGS AVE.	SB	--	--	1,465 May	--	--	1,470 May
11th ST.	N/O KINGS AVE.	NB	--	--	636 May	--	--	625 May
	N/O KINGS AVE.	SB	--	--	615 May	--	--	728 May
11th ST.	S/O ROBERTSON BLVD.	NB	--	641 May	--	--	778 April	--
	S/O ROBERTSON BLVD.	SB	--	579 May	--	--	653 April	--
13th ST.	N/O KINGS AVE.	NB	--	462 May	--	--	508 April	--
	N/O KINGS AVE.	SB	--	477 May	--	--	473 April	--
15th ST.	N/O KINGS AVE.	NB	--	1,583 May	--	--	1,587 April	--
	N/O KINGS AVE.	SB	--	1,572 May	--	--	1,671 April	--
AVE. 24	W/O UPRR	EB	--	--	--	--	--	--
	W/O UPRR	WB	--	--	--	--	--	--
AVE. 24 1/2	W/O CHOWCHILLA BLVD.	EB	--	542 May	--	--	419 April	--
	W/O CHOWCHILLA BLVD.	WB	--	478 May	--	--	429 April	--
AVE. 24 1/2	W/O UPRR	EB	--	514 May	--	--	419 April	--
	W/O UPRR	WB	--	472 May	--	--	429 April	--
AVE. 26	E/O SR 99	EB	--	5,221 May	--	--	6,430 April	--
	E/O SR 99	WB	--	4,972 May	--	--	7,157 April	--
CHOWCHILLA BLVD.	S/O ASH SLOUGH BRIDGE	NB	--	--	1,390 May	--	--	1,392 May
	S/O ASH SLOUGH BRIDGE	SB	--	--	2,350 May	--	--	2,320 May
CHOWCHILLA BLVD.	S/O AVE. 25	NB	534 May	--	--	528 May	--	--
	S/O AVE. 25	SB	469 May	--	--	447 May	--	--
CHOWCHILLA BLVD. BYP.	S/O ROBERTSON BLVD.	NB	--	--	1,537 May	--	--	1,049 May
	S/O ROBERTSON BLVD.	SB	--	--	1,079 May	--	--	1,039 May
COLUSA AVE.	W/O 2nd ST.	EB	--	370 May	--	--	340 April	--
	W/O 2nd ST.	WB	--	420 May	--	--	257 April	--
COMMERCE DR.	N/O AVE. 24 1/2	NB	--	--	113 May	--	--	138 May
	N/O AVE. 24 1/2	SB	--	--	108 May	--	--	138 May
FRONT ST.	S/O TRINITY AVE.	NB	--	--	632 May	--	--	668 May
	S/O TRINITY AVE.	SB	--	--	485 May	--	--	483 May
HOWELL RD.	W/O AUTUMN WAY	EB	936 Apr	--	--	1,058 May	--	--
	W/O AUTUMN WAY	WB	890 Apr	--	--	944 May	--	--
KINGS AVE.	W/O 6th ST.	EB	--	--	590 May	--	--	765 May
	W/O 6th ST.	WB	--	--	865 May	--	--	977 May
MONTEREY AVE.	W/O 13th ST.	EB	--	--	214 May	--	--	230 May
	W/O 13th ST.	WB	--	--	194 May\	--	--	209 May\
RD. 15 1/2	S/O AVE. 24 1/2	NB	--	64 May	--	--	70 April	--
	S/O AVE. 24 1/2	SB	--	68 May	--	--	90 April	--
RD. 15 1/2	S/O MARIPOSA AVE.	NB	--	710 May	--	--	921 April	--
	S/O MARIPOSA AVE.	SB	--	622 May	--	--	798 April	--
RD. 16	S/O AVE. 24 1/2	NB	--	1,983 May	--	--	1,969 April	--
	S/O AVE. 24 1/2	SB	--	1,707 May	--	--	1,624 April	--
RD. 16	S/O AVE. 25	NB	1,348 Apr	--	--	1,287 May	--	--
	S/O AVE. 25	SB	1,116 Apr	--	--	984 May	--	--

City of Chowchilla

Street Name	Location	Dir	2013	2014	2015	2016	2017	2018
TRINITY AVE.	W/O 4th ST.	EB	--	--	767 May	--	--	937 May
	W/O 4th ST.	WB	--	--	866 May	--	--	1,035 May
VENTURA AVE.	W/O 6th ST.	EB	--	--	1,773 May	--	--	1,815 May
	W/O 6th ST.	WB	--	--	1,669 May	--	--	1,971 May
VENTURA AVE.	W/O HOWELL RD.	EB	--	704 May	--	--	827 April	--
	W/O HOWELL RD.	WB	--	756 May	--	--	791 April	--
WASHINGTON RD.	W/O CITY LIMITS	EB	--	--	--	--	--	--
	W/O CITY LIMITS	WB	--	--	--	--	--	--
WASHINGTON RD.	W/O ROBERTSON BLVD.	EB	1,829 Apr	--	--	1,770 May	--	--
	W/O ROBERTSON BLVD.	WB	1,953 Apr	--	--	1,942 May	--	--
WASHINGTON RD.	E/O CITY LIMITS	EB	355 Apr	--	--	609 May	--	--
	E/O CITY LIMITS	WB	335 Apr	--	--	582 May	--	--

CALTRANS 2016 TRAFFIC VOLUMES

State Highways and Freeways

State Route	Milepost	Description	2015 Peak Hour	2015 ADT Peak Month	2015 ADT Annual	2016 Peak Hour	2016 ADT Peak Month	2016 ADT Annual
RTE. 41	0.000	Fresno-Madera County Line	--	--	--	--	--	--
			4,350	45,500	43,500	4,600	49,500	47,500
	3.230	Avenue 12	2,800	30,000	28,500	2,700	30,500	29,000
			1,650	18,100	17,000	1,800	20,900	19,600
	9.250	Jct. Rte. 145 West, Madera-Friant Road	1,350	15,500	14,500	1,350	15,300	14,400
			1,300	14,700	13,300	550	17,700	16,000
	17.910	County Road 200 (North Fork Road)	1,500	15,000	13,000	1,500	18,300	15,800
			1,050	12,500	11,000	1,300	15,100	13,300
	25.000	Road 417 (Right)	1,000	11,900	10,500	1,100	12,700	11,200
			1,100	12,400	11,000	1,050	12,400	11,000
	35.480	Jct. Rte. 49 North	1,650	18,400	16,500	1,600	18,400	16,500
			2,350	23,900	21,500	2,300	23,900	21,500
	35.770	Oakhurst, County Road 426	2,350	23,900	21,500	2,300	23,900	21,500
			1,150	13,200	9,800	1,250	14,900	11,100
	38.889	Yosemite Forks, Bass Lake Road	1,150	13,200	9,800	1,250	14,800	11,000
			720	7,900	5,700	830	8,900	6,400
	45.739	Madera-Mariposa County Line	720	7,900	5,700	770	8,300	6,000
			--	--	--	--	--	--
RTE. 49	0.000	Oakhurst, Jct. Rte. 41	--	--	--	--	--	--
			1,150	14,600	12,800	1,350	14,600	13,400
	4.494	County Road 600 (Road to Raymond)	590	7,400	6,500	710	8,500	7,600
			660	6,800	6,000	640	7,900	7,000
	5.530	County Road 628 (Road to Cedarbrook)	660	6,800	6,000	640	7,900	7,000
			550	5,800	5,000	540	5,700	5,900
	8.235	County Road 601	450	4,800	4,050	440	5,400	4,850
			340	4,100	3,300	390	4,500	3,900
	9.275	Madera-Mariposa County Line	340	4,100	3,300	350	3,750	3,450
			--	--	--	--	--	--
RTE. 99	0.000	Fresno-Madera County Line	--	--	--	--	--	--
			5,900	73,000	69,000	6,200	82,000	75,000
	0.989	Avenue 7 Interchange (Ripperdan Avenue)	5,900	73,000	69,000	6,200	82,000	75,000
			5,500	69,000	65,000	5,700	73,000	69,000
	3.564	Avenue 9 Interchange	5,500	68,000	65,000	5,700	73,000	69,000
			5,900	72,000	69,000	6,300	81,000	75,000
	7.463	Avenue 12 Interchange	5,900	73,000	69,000	6,300	81,000	75,000
			6,000	73,000	71,000	6,500	80,000	78,000
	9.490	Gateway Drive	6,000	73,000	71,000	6,500	80,000	78,000
			5,800	72,000	68,000	5,900	76,000	73,000
	10.268	Madera, Jct. Rte. 145	5,900	73,000	68,000	6,000	76,000	73,000
			6,400	78,000	74,000	6,400	83,000	80,000
	11.009	Madera, West Fourth Street Interchange	6,200	79,000	74,000	6,500	83,000	80,000
			5,600	70,000	67,000	5,800	75,000	72,000
	11.180	Madera, Second Street	5,600	70,000	67,000	5,800	75,000	72,000
			6,200	78,000	74,000	6,300	82,000	78,000
	12.125	Madera, Cleveland Avenue Interchange	6,200	78,000	74,000	6,300	82,000	78,000
			5,500	68,000	65,000	5,500	70,000	67,000
	12.752	Madera, Avenue 16	5,500	68,000	65,000	5,500	70,000	67,000
			5,900	72,000	69,000	5,700	75,000	69,000
	14.222	Avenue 17 Interchange	5,900	72,000	69,000	5,700	75,000	69,000
			5,300	65,000	62,000	5,400	68,000	65,000
	16.331	Avenue 18 1/2 Interchange	5,300	65,000	62,000	5,400	68,000	65,000
			5,200	63,000	60,000	5,400	67,000	64,000
	18.680	Avenue 20 Interchange	5,200	63,000	60,000	5,400	67,000	64,000
			4,950	61,000	57,000	5,200	66,000	62,000
	22.727	Califa, Jct. Rte. 152 West	5,000	61,000	57,000	5,200	65,000	61,000
			6,700	46,000	43,000	3,900	49,500	46,500
	23.770	Avenue 24 Interchange	6,700	46,000	43,000	3,900	49,500	46,500
			3,700	46,000	43,000	3,900	50,000	46,500
	24.430	Avenue 24 1/2	3,700	46,000	43,000	3,900	50,000	46,500
			3,700	46,000	43,000	3,900	50,000	46,500

State Highways and Freeways

State Route	Milepost	Description	2015 Peak Hour	2015 ADT Peak Month	2015 ADT Annual	2016 Peak Hour	2016 ADT Peak Month	2016 ADT Annual
RTE. 99 cont.	26.576	Jct. Rte. 233 West	3,700	46,000	43,000	3,900	50,000	46,500
			3,400	43,000	40,000	3,600	46,500	43,000
	28.167	Minturn Road	3,400	43,000	40,000	3,600	46,500	43,000
			3,400	43,000	40,000	3,600	47,000	43,500
	29.359	Madera-Merced County Line (Chowchilla River)	3,500	44,000	41,000	3,650	46,500	43,500
			--	--	--	--	--	--
RTE. 145	0.000	Fresno-Madera County Line	--	--	--	--	--	--
			570	6,800	6,300	620	7,300	6,800
	7.060	Avenue 12 (Pole Line Road)	710	6,500	5,100	780	6,800	5,900
			610	7,400	6,700	690	7,400	6,900
	8.060	Avenue 13	1,100	12,100	11,000	1,150	12,100	11,400
			1,200	12,600	11,500	1,350	14,900	14,100
	8.560	Avenue 13 1/2 (Almond Avenue)	1,200	12,600	11,500	1,350	14,900	14,100
			1,500	16,700	15,000	1,700	18,700	17,000
	9.077	Madera, Jct. Rte. 99	1,500	16,700	15,000	1,700	18,700	17,000
			1,250	14,700	13,000	1,500	17,200	15,700
	9.317	Madera, F Street	1,250	14,700	13,000	1,500	17,200	15,700
			1,200	14,000	13,000	1,500	17,200	15,700
	9.600	Madera, Sixth Street	1,250	14,700	13,500	1,500	17,300	15,800
			1,500	16,100	14,500	1,300	14,000	12,800
	9.680	Madera, Yosemite Avenue	1,500	16,100	14,500	1,300	14,000	12,800
			1,900	19,800	17,700	1,700	16,900	15,800
	9.910	Madera, C Street	1,900	19,800	17,700	1,700	16,900	15,800
			1,600	17,900	16,000	1,600	16,900	15,900
	10.150	Madera, Lake Street	1,400	15,400	13,800	1,600	17,200	16,200
			1,300	14,700	13,000	1,700	17,900	16,800
	11.020	Madera, Tozer Street	950	11,500	10,700	930	11,400	10,700
			770	9,200	8,300	870	10,400	9,700
	13.660	River Road (County Road 400)	770	9,200	8,300	870	10,400	9,700
			660	7,400	6,600	660	7,500	6,600
	25.459	Jct. Rte. 41	470	5,500	5,200	550	6,300	5,500
			--	--	--	--	--	--
RTE. 152	0.000	Merced-Madera County Line/Jct. Rte. 59	--	--	--	--	--	--
			1,550	20,500	17,400	1,500	18,400	16,400
	10.799	Jct. Rte. 233 Northwest	1,400	16,500	14,500	1,350	16,500	14,400
			1,250	15,500	13,400	1,300	16,200	14,100
	15.634	Califa, Jct. Rte. 99	1,250	15,800	13,600	1,650	18,400	16,400
			--	--	--	--	--	--
RTE. 233	0.005	Jct. Rte. 152, Los Banos Road (Avenue 23)	--	--	--	--	--	--
			320	3,650	3,350	340	3,750	3,500
	2.390	Chowchilla, Washington Avenue (Avenue 25)	860	10,500	9,100	830	9,600	8,600
			1,050	12,300	10,700	1,000	11,700	10,200
	2.490	Chowchilla, 15th Street	1,050	12,300	10,700	1,000	11,700	10,200
			1,100	13,000	11,200	1,050	12,400	10,600
	3.090	Chowchilla, 6th Street	1,100	13,000	11,200	1,050	12,400	10,600
			1,100	13,400	11,600	1,050	12,700	11,000
RTE. 233 cont.	3.290	Chowchilla, 3rd Street	1,250	14,800	12,900	1,300	15,100	12,300
			1,200	14,700	12,800	1,200	14,700	12,800
	3.586	Chowchilla, Chowchilla Avenue (Old U.S. 99)	1,200	13,300	12,600	1,250	13,900	12,900
			1,200	13,400	12,700	1,250	14,100	13,300
	3.887	Jct. Rte. 99	1,200	13,400	12,700	1,250	14,100	13,300
			--	--	--	--	--	--

LEGEND

	Back
	Ahead

2018 TRAFFIC COUNT DATA SHEETS

Prepared by NDS/ATD

VOLUME

Rd 26 S/O Ave 21

Day: Wednesday
Date: 5/30/2018

City: Madera
Project #: CA18_2057_001

DAILY TOTALS	NB	SB	EB	WB	Total
	1,411	1,348	0	0	2,759

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	4		3				7		12:00	12		13				25	
00:15	4		2				6		12:15	25		13				38	
00:30	1		2				3		12:30	17		20				37	
00:45	1	10	2	9			3	19	12:45	16	70	21	67			37	137
01:00	0		2				2		13:00	16		23				39	
01:15	1		1				2		13:15	27		19				46	
01:30	0		3				3		13:30	18		18				36	
01:45	4	5	0	6			4	11	13:45	16	77	19	79			35	156
02:00	2		1				3		14:00	20		20				40	
02:15	1		1				2		14:15	21		18				39	
02:30	0		1				1		14:30	17		25				42	
02:45	1	4	3	6			4	10	14:45	28	86	17	80			45	166
03:00	1		1				2		15:00	25		23				48	
03:15	1		0				1		15:15	18		29				47	
03:30	1		1				2		15:30	24		52				76	
03:45	1	4	3	5			4	9	15:45	29	96	32	136			61	232
04:00	0		4				4		16:00	23		37				60	
04:15	2		3				5		16:15	21		24				45	
04:30	2		5				7		16:30	42		54				96	
04:45	4	8	5	17			9	25	16:45	27	113	33	148			60	261
05:00	17		2				19		17:00	31		17				48	
05:15	20		3				23		17:15	35		17				52	
05:30	50		9				59		17:30	25		18				43	
05:45	36	123	7	21			43	144	17:45	32	123	14	66			46	189
06:00	14		17				31		18:00	30		18				48	
06:15	13		11				24		18:15	17		20				37	
06:30	9		18				27		18:30	25		16				41	
06:45	13	49	23	69			36	118	18:45	14	86	19	73			33	159
07:00	8		28				36		19:00	18		10				28	
07:15	15		25				40		19:15	18		8				26	
07:30	14		26				40		19:30	11		10				21	
07:45	13	50	24	103			37	153	19:45	22	69	9	37			31	106
08:00	16		24				40		20:00	19		18				37	
08:15	24		22				46		20:15	18		10				28	
08:30	10		23				33		20:30	20		13				33	
08:45	12	62	15	84			27	146	20:45	13	70	13	54			26	124
09:00	17		19				36		21:00	18		5				23	
09:15	18		27				45		21:15	14		8				22	
09:30	14		22				36		21:30	10		7				17	
09:45	16	65	12	80			28	145	21:45	10	52	5	25			15	77
10:00	15		18				33		22:00	11		9				20	
10:15	12		16				28		22:15	10		4				14	
10:30	17		23				40		22:30	4		6				10	
10:45	17	61	25	82			42	143	22:45	1	26	0	19			1	45
11:00	17		20				37		23:00	5		6				11	
11:15	28		17				45		23:15	5		2				7	
11:30	26		24				50		23:30	3		3				6	
11:45	16	87	10	71			26	158	23:45	2	15	0	11			2	26
TOTALS		528		553				**1081**	**TOTALS**		883		795				**1678**
SPLIT %		48.8%		51.2%				**39.2%**	**SPLIT %**		52.6%		47.4%				**60.8%**

DAILY TOTALS	NB	SB	EB	WB	Total
	1,411	1,348	0	0	2,759

AM Peak Hour	05:00	07:00			**10:45**	**PM Peak Hour**	16:30	15:15			**15:45**
AM Pk Volume	123	103			**174**	**PM Pk Volume**	135	150			**262**
Pk Hr Factor	0.615	0.920			**0.870**	**Pk Hr Factor**	0.804	0.721			**0.682**
7 - 9 Volume	112	187	0	0	**299**	**4 - 6 Volume**	236	214	0	0	**450**
7 - 9 Peak Hour	07:30	07:00			**07:30**	**4 - 6 Peak Hour**	16:30	16:00			**16:00**
7 - 9 Pk Volume	67	103	0	0	**163**	**4 - 6 Pk Volume**	135	148	0	0	**261**
Pk Hr Factor	0.698	0.920	0.000	0.000	**0.886**	**Pk Hr Factor**	0.804	0.685	0.000	0.000	**0.680**

Prepared by NDS/ATD

VOLUME

Rd 27 S/O Ave 21

Day: Wednesday
Date: 5/30/2018

City: Madera
Project #: CA18_2057_002

DAILY TOTALS	NB	SB	EB	WB	Total
	186	197	0	0	383

AM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0	
00:15	0		0						0	
00:30	0		0						0	
00:45	0		0						0	
01:00	0		0						0	
01:15	1		0						1	
01:30	0		0						0	
01:45	0	1	0						0	1
02:00	1		0						1	
02:15	0		0						0	
02:30	0		0						0	
02:45	0	1	0						0	1
03:00	0		0						0	
03:15	0		0						0	
03:30	0		0						0	
03:45	0		0						0	
04:00	0		1						1	
04:15	0		0						0	
04:30	1		0						1	
04:45	1	2	0	1					1	3
05:00	1		0						1	
05:15	1		1						2	
05:30	1		0						1	
05:45	2	5	2	3					4	8
06:00	0		0						0	
06:15	3		1						4	
06:30	4		0						4	
06:45	1	8	1	2					2	10
07:00	1		3						4	
07:15	1		11						12	
07:30	3		12						15	
07:45	13	18	28	54					41	72
08:00	12		3						15	
08:15	2		0						2	
08:30	3		1						4	
08:45	2	19	1	5					3	24
09:00	0		4						4	
09:15	2		1						3	
09:30	4		1						5	
09:45	1	7	0	6					1	13
10:00	0		1						1	
10:15	3		1						4	
10:30	1		4						5	
10:45	1	5	0	6					1	11
11:00	3		0						3	
11:15	3		0						3	
11:30	0		0						0	
11:45	1	7	1	1					2	8
TOTALS		73		78						**151**
SPLIT %		48.3%		51.7%						**39.4%**

PM Period	NB		SB		EB		WB		TOTAL	
12:00	0		5						5	
12:15	3		0						3	
12:30	0		2						2	
12:45	1	4	2	9					3	13
13:00	2		2						4	
13:15	0		4						4	
13:30	2		0						2	
13:45	1	5	1	7					2	12
14:00	2		6						8	
14:15	2		5						7	
14:30	7		12						19	
14:45	14	25	10	33					24	58
15:00	12		4						16	
15:15	3		4						7	
15:30	3		5						8	
15:45	6	24	1	14					7	38
16:00	2		4						6	
16:15	6		4						10	
16:30	4		2						6	
16:45	2	14	9	19					11	33
17:00	4		4						8	
17:15	3		3						6	
17:30	1		2						3	
17:45	7	15	3	12					10	27
18:00	7		5						12	
18:15	2		0						2	
18:30	1		2						3	
18:45	0	10	1	8					1	18
19:00	1		5						6	
19:15	0		2						2	
19:30	1		2						3	
19:45	1	3	0	9					1	12
20:00	2		0						2	
20:15	1		1						2	
20:30	1		1						2	
20:45	2	6	0	2					2	8
21:00	2		1						3	
21:15	0		1						1	
21:30	1		0						1	
21:45	0	3	1	3					1	6
22:00	1		0						1	
22:15	0		1						1	
22:30	0		0						0	
22:45	0	1	0	1					0	2
23:00	1		0						1	
23:15	1		2						3	
23:30	0		0						0	
23:45	1	3	0	2					1	5
TOTALS		113		119						**232**
SPLIT %		48.7%		51.3%						**60.6%**

DAILY TOTALS	NB	SB	EB	WB	Total
	186	197	0	0	383

AM Peak Hour	07:30	07:00			**07:15**
AM Pk Volume	30	54			**83**
Pk Hr Factor	0.577	0.482			**0.506**
7 - 9 Volume	37	59	0	0	**96**
7 - 9 Peak Hour	07:30	07:00			**07:15**
7 - 9 Pk Volume	30	54	0	0	**83**
Pk Hr Factor	0.577	0.482	0.000	0.000	**0.506**

PM Peak Hour	14:30	14:00			**14:15**
PM Pk Volume	36	33			**66**
Pk Hr Factor	0.643	0.688			**0.688**
4 - 6 Volume	29	31	0	0	**60**
4 - 6 Peak Hour	16:15	16:00			**16:15**
4 - 6 Pk Volume	16	19	0	0	**35**
Pk Hr Factor	0.667	0.528	0.000	0.000	**0.795**

Prepared by NDS/ATD

VOLUME

Road 28 N/O Cottonwood Creek

Day: Wednesday
Date: 5/30/2018

City: Madera
Project #: CA18_2057_003

DAILY TOTALS	NB	SB	EB	WB	Total
	3,067	3,297	0	0	6,364

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	6		9				15		12:00	39		53				92	
00:15	4		7				11		12:15	43		40				83	
00:30	3		4				7		12:30	37		38				75	
00:45	3	16	6	26			9	42	12:45	50	169	38	169			88	338
01:00	5		5				10		13:00	44		38				82	
01:15	0		1				1		13:15	46		49				95	
01:30	3		3				6		13:30	53		44				97	
01:45	2	10	5	14			7	24	13:45	62	205	63	194			125	399
02:00	7		0				7		14:00	63		59				122	
02:15	0		5				5		14:15	88		52				140	
02:30	5		4				9		14:30	75		72				147	
02:45	4	16	3	12			7	28	14:45	51	277	76	259			127	536
03:00	5		5				10		15:00	54		57				111	
03:15	3		1				4		15:15	46		56				102	
03:30	4		5				9		15:30	56		55				111	
03:45	10	22	5	16			15	38	15:45	57	213	62	230			119	443
04:00	16		16				32		16:00	56		69				125	
04:15	11		12				23		16:15	46		47				93	
04:30	23		21				44		16:30	55		62				117	
04:45	25	75	39	88			64	163	16:45	58	215	59	237			117	452
05:00	19		35				54		17:00	55		75				130	
05:15	22		32				54		17:15	55		66				121	
05:30	26		46				72		17:30	49		64				113	
05:45	14	81	14	127			28	208	17:45	52	211	48	253			100	464
06:00	18		8				26		18:00	52		52				104	
06:15	20		32				52		18:15	56		53				109	
06:30	10		17				27		18:30	43		47				90	
06:45	29	77	34	91			63	168	18:45	27	178	33	185			60	363
07:00	18		31				49		19:00	39		45				84	
07:15	28		35				63		19:15	49		39				88	
07:30	56		68				124		19:30	41		35				76	
07:45	86	188	56	190			142	378	19:45	39	168	35	154			74	322
08:00	51		48				99		20:00	28		39				67	
08:15	27		23				50		20:15	37		48				85	
08:30	32		35				67		20:30	44		59				103	
08:45	38	148	33	139			71	287	20:45	43	152	43	189			86	341
09:00	22		29				51		21:00	43		45				88	
09:15	38		25				63		21:15	41		46				87	
09:30	33		27				60		21:30	42		43				85	
09:45	26	119	35	116			61	235	21:45	17	143	32	166			49	309
10:00	31		28				59		22:00	25		27				52	
10:15	36		36				72		22:15	17		33				50	
10:30	37		39				76		22:30	14		16				30	
10:45	40	144	40	143			80	287	22:45	14	70	16	92			30	162
11:00	28		36				64		23:00	12		13				25	
11:15	43		44				87		23:15	5		16				21	
11:30	33		32				65		23:30	10		9				19	
11:45	33	137	47	159			80	296	23:45	6	33	10	48			16	81
TOTALS		1033		1121				**2154**	**TOTALS**		2034		2176				**4210**
SPLIT %		48.0%		52.0%				**33.8%**	**SPLIT %**		48.3%		51.7%				**66.2%**

DAILY TOTALS	NB	SB	EB	WB	Total
	3,067	3,297	0	0	6,364

AM Peak Hour	07:15	07:15			**07:15**	**PM Peak Hour**	13:45	16:45			**14:00**
AM Pk Volume	221	207			**428**	**PM Pk Volume**	288	264			**536**
Pk Hr Factor	0.642	0.761			**0.754**	**Pk Hr Factor**	0.818	0.880			**0.912**
7 - 9 Volume	336	329	0	0	**665**	**4 - 6 Volume**	426	490	0	0	**916**
7 - 9 Peak Hour	07:15	07:15			**07:15**	**4 - 6 Peak Hour**	16:30	16:45			**16:30**
7 - 9 Pk Volume	221	207	0	0	**428**	**4 - 6 Pk Volume**	223	264	0	0	**485**
Pk Hr Factor	0.642	0.761	0.000	0.000	**0.754**	**Pk Hr Factor**	0.961	0.880	0.000	0.000	**0.933**

Prepared by NDS/ATD

VOLUME

Rd 36 N/O Ave 12

Day: Wednesday
Date: 5/30/2018

City: Madera
Project #: CA18_2057_004

DAILY TOTALS	NB	SB	EB	WB	Total
	2,856	3,214	0	0	6,070

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	5		1				6		12:00	29		30				59	
00:15	4		1				5		12:15	38		44				82	
00:30	3		2				5		12:30	35		25				60	
00:45	4	16	1	5			5	21	12:45	57	159	37	136			94	295
01:00	2		2				4		13:00	65		37				102	
01:15	1		1				2		13:15	47		53				100	
01:30	2		1				3		13:30	50		50				100	
01:45	1	6	0	4			1	10	13:45	52	214	36	176			88	390
02:00	0		1				1		14:00	63		28				91	
02:15	2		1				3		14:15	71		175				246	
02:30	0		0				0		14:30	49		112				161	
02:45	2	4	0	2			2	6	14:45	50	233	72	387			122	620
03:00	2		3				5		15:00	55		57				112	
03:15	2		5				7		15:15	45		41				86	
03:30	1		2				3		15:30	45		39				84	
03:45	2	7	1	11			3	18	15:45	53	198	38	175			91	373
04:00	0		2				2		16:00	64		43				107	
04:15	1		2				3		16:15	58		39				97	
04:30	4		19				23		16:30	66		35				101	
04:45	6	11	6	29			12	40	16:45	75	263	40	157			115	420
05:00	4		13				17		17:00	83		48				131	
05:15	3		20				23		17:15	91		51				142	
05:30	4		39				43		17:30	81		43				124	
05:45	13	24	18	90			31	114	17:45	65	320	63	205			128	525
06:00	12		30				42		18:00	59		42				101	
06:15	24		41				65		18:15	64		36				100	
06:30	47		82				129		18:30	52		34				86	
06:45	12	95	61	214			73	309	18:45	46	221	21	133			67	354
07:00	25		77				102		19:00	44		19				63	
07:15	28		99				127		19:15	35		21				56	
07:30	73		104				177		19:30	24		24				48	
07:45	124	250	223	503			347	753	19:45	31	134	25	89			56	223
08:00	60		157				217		20:00	24		33				57	
08:15	30		58				88		20:15	31		16				47	
08:30	26		40				66		20:30	33		21				54	
08:45	29	145	42	297			71	442	20:45	29	117	11	81			40	198
09:00	17		50				67		21:00	31		11				42	
09:15	14		32				46		21:15	27		8				35	
09:30	17		35				52		21:30	14		14				28	
09:45	23	71	45	162			68	233	21:45	12	84	9	42			21	126
10:00	24		42				66		22:00	10		6				16	
10:15	24		34				58		22:15	11		4				15	
10:30	16		31				47		22:30	9		3				12	
10:45	30	94	36	143			66	237	22:45	9	39	1	14			10	53
11:00	29		37				66		23:00	6		2				8	
11:15	27		33				60		23:15	6		3				9	
11:30	36		35				71		23:30	6		3				9	
11:45	35	127	43	148			78	275	23:45	6	24	3	11			9	35
TOTALS		850		1608				**2458**	**TOTALS**		2006		1606				**3612**
SPLIT %		34.6%		65.4%				**40.5%**	**SPLIT %**		55.5%		44.5%				**59.5%**

DAILY TOTALS	NB	SB	EB	WB	Total
	2,856	3,214	0	0	6,070

AM Peak Hour	07:30	07:15				**07:15**	**PM Peak Hour**	16:45	14:15				**14:15**
AM Pk Volume	287	583				**868**	**PM Pk Volume**	330	416				**641**
Pk Hr Factor	0.579	0.654				**0.625**	**Pk Hr Factor**	0.907	0.594				**0.651**
7 - 9 Volume	395	800	0	0		**1195**	**4 - 6 Volume**	583	362	0	0		**945**
7 - 9 Peak Hour	07:30	07:15				**07:15**	**4 - 6 Peak Hour**	16:45	17:00				**17:00**
7 - 9 Pk Volume	287	583	0	0		**868**	**4 - 6 Pk Volume**	330	205	0	0		**525**
Pk Hr Factor	0.579	0.654	0.000	0.000		**0.625**	**Pk Hr Factor**	0.907	0.813	0.000	0.000		**0.924**

Prepared by NDS/ATD

VOLUME

Rd 36 S/O Ave 12

Day: Wednesday
Date: 5/30/2018

City: Madera
Project #: CA18_2057_005

DAILY TOTALS	NB	SB	EB	WB	Total
	1,241	1,106	0	0	2,347

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	4		0						4		12:00	17		7						24	
00:15	0		0						0		12:15	6		9						15	
00:30	0		0						0		12:30	15		5						20	
00:45	2	6	1	1					3	7	12:45	27	65	13	34					40	99
01:00	0		0						0		13:00	15		9						24	
01:15	0		1						1		13:15	10		18						28	
01:30	1		0						1		13:30	19		17						36	
01:45	1	2	0	1					1	3	13:45	13	57	20	64					33	121
02:00	1		0						1		14:00	21		13						34	
02:15	0		0						0		14:15	16		17						33	
02:30	2		1						3		14:30	18		27						45	
02:45	0	3	0	1					0	4	14:45	17	72	10	67					27	139
03:00	1		4						5		15:00	22		14						36	
03:15	0		4						4		15:15	25		19						44	
03:30	0		1						1		15:30	19		18						37	
03:45	2	3	3	12					5	15	15:45	22	88	16	67					38	155
04:00	1		3						4		16:00	37		13						50	
04:15	1		3						4		16:15	26		16						42	
04:30	2		8						10		16:30	33		13						46	
04:45	1	5	8	22					9	27	16:45	49	145	13	55					62	200
05:00	1		8						9		17:00	56		13						69	
05:15	2		6						8		17:15	54		24						78	
05:30	5		21						26		17:30	70		12						82	
05:45	4	12	9	44					13	56	17:45	35	215	19	68					54	283
06:00	3		20						23		18:00	28		13						41	
06:15	4		27						31		18:15	21		17						38	
06:30	14		22						36		18:30	24		18						42	
06:45	12	33	28	97					40	130	18:45	19	92	12	60					31	152
07:00	14		34						48		19:00	24		6						30	
07:15	21		39						60		19:15	10		6						16	
07:30	37		47						84		19:30	8		8						16	
07:45	30	102	52	172					82	274	19:45	22	64	4	24					26	88
08:00	19		52						71		20:00	9		8						17	
08:15	9		22						31		20:15	9		5						14	
08:30	13		22						35		20:30	7		5						12	
08:45	11	52	18	114					29	166	20:45	14	39	6	24					20	63
09:00	11		16						27		21:00	11		6						17	
09:15	15		15						30		21:15	9		2						11	
09:30	6		13						19		21:30	7		5						12	
09:45	10	42	13	57					23	99	21:45	2	29	7	20					9	49
10:00	11		11						22		22:00	3		3						6	
10:15	9		12						21		22:15	5		2						7	
10:30	5		9						14		22:30	3		2						5	
10:45	16	41	8	40					24	81	22:45	4	15	1	8					5	23
11:00	17		11						28		23:00	1		1						2	
11:15	10		11						21		23:15	4		2						6	
11:30	11		14						25		23:30	1		3						4	
11:45	12	50	10	46					22	96	23:45	3	9	2	8					5	17
TOTALS		351		607						958	TOTALS		890		499						1389
SPLIT %		36.6%		63.4%						40.8%	SPLIT %		64.1%		35.9%						59.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,241	1,106	0	0	2,347

AM Peak Hour	07:15	07:15			07:15	PM Peak Hour	16:45	13:45			16:45
AM Pk Volume	107	190			297	PM Pk Volume	229	77			291
Pk Hr Factor	0.723	0.913			0.884	Pk Hr Factor	0.818	0.713			0.887
7 - 9 Volume	154	286	0	0	440	4 - 6 Volume	360	123	0	0	483
7 - 9 Peak Hour	07:15	07:15			07:15	4 - 6 Peak Hour	16:45	17:00			16:45
7 - 9 Pk Volume	107	190	0	0	297	4 - 6 Pk Volume	229	68	0	0	291
Pk Hr Factor	0.723	0.913	0.000	0.000	0.884	Pk Hr Factor	0.818	0.708	0.000	0.000	0.887

Prepared by NDS/ATD

VOLUME

Rd 200 E/O SR 41

Day: Tuesday
Date: 5/15/2018

City: O'Neals
Project #: CA18_2057_006

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,623	1,719	3,342

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		0		0		12:00			21		24		45	
00:15			0		0		0		12:15			17		29		46	
00:30			2		1		3		12:30			14		26		40	
00:45			0	2	1	2	1	4	12:45			21	73	24	103	45	176
01:00			3		0		3		13:00			22		27		49	
01:15			0		0		0		13:15			33		20		53	
01:30			3		0		3		13:30			18		21		39	
01:45			3	9	0		3	9	13:45			20	93	20	88	40	181
02:00			0		1		1		14:00			27		17		44	
02:15			2		3		5		14:15			23		21		44	
02:30			0		1		1		14:30			42		32		74	
02:45			0	2	0	5	0	7	14:45			28	120	38	108	66	228
03:00			0		0		0		15:00			22		26		48	
03:15			0		3		3		15:15			35		27		62	
03:30			0		3		3		15:30			48		74		122	
03:45			2	2	2	8	4	10	15:45			34	139	49	176	83	315
04:00			0		2		2		16:00			28		27		55	
04:15			1		5		6		16:15			25		32		57	
04:30			1		4		5		16:30			30		59		89	
04:45			0	2	4	15	4	17	16:45			34	117	31	149	65	266
05:00			3		8		11		17:00			24		31		55	
05:15			5		11		16		17:15			30		34		64	
05:30			6		12		18		17:30			33		19		52	
05:45			4	18	27	58	31	76	17:45			37	124	27	111	64	235
06:00			8		21		29		18:00			19		17		36	
06:15			9		24		33		18:15			24		11		35	
06:30			12		19		31		18:30			28		21		49	
06:45			16	45	31	95	47	140	18:45			30	101	23	72	53	173
07:00			21		42		63		19:00			20		9		29	
07:15			24		29		53		19:15			11		8		19	
07:30			28		29		57		19:30			18		12		30	
07:45			51	124	22	122	73	246	19:45			22	71	21	50	43	121
08:00			59		37		96		20:00			13		10		23	
08:15			77		70		147		20:15			19		6		25	
08:30			75		84		159		20:30			15		9		24	
08:45			30	241	40	231	70	472	20:45			14	61	2	27	16	88
09:00			10		22		32		21:00			12		6		18	
09:15			18		28		46		21:15			8		7		15	
09:30			21		26		47		21:30			11		4		15	
09:45			23	72	15	91	38	163	21:45			15	46	2	19	17	65
10:00			17		27		44		22:00			7		2		9	
10:15			18		20		38		22:15			2		1		3	
10:30			9		25		34		22:30			1		3		4	
10:45			14	58	17	89	31	147	22:45			5	15	3	9	8	24
11:00			16		15		31		23:00			3		0		3	
11:15			18		32		50		23:15			1		1		2	
11:30			20		15		35		23:30			1		5		6	
11:45			26	80	21	83	47	163	23:45			3	8	2	8	5	16
TOTALS				655		799		**1454**	**TOTALS**				968		920		**1888**
SPLIT %				45.0%		55.0%		**43.5%**	**SPLIT %**				51.3%		48.7%		**56.5%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,623	1,719	3,342

AM Peak Hour			07:45	08:00	**07:45**	**PM Peak Hour**			15:15	15:30	**15:15**
AM Pk Volume			262	231	**475**	**PM Pk Volume**			145	182	**322**
Pk Hr Factor			0.851	0.688	**0.747**	**Pk Hr Factor**			0.755	0.615	**0.660**
7 - 9 Volume	0	0	365	353	**718**	**4 - 6 Volume**	0	0	241	260	**501**
7 - 9 Peak Hour			07:45	08:00	**07:45**	**4 - 6 Peak Hour**			17:00	16:30	**16:30**
7 - 9 Pk Volume	0	0	262	231	**475**	**4 - 6 Pk Volume**	0	0	124	155	**273**
Pk Hr Factor	0.000	0.000	0.851	0.688	**0.747**	**Pk Hr Factor**	0.000	0.000	0.838	0.657	**0.767**

Prepared by NDS/ATD

VOLUME

Rd 206 N/O San Joaquin River

Day: Wednesday
Date: 5/30/2018

City: Madera
Project #: CA18_2057_007

DAILY TOTALS	NB	SB	EB	WB	Total
	2,267	2,189	0	0	4,456

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	6		5				11		12:00	18		19				37	
00:15	14		6				20		12:15	25		37				62	
00:30	9		3				12		12:30	31		34				65	
00:45	7	36	4	18			11	54	12:45	30	104	36	126			66	230
01:00	9		1				10		13:00	38		24				62	
01:15	9		7				16		13:15	30		30				60	
01:30	7		2				9		13:30	39		27				66	
01:45	5	30	7	17			12	47	13:45	34	141	26	107			60	248
02:00	6		7				13		14:00	30		30				60	
02:15	10		6				16		14:15	35		23				58	
02:30	4		5				9		14:30	45		24				69	
02:45	3	23	3	21			6	44	14:45	41	151	28	105			69	256
03:00	7		7				14		15:00	45		26				71	
03:15	4		2				6		15:15	31		29				60	
03:30	2		0				2		15:30	45		43				88	
03:45	6	19	3	12			9	31	15:45	50	171	29	127			79	298
04:00	6		0				6		16:00	49		46				95	
04:15	5		3				8		16:15	44		39				83	
04:30	7		7				14		16:30	49		46				95	
04:45	5	23	3	13			8	36	16:45	41	183	43	174			84	357
05:00	8		9				17		17:00	53		39				92	
05:15	21		10				31		17:15	63		43				106	
05:30	14		18				32		17:30	38		59				97	
05:45	20	63	15	52			35	115	17:45	42	196	39	180			81	376
06:00	15		24				39		18:00	34		40				74	
06:15	25		21				46		18:15	29		30				59	
06:30	27		26				53		18:30	38		34				72	
06:45	25	92	36	107			61	199	18:45	29	130	21	125			50	255
07:00	34		30				64		19:00	25		24				49	
07:15	38		50				88		19:15	24		25				49	
07:30	26		51				77		19:30	15		24				39	
07:45	26	124	34	165			60	289	19:45	21	85	25	98			46	183
08:00	34		23				57		20:00	13		20				33	
08:15	26		41				67		20:15	25		26				51	
08:30	30		35				65		20:30	12		19				31	
08:45	20	110	35	134			55	244	20:45	24	74	22	87			46	161
09:00	23		26				49		21:00	22		17				39	
09:15	19		28				47		21:15	24		17				41	
09:30	28		33				61		21:30	21		23				44	
09:45	27	97	32	119			59	216	21:45	16	83	21	78			37	161
10:00	20		27				47		22:00	31		13				44	
10:15	18		39				57		22:15	23		16				39	
10:30	24		33				57		22:30	20		13				33	
10:45	22	84	30	129			52	213	22:45	17	91	15	57			32	148
11:00	30		21				51		23:00	19		9				28	
11:15	23		27				50		23:15	11		10				21	
11:30	33		28				61		23:30	8		12				20	
11:45	21	107	26	102			47	209	23:45	12	50	5	36			17	86
TOTALS		808		889				**1697**	**TOTALS**		1459		1300				**2759**
SPLIT %		47.6%		52.4%				**38.1%**	**SPLIT %**		52.9%		47.1%				**61.9%**

DAILY TOTALS	NB	SB	EB	WB	Total
	2,267	2,189	0	0	4,456

AM Peak Hour	06:30	06:45			**06:45**	**PM Peak Hour**	16:30	16:45			**16:45**
AM Pk Volume	124	167			**290**	**PM Pk Volume**	206	184			**379**
Pk Hr Factor	0.816	0.819			**0.824**	**Pk Hr Factor**	0.817	0.780			**0.894**
7 - 9 Volume	234	299	0	0	**533**	**4 - 6 Volume**	379	354	0	0	**733**
7 - 9 Peak Hour	07:00	07:00			**07:00**	**4 - 6 Peak Hour**	16:30	16:45			**16:45**
7 - 9 Pk Volume	124	165	0	0	**289**	**4 - 6 Pk Volume**	206	184	0	0	**379**
Pk Hr Factor	0.816	0.809	0.000	0.000	**0.821**	**Pk Hr Factor**	0.817	0.780	0.000	0.000	**0.894**

Prepared by NDS/ATD

VOLUME

Rd 221 N/O Rd 200

Day: Wednesday
Date: 5/30/2018

City: Madera
Project #: CA18_2057_008

DAILY TOTALS	NB	SB	EB	WB	Total
	722	726	0	0	1,448

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	0		0				0		12:00	5		9				14	
00:15	1		1				2		12:15	12		13				25	
00:30	1		1				2		12:30	3		14				17	
00:45	3	5	0	2			3	7	12:45	8	28	10	46			18	74
01:00	0		0				0		13:00	8		6				14	
01:15	0		2				2		13:15	7		7				14	
01:30	0		0				0		13:30	12		7				19	
01:45	1	1	1	3			2	4	13:45	12	39	13	33			25	72
02:00	0		0				0		14:00	12		4				16	
02:15	1		1				2		14:15	10		9				19	
02:30	1		0				1		14:30	15		8				23	
02:45	0	2	1	2			1	4	14:45	18	55	15	36			33	91
03:00	0		0				0		15:00	18		9				27	
03:15	0		0				0		15:15	14		7				21	
03:30	2		2				4		15:30	13		9				22	
03:45	0	2	0	2			0	4	15:45	14	59	15	40			29	99
04:00	1		1				2		16:00	18		16				34	
04:15	0		1				1		16:15	23		19				42	
04:30	1		3				4		16:30	12		12				24	
04:45	0	2	5	10			5	12	16:45	14	67	10	57			24	124
05:00	1		2				3		17:00	23		7				30	
05:15	1		3				4		17:15	10		6				16	
05:30	2		4				6		17:30	14		10				24	
05:45	2	6	7	16			9	22	17:45	16	63	14	37			30	100
06:00	2		6				8		18:00	16		12				28	
06:15	5		15				20		18:15	10		8				18	
06:30	5		12				17		18:30	17		13				30	
06:45	6	18	13	46			19	64	18:45	14	57	9	42			23	99
07:00	13		21				34		19:00	8		2				10	
07:15	12		13				25		19:15	6		11				17	
07:30	9		12				21		19:30	13		7				20	
07:45	10	44	23	69			33	113	19:45	5	32	7	27			12	59
08:00	17		28				45		20:00	5		7				12	
08:15	5		11				16		20:15	3		2				5	
08:30	14		19				33		20:30	7		11				18	
08:45	6	42	11	69			17	111	20:45	10	25	1	21			11	46
09:00	9		21				30		21:00	8		5				13	
09:15	5		8				13		21:15	5		3				8	
09:30	13		6				19		21:30	4		3				7	
09:45	6	33	12	47			18	80	21:45	9	26	3	14			12	40
10:00	15		10				25		22:00	5		1				6	
10:15	12		15				27		22:15	3		2				5	
10:30	6		11				17		22:30	1		1				2	
10:45	14	47	10	46			24	93	22:45	3	12	5	9			8	21
11:00	18		13				31		23:00	4		0				4	
11:15	11		11				22		23:15	4		3				7	
11:30	12		9				21		23:30	0		4				4	
11:45	6	47	11	44			17	91	23:45	2	10	1	8			3	18
TOTALS		249		356				**605**	**TOTALS**		473		370				**843**
SPLIT %		41.2%		58.8%				**41.8%**	**SPLIT %**		56.1%		43.9%				**58.2%**

DAILY TOTALS	NB	SB	EB	WB	Total
	722	726	0	0	1,448

AM Peak Hour	10:45	07:45				**07:45**	**PM Peak Hour**	16:15	15:45				**15:45**
AM Pk Volume	55	81				**127**	**PM Pk Volume**	72	62				**129**
Pk Hr Factor	0.764	0.723				**0.706**	**Pk Hr Factor**	0.783	0.816				**0.768**
7 - 9 Volume	86	138	0	0		**224**	**4 - 6 Volume**	130	94	0	0		**224**
7 - 9 Peak Hour	07:15	07:45				**07:45**	**4 - 6 Peak Hour**	16:15	16:00				**16:00**
7 - 9 Pk Volume	48	81	0	0		**127**	**4 - 6 Pk Volume**	72	57	0	0		**124**
Pk Hr Factor	0.706	0.723	0.000	0.000		**0.706**	**Pk Hr Factor**	0.783	0.750	0.000	0.000		**0.738**

Prepared by NDS/ATD

VOLUME

Rd 222 N/O Fresno County Line

Day: Wednesday
Date: 5/30/2018

City: Madera
Project #: CA18_2057_009

DAILY TOTALS	NB	SB	EB	WB	Total
	188	188	0	0	376

AM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0	
00:15	0		0						0	
00:30	0		0						0	
00:45	1	1	0						1	1
01:00	0		0						0	
01:15	0		0						0	
01:30	0		0						0	
01:45	0		0						0	
02:00	1		1						2	
02:15	0		1						1	
02:30	0		0						0	
02:45	0	1	0	2					0	3
03:00	0		0						0	
03:15	0		0						0	
03:30	0		0						0	
03:45	1	1	0						1	1
04:00	0		0						0	
04:15	0		0						0	
04:30	0		1						1	
04:45	0		0	1					0	1
05:00	0		2						2	
05:15	1		1						2	
05:30	2		0						2	
05:45	2	5	0	3					2	8
06:00	2		2						4	
06:15	2		4						6	
06:30	1		2						3	
06:45	1	6	3	11					4	17
07:00	4		3						7	
07:15	4		5						9	
07:30	1		2						3	
07:45	5	14	5	15					10	29
08:00	2		0						2	
08:15	0		5						5	
08:30	4		8						12	
08:45	4	10	4	17					8	27
09:00	2		3						5	
09:15	2		4						6	
09:30	5		6						11	
09:45	0	9	1	14					1	23
10:00	4		3						7	
10:15	3		5						8	
10:30	1		2						3	
10:45	3	11	4	14					7	25
11:00	0		3						3	
11:15	1		1						2	
11:30	4		2						6	
11:45	1	6	1	7					2	13
TOTALS		64		84						**148**
SPLIT %		43.2%		56.8%						**39.4%**

PM Period	NB		SB		EB		WB		TOTAL	
12:00	2		0						2	
12:15	1		7						8	
12:30	3		3						6	
12:45	3	9	0	10					3	19
13:00	4		0						4	
13:15	3		1						4	
13:30	3		2						5	
13:45	2	12	2	5					4	17
14:00	2		1						3	
14:15	1		4						5	
14:30	5		4						9	
14:45	1	9	5	14					6	23
15:00	3		4						7	
15:15	3		5						8	
15:30	5		3						8	
15:45	5	16	3	15					8	31
16:00	3		5						8	
16:15	4		3						7	
16:30	4		2						6	
16:45	6	17	3	13					9	30
17:00	3		4						7	
17:15	4		6						10	
17:30	4		3						7	
17:45	6	17	5	18					11	35
18:00	8		10						18	
18:15	2		2						4	
18:30	4		1						5	
18:45	2	16	1	14					3	30
19:00	4		2						6	
19:15	1		0						1	
19:30	3		1						4	
19:45	1	9	1	4					2	13
20:00	2		4						6	
20:15	3		0						3	
20:30	2		1						3	
20:45	0	7	1	6					1	13
21:00	0		2						2	
21:15	1		2						3	
21:30	1		0						1	
21:45	2	4	0	4					2	8
22:00	1		0						1	
22:15	3		1						4	
22:30	1		0						1	
22:45	2	7	0	1					2	8
23:00	1		0						1	
23:15	0		0						0	
23:30	0		0						0	
23:45	0	1	0						0	1
TOTALS		124		104						**228**
SPLIT %		54.4%		45.6%						**60.6%**

DAILY TOTALS	NB	SB	EB	WB	Total
	188	188	0	0	376

AM Peak Hour	07:00	08:15			**08:30**
AM Pk Volume	14	20			**31**
Pk Hr Factor	0.700	0.625			**0.646**
7 - 9 Volume	24	32	0	0	**56**
7 - 9 Peak Hour	07:00	07:45			**07:00**
7 - 9 Pk Volume	14	18	0	0	**29**
Pk Hr Factor	0.700	0.563	0.000	0.000	**0.725**

PM Peak Hour	17:15	17:15			**17:15**
PM Pk Volume	22	24			**46**
Pk Hr Factor	0.688	0.600			**0.639**
4 - 6 Volume	34	31	0	0	**65**
4 - 6 Peak Hour	16:00	17:00			**17:00**
4 - 6 Pk Volume	17	18	0	0	**35**
Pk Hr Factor	0.708	0.750	0.000	0.000	**0.795**

Prepared by NDS/ATD

VOLUME

Rd 222 E/O SR 41

Day: Tuesday
Date: 5/15/2018

City: Oakhurst
Project #: CA18_2057_010

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,487	2,495	4,982

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			2		1		3		12:00			39		41		80	
00:15			1		2		3		12:15			31		49		80	
00:30			0		1		1		12:30			45		40		85	
00:45			0	3	0	4	0	7	12:45			46	161	39	169	85	330
01:00			1		0		1		13:00			33		50		83	
01:15			1		1		2		13:15			44		40		84	
01:30			1		1		2		13:30			45		48		93	
01:45			2	5	0	2	2	7	13:45			46	168	44	182	90	350
02:00			1		1		2		14:00			41		58		99	
02:15			3		2		5		14:15			45		64		109	
02:30			1		1		2		14:30			38		40		78	
02:45			1	6	1	5	2	11	14:45			52	176	43	205	95	381
03:00			1		1		2		15:00			42		44		86	
03:15			0		2		2		15:15			55		46		101	
03:30			1		3		4		15:30			61		55		116	
03:45			1	3	3	9	4	12	15:45			54	212	46	191	100	403
04:00			0		2		2		16:00			65		43		108	
04:15			0		1		1		16:15			48		41		89	
04:30			0		4		4		16:30			61		46		107	
04:45			1	1	4	11	5	12	16:45			62	236	52	182	114	418
05:00			0		5		5		17:00			53		49		102	
05:15			2		2		4		17:15			48		40		88	
05:30			5		10		15		17:30			46		44		90	
05:45			8	15	15	32	23	47	17:45			40	187	43	176	83	363
06:00			8		23		31		18:00			53		34		87	
06:15			10		20		30		18:15			37		21		58	
06:30			19		22		41		18:30			38		20		58	
06:45			19	56	26	91	45	147	18:45			32	160	26	101	58	261
07:00			28		28		56		19:00			36		17		53	
07:15			33		48		81		19:15			32		19		51	
07:30			31		57		88		19:30			23		24		47	
07:45			46	138	57	190	103	328	19:45			45	136	19	79	64	215
08:00			38		51		89		20:00			25		23		48	
08:15			38		43		81		20:15			33		13		46	
08:30			41		37		78		20:30			28		19		47	
08:45			28	145	53	184	81	329	20:45			23	109	11	66	34	175
09:00			34		36		70		21:00			25		13		38	
09:15			41		49		90		21:15			13		15		28	
09:30			40		51		91		21:30			11		9		20	
09:45			37	152	42	178	79	330	21:45			15	64	11	48	26	112
10:00			31		42		73		22:00			18		5		23	
10:15			40		47		87		22:15			8		5		13	
10:30			35		49		84		22:30			10		9		19	
10:45			32	138	51	189	83	327	22:45			7	43	6	25	13	68
11:00			39		46		85		23:00			5		1		6	
11:15			31		42		73		23:15			5		2		7	
11:30			36		39		75		23:30			6		1		7	
11:45			46	152	45	172	91	324	23:45			5	21	0	4	5	25
TOTALS				814		1067		**1881**	**TOTALS**				1673		1428		**3101**
SPLIT %				43.3%		56.7%		**37.8%**	**SPLIT %**				54.0%		46.0%		**62.2%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,487	2,495	4,982

AM Peak Hour			07:45	07:15	**07:15**	**PM Peak Hour**			16:00	13:30	**15:15**
AM Pk Volume			163	213	**361**	**PM Pk Volume**			236	214	**425**
Pk Hr Factor			0.886	0.934	**0.876**	**Pk Hr Factor**			0.908	0.836	**0.916**
7 - 9 Volume	0	0	283	374	**657**	**4 - 6 Volume**	0	0	423	358	**781**
7 - 9 Peak Hour			07:45	07:15	**07:15**	**4 - 6 Peak Hour**			16:00	16:15	**16:00**
7 - 9 Pk Volume	0	0	163	213	**361**	**4 - 6 Pk Volume**	0	0	236	188	**418**
Pk Hr Factor	0.000	0.000	0.886	0.934	**0.876**	**Pk Hr Factor**	0.000	0.000	0.908	0.904	**0.917**

Prepared by NDS/ATD

VOLUME

Rd 222 S/O Rd 432

Day: Tuesday
Date: 5/15/2018

City: Bass Lake
Project #: CA18_2057_011

DAILY TOTALS	NB	SB	EB	WB	Total
	828	791	0	0	1,619

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	0		1				1		12:00	16		13				29	
00:15	1		0				1		12:15	17		13				30	
00:30	0		0				0		12:30	18		11				29	
00:45	0	1	0	1			0	2	12:45	17	68	15	52			32	120
01:00	0		0				0		13:00	18		10				28	
01:15	1		0				1		13:15	18		16				34	
01:30	0		0				0		13:30	15		17				32	
01:45	0	1	0				0	1	13:45	17	68	10	53			27	121
02:00	0		0				0		14:00	13		19				32	
02:15	0		1				1		14:15	24		16				40	
02:30	1		0				1		14:30	16		14				30	
02:45	0	1	0	1			0	2	14:45	14	67	18	67			32	134
03:00	0		0				0		15:00	10		15				25	
03:15	0		0				0		15:15	17		16				33	
03:30	1		1				2		15:30	25		14				39	
03:45	1	2	0	1			1	3	15:45	15	67	15	60			30	127
04:00	0		0				0		16:00	18		23				41	
04:15	2		0				2		16:15	12		21				33	
04:30	0		1				1		16:30	21		15				36	
04:45	1	3	0	1			1	4	16:45	20	71	22	81			42	152
05:00	2		0				2		17:00	10		16				26	
05:15	0		0				0		17:15	14		15				29	
05:30	0		1				1		17:30	14		17				31	
05:45	6	8	5	6			11	14	17:45	21	59	22	70			43	129
06:00	4		1				5		18:00	10		17				27	
06:15	3		2				5		18:15	11		11				22	
06:30	4		2				6		18:30	8		15				23	
06:45	8	19	4	9			12	28	18:45	12	41	9	52			21	93
07:00	5		6				11		19:00	6		8				14	
07:15	9		5				14		19:15	10		6				16	
07:30	22		14				36		19:30	8		6				14	
07:45	11	47	13	38			24	85	19:45	11	35	17	37			28	72
08:00	15		12				27		20:00	6		8				14	
08:15	10		10				20		20:15	5		9				14	
08:30	12		14				26		20:30	5		12				17	
08:45	18	55	7	43			25	98	20:45	3	19	9	38			12	57
09:00	11		8				19		21:00	7		6				13	
09:15	18		13				31		21:15	1		5				6	
09:30	10		14				24		21:30	3		4				7	
09:45	19	58	15	50			34	108	21:45	2	13	5	20			7	33
10:00	15		11				26		22:00	2		1				3	
10:15	19		14				33		22:15	2		4				6	
10:30	13		11				24		22:30	2		0				2	
10:45	13	60	12	48			25	108	22:45	1	7	2	7			3	14
11:00	16		17				33		23:00	0		1				1	
11:15	13		10				23		23:15	2		4				6	
11:30	12		10				22		23:30	0		0				0	
11:45	15	56	12	49			27	105	23:45	0	2	2	7			2	9
TOTALS		311		247				**558**	**TOTALS**		517		544				**1061**
SPLIT %		55.7%		44.3%				**34.5%**	**SPLIT %**		48.7%		51.3%				**65.5%**

DAILY TOTALS	NB	SB	EB	WB	Total
	828	791	0	0	1,619

AM Peak Hour	09:45	09:30					**09:30**		**PM Peak Hour**	15:15	16:00					**16:00**		
AM Pk Volume	66	54					**117**		**PM Pk Volume**	75	81					**152**		
Pk Hr Factor	0.868	0.900					**0.860**		**Pk Hr Factor**	0.750	0.880					**0.905**		
7 - 9 Volume	102	81	0	0			**183**		**4 - 6 Volume**	130	151	0	0			**281**		
7 - 9 Peak Hour	07:30	07:30					**07:30**		**4 - 6 Peak Hour**	16:00	16:00					**16:00**		
7 - 9 Pk Volume	58	49	0	0			**107**		**4 - 6 Pk Volume**	71	81	0	0			**152**		
Pk Hr Factor	0.659	0.875	0.000	0.000			**0.743**		**Pk Hr Factor**	0.845	0.880	0.000	0.000			**0.905**		

Prepared by NDS/ATD

VOLUME

Rd 223 N/O Rd 221

Day: Wednesday
Date: 5/30/2018

City: Madera
Project #: CA18_2057_012

DAILY TOTALS	NB	SB	EB	WB	Total
	787	760	0	0	1,547

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	0		0				0		12:00	6		7				13	
00:15	2		0				2		12:15	11		23				34	
00:30	1		2				3		12:30	7		15				22	
00:45	4	7	0	2			4	9	12:45	13	37	10	55			23	92
01:00	0		0				0		13:00	11		13				24	
01:15	0		1				1		13:15	7		8				15	
01:30	0		3				3		13:30	15		21				36	
01:45	2	2	0	4			2	6	13:45	10	43	10	52			20	95
02:00	1		0				1		14:00	11		13				24	
02:15	0		2				2		14:15	14		15				29	
02:30	0		0				0		14:30	15		8				23	
02:45	0	1	1	3			1	4	14:45	14	54	17	53			31	107
03:00	0		0				0		15:00	14		6				20	
03:15	0		0				0		15:15	15		15				30	
03:30	1		1				2		15:30	12		13				25	
03:45	1	2	0	1			1	3	15:45	14	55	21	55			35	110
04:00	2		1				3		16:00	19		22				41	
04:15	0		1				1		16:15	19		16				35	
04:30	0		2				2		16:30	18		17				35	
04:45	2	4	0	4			2	8	16:45	11	67	11	66			22	133
05:00	4		3				7		17:00	16		13				29	
05:15	2		3				5		17:15	10		16				26	
05:30	2		3				5		17:30	20		15				35	
05:45	4	12	6	15			10	27	17:45	12	58	16	60			28	118
06:00	6		5				11		18:00	13		9				22	
06:15	5		10				15		18:15	13		10				23	
06:30	11		9				20		18:30	14		13				27	
06:45	6	28	8	32			14	60	18:45	16	56	7	39			23	95
07:00	18		9				27		19:00	5		6				11	
07:15	22		16				38		19:15	5		6				11	
07:30	19		8				27		19:30	4		5				9	
07:45	14	73	22	55			36	128	19:45	9	23	9	26			18	49
08:00	20		17				37		20:00	2		8				10	
08:15	12		8				20		20:15	4		4				8	
08:30	15		15				30		20:30	6		10				16	
08:45	15	62	9	49			24	111	20:45	6	18	9	31			15	49
09:00	9		18				27		21:00	6		3				9	
09:15	11		7				18		21:15	4		4				8	
09:30	14		7				21		21:30	1		5				6	
09:45	14	48	6	38			20	86	21:45	2	13	2	14			4	27
10:00	15		9				24		22:00	3		2				5	
10:15	15		15				30		22:15	1		2				3	
10:30	9		9				18		22:30	1		3				4	
10:45	10	49	13	46			23	95	22:45	2	7	5	12			7	19
11:00	22		10				32		23:00	1		1				2	
11:15	17		12				29		23:15	0		0				0	
11:30	10		12				22		23:30	1		2				3	
11:45	12	61	9	43			21	104	23:45	5	7	2	5			7	12
TOTALS		349		292				**641**	**TOTALS**		438		468				**906**
SPLIT %		54.4%		45.6%				**41.4%**	**SPLIT %**		48.3%		51.7%				**58.6%**

DAILY TOTALS	NB	SB	EB	WB	Total
	787	760	0	0	1,547

AM Peak Hour	07:15	07:15				**07:15**	**PM Peak Hour**	15:45	15:45				**15:45**
AM Pk Volume	75	63				**138**	**PM Pk Volume**	70	76				**146**
Pk Hr Factor	0.852	0.716				**0.908**	**Pk Hr Factor**	0.921	0.864				**0.890**
7 - 9 Volume	135	104	0	0		**239**	**4 - 6 Volume**	125	126	0	0		**251**
7 - 9 Peak Hour	07:15	07:15				**07:15**	**4 - 6 Peak Hour**	16:00	16:00				**16:00**
7 - 9 Pk Volume	75	63	0	0		**138**	**4 - 6 Pk Volume**	67	66	0	0		**133**
Pk Hr Factor	0.852	0.716	0.000	0.000		**0.908**	**Pk Hr Factor**	0.882	0.750	0.000	0.000		**0.811**

Prepared by NDS/ATD

VOLUME

Rd 225 W/O Rd 274

Day: Wednesday
Date: 5/30/2018

City: Madera
Project #: CA18_2057_013

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,570	1,574	3,144

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			6		1		7		12:00			25		29		54	
00:15			3		0		3		12:15			24		29		53	
00:30			2		2		4		12:30			22		17		39	
00:45			1	12	1	4	2	16	12:45			29	100	30	105	59	205
01:00			0		0		0		13:00			23		23		46	
01:15			1		1		2		13:15			21		30		51	
01:30			2		2		4		13:30			32		32		64	
01:45			0	3	2	5	2	8	13:45			27	103	21	106	48	209
02:00			1		2		3		14:00			38		23		61	
02:15			2		2		4		14:15			23		27		50	
02:30			0		0		0		14:30			53		31		84	
02:45			1	4	0	4	1	8	14:45			30	144	61	142	91	286
03:00			0		0		0		15:00			24		27		51	
03:15			2		2		4		15:15			31		21		52	
03:30			1		0		1		15:30			21		33		54	
03:45			0	3	0	2	0	5	15:45			23	99	29	110	52	209
04:00			2		1		3		16:00			23		32		55	
04:15			0		2		2		16:15			28		23		51	
04:30			0		2		2		16:30			28		27		55	
04:45			2	4	3	8	5	12	16:45			30	109	23	105	53	214
05:00			0		6		6		17:00			29		39		68	
05:15			4		4		8		17:15			30		34		64	
05:30			6		7		13		17:30			32		25		57	
05:45			11	21	6	23	17	44	17:45			23	114	17	115	40	229
06:00			8		13		21		18:00			27		29		56	
06:15			8		8		16		18:15			24		22		46	
06:30			9		17		26		18:30			25		27		52	
06:45			13	38	26	64	39	102	18:45			18	94	17	95	35	189
07:00			24		30		54		19:00			15		19		34	
07:15			20		19		39		19:15			15		15		30	
07:30			38		30		68		19:30			19		13		32	
07:45			43	125	46	125	89	250	19:45			12	61	11	58	23	119
08:00			46		50		96		20:00			20		4		24	
08:15			32		37		69		20:15			11		11		22	
08:30			19		31		50		20:30			15		9		24	
08:45			26	123	25	143	51	266	20:45			12	58	6	30	18	88
09:00			21		18		39		21:00			9		9		18	
09:15			19		18		37		21:15			9		6		15	
09:30			21		28		49		21:30			11		7		18	
09:45			28	89	27	91	55	180	21:45			9	38	4	26	13	64
10:00			30		24		54		22:00			7		7		14	
10:15			16		30		46		22:15			7		2		9	
10:30			22		15		37		22:30			8		7		15	
10:45			25	93	28	97	53	190	22:45			3	25	0	16	3	41
11:00			18		26		44		23:00			7		3		10	
11:15			26		20		46		23:15			2		3		5	
11:30			24		21		45		23:30			1		1		2	
11:45			29	97	24	91	53	188	23:45			3	13	2	9	5	22
TOTALS				612		657		**1269**	**TOTALS**				958		917		**1875**
SPLIT %				48.2%		51.8%		**40.4%**	**SPLIT %**				51.1%		48.9%		**59.6%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,570	1,574	3,144

AM Peak Hour			07:30	07:45	**07:30**	**PM Peak Hour**			14:00	14:15	**14:00**
AM Pk Volume			159	164	**322**	**PM Pk Volume**			144	146	**286**
Pk Hr Factor			0.864	0.820	**0.839**	**Pk Hr Factor**			0.679	0.598	**0.786**
7 - 9 Volume	0	0	248	268	**516**	**4 - 6 Volume**	0	0	223	220	**443**
7 - 9 Peak Hour			07:30	07:45	**07:30**	**4 - 6 Peak Hour**			16:45	16:30	**16:45**
7 - 9 Pk Volume	0	0	159	164	**322**	**4 - 6 Pk Volume**	0	0	121	123	**242**
Pk Hr Factor	0.000	0.000	0.864	0.820	**0.839**	**Pk Hr Factor**	0.000	0.000	0.945	0.788	**0.890**

Prepared by NDS/ATD

VOLUME

Rd 274 E/O Rd 222

Day: Tuesday
Date: 5/15/2018

City: Bass Lake
Project #: CA18_2057_014

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,245	1,241	2,486

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		0		0		12:00			17		17		34	
00:15			0		2		2		12:15			12		20		32	
00:30			0		0		0		12:30			26		21		47	
00:45			1	1	0	2	1	3	12:45			21	76	19	77	40	153
01:00			0		1		1		13:00			15		23		38	
01:15			0		0		0		13:15			17		20		37	
01:30			0		0		0		13:30			27		32		59	
01:45			1	1	1	2	2	3	13:45			26	85	20	95	46	180
02:00			3		0		3		14:00			25		35		60	
02:15			1		0		1		14:15			23		23		46	
02:30			1		0		1		14:30			15		17		32	
02:45			1	6	0		1	6	14:45			19	82	19	94	38	176
03:00			1		0		1		15:00			23		18		41	
03:15			0		0		0		15:15			25		20		45	
03:30			1		3		4		15:30			30		32		62	
03:45			0	2	1	4	1	6	15:45			27	105	23	93	50	198
04:00			1		2		3		16:00			31		24		55	
04:15			0		0		0		16:15			25		20		45	
04:30			0		2		2		16:30			21		24		45	
04:45			1	2	1	5	2	7	16:45			28	105	20	88	48	193
05:00			0		0		0		17:00			16		38		54	
05:15			0		2		2		17:15			30		20		50	
05:30			4		4		8		17:30			20		23		43	
05:45			5	9	3	9	8	18	17:45			14	80	20	101	34	181
06:00			2		8		10		18:00			22		15		37	
06:15			5		7		12		18:15			22		11		33	
06:30			18		8		26		18:30			20		13		33	
06:45			12	37	14	37	26	74	18:45			14	78	10	49	24	127
07:00			14		10		24		19:00			16		9		25	
07:15			24		24		48		19:15			14		12		26	
07:30			23		22		45		19:30			15		8		23	
07:45			26	87	24	80	50	167	19:45			9	54	11	40	20	94
08:00			27		20		47		20:00			11		8		19	
08:15			26		19		45		20:15			6		13		19	
08:30			17		18		35		20:30			10		10		20	
08:45			29	99	24	81	53	180	20:45			14	41	5	36	19	77
09:00			14		21		35		21:00			6		9		15	
09:15			19		22		41		21:15			7		10		17	
09:30			21		29		50		21:30			3		4		7	
09:45			29	83	25	97	54	180	21:45			3	19	9	32	12	51
10:00			18		28		46		22:00			7		2		9	
10:15			20		23		43		22:15			10		5		15	
10:30			29		24		53		22:30			4		7		11	
10:45			17	84	31	106	48	190	22:45			3	24	0	14	3	38
11:00			16		27		43		23:00			1		0		1	
11:15			21		26		47		23:15			1		0		1	
11:30			25		19		44		23:30			3		1		4	
11:45			17	79	26	98	43	177	23:45			1	6	0	1	1	7
TOTALS				490		521		**1011**	**TOTALS**				755		720		**1475**
SPLIT %				48.5%		51.5%		**40.7%**	**SPLIT %**				51.2%		48.8%		**59.3%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,245	1,241	2,486

AM Peak Hour			07:30	10:30	**09:45**		**PM Peak Hour**			15:15	13:30	**15:15**
AM Pk Volume			102	108	**196**		**PM Pk Volume**			113	110	**212**
Pk Hr Factor			0.944	0.871	**0.907**		**Pk Hr Factor**			0.911	0.786	**0.855**
7 - 9 Volume	0	0	186	161	**347**		**4 - 6 Volume**	0	0	185	189	**374**
7 - 9 Peak Hour			07:30	07:15	**07:15**		**4 - 6 Peak Hour**			16:00	16:15	**16:30**
7 - 9 Pk Volume	0	0	102	90	**190**		**4 - 6 Pk Volume**	0	0	105	102	**197**
Pk Hr Factor	0.000	0.000	0.944	0.938	**0.950**		**Pk Hr Factor**	0.000	0.000	0.847	0.671	**0.912**

Prepared by NDS/ATD

VOLUME

Rd 274 N/O Rd 225

Day: Wednesday
Date: 5/30/2018

City: Madera
Project #: CA18_2057_015

DAILY TOTALS	NB	SB	EB	WB	Total
	732	745	0	0	1,477

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	0		0				0		12:00	13		11				24	
00:15	0		0				0		12:15	14		15				29	
00:30	0		0				0		12:30	9		7				16	
00:45	1	1	1	1			2	2	12:45	13	49	6	39			19	88
01:00	0		0				0		13:00	13		14				27	
01:15	0		1				1		13:15	13		8				21	
01:30	0		2				2		13:30	14		16				30	
01:45	0		1	4			1	4	13:45	10	50	14	52			24	102
02:00	0		2				2		14:00	18		9				27	
02:15	0		0				0		14:15	11		13				24	
02:30	0		0				0		14:30	14		19				33	
02:45	0		0	2			0	2	14:45	13	56	18	59			31	115
03:00	0		0				0		15:00	11		13				24	
03:15	2		2				4		15:15	15		9				24	
03:30	1		0				1		15:30	13		18				31	
03:45	2	5	0	2			2	7	15:45	10	49	17	57			27	106
04:00	1		0				1		16:00	10		17				27	
04:15	0		0				0		16:15	6		13				19	
04:30	1		0				1		16:30	11		17				28	
04:45	2	4	0				2	4	16:45	19	46	16	63			35	109
05:00	0		2				2		17:00	17		19				36	
05:15	4		0				4		17:15	16		22				38	
05:30	9		4				13		17:30	14		19				33	
05:45	4	17	1	7			5	24	17:45	12	59	11	71			23	130
06:00	7		3				10		18:00	8		10				18	
06:15	4		4				8		18:15	11		13				24	
06:30	3		7				10		18:30	15		11				26	
06:45	4	18	7	21			11	39	18:45	5	39	11	45			16	84
07:00	22		3				25		19:00	7		6				13	
07:15	11		8				19		19:15	2		9				11	
07:30	17		13				30		19:30	3		13				16	
07:45	10	60	13	37			23	97	19:45	5	17	11	39			16	56
08:00	17		16				33		20:00	6		1				7	
08:15	21		12				33		20:15	3		9				12	
08:30	16		10				26		20:30	5		11				16	
08:45	17	71	9	47			26	118	20:45	4	18	5	26			9	44
09:00	11		6				17		21:00	4		5				9	
09:15	9		16				25		21:15	2		4				6	
09:30	14		14				28		21:30	4		3				7	
09:45	26	60	16	52			42	112	21:45	4	14	8	20			12	34
10:00	16		12				28		22:00	2		2				4	
10:15	8		12				20		22:15	1		3				4	
10:30	13		9				22		22:30	3		4				7	
10:45	13	50	12	45			25	95	22:45	0	6	2	11			2	17
11:00	5		15				20		23:00	1		1				2	
11:15	12		3				15		23:15	1		2				3	
11:30	9		8				17		23:30	1		1				2	
11:45	14	40	13	39			27	79	23:45	0	3	2	6			2	9
TOTALS		326		257				583	TOTALS		406		488				894
SPLIT %		55.9%		44.1%				39.5%	SPLIT %		45.4%		54.6%				60.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	732	745	0	0	1,477

AM Peak Hour	08:00	09:15				09:15	PM Peak Hour	16:45	16:45				16:45
AM Pk Volume	71	58				123	PM Pk Volume	66	76				142
Pk Hr Factor	0.845	0.906				0.732	Pk Hr Factor	0.868	0.864				0.934
7 - 9 Volume	131	84	0	0		215	4 - 6 Volume	105	134	0	0		239
7 - 9 Peak Hour	08:00	07:30				07:30	4 - 6 Peak Hour	16:45	16:45				16:45
7 - 9 Pk Volume	71	54	0	0		119	4 - 6 Pk Volume	66	76	0	0		142
Pk Hr Factor	0.845	0.844	0.000	0.000		0.902	Pk Hr Factor	0.868	0.864	0.000	0.000		0.934

Prepared by NDS/ATD

VOLUME

Rd 415 E/O Rd 400

Day: Tuesday
Date: 5/15/2018

City: Coarsegold
Project #: CA18_2057_016

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,680	1,620	3,300

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		2		2		12:00			25		22		47	
00:15			0		2		2		12:15			29		25		54	
00:30			1		3		4		12:30			20		27		47	
00:45			2	3	3	10	5	13	12:45			25	99	18	92	43	191
01:00			1		2		3		13:00			25		33		58	
01:15			1		2		3		13:15			24		14		38	
01:30			1		2		3		13:30			35		23		58	
01:45			2	5	0	6	2	11	13:45			20	104	21	91	41	195
02:00			0		4		4		14:00			19		28		47	
02:15			0		1		1		14:15			30		36		66	
02:30			0		1		1		14:30			40		40		80	
02:45			0		2	8	2	8	14:45			24	113	26	130	50	243
03:00			0		0		0		15:00			28		34		62	
03:15			1		0		1		15:15			27		28		55	
03:30			1		0		1		15:30			27		29		56	
03:45			4	6	1	1	5	7	15:45			33	115	35	126	68	241
04:00			0		1		1		16:00			33		48		81	
04:15			3		1		4		16:15			23		33		56	
04:30			4		3		7		16:30			29		35		64	
04:45			3	10	2	7	5	17	16:45			22	107	39	155	61	262
05:00			5		0		5		17:00			23		27		50	
05:15			9		6		15		17:15			27		49		76	
05:30			7		4		11		17:30			25		32		57	
05:45			15	36	6	16	21	52	17:45			27	102	40	148	67	250
06:00			12		11		23		18:00			14		28		42	
06:15			20		9		29		18:15			19		20		39	
06:30			26		13		39		18:30			19		28		47	
06:45			31	89	11	44	42	133	18:45			19	71	27	103	46	174
07:00			40		14		54		19:00			13		32		45	
07:15			59		18		77		19:15			15		11		26	
07:30			63		28		91		19:30			22		15		37	
07:45			59	221	24	84	83	305	19:45			15	65	19	77	34	142
08:00			23		31		54		20:00			9		22		31	
08:15			32		19		51		20:15			8		28		36	
08:30			29		14		43		20:30			10		22		32	
08:45			34	118	22	86	56	204	20:45			9	36	26	98	35	134
09:00			27		16		43		21:00			10		16		26	
09:15			36		16		52		21:15			7		19		26	
09:30			28		18		46		21:30			2		5		7	
09:45			26	117	18	68	44	185	21:45			3	22	7	47	10	69
10:00			35		19		54		22:00			3		8		11	
10:15			19		22		41		22:15			5		4		9	
10:30			28		17		45		22:30			3		7		10	
10:45			25	107	23	81	48	188	22:45			2	13	3	22	5	35
11:00			27		20		47		23:00			2		5		7	
11:15			23		26		49		23:15			3		2		5	
11:30			32		32		64		23:30			6		2		8	
11:45			25	107	30	108	55	215	23:45			3	14	3	12	6	26
TOTALS				819		519		**1338**	**TOTALS**				861		1101		**1962**
SPLIT %				61.2%		38.8%		**40.5%**	**SPLIT %**				43.9%		56.1%		**59.5%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,680	1,620	3,300

AM Peak Hour			07:00	11:15	**07:00**	**PM Peak Hour**			14:15	16:00	**15:45**
AM Pk Volume			221	110	**305**	**PM Pk Volume**			122	155	**269**
Pk Hr Factor			0.877	0.859	**0.838**	**Pk Hr Factor**			0.763	0.807	**0.830**
7 - 9 Volume	0	0	339	170	**509**	**4 - 6 Volume**	0	0	209	303	**512**
7 - 9 Peak Hour			07:00	07:30	**07:00**	**4 - 6 Peak Hour**			16:00	16:00	**16:00**
7 - 9 Pk Volume	0	0	221	102	**305**	**4 - 6 Pk Volume**	0	0	107	155	**262**
Pk Hr Factor	0.000	0.000	0.877	0.823	**0.838**	**Pk Hr Factor**	0.000	0.000	0.811	0.807	**0.809**

Prepared by NDS/ATD

VOLUME

Rd 415 W/O Rd 400

Day: Tuesday
Date: 5/15/2018

City: Coarsegold
Project #: CA18_2057_017

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	930	935	1,865

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		0		0		12:00			11		13		24	
00:15			0		2		2		12:15			12		12		24	
00:30			1		2		3		12:30			10		19		29	
00:45			2	3	1	5	3	8	12:45			16	49	11	55	27	104
01:00			0		2		2		13:00			12		18		30	
01:15			0		2		2		13:15			12		13		25	
01:30			2		1		3		13:30			15		15		30	
01:45			2	4	0	5	2	9	13:45			10	49	10	56	20	105
02:00			0		1		1		14:00			14		13		27	
02:15			0		1		1		14:15			16		15		31	
02:30			0		0		0		14:30			15		19		34	
02:45			0		2	4	2	4	14:45			10	55	14	61	24	116
03:00			0		0		0		15:00			15		15		30	
03:15			0		0		0		15:15			16		22		38	
03:30			1		0		1		15:30			12		12		24	
03:45			3	4	0		3	4	15:45			24	67	18	67	42	134
04:00			0		1		1		16:00			16		26		42	
04:15			2		1		3		16:15			19		17		36	
04:30			1		1		2		16:30			15		20		35	
04:45			3	6	1	4	4	10	16:45			15	65	12	75	27	140
05:00			5		0		5		17:00			13		23		36	
05:15			5		5		10		17:15			18		31		49	
05:30			4		5		9		17:30			15		22		37	
05:45			16	30	3	13	19	43	17:45			18	64	25	101	43	165
06:00			8		11		19		18:00			14		14		28	
06:15			14		6		20		18:15			11		18		29	
06:30			14		12		26		18:30			11		17		28	
06:45			23	59	10	39	33	98	18:45			16	52	16	65	32	117
07:00			20		14		34		19:00			10		22		32	
07:15			23		4		27		19:15			7		9		16	
07:30			30		10		40		19:30			12		7		19	
07:45			30	103	10	38	40	141	19:45			8	37	13	51	21	88
08:00			11		17		28		20:00			5		7		12	
08:15			15		13		28		20:15			2		12		14	
08:30			15		4		19		20:30			5		16		21	
08:45			21	62	10	44	31	106	20:45			6	18	14	49	20	67
09:00			12		8		20		21:00			9		10		19	
09:15			22		6		28		21:15			5		14		19	
09:30			13		13		26		21:30			0		3		3	
09:45			13	60	10	37	23	97	21:45			3	17	7	34	10	51
10:00			15		8		23		22:00			1		5		6	
10:15			11		12		23		22:15			2		4		6	
10:30			14		15		29		22:30			4		6		10	
10:45			14	54	17	52	31	106	22:45			4	11	3	18	7	29
11:00			12		10		22		23:00			1		2		3	
11:15			10		11		21		23:15			3		2		5	
11:30			17		20		37		23:30			4		4		8	
11:45			12	51	11	52	23	103	23:45			2	10	2	10	4	20
TOTALS				436		293		**729**	**TOTALS**				494		642		**1136**
SPLIT %				59.8%		40.2%		**39.1%**	**SPLIT %**				43.5%		56.5%		**60.9%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	930	935	1,865

AM Peak Hour				07:00	10:45	**07:00**	**PM Peak Hour**				15:45	17:00	**17:00**
AM Pk Volume				103	58	**141**	**PM Pk Volume**				74	101	**165**
Pk Hr Factor				0.858	0.725	**0.881**	**Pk Hr Factor**				0.771	0.815	**0.842**
7 - 9 Volume	0	0		165	82	**247**	**4 - 6 Volume**	0	0		129	176	**305**
7 - 9 Peak Hour				07:00	07:30	**07:00**	**4 - 6 Peak Hour**				16:00	17:00	**17:00**
7 - 9 Pk Volume	0	0		103	50	**141**	**4 - 6 Pk Volume**	0	0		65	101	**165**
Pk Hr Factor	0.000	0.000		0.858	0.735	**0.881**	**Pk Hr Factor**	0.000	0.000		0.855	0.815	**0.842**

Prepared by NDS/ATD

VOLUME

Rd 416 W/O SR 41

Day: Tuesday
Date: 5/15/2018

City: Coarsegold
Project #: CA18_2057_018

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	847	858	1,705

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		0		0		12:00			14		8		22	
00:15			0		2		2		12:15			17		9		26	
00:30			0		2		2		12:30			20		15		35	
00:45			0		2	6	2	6	12:45			22	73	12	44	34	117
01:00			1		3		4		13:00			14		20		34	
01:15			2		3		5		13:15			13		10		23	
01:30			0		2		2		13:30			11		10		21	
01:45			0	3	0	8	0	11	13:45			13	51	14	54	27	105
02:00			2		1		3		14:00			9		22		31	
02:15			0		0		0		14:15			9		16		25	
02:30			0		0		0		14:30			18		11		29	
02:45			1	3	2	3	3	6	14:45			12	48	18	67	30	115
03:00			2		0		2		15:00			11		19		30	
03:15			0		1		1		15:15			14		16		30	
03:30			2		1		3		15:30			19		24		43	
03:45			3	7	0	2	3	9	15:45			21	65	20	79	41	144
04:00			4		1		5		16:00			14		25		39	
04:15			2		0		2		16:15			12		20		32	
04:30			2		0		2		16:30			15		23		38	
04:45			2	10	1	2	3	12	16:45			14	55	31	99	45	154
05:00			7		0		7		17:00			13		24		37	
05:15			7		1		8		17:15			11		18		29	
05:30			6		2		8		17:30			8		34		42	
05:45			10	30	3	6	13	36	17:45			9	41	25	101	34	142
06:00			14		2		16		18:00			5		24		29	
06:15			20		5		25		18:15			9		20		29	
06:30			15		4		19		18:30			6		22		28	
06:45			21	70	6	17	27	87	18:45			8	28	12	78	20	106
07:00			25		4		29		19:00			4		7		11	
07:15			20		5		25		19:15			5		8		13	
07:30			19		14		33		19:30			12		9		21	
07:45			23	87	7	30	30	117	19:45			11	32	12	36	23	68
08:00			25		11		36		20:00			6		6		12	
08:15			18		8		26		20:15			5		8		13	
08:30			11		10		21		20:30			2		8		10	
08:45			13	67	8	37	21	104	20:45			2	15	8	30	10	45
09:00			12		4		16		21:00			5		11		16	
09:15			12		5		17		21:15			2		7		9	
09:30			9		7		16		21:30			2		6		8	
09:45			9	42	10	26	19	68	21:45			1	10	7	31	8	41
10:00			11		9		20		22:00			1		5		6	
10:15			15		6		21		22:15			3		1		4	
10:30			18		7		25		22:30			0		3		3	
10:45			8	52	14	36	22	88	22:45			2	6	2	11	4	17
11:00			11		15		26		23:00			1		2		3	
11:15			12		11		23		23:15			3		1		4	
11:30			11		12		23		23:30			2		1		3	
11:45			11	45	12	50	23	95	23:45			1	7	1	5	2	12
TOTALS				416		223		**639**	**TOTALS**				431		635		**1066**
SPLIT %				65.1%		34.9%		**37.5%**	**SPLIT %**				40.4%		59.6%		**62.5%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	847	858	1,705

AM Peak Hour			07:00	10:45	**07:30**	**PM Peak Hour**			12:00	16:45	**15:30**
AM Pk Volume			87	52	**125**	**PM Pk Volume**			73	107	**155**
Pk Hr Factor			0.870	0.867	**0.868**	**Pk Hr Factor**			0.830	0.787	**0.901**
7 - 9 Volume	0	0	154	67	**221**	**4 - 6 Volume**	0	0	96	200	**296**
7 - 9 Peak Hour			07:00	07:30	**07:30**	**4 - 6 Peak Hour**			16:00	16:45	**16:00**
7 - 9 Pk Volume	0	0	87	40	**125**	**4 - 6 Pk Volume**	0	0	55	107	**154**
Pk Hr Factor	0.000	0.000	0.870	0.714	**0.868**	**Pk Hr Factor**	0.000	0.000	0.917	0.787	**0.856**

Prepared by NDS/ATD

VOLUME

Rd 417 E/O SR 41

Day: Tuesday
Date: 5/15/2018

City: Coarsegold
Project #: CA18_2057_019

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,780	1,786	3,566

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			3		2		5		12:00			30		17		47	
00:15			3		1		4		12:15			28		24		52	
00:30			1		0		1		12:30			15		17		32	
00:45			3	10	0	3	3	13	12:45			29	102	22	80	51	182
01:00			2		5		7		13:00			29		24		53	
01:15			1		0		1		13:15			30		27		57	
01:30			2		2		4		13:30			38		20		58	
01:45			1	6	0	7	1	13	13:45			32	129	40	111	72	240
02:00			1		0		1		14:00			18		31		49	
02:15			1		3		4		14:15			24		30		54	
02:30			1		2		3		14:30			34		28		62	
02:45			1	4	0	5	1	9	14:45			38	114	23	112	61	226
03:00			1		0		1		15:00			37		26		63	
03:15			0		2		2		15:15			45		21		66	
03:30			0		2		2		15:30			25		25		50	
03:45			2	3	4	8	6	11	15:45			57	164	29	101	86	265
04:00			1		5		6		16:00			50		34		84	
04:15			1		3		4		16:15			42		23		65	
04:30			1		3		4		16:30			49		23		72	
04:45			1	4	5	16	6	20	16:45			43	184	17	97	60	281
05:00			1		5		6		17:00			36		16		52	
05:15			2		12		14		17:15			52		30		82	
05:30			1		26		27		17:30			48		22		70	
05:45			2	6	26	69	28	75	17:45			47	183	25	93	72	276
06:00			2		21		23		18:00			50		20		70	
06:15			2		30		32		18:15			35		26		61	
06:30			3		27		30		18:30			29		25		54	
06:45			5	12	45	123	50	135	18:45			32	146	14	85	46	231
07:00			11		43		54		19:00			28		13		41	
07:15			16		69		85		19:15			26		13		39	
07:30			21		68		89		19:30			27		18		45	
07:45			19	67	57	237	76	304	19:45			35	116	14	58	49	174
08:00			16		47		63		20:00			26		8		34	
08:15			16		38		54		20:15			28		11		39	
08:30			24		31		55		20:30			21		8		29	
08:45			14	70	30	146	44	216	20:45			28	103	10	37	38	140
09:00			12		34		46		21:00			26		8		34	
09:15			17		28		45		21:15			19		10		29	
09:30			19		29		48		21:30			8		6		14	
09:45			19	67	25	116	44	183	21:45			10	63	4	28	14	91
10:00			19		29		48		22:00			13		3		16	
10:15			14		31		45		22:15			14		4		18	
10:30			24		23		47		22:30			11		3		14	
10:45			25	82	28	111	53	193	22:45			5	43	4	14	9	57
11:00			18		37		55		23:00			6		2		8	
11:15			13		34		47		23:15			8		2		10	
11:30			27		26		53		23:30			4		4		8	
11:45			23	81	20	117	43	198	23:45			3	21	4	12	7	33
TOTALS				412		958		**1370**	**TOTALS**				1368		828		**2196**
SPLIT %				30.1%		69.9%		**38.4%**	**SPLIT %**				62.3%		37.7%		**61.6%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,780	1,786	3,566

AM Peak Hour			11:30	07:15	**07:15**	**PM Peak Hour**			15:45	13:45	**15:45**
AM Pk Volume			108	241	**313**	**PM Pk Volume**			198	129	**307**
Pk Hr Factor			0.900	0.873	**0.879**	**Pk Hr Factor**			0.868	0.806	**0.892**
7 - 9 Volume	0	0	137	383	**520**	**4 - 6 Volume**	0	0	367	190	**557**
7 - 9 Peak Hour			07:45	07:15	**07:15**	**4 - 6 Peak Hour**			16:00	16:00	**16:00**
7 - 9 Pk Volume	0	0	75	241	**313**	**4 - 6 Pk Volume**	0	0	184	97	**281**
Pk Hr Factor	0.000	0.000	0.781	0.873	**0.879**	**Pk Hr Factor**	0.000	0.000	0.920	0.713	**0.836**

Prepared by NDS/ATD

VOLUME

Rd 426 S/O SR 41

Day: Tuesday
Date: 5/15/2018

City: Oakhurst
Project #: CA18_2057_020

DAILY TOTALS	NB	SB	EB	WB	Total
	6,978	6,896	0	0	13,874

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	4		4				8		12:00	139		113				252	
00:15	3		8				11		12:15	148		126				274	
00:30	3		5				8		12:30	116		153				269	
00:45	1	11	3	20			4	31	12:45	120	523	160	552			280	1075
01:00	4		2				6		13:00	106		122				228	
01:15	2		4				6		13:15	121		104				225	
01:30	3		5				8		13:30	99		104				203	
01:45	1	10	3	14			4	24	13:45	108	434	113	443			221	877
02:00	0		1				1		14:00	113		166				279	
02:15	3		2				5		14:15	178		132				310	
02:30	0		1				1		14:30	150		133				283	
02:45	0	3	2	6			2	9	14:45	158	599	153	584			311	1183
03:00	1		4				5		15:00	232		150				382	
03:15	1		2				3		15:15	136		144				280	
03:30	2		0				2		15:30	149		130				279	
03:45	8	12	3	9			11	21	15:45	128	645	177	601			305	1246
04:00	2		1				3		16:00	153		151				304	
04:15	10		6				16		16:15	128		151				279	
04:30	9		4				13		16:30	140		129				269	
04:45	8	29	1	12			9	41	16:45	125	546	167	598			292	1144
05:00	14		5				19		17:00	187		165				352	
05:15	17		3				20		17:15	116		180				296	
05:30	28		8				36		17:30	129		123				252	
05:45	32	91	14	30			46	121	17:45	96	528	135	603			231	1131
06:00	43		13				56		18:00	118		105				223	
06:15	39		31				70		18:15	95		105				200	
06:30	62		26				88		18:30	66		109				175	
06:45	95	239	36	106			131	345	18:45	61	340	76	395			137	735
07:00	64		44				108		19:00	56		58				114	
07:15	89		147				236		19:15	38		68				106	
07:30	162		264				426		19:30	51		56				107	
07:45	227	542	196	651			423	1193	19:45	45	190	59	241			104	431
08:00	145		98				243		20:00	28		59				87	
08:15	94		95				189		20:15	36		48				84	
08:30	93		80				173		20:30	42		60				102	
08:45	137	469	104	377			241	846	20:45	45	151	52	219			97	370
09:00	97		96				193		21:00	43		41				84	
09:15	119		90				209		21:15	16		42				58	
09:30	120		101				221		21:30	20		32				52	
09:45	108	444	104	391			212	835	21:45	17	96	13	128			30	224
10:00	105		97				202		22:00	13		19				32	
10:15	125		96				221		22:15	6		25				31	
10:30	149		93				242		22:30	10		25				35	
10:45	125	504	79	365			204	869	22:45	3	32	15	84			18	116
11:00	137		111				248		23:00	4		10				14	
11:15	116		98				214		23:15	4		16				20	
11:30	142		106				248		23:30	6		11				17	
11:45	128	523	109	424			237	947	23:45	3	17	6	43			9	60
TOTALS		2877		2405				**5282**	**TOTALS**		4101		4491				**8592**
SPLIT %		54.5%		45.5%				**38.1%**	**SPLIT %**		47.7%		52.3%				**61.9%**

DAILY TOTALS	NB	SB	EB	WB	Total
	6,978	6,896	0	0	13,874

AM Peak Hour	07:30	07:15				**07:15**	**PM Peak Hour**	14:15	16:30				**14:15**
AM Pk Volume	628	705				**1328**	**PM Pk Volume**	718	641				**1286**
Pk Hr Factor	0.692	0.668				**0.779**	**Pk Hr Factor**	0.774	0.890				**0.842**
7 - 9 Volume	1011	1028	0	0		**2039**	**4 - 6 Volume**	1074	1201	0	0		**2275**
7 - 9 Peak Hour	07:30	07:15				**07:15**	**4 - 6 Peak Hour**	16:15	16:30				**16:30**
7 - 9 Pk Volume	628	705	0	0		**1328**	**4 - 6 Pk Volume**	580	641	0	0		**1209**
Pk Hr Factor	0.692	0.668	0.000	0.000		**0.779**	**Pk Hr Factor**	0.775	0.890	0.000	0.000		**0.859**

Prepared by NDS/ATD

VOLUME

Rd 426 S/O Rd 427

Day: Tuesday
Date: 5/15/2018

City: Oakhurst
Project #: CA18_2057_021

DAILY TOTALS	NB	SB	EB	WB	Total
	3,324	3,573	0	0	6,897

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	0		2				2		12:00	58		66				124	
00:15	1		6				7		12:15	65		66				131	
00:30	2		4				6		12:30	52		73				125	
00:45	1	4	2	14			3	18	12:45	55	230	77	282			132	512
01:00	3		2				5		13:00	54		55				109	
01:15	2		2				4		13:15	60		58				118	
01:30	2		0				2		13:30	50		47				97	
01:45	0	7	2	6			2	13	13:45	66	230	47	207			113	437
02:00	1		2				3		14:00	62		71				133	
02:15	2		0				2		14:15	56		64				120	
02:30	1		1				2		14:30	59		62				121	
02:45	0	4	3	6			3	10	14:45	58	235	67	264			125	499
03:00	3		2				5		15:00	84		78				162	
03:15	1		1				2		15:15	53		85				138	
03:30	1		0				1		15:30	70		84				154	
03:45	5	10	1	4			6	14	15:45	51	258	76	323			127	581
04:00	1		1				2		16:00	55		73				128	
04:15	6		3				9		16:15	52		73				125	
04:30	5		1				6		16:30	60		83				143	
04:45	5	17	1	6			6	23	16:45	60	227	82	311			142	538
05:00	8		3				11		17:00	59		90				149	
05:15	12		2				14		17:15	61		91				152	
05:30	23		3				26		17:30	43		87				130	
05:45	23	66	9	17			32	83	17:45	42	205	77	345			119	550
06:00	35		8				43		18:00	40		69				109	
06:15	25		8				33		18:15	44		65				109	
06:30	44		14				58		18:30	27		65				92	
06:45	63	167	17	47			80	214	18:45	28	139	41	240			69	379
07:00	41		18				59		19:00	26		38				64	
07:15	59		42				101		19:15	14		50				64	
07:30	68		116				184		19:30	25		40				65	
07:45	114	282	63	239			177	521	19:45	23	88	44	172			67	260
08:00	62		40				102		20:00	18		41				59	
08:15	64		44				108		20:15	12		33				45	
08:30	49		31				80		20:30	24		46				70	
08:45	85	260	48	163			133	423	20:45	21	75	35	155			56	230
09:00	70		50				120		21:00	18		28				46	
09:15	71		33				104		21:15	11		33				44	
09:30	65		47				112		21:30	9		20				29	
09:45	64	270	43	173			107	443	21:45	10	48	12	93			22	141
10:00	47		48				95		22:00	5		15				20	
10:15	45		48				93		22:15	4		17				21	
10:30	73		52				125		22:30	3		11				14	
10:45	60	225	41	189			101	414	22:45	2	14	7	50			9	64
11:00	67		50				117		23:00	3		7				10	
11:15	54		59				113		23:15	3		10				13	
11:30	60		64				124		23:30	3		10				13	
11:45	71	252	64	237			135	489	23:45	2	11	3	30			5	41
TOTALS		1564		1101				2665	TOTALS		1760		2472				4232
SPLIT %		58.7%		41.3%				38.6%	SPLIT %		41.6%		58.4%				61.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	3,324	3,573	0	0	6,897

AM Peak Hour	07:30	11:45			07:30	PM Peak Hour	14:45	16:45			16:30
AM Pk Volume	308	269			571	PM Pk Volume	265	350			586
Pk Hr Factor	0.675	0.921			0.776	Pk Hr Factor	0.789	0.962			0.964
7 - 9 Volume	542	402	0	0	944	4 - 6 Volume	432	656	0	0	1088
7 - 9 Peak Hour	07:30	07:30			07:30	4 - 6 Peak Hour	16:30	16:45			16:30
7 - 9 Pk Volume	308	263	0	0	571	4 - 6 Pk Volume	240	350	0	0	586
Pk Hr Factor	0.675	0.567	0.000	0.000	0.776	Pk Hr Factor	0.984	0.962	0.000	0.000	0.964

Prepared by NDS/ATD

VOLUME

Rd 427 W/O Indian Springs Rd

Day: Tuesday
Date: 5/15/2018

City: Oakhurst
Project #: CA18_2057_022

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,926	1,967	3,893

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			1		0		1		12:00			30		15		45	
00:15			0		0		0		12:15			26		62		88	
00:30			1		0		1		12:30			31		33		64	
00:45			0	2	0		0	2	12:45			45	132	35	145	80	277
01:00			0		1		1		13:00			27		26		53	
01:15			1		0		1		13:15			27		24		51	
01:30			1		0		1		13:30			20		21		41	
01:45			0	2	1	2	1	4	13:45			27	101	29	100	56	201
02:00			1		0		1		14:00			29		31		60	
02:15			0		0		0		14:15			57		39		96	
02:30			0		0		0		14:30			36		71		107	
02:45			0	1	0		0	1	14:45			56	178	83	224	139	402
03:00			0		0		0		15:00			37		87		124	
03:15			0		0		0		15:15			31		51		82	
03:30			0		0		0		15:30			36		40		76	
03:45			1	1	1	1	2	2	15:45			36	140	38	216	74	356
04:00			0		0		0		16:00			37		46		83	
04:15			0		0		0		16:15			25		38		63	
04:30			2		2		4		16:30			21		20		41	
04:45			2	4	0	2	2	6	16:45			34	117	35	139	69	256
05:00			2		6		8		17:00			39		27		66	
05:15			2		6		8		17:15			52		25		77	
05:30			3		3		6		17:30			28		43		71	
05:45			4	11	5	20	9	31	17:45			23	142	30	125	53	267
06:00			7		4		11		18:00			24		33		57	
06:15			9		11		20		18:15			24		19		43	
06:30			9		11		20		18:30			30		20		50	
06:45			9	34	16	42	25	76	18:45			26	104	10	82	36	186
07:00			20		18		38		19:00			14		6		20	
07:15			88		34		122		19:15			9		8		17	
07:30			185		66		251		19:30			10		16		26	
07:45			87	380	105	223	192	603	19:45			9	42	16	46	25	88
08:00			39		24		63		20:00			7		12		19	
08:15			45		12		57		20:15			8		11		19	
08:30			43		33		76		20:30			9		14		23	
08:45			42	169	25	94	67	263	20:45			3	27	20	57	23	84
09:00			33		19		52		21:00			5		26		31	
09:15			37		20		57		21:15			7		13		20	
09:30			26		20		46		21:30			3		10		13	
09:45			32	128	29	88	61	216	21:45			0	15	2	51	2	66
10:00			35		47		82		22:00			2		3		5	
10:15			21		37		58		22:15			3		2		5	
10:30			27		50		77		22:30			6		0		6	
10:45			15	98	38	172	53	270	22:45			2	13	0	5	2	18
11:00			26		33		59		23:00			2		1		3	
11:15			17		36		53		23:15			4		0		4	
11:30			18		39		57		23:30			1		2		3	
11:45			16	77	21	129	37	206	23:45			1	8	1	4	2	12
TOTALS				907		773		**1680**	**TOTALS**				1019		1194		**2213**
SPLIT %				54.0%		46.0%		**43.2%**	**SPLIT %**				46.0%		54.0%		**56.8%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,926	1,967	3,893

AM Peak Hour			07:15	07:15	**07:15**	**PM Peak Hour**			14:15	14:30	**14:15**
AM Pk Volume			399	229	**628**	**PM Pk Volume**			186	292	**466**
Pk Hr Factor			0.539	0.545	**0.625**	**Pk Hr Factor**			0.816	0.839	**0.838**
7 - 9 Volume	0	0	549	317	**866**	**4 - 6 Volume**	0	0	259	264	**523**
7 - 9 Peak Hour			07:15	07:15	**07:15**	**4 - 6 Peak Hour**			16:45	16:00	**16:45**
7 - 9 Pk Volume	0	0	399	229	**628**	**4 - 6 Pk Volume**	0	0	153	139	**283**
Pk Hr Factor	0.000	0.000	0.539	0.545	**0.625**	**Pk Hr Factor**	0.000	0.000	0.736	0.755	**0.919**

Prepared by NDS/ATD

VOLUME

Rd 432 E/O Rd 222

Day: Tuesday
Date: 5/15/2018

City: Bass Lake
Project #: CA18_2057_023

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	590	625	1,215

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00					0		0		0		12:00					9		15		24	
00:15					0		1		1		12:15					10		16		26	
00:30					0		0		0		12:30					5		13		18	
00:45					0		0	1	0	1	12:45					12	36	11	55	23	91
01:00					0		0		0		13:00					10		15		25	
01:15					0		1		1		13:15					9		11		20	
01:30					0		0		0		13:30					12		16		28	
01:45					0		0	1	0	1	13:45					9	40	10	52	19	92
02:00					0		0		0		14:00					14		12		26	
02:15					1		1		2		14:15					8		16		24	
02:30					0		0		0		14:30					16		14		30	
02:45					0	1	0	1	0	2	14:45					12	50	13	55	25	105
03:00					0		0		0		15:00					13		14		27	
03:15					0		0		0		15:15					17		15		32	
03:30					1		0		1		15:30					13		22		35	
03:45					0	1	1	1	1	2	15:45					9	52	13	64	22	116
04:00					0		0		0		16:00					13		11		24	
04:15					0		0		0		16:15					16		13		29	
04:30					0		0		0		16:30					12		14		26	
04:45					0		1	1	1	1	16:45					14	55	11	49	25	104
05:00					0		1		1		17:00					11		7		18	
05:15					0		0		0		17:15					6		14		20	
05:30					1		1		2		17:30					9		11		20	
05:45					3	4	4	6	7	10	17:45					8	34	19	51	27	85
06:00					0		1		1		18:00					9		10		19	
06:15					2		2		4		18:15					9		8		17	
06:30					1		2		3		18:30					10		3		13	
06:45					5	8	5	10	10	18	18:45					8	36	10	31	18	67
07:00					7		2		9		19:00					7		7		14	
07:15					6		7		13		19:15					4		7		11	
07:30					14		10		24		19:30					6		6		12	
07:45					15	42	9	28	24	70	19:45					11	28	3	23	14	51
08:00					8		10		18		20:00					5		4		9	
08:15					7		6		13		20:15					10		4		14	
08:30					5		10		15		20:30					6		2		8	
08:45					5	25	10	36	15	61	20:45					6	27	2	12	8	39
09:00					9		8		17		21:00					5		3		8	
09:15					16		19		35		21:15					5		1		6	
09:30					14		11		25		21:30					2		3		5	
09:45					12	51	9	47	21	98	21:45					2	14	3	10	5	24
10:00					7		8		15		22:00					1		0		1	
10:15					9		12		21		22:15					2		2		4	
10:30					8		10		18		22:30					0		1		1	
10:45					6	30	10	40	16	70	22:45					2	5	1	4	3	9
11:00					10		13		23		23:00					1		1		2	
11:15					11		10		21		23:15					3		0		3	
11:30					12		8		20		23:30					0		0		0	
11:45					11	44	15	46	26	90	23:45					3	7	0	1	3	8
TOTALS						206		218		424	TOTALS						384		407		791
SPLIT %						48.6%		51.4%		34.9%	SPLIT %						48.5%		51.5%		65.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	590	625	1,215

AM Peak Hour			09:00	11:45	09:00	PM Peak Hour			14:30	14:45	14:45
AM Pk Volume			51	59	98	PM Pk Volume			58	64	119
Pk Hr Factor			0.797	0.922	0.700	Pk Hr Factor			0.853	0.727	0.850
7 - 9 Volume	0	0	67	64	131	4 - 6 Volume	0	0	89	100	189
7 - 9 Peak Hour			07:30	07:15	07:15	4 - 6 Peak Hour			16:00	17:00	16:00
7 - 9 Pk Volume	0	0	44	36	79	4 - 6 Pk Volume	0	0	55	51	104
Pk Hr Factor	0.000	0.000	0.733	0.900	0.823	Pk Hr Factor	0.000	0.000	0.859	0.671	0.897

Prepared by NDS/ATD

VOLUME

Rd 434 S/O Rd 274

Day: Tuesday
Date: 5/15/2018

City: Bass Lake
Project #: CA18_2057_024

DAILY TOTALS	NB	SB	EB	WB	Total
	766	789	0	0	1,555

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0		12:00	13		26						39	
00:15	0		0						0		12:15	24		9						33	
00:30	0		0						0		12:30	11		13						24	
00:45	0		0						0		12:45	14	62	13	61					27	123
01:00	1		1						2		13:00	20		14						34	
01:15	0		0						0		13:15	13		10						23	
01:30	0		0						0		13:30	21		13						34	
01:45	0	1	0	1					0	2	13:45	15	69	12	49					27	118
02:00	0		0						0		14:00	23		11						34	
02:15	0		0						0		14:15	13		17						30	
02:30	0		0						0		14:30	6		10						16	
02:45	0		0						0		14:45	11	53	15	53					26	106
03:00	0		0						0		15:00	7		18						25	
03:15	0		0						0		15:15	8		13						21	
03:30	2		0						2		15:30	26		17						43	
03:45	0	2	0						0	2	15:45	17	58	16	64					33	122
04:00	1		0						1		16:00	12		16						28	
04:15	1		0						1		16:15	12		21						33	
04:30	0		0						0		16:30	18		13						31	
04:45	1	3	0						1	3	16:45	19	61	17	67					36	128
05:00	0		0						0		17:00	18		9						27	
05:15	0		0						0		17:15	11		11						22	
05:30	2		3						5		17:30	14		21						35	
05:45	1	3	2	5					3	8	17:45	10	53	9	50					19	103
06:00	3		1						4		18:00	10		15						25	
06:15	4		5						9		18:15	6		10						16	
06:30	7		3						10		18:30	10		12						22	
06:45	5	19	5	14					10	33	18:45	5	31	11	48					16	79
07:00	13		9						22		19:00	4		8						12	
07:15	14		14						28		19:15	11		7						18	
07:30	10		12						22		19:30	7		12						19	
07:45	18	55	22	57					40	112	19:45	6	28	3	30					9	58
08:00	9		16						25		20:00	7		5						12	
08:15	13		16						29		20:15	7		5						12	
08:30	10		17						27		20:30	5		9						14	
08:45	7	39	16	65					23	104	20:45	3	22	7	26					10	48
09:00	7		9						16		21:00	3		4						7	
09:15	12		7						19		21:15	6		2						8	
09:30	13		11						24		21:30	4		3						7	
09:45	14	46	17	44					31	90	21:45	7	20	1	10					8	30
10:00	15		11						26		22:00	3		2						5	
10:15	12		18						30		22:15	3		6						9	
10:30	16		18						34		22:30	7		1						8	
10:45	16	59	17	64					33	123	22:45	1	14	0	9					1	23
11:00	16		15						31		23:00	1		0						1	
11:15	18		18						36		23:15	0		1						1	
11:30	12		20						32		23:30	0		1						1	
11:45	20	66	17	70					37	136	23:45	1	2	0	2					1	4
TOTALS		293		320						613	TOTALS		473		469						942
SPLIT %		47.8%		52.2%						39.4%	SPLIT %		50.2%		49.8%						60.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	766	789	0	0	1,555

AM Peak Hour	11:30	11:15			11:15	PM Peak Hour	13:15	15:30			15:30
AM Pk Volume	69	81			144	PM Pk Volume	72	70			137
Pk Hr Factor	0.719	0.779			0.923	Pk Hr Factor	0.783	0.833			0.797
7 - 9 Volume	94	122	0	0	216	4 - 6 Volume	114	117	0	0	231
7 - 9 Peak Hour	07:00	07:45			07:45	4 - 6 Peak Hour	16:15	16:00			16:00
7 - 9 Pk Volume	55	71	0	0	121	4 - 6 Pk Volume	67	67	0	0	128
Pk Hr Factor	0.764	0.807	0.000	0.000	0.756	Pk Hr Factor	0.882	0.798	0.000	0.000	0.889

Prepared by NDS/ATD

VOLUME

Yosemite Springs Pkwy W/O SR 41

Day: Tuesday
Date: 5/15/2018

City: Coarsegold
Project #: CA18_2057_025

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,471	2,467	4,938

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		7		7		12:00			35		27		62	
00:15			0		2		2		12:15			36		29		65	
00:30			0		5		5		12:30			30		34		64	
00:45			0		3	17	3	17	12:45			32	133	37	127	69	260
01:00			0		2		2		13:00			27		33		60	
01:15			0		4		4		13:15			34		31		65	
01:30			1		1		2		13:30			22		38		60	
01:45			1	2	0	7	1	9	13:45			17	100	38	140	55	240
02:00			0		0		0		14:00			27		27		54	
02:15			0		3		3		14:15			47		40		87	
02:30			0		2		2		14:30			30		41		71	
02:45			2	2	1	6	3	8	14:45			25	129	38	146	63	275
03:00			2		2		4		15:00			43		49		92	
03:15			1		1		2		15:15			36		59		95	
03:30			4		1		5		15:30			36		58		94	
03:45			0	7	0	4	0	11	15:45			33	148	85	251	118	399
04:00			3		0		3		16:00			37		70		107	
04:15			11		0		11		16:15			36		69		105	
04:30			9		1		10		16:30			41		76		117	
04:45			9	32	1	2	10	34	16:45			27	141	71	286	98	427
05:00			24		0		24		17:00			25		93		118	
05:15			23		2		25		17:15			32		79		111	
05:30			26		3		29		17:30			27		75		102	
05:45			26	99	8	13	34	112	17:45			29	113	73	320	102	433
06:00			46		2		48		18:00			19		62		81	
06:15			58		10		68		18:15			14		65		79	
06:30			51		7		58		18:30			18		47		65	
06:45			73	228	13	32	86	260	18:45			11	62	47	221	58	283
07:00			98		16		114		19:00			12		39		51	
07:15			98		18		116		19:15			15		38		53	
07:30			92		19		111		19:30			13		43		56	
07:45			83	371	19	72	102	443	19:45			21	61	28	148	49	209
08:00			69		21		90		20:00			9		55		64	
08:15			91		31		122		20:15			20		30		50	
08:30			82		44		126		20:30			21		35		56	
08:45			46	288	38	134	84	422	20:45			7	57	28	148	35	205
09:00			52		14		66		21:00			9		21		30	
09:15			39		16		55		21:15			10		7		17	
09:30			50		23		73		21:30			4		10		14	
09:45			25	166	20	73	45	239	21:45			7	30	23	61	30	91
10:00			47		12		59		22:00			2		18		20	
10:15			36		32		68		22:15			3		16		19	
10:30			38		23		61		22:30			2		6		8	
10:45			37	158	29	96	66	254	22:45			2	9	10	50	12	59
11:00			31		20		51		23:00			2		7		9	
11:15			32		26		58		23:15			2		5		7	
11:30			37		20		57		23:30			2		3		5	
11:45			28	128	27	93	55	221	23:45			1	7	5	20	6	27
TOTALS				1481		549		**2030**	**TOTALS**				990		1918		**2908**
SPLIT %				73.0%		27.0%		**41.1%**	**SPLIT %**				34.0%		66.0%		**58.9%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,471	2,467	4,938

AM Peak Hour			07:00	08:00	**07:00**	**PM Peak Hour**			15:00	17:00	**15:45**
AM Pk Volume			371	134	**443**	**PM Pk Volume**			148	320	**447**
Pk Hr Factor			0.946	0.761	**0.955**	**Pk Hr Factor**			0.860	0.860	**0.947**
7 - 9 Volume	0	0	659	206	**865**	**4 - 6 Volume**	0	0	254	606	**860**
7 - 9 Peak Hour			07:00	08:00	**07:00**	**4 - 6 Peak Hour**			16:00	17:00	**16:30**
7 - 9 Pk Volume	0	0	371	134	**443**	**4 - 6 Pk Volume**	0	0	141	320	**444**
Pk Hr Factor	0.000	0.000	0.946	0.761	**0.955**	**Pk Hr Factor**	0.000	0.000	0.860	0.860	**0.941**

Prepared by NDS/ATD

VOLUME

Almond Ave E/O Granada Dr

Day: Thursday
Date: 5/31/2018

City: Madera
Project #: CA18_2057_026

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,246	1,383	2,629

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			4		0		4		12:00			27		17		44	
00:15			1		3		4		12:15			17		22		39	
00:30			5		0		5		12:30			25		18		43	
00:45			0	10	2	5	2	15	12:45			14	83	24	81	38	164
01:00			1		0		1		13:00			8		22		30	
01:15			2		0		2		13:15			13		27		40	
01:30			2		1		3		13:30			25		16		41	
01:45			1	6	1	2	2	8	13:45			19	65	17	82	36	147
02:00			3		1		4		14:00			25		21		46	
02:15			0		1		1		14:15			31		21		52	
02:30			0		0		0		14:30			36		24		60	
02:45			1	4	2	4	3	8	14:45			22	114	31	97	53	211
03:00			4		3		7		15:00			31		32		63	
03:15			1		1		2		15:15			27		17		44	
03:30			2		1		3		15:30			32		15		47	
03:45			3	10	3	8	6	18	15:45			21	111	23	87	44	198
04:00			3		1		4		16:00			27		16		43	
04:15			1		7		8		16:15			29		32		61	
04:30			3		12		15		16:30			45		28		73	
04:45			3	10	24	44	27	54	16:45			38	139	36	112	74	251
05:00			1		4		5		17:00			45		26		71	
05:15			3		15		18		17:15			24		27		51	
05:30			10		14		24		17:30			17		19		36	
05:45			6	20	26	59	32	79	17:45			28	114	15	87	43	201
06:00			2		5		7		18:00			10		17		27	
06:15			3		17		20		18:15			21		24		45	
06:30			4		16		20		18:30			12		16		28	
06:45			13	22	22	60	35	82	18:45			21	64	14	71	35	135
07:00			3		17		20		19:00			18		12		30	
07:15			9		38		47		19:15			7		15		22	
07:30			19		60		79		19:30			31		12		43	
07:45			15	46	53	168	68	214	19:45			10	66	15	54	25	120
08:00			18		25		43		20:00			27		15		42	
08:15			9		15		24		20:15			15		15		30	
08:30			6		16		22		20:30			13		10		23	
08:45			4	37	20	76	24	113	20:45			19	74	7	47	26	121
09:00			10		10		20		21:00			10		9		19	
09:15			15		12		27		21:15			12		6		18	
09:30			5		17		22		21:30			10		8		18	
09:45			14	44	27	66	41	110	21:45			6	38	9	32	15	70
10:00			14		9		23		22:00			6		2		8	
10:15			12		17		29		22:15			1		5		6	
10:30			16		9		25		22:30			10		9		19	
10:45			13	55	9	44	22	99	22:45			5	22	3	19	8	41
11:00			20		11		31		23:00			5		2		7	
11:15			17		18		35		23:15			1		4		5	
11:30			16		14		30		23:30			13		6		19	
11:45			17	70	20	63	37	133	23:45			3	22	3	15	6	37
TOTALS				334		599		**933**	**TOTALS**				912		784		**1696**
SPLIT %				35.8%		64.2%		**35.5%**	**SPLIT %**				53.8%		46.2%		**64.5%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,246	1,383	2,629

AM Peak Hour			11:45	07:15	**07:15**	**PM Peak Hour**			16:15	16:15	**16:15**
AM Pk Volume			86	176	**237**	**PM Pk Volume**			157	122	**279**
Pk Hr Factor			0.796	0.733	**0.750**	**Pk Hr Factor**			0.872	0.847	**0.943**
7 - 9 Volume	0	0	83	244	**327**	**4 - 6 Volume**	0	0	253	199	**452**
7 - 9 Peak Hour			07:15	07:15	**07:15**	**4 - 6 Peak Hour**			16:15	16:15	**16:15**
7 - 9 Pk Volume	0	0	61	176	**237**	**4 - 6 Pk Volume**	0	0	157	122	**279**
Pk Hr Factor	0.000	0.000	0.803	0.733	**0.750**	**Pk Hr Factor**	0.000	0.000	0.872	0.847	**0.943**

Prepared by NDS/ATD

VOLUME

Almond Ave E/O Stadium Rd

Day: Wednesday
Date: 5/30/2018

City: Madera
Project #: CA18_2057_027

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,126	1,711	2,837

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			2		1		3		12:00			19		25		44	
00:15			2		3		5		12:15			12		25		37	
00:30			0		2		2		12:30			20		23		43	
00:45			1	5	1	7	2	12	12:45			14	65	28	101	42	166
01:00			1		1		2		13:00			22		18		40	
01:15			2		0		2		13:15			12		16		28	
01:30			1		2		3		13:30			7		13		20	
01:45			0	4	0	3	0	7	13:45			11	52	17	64	28	116
02:00			0		0		0		14:00			12		16		28	
02:15			1		2		3		14:15			11		35		46	
02:30			0		0		0		14:30			20		47		67	
02:45			1	2	0	2	1	4	14:45			32	75	60	158	92	233
03:00			1		0		1		15:00			37		51		88	
03:15			0		0		0		15:15			58		50		108	
03:30			0		1		1		15:30			40		40		80	
03:45			2	3	0	1	2	4	15:45			20	155	19	160	39	315
04:00			1		1		2		16:00			28		26		54	
04:15			2		0		2		16:15			31		34		65	
04:30			0		2		2		16:30			18		42		60	
04:45			2	5	2	5	4	10	16:45			27	104	25	127	52	231
05:00			2		2		4		17:00			17		48		65	
05:15			3		11		14		17:15			21		30		51	
05:30			5		23		28		17:30			15		36		51	
05:45			10	20	22	58	32	78	17:45			24	77	31	145	55	222
06:00			5		11		16		18:00			18		21		39	
06:15			4		4		8		18:15			14		11		25	
06:30			5		8		13		18:30			15		7		22	
06:45			11	25	13	36	24	61	18:45			17	64	19	58	36	122
07:00			13		25		38		19:00			9		11		20	
07:15			23		49		72		19:15			9		13		22	
07:30			36		64		100		19:30			9		6		15	
07:45			34	106	75	213	109	319	19:45			17	44	19	49	36	93
08:00			26		34		60		20:00			7		16		23	
08:15			23		60		83		20:15			10		11		21	
08:30			37		73		110		20:30			7		10		17	
08:45			23	109	35	202	58	311	20:45			6	30	8	45	14	75
09:00			13		11		24		21:00			4		7		11	
09:15			15		19		34		21:15			6		10		16	
09:30			21		22		43		21:30			4		8		12	
09:45			13	62	14	66	27	128	21:45			3	17	3	28	6	45
10:00			5		21		26		22:00			1		8		9	
10:15			11		21		32		22:15			5		3		8	
10:30			10		17		27		22:30			2		4		6	
10:45			12	38	20	79	32	117	22:45			3	11	7	22	10	33
11:00			9		20		29		23:00			1		6		7	
11:15			13		17		30		23:15			1		4		5	
11:30			16		13		29		23:30			3		2		5	
11:45			9	47	20	70	29	117	23:45			1	6	0	12	1	18
TOTALS				426		742		**1168**	**TOTALS**				700		969		**1669**
SPLIT %				36.5%		63.5%		**41.2%**	**SPLIT %**				41.9%		58.1%		**58.8%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,126	1,711	2,837

AM Peak Hour			07:45	07:45	**07:45**	**PM Peak Hour**			14:45	14:30	**14:45**
AM Pk Volume			120	242	**362**	**PM Pk Volume**			167	208	**368**
Pk Hr Factor			0.811	0.807	**0.823**	**Pk Hr Factor**			0.720	0.867	**0.852**
7 - 9 Volume	0	0	215	415	**630**	**4 - 6 Volume**	0	0	181	272	**453**
7 - 9 Peak Hour			07:45	07:45	**07:45**	**4 - 6 Peak Hour**			16:00	16:15	**16:15**
7 - 9 Pk Volume	0	0	120	242	**362**	**4 - 6 Pk Volume**	0	0	104	149	**242**
Pk Hr Factor	0.000	0.000	0.811	0.807	**0.823**	**Pk Hr Factor**	0.000	0.000	0.839	0.776	**0.931**

Prepared by NDS/ATD

VOLUME

Clinton Street SW/O Tozer Street

Day: Thursday
Date: 5/31/2018

City: Madera
Project #: CA18_2057_028

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,167	1,178	2,345

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			1		1		2		12:00			13		42		55	
00:15			3		1		4		12:15			15		10		25	
00:30			1		0		1		12:30			13		19		32	
00:45			2	7	2	4	4	11	12:45			13	54	14	85	27	139
01:00			1		7		8		13:00			41		15		56	
01:15			0		5		5		13:15			32		37		69	
01:30			0		0		0		13:30			12		19		31	
01:45			0	1	2	14	2	15	13:45			9	94	6	77	15	171
02:00			1		0		1		14:00			9		6		15	
02:15			3		0		3		14:15			23		7		30	
02:30			1		0		1		14:30			7		19		26	
02:45			0	5	0		0	5	14:45			10	49	18	50	28	99
03:00			0		1		1		15:00			24		17		41	
03:15			1		1		2		15:15			26		15		41	
03:30			4		1		5		15:30			25		35		60	
03:45			0	5	0	3	0	8	15:45			8	83	24	91	32	174
04:00			1		2		3		16:00			18		8		26	
04:15			6		4		10		16:15			20		30		50	
04:30			0		17		17		16:30			8		19		27	
04:45			10	17	9	32	19	49	16:45			9	55	34	91	43	146
05:00			13		2		15		17:00			17		27		44	
05:15			5		4		9		17:15			4		38		42	
05:30			6		2		8		17:30			8		17		25	
05:45			4	28	0	8	4	36	17:45			20	49	19	101	39	150
06:00			1		2		3		18:00			19		19		38	
06:15			5		1		6		18:15			29		20		49	
06:30			9		1		10		18:30			7		13		20	
06:45			12	27	10	14	22	41	18:45			12	67	10	62	22	129
07:00			24		2		26		19:00			14		15		29	
07:15			14		8		22		19:15			30		25		55	
07:30			53		30		83		19:30			15		14		29	
07:45			99	190	67	107	166	297	19:45			9	68	22	76	31	144
08:00			57		43		100		20:00			5		29		34	
08:15			29		29		58		20:15			13		34		47	
08:30			17		18		35		20:30			19		12		31	
08:45			13	116	7	97	20	213	20:45			19	56	12	87	31	143
09:00			5		7		12		21:00			12		16		28	
09:15			18		8		26		21:15			8		31		39	
09:30			11		5		16		21:30			10		11		21	
09:45			4	38	7	27	11	65	21:45			3	33	3	61	6	94
10:00			10		2		12		22:00			14		8		22	
10:15			2		2		4		22:15			8		3		11	
10:30			17		13		30		22:30			1		0		1	
10:45			8	37	7	24	15	61	22:45			1	24	2	13	3	37
11:00			10		5		15		23:00			4		0		4	
11:15			10		4		14		23:15			1		11		12	
11:30			22		16		38		23:30			0		1		1	
11:45			13	55	11	36	24	91	23:45			4	9	6	18	10	27
TOTALS				526		366		**892**	**TOTALS**				641		812		**1453**
SPLIT %				59.0%		41.0%		**38.0%**	**SPLIT %**				44.1%		55.9%		**62.0%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,167	1,178	2,345

AM Peak Hour			07:30	07:30	**07:30**	**PM Peak Hour**			12:30	16:30	**12:30**
AM Pk Volume			238	169	**407**	**PM Pk Volume**			99	118	**184**
Pk Hr Factor			0.601	0.631	**0.613**	**Pk Hr Factor**			0.604	0.776	**0.667**
7 - 9 Volume	0	0	306	204	**510**	**4 - 6 Volume**	0	0	104	192	**296**
7 - 9 Peak Hour			07:30	07:30	**07:30**	**4 - 6 Peak Hour**			16:00	16:30	**16:15**
7 - 9 Pk Volume	0	0	238	169	**407**	**4 - 6 Pk Volume**	0	0	55	118	**164**
Pk Hr Factor	0.000	0.000	0.601	0.631	**0.613**	**Pk Hr Factor**	0.000	0.000	0.688	0.776	**0.820**

Prepared by NDS/ATD

VOLUME

D St N/O Central Ave

Day: Thursday
Date: 5/10/2018

City: Madera
Project #: CA18_2057_029

DAILY TOTALS	NB	SB	EB	WB	Total
	4,973	5,545	0	0	10,518

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	6		3				9		12:00	90		91				181	
00:15	3		5				8		12:15	59		76				135	
00:30	3		2				5		12:30	74		77				151	
00:45	4	16	4	14			8	30	12:45	78	301	85	329			163	630
01:00	2		5				7		13:00	77		78				155	
01:15	1		3				4		13:15	87		101				188	
01:30	5		2				7		13:30	75		91				166	
01:45	2	10	3	13			5	23	13:45	69	308	86	356			155	664
02:00	3		2				5		14:00	77		67				144	
02:15	1		2				3		14:15	85		84				169	
02:30	1		4				5		14:30	78		95				173	
02:45	1	6	3	11			4	17	14:45	94	334	100	346			194	680
03:00	2		5				7		15:00	93		105				198	
03:15	5		6				11		15:15	137		117				254	
03:30	4		9				13		15:30	124		119				243	
03:45	5	16	13	33			18	49	15:45	132	486	97	438			229	924
04:00	15		24				39		16:00	119		107				226	
04:15	20		40				60		16:15	124		116				240	
04:30	18		65				83		16:30	131		129				260	
04:45	25	78	60	189			85	267	16:45	124	498	117	469			241	967
05:00	25		87				112		17:00	131		100				231	
05:15	18		46				64		17:15	122		108				230	
05:30	15		36				51		17:30	122		104				226	
05:45	13	71	26	195			39	266	17:45	117	492	108	420			225	912
06:00	10		22				32		18:00	103		100				203	
06:15	13		28				41		18:15	86		90				176	
06:30	18		27				45		18:30	87		97				184	
06:45	15	56	27	104			42	160	18:45	87	363	82	369			169	732
07:00	18		45				63		19:00	78		75				153	
07:15	39		87				126		19:15	84		88				172	
07:30	65		112				177		19:30	70		81				151	
07:45	77	199	124	368			201	567	19:45	74	306	67	311			141	617
08:00	73		100				173		20:00	72		68				140	
08:15	34		76				110		20:15	66		79				145	
08:30	45		42				87		20:30	90		65				155	
08:45	42	194	54	272			96	466	20:45	50	278	68	280			118	558
09:00	47		59				106		21:00	50		48				98	
09:15	41		43				84		21:15	46		44				90	
09:30	40		62				102		21:30	45		47				92	
09:45	58	186	56	220			114	406	21:45	17	158	27	166			44	324
10:00	47		61				108		22:00	18		18				36	
10:15	72		61				133		22:15	20		22				42	
10:30	60		74				134		22:30	17		10				27	
10:45	73	252	74	270			147	522	22:45	10	65	12	62			22	127
11:00	57		68				125		23:00	20		9				29	
11:15	58		79				137		23:15	12		12				24	
11:30	73		69				142		23:30	8		7				15	
11:45	66	254	57	273			123	527	23:45	6	46	9	37			15	83
TOTALS		1338		1962				**3300**	**TOTALS**		3635		3583				**7218**
SPLIT %		40.5%		59.5%				**31.4%**	**SPLIT %**		50.4%		49.6%				**68.6%**

DAILY TOTALS	NB	SB	EB	WB	Total
	4,973	5,545	0	0	10,518

AM Peak Hour	11:45	07:15					**07:15**		**PM Peak Hour**	15:15	16:00					**16:15**		
AM Pk Volume	289	423					**677**		**PM Pk Volume**	512	469					**972**		
Pk Hr Factor	0.803	0.853					**0.842**		**Pk Hr Factor**	0.934	0.909					**0.935**		
7 - 9 Volume	393	640	0	0			**1033**		**4 - 6 Volume**	990	889	0	0			**1879**		
7 - 9 Peak Hour	07:15	07:15					**07:15**		**4 - 6 Peak Hour**	16:15	16:00					**16:15**		
7 - 9 Pk Volume	254	423	0	0			**677**		**4 - 6 Pk Volume**	510	469	0	0			**972**		
Pk Hr Factor	0.825	0.853	0.000	0.000			**0.842**		**Pk Hr Factor**	0.973	0.909	0.000	0.000			**0.935**		

Prepared by NDS/ATD

VOLUME

Ellis St E/O Rd 27

Day: Thursday
Date: 5/10/2018

City: Madera
Project #: CA18_2057_030

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,196	3,232	6,428

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			6		3		9		12:00			31		34		65	
00:15			5		1		6		12:15			35		18		53	
00:30			2		2		4		12:30			32		37		69	
00:45			1	14	2	8	3	22	12:45			26	124	37	126	63	250
01:00			4		2		6		13:00			48		50		98	
01:15			1		4		5		13:15			63		39		102	
01:30			0		7		7		13:30			41		30		71	
01:45			2	7	1	14	3	21	13:45			47	199	24	143	71	342
02:00			2		3		5		14:00			36		25		61	
02:15			3		2		5		14:15			43		30		73	
02:30			2		7		9		14:30			63		63		126	
02:45			0	7	5	17	5	24	14:45			58	200	90	208	148	408
03:00			4		2		6		15:00			49		71		120	
03:15			3		5		8		15:15			75		74		149	
03:30			4		12		16		15:30			70		51		121	
03:45			4	15	10	29	14	44	15:45			82	276	52	248	134	524
04:00			5		12		17		16:00			65		49		114	
04:15			7		17		24		16:15			71		48		119	
04:30			9		17		26		16:30			81		47		128	
04:45			11	32	30	76	41	108	16:45			78	295	64	208	142	503
05:00			12		46		58		17:00			82		50		132	
05:15			9		60		69		17:15			89		53		142	
05:30			12		44		56		17:30			76		68		144	
05:45			10	43	28	178	38	221	17:45			72	319	67	238	139	557
06:00			15		31		46		18:00			58		54		112	
06:15			13		33		46		18:15			61		54		115	
06:30			16		30		46		18:30			55		63		118	
06:45			15	59	22	116	37	175	18:45			48	222	37	208	85	430
07:00			34		34		68		19:00			25		51		76	
07:15			41		92		133		19:15			60		45		105	
07:30			80		110		190		19:30			51		56		107	
07:45			103	258	118	354	221	612	19:45			43	179	41	193	84	372
08:00			82		83		165		20:00			67		49		116	
08:15			40		35		75		20:15			48		45		93	
08:30			28		28		56		20:30			41		39		80	
08:45			32	182	27	173	59	355	20:45			40	196	30	163	70	359
09:00			15		23		38		21:00			33		36		69	
09:15			18		22		40		21:15			35		32		67	
09:30			17		20		37		21:30			37		27		64	
09:45			26	76	27	92	53	168	21:45			23	128	21	116	44	244
10:00			15		26		41		22:00			28		14		42	
10:15			21		14		35		22:15			23		15		38	
10:30			23		21		44		22:30			24		17		41	
10:45			31	90	22	83	53	173	22:45			14	89	14	60	28	149
11:00			29		31		60		23:00			19		17		36	
11:15			36		43		79		23:15			12		17		29	
11:30			32		23		55		23:30			15		10		25	
11:45			31	128	32	129	63	257	23:45			12	58	8	52	20	110
TOTALS				911		1269		**2180**	**TOTALS**				2285		1963		**4248**
SPLIT %				41.8%		58.2%		**33.9%**	**SPLIT %**				53.8%		46.2%		**66.1%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,196	3,232	6,428

AM Peak Hour				07:15		07:15		**07:15**	**PM Peak Hour**				16:30		14:30		**16:45**
AM Pk Volume				306		403		**709**	**PM Pk Volume**				330		298		**560**
Pk Hr Factor				0.743		0.854		**0.802**	**Pk Hr Factor**				0.927		0.828		**0.972**
7 - 9 Volume	0	0		440		527		**967**	**4 - 6 Volume**	0	0		614		446		**1060**
7 - 9 Peak Hour				07:15		07:15		**07:15**	**4 - 6 Peak Hour**				16:30		17:00		**16:45**
7 - 9 Pk Volume	0	0		306		403		**709**	**4 - 6 Pk Volume**	0	0		330		238		**560**
Pk Hr Factor	0.000	0.000		0.743		0.854		**0.802**	**Pk Hr Factor**	0.000	0.000		0.927		0.875		**0.972**

Prepared by NDS/ATD

VOLUME

Gateway Dr S/O 4th St

Day: Thursday
Date: 5/10/2018

City: Madera
Project #: CA18_2057_031

DAILY TOTALS	NB	SB	EB	WB	Total
	6,991	5,901	0	0	12,892

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	16		6				22		12:00	141		89				230	
00:15	5		4				9		12:15	126		99				225	
00:30	17		2				19		12:30	113		88				201	
00:45	9	47	3	15			12	62	12:45	116	496	121	397			237	893
01:00	6		5				11		13:00	115		110				225	
01:15	8		5				13		13:15	126		85				211	
01:30	9		4				13		13:30	117		105				222	
01:45	11	34	9	23			20	57	13:45	121	479	86	386			207	865
02:00	6		5				11		14:00	97		89				186	
02:15	5		5				10		14:15	106		100				206	
02:30	3		4				7		14:30	128		105				233	
02:45	8	22	5	19			13	41	14:45	114	445	106	400			220	845
03:00	12		3				15		15:00	155		115				270	
03:15	13		4				17		15:15	153		95				248	
03:30	18		7				25		15:30	147		120				267	
03:45	13	56	4	18			17	74	15:45	141	596	128	458			269	1054
04:00	15		15				30		16:00	125		143				268	
04:15	26		20				46		16:15	153		115				268	
04:30	22		32				54		16:30	157		121				278	
04:45	30	93	37	104			67	197	16:45	134	569	111	490			245	1059
05:00	41		48				89		17:00	158		145				303	
05:15	36		29				65		17:15	131		121				252	
05:30	36		27				63		17:30	121		108				229	
05:45	26	139	25	129			51	268	17:45	122	532	107	481			229	1013
06:00	30		24				54		18:00	126		106				232	
06:15	28		24				52		18:15	111		105				216	
06:30	38		26				64		18:30	98		77				175	
06:45	41	137	25	99			66	236	18:45	109	444	65	353			174	797
07:00	31		39				70		19:00	96		84				180	
07:15	47		55				102		19:15	72		66				138	
07:30	91		97				188		19:30	90		70				160	
07:45	72	241	79	270			151	511	19:45	100	358	61	281			161	639
08:00	87		70				157		20:00	88		82				170	
08:15	94		74				168		20:15	73		78				151	
08:30	71		63				134		20:30	84		82				166	
08:45	70	322	89	296			159	618	20:45	62	307	64	306			126	613
09:00	82		63				145		21:00	65		50				115	
09:15	95		71				166		21:15	69		42				111	
09:30	82		86				168		21:30	66		48				114	
09:45	101	360	72	292			173	652	21:45	45	245	30	170			75	415
10:00	106		86				192		22:00	30		28				58	
10:15	94		93				187		22:15	33		33				66	
10:30	99		88				187		22:30	35		25				60	
10:45	108	407	88	355			196	762	22:45	16	114	16	102			32	216
11:00	117		86				203		23:00	18		20				38	
11:15	131		111				242		23:15	19		23				42	
11:30	121		98				219		23:30	16		13				29	
11:45	116	485	94	389			210	874	23:45	10	63	12	68			22	131
TOTALS		2343		2009				**4352**	**TOTALS**		4648		3892				**8540**
SPLIT %		53.8%		46.2%				**33.8%**	**SPLIT %**		54.4%		45.6%				**66.2%**

DAILY TOTALS	NB	SB	EB	WB	Total
	6,991	5,901	0	0	12,892

AM Peak Hour	11:15	11:15				**11:15**	**PM Peak Hour**	16:15	15:45				**16:15**
AM Pk Volume	509	392				**901**	**PM Pk Volume**	602	507				**1094**
Pk Hr Factor	0.902	0.883				**0.931**	**Pk Hr Factor**	0.953	0.886				**0.903**
7 - 9 Volume	563	566	0	0		**1129**	**4 - 6 Volume**	1101	971	0	0		**2072**
7 - 9 Peak Hour	07:30	07:30				**07:30**	**4 - 6 Peak Hour**	16:15	16:30				**16:15**
7 - 9 Pk Volume	344	320	0	0		**664**	**4 - 6 Pk Volume**	602	498	0	0		**1094**
Pk Hr Factor	0.915	0.825	0.000	0.000		**0.883**	**Pk Hr Factor**	0.953	0.859	0.000	0.000		**0.903**

Prepared by NDS/ATD

VOLUME

Granada Dr N/O Almond Ave

Day: Thursday
Date: 5/31/2018

City: Madera
Project #: CA18_2057_032

DAILY TOTALS	NB	SB	EB	WB	Total
	3,624	3,644	0	0	7,268

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	16		6				22		12:00	63		48				111	
00:15	4		6				10		12:15	48		51				99	
00:30	8		2				10		12:30	40		51				91	
00:45	4	32	4	18			8	50	12:45	41	192	48	198			89	390
01:00	7		4				11		13:00	38		44				82	
01:15	3		4				7		13:15	48		46				94	
01:30	6		4				10		13:30	53		54				107	
01:45	1	17	1	13			2	30	13:45	47	186	42	186			89	372
02:00	2		3				5		14:00	64		41				105	
02:15	2		2				4		14:15	62		51				113	
02:30	2		2				4		14:30	66		57				123	
02:45	2	8	3	10			5	18	14:45	64	256	74	223			138	479
03:00	11		5				16		15:00	78		61				139	
03:15	1		1				2		15:15	110		71				181	
03:30	5		2				7		15:30	83		63				146	
03:45	4	21	5	13			9	34	15:45	73	344	60	255			133	599
04:00	2		11				13		16:00	75		61				136	
04:15	2		10				12		16:15	97		53				150	
04:30	11		18				29		16:30	93		64				157	
04:45	11	26	39	78			50	104	16:45	78	343	75	253			153	596
05:00	11		14				25		17:00	97		65				162	
05:15	11		42				53		17:15	78		74				152	
05:30	9		55				64		17:30	81		72				153	
05:45	12	43	48	159			60	202	17:45	67	323	55	266			122	589
06:00	27		24				51		18:00	76		45				121	
06:15	21		46				67		18:15	75		60				135	
06:30	22		55				77		18:30	71		59				130	
06:45	29	99	67	192			96	291	18:45	48	270	54	218			102	488
07:00	40		40				80		19:00	58		38				96	
07:15	60		91				151		19:15	32		50				82	
07:30	79		109				188		19:30	78		36				114	
07:45	75	254	108	348			183	602	19:45	39	207	39	163			78	370
08:00	35		70				105		20:00	43		41				84	
08:15	38		42				80		20:15	47		27				74	
08:30	26		37				63		20:30	44		40				84	
08:45	20	119	27	176			47	295	20:45	36	170	40	148			76	318
09:00	29		43				72		21:00	28		32				60	
09:15	31		37				68		21:15	37		37				74	
09:30	35		31				66		21:30	28		39				67	
09:45	32	127	59	170			91	297	21:45	26	119	25	133			51	252
10:00	26		30				56		22:00	26		23				49	
10:15	38		29				67		22:15	13		25				38	
10:30	40		30				70		22:30	16		20				36	
10:45	38	142	36	125			74	267	22:45	17	72	23	91			40	163
11:00	53		22				75		23:00	24		17				41	
11:15	48		51				99		23:15	12		2				14	
11:30	41		42				83		23:30	14		9				23	
11:45	49	191	56	171			105	362	23:45	13	63	9	37			22	100
TOTALS		1079		1473				**2552**	**TOTALS**		2545		2171				**4716**
SPLIT %		42.3%		57.7%				**35.1%**	**SPLIT %**		54.0%		46.0%				**64.9%**

DAILY TOTALS	NB	SB	EB	WB	Total
	3,624	3,644	0	0	7,268

AM Peak Hour	07:00	07:15				**07:15**	**PM Peak Hour**	16:15	16:45				**16:30**
AM Pk Volume	254	378				**627**	**PM Pk Volume**	365	286				**624**
Pk Hr Factor	0.804	0.867				**0.834**	**Pk Hr Factor**	0.941	0.953				**0.963**
7 - 9 Volume	373	524	0	0		**897**	**4 - 6 Volume**	666	519	0	0		**1185**
7 - 9 Peak Hour	07:00	07:15				**07:15**	**4 - 6 Peak Hour**	16:15	16:45				**16:30**
7 - 9 Pk Volume	254	378	0	0		**627**	**4 - 6 Pk Volume**	365	286	0	0		**624**
Pk Hr Factor	0.804	0.867	0.000	0.000		**0.834**	**Pk Hr Factor**	0.941	0.953	0.000	0.000		**0.963**

Prepared by NDS/ATD

VOLUME

Granada Dr S/O Howard Rd

Day: Thursday
Date: 5/31/2018

City: Madera
Project #: CA18_2057_033

DAILY TOTALS	NB	SB	EB	WB	Total
	4,438	5,178	0	0	9,616

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	14		11				25		12:00	66		73				139	
00:15	6		8				14		12:15	55		63				118	
00:30	10		8				18		12:30	57		75				132	
00:45	5	35	9	36			14	71	12:45	60	238	74	285			134	523
01:00	10		6				16		13:00	48		59				107	
01:15	2		3				5		13:15	60		68				128	
01:30	4		1				5		13:30	61		61				122	
01:45	0	16	1	11			1	27	13:45	65	234	69	257			134	491
02:00	2		1				3		14:00	71		56				127	
02:15	3		2				5		14:15	60		75				135	
02:30	3		2				5		14:30	87		85				172	
02:45	3	11	4	9			7	20	14:45	66	284	101	317			167	601
03:00	11		7				18		15:00	80		82				162	
03:15	2		1				3		15:15	115		106				221	
03:30	12		3				15		15:30	109		103				212	
03:45	7	32	10	21			17	53	15:45	73	377	79	370			152	747
04:00	6		7				13		16:00	100		92				192	
04:15	2		14				16		16:15	95		98				193	
04:30	9		20				29		16:30	92		103				195	
04:45	10	27	49	90			59	117	16:45	97	384	109	402			206	786
05:00	17		22				39		17:00	109		109				218	
05:15	15		45				60		17:15	74		104				178	
05:30	21		54				75		17:30	106		122				228	
05:45	25	78	48	169			73	247	17:45	83	372	104	439			187	811
06:00	37		32				69		18:00	76		85				161	
06:15	27		44				71		18:15	88		83				171	
06:30	33		56				89		18:30	97		98				195	
06:45	33	130	63	195			96	325	18:45	64	325	86	352			150	677
07:00	52		51				103		19:00	76		71				147	
07:15	90		131				221		19:15	58		73				131	
07:30	107		128				235		19:30	84		69				153	
07:45	111	360	115	425			226	785	19:45	68	286	62	275			130	561
08:00	44		90				134		20:00	54		65				119	
08:15	46		54				100		20:15	59		52				111	
08:30	32		43				75		20:30	62		76				138	
08:45	44	166	55	242			99	408	20:45	49	224	78	271			127	495
09:00	45		44				89		21:00	36		57				93	
09:15	39		52				91		21:15	33		57				90	
09:30	41		40				81		21:30	56		58				114	
09:45	35	160	76	212			111	372	21:45	26	151	39	211			65	362
10:00	32		40				72		22:00	23		28				51	
10:15	43		32				75		22:15	18		35				53	
10:30	55		52				107		22:30	19		31				50	
10:45	56	186	54	178			110	364	22:45	16	76	26	120			42	196
11:00	55		39				94		23:00	25		21				46	
11:15	52		63				115		23:15	16		12				28	
11:30	50		57				107		23:30	18		15				33	
11:45	55	212	74	233			129	445	23:45	15	74	10	58			25	132
TOTALS		1413		1821				**3234**	**TOTALS**		3025		3357				**6382**
SPLIT %		43.7%		56.3%				**33.6%**	**SPLIT %**		47.4%		52.6%				**66.4%**

DAILY TOTALS	NB	SB	EB	WB	Total
	4,438	5,178	0	0	9,616

AM Peak Hour	07:00	07:15				**07:15**	**PM Peak Hour**	15:15	16:45				**16:45**
AM Pk Volume	360	464				**816**	**PM Pk Volume**	397	444				**830**
Pk Hr Factor	0.811	0.885				**0.868**	**Pk Hr Factor**	0.863	0.910				**0.910**
7 - 9 Volume	526	667	0	0		**1193**	**4 - 6 Volume**	756	841	0	0		**1597**
7 - 9 Peak Hour	07:00	07:15				**07:15**	**4 - 6 Peak Hour**	16:15	16:45				**16:45**
7 - 9 Pk Volume	360	464	0	0		**816**	**4 - 6 Pk Volume**	393	444	0	0		**830**
Pk Hr Factor	0.811	0.885	0.000	0.000		**0.868**	**Pk Hr Factor**	0.901	0.910	0.000	0.000		**0.910**

Prepared by NDS/ATD

VOLUME

Granada Dr S/O Sunset Ave

Day: Thursday
Date: 5/10/2018

City: Madera
Project #: CA18_2057_034

DAILY TOTALS	NB	SB	EB	WB	Total
	3,796	3,917	0	0	7,713

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	14		4				18		12:00	46		58				104	
00:15	4		4				8		12:15	52		47				99	
00:30	2		7				9		12:30	49		58				107	
00:45	6	26	6	21			12	47	12:45	57	204	48	211			105	415
01:00	6		2				8		13:00	48		37				85	
01:15	1		2				3		13:15	41		50				91	
01:30	4		4				8		13:30	45		52				97	
01:45	1	12	4	12			5	24	13:45	59	193	46	185			105	378
02:00	3		2				5		14:00	44		50				94	
02:15	2		3				5		14:15	62		53				115	
02:30	2		2				4		14:30	68		73				141	
02:45	3	10	5	12			8	22	14:45	54	228	98	274			152	502
03:00	3		3				6		15:00	62		57				119	
03:15	6		2				8		15:15	121		80				201	
03:30	8		2				10		15:30	85		74				159	
03:45	8	25	5	12			13	37	15:45	87	355	83	294			170	649
04:00	3		5				8		16:00	81		58				139	
04:15	2		10				12		16:15	85		73				158	
04:30	6		13				19		16:30	77		71				148	
04:45	7	18	35	63			42	81	16:45	76	319	83	285			159	604
05:00	11		16				27		17:00	96		91				187	
05:15	9		23				32		17:15	81		81				162	
05:30	13		39				52		17:30	92		89				181	
05:45	18	51	40	118			58	169	17:45	67	336	94	355			161	691
06:00	25		27				52		18:00	68		64				132	
06:15	25		28				53		18:15	65		85				150	
06:30	21		39				60		18:30	62		64				126	
06:45	32	103	50	144			82	247	18:45	56	251	44	257			100	508
07:00	52		47				99		19:00	73		62				135	
07:15	65		99				164		19:15	62		60				122	
07:30	78		106				184		19:30	66		61				127	
07:45	106	301	102	354			208	655	19:45	63	264	64	247			127	511
08:00	60		50				110		20:00	58		61				119	
08:15	40		54				94		20:15	38		49				87	
08:30	29		30				59		20:30	46		37				83	
08:45	38	167	46	180			84	347	20:45	34	176	46	193			80	369
09:00	37		30				67		21:00	41		41				82	
09:15	39		31				70		21:15	39		26				65	
09:30	37		42				79		21:30	32		24				56	
09:45	38	151	43	146			81	297	21:45	38	150	20	111			58	261
10:00	38		52				90		22:00	27		22				49	
10:15	31		28				59		22:15	19		28				47	
10:30	38		35				73		22:30	15		25				40	
10:45	47	154	29	144			76	298	22:45	10	71	17	92			27	163
11:00	37		49				86		23:00	15		8				23	
11:15	44		46				90		23:15	18		10				28	
11:30	45		37				82		23:30	15		7				22	
11:45	44	170	44	176			88	346	23:45	13	61	6	31			19	92
TOTALS		1188		1382				**2570**	**TOTALS**		2608		2535				**5143**
SPLIT %		46.2%		53.8%				**33.3%**	**SPLIT %**		50.7%		49.3%				**66.7%**

DAILY TOTALS	NB	SB	EB	WB	Total
	3,796	3,917	0	0	7,713

AM Peak Hour	07:15	07:15						**07:15**	**PM Peak Hour**	15:15	17:00							**17:00**
AM Pk Volume	309	357						**666**	**PM Pk Volume**	374	355							**691**
Pk Hr Factor	0.729	0.842						**0.800**	**Pk Hr Factor**	0.773	0.944							**0.924**
7 - 9 Volume	468	534	0	0				**1002**	**4 - 6 Volume**	655	640			0	0			**1295**
7 - 9 Peak Hour	07:15	07:15						**07:15**	**4 - 6 Peak Hour**	16:45	17:00							**17:00**
7 - 9 Pk Volume	309	357	0	0				**666**	**4 - 6 Pk Volume**	345	355			0	0			**691**
Pk Hr Factor	0.729	0.842	0.000	0.000				**0.800**	**Pk Hr Factor**	0.898	0.944			0.000	0.000			**0.924**

Prepared by NDS/ATD

VOLUME

Howard Rd W/O Granada Dr

Day: Thursday
Date: 5/31/2018

City: Madera
Project #: CA18_2057_035

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,846	3,737	7,583

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			8		13		21		12:00			63		58		121	
00:15			11		0		11		12:15			48		61		109	
00:30			2		6		8		12:30			57		50		107	
00:45			2	23	8	27	10	50	12:45			61	229	46	215	107	444
01:00			1		4		5		13:00			60		56		116	
01:15			1		3		4		13:15			46		63		109	
01:30			1		4		5		13:30			41		40		81	
01:45			3	6	3	14	6	20	13:45			34	181	52	211	86	392
02:00			1		0		1		14:00			52		60		112	
02:15			1		2		3		14:15			57		60		117	
02:30			2		0		2		14:30			88		74		162	
02:45			3	7	0	2	3	9	14:45			117	314	58	252	175	566
03:00			2		7		9		15:00			105		54		159	
03:15			2		3		5		15:15			80		93		173	
03:30			3		4		7		15:30			88		95		183	
03:45			9	16	2	16	11	32	15:45			73	346	68	310	141	656
04:00			6		6		12		16:00			88		80		168	
04:15			6		6		12		16:15			92		78		170	
04:30			18		17		35		16:30			96		81		177	
04:45			19	49	19	48	38	97	16:45			105	381	74	313	179	694
05:00			15		34		49		17:00			86		93		179	
05:15			23		32		55		17:15			71		68		139	
05:30			24		37		61		17:30			78		78		156	
05:45			19	81	37	140	56	221	17:45			70	305	69	308	139	613
06:00			36		38		74		18:00			42		61		103	
06:15			31		26		57		18:15			46		56		102	
06:30			51		31		82		18:30			37		59		96	
06:45			44	162	31	126	75	288	18:45			33	158	48	224	81	382
07:00			57		33		90		19:00			35		61		96	
07:15			123		56		179		19:15			55		50		105	
07:30			65		88		153		19:30			37		50		87	
07:45			69	314	103	280	172	594	19:45			34	161	41	202	75	363
08:00			97		48		145		20:00			23		47		70	
08:15			61		56		117		20:15			27		37		64	
08:30			44		37		81		20:30			30		36		66	
08:45			57	259	50	191	107	450	20:45			29	109	45	165	74	274
09:00			50		27		77		21:00			35		50		85	
09:15			40		24		64		21:15			16		36		52	
09:30			49		36		85		21:30			14		33		47	
09:45			48	187	30	117	78	304	21:45			13	78	27	146	40	224
10:00			48		33		81		22:00			16		19		35	
10:15			40		46		86		22:15			14		14		28	
10:30			34		36		70		22:30			12		16		28	
10:45			54	176	40	155	94	331	22:45			5	47	10	59	15	106
11:00			52		46		98		23:00			9		8		17	
11:15			67		45		112		23:15			7		14		21	
11:30			56		46		102		23:30			4		11		15	
11:45			54	229	39	176	93	405	23:45			8	28	7	40	15	68
TOTALS				1509		1292		**2801**	**TOTALS**				2337		2445		**4782**
SPLIT %				53.9%		46.1%		**36.9%**	**SPLIT %**				48.9%		51.1%		**63.1%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,846	3,737	7,583

AM Peak Hour			07:15	07:15	**07:15**	**PM Peak Hour**			14:30	15:15	**16:15**
AM Pk Volume			354	295	**649**	**PM Pk Volume**			390	336	**705**
Pk Hr Factor			0.720	0.716	**0.906**	**Pk Hr Factor**			0.833	0.884	**0.985**
7 - 9 Volume	0	0	573	471	**1044**	**4 - 6 Volume**	0	0	686	621	**1307**
7 - 9 Peak Hour			07:15	07:15	**07:15**	**4 - 6 Peak Hour**			16:00	16:15	**16:15**
7 - 9 Pk Volume	0	0	354	295	**649**	**4 - 6 Pk Volume**	0	0	381	326	**705**
Pk Hr Factor	0.000	0.000	0.720	0.716	**0.906**	**Pk Hr Factor**	0.000	0.000	0.907	0.876	**0.985**

Prepared by NDS/ATD

VOLUME

Lake St S/O 4th St

Day: Thursday
Date: 5/10/2018

City: Madera
Project #: CA18_2057_036

DAILY TOTALS	NB	SB	EB	WB	Total
	4,275	5,200	0	0	9,475

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	4		6				10		12:00	93		80				173	
00:15	3		2				5		12:15	70		70				140	
00:30	4		2				6		12:30	59		69				128	
00:45	5	16	2	12			7	28	12:45	40	262	107	326			147	588
01:00	1		1				2		13:00	61		70				131	
01:15	2		3				5		13:15	63		91				154	
01:30	6		2				8		13:30	67		99				166	
01:45	4	13	1	7			5	20	13:45	60	251	67	327			127	578
02:00	3		2				5		14:00	54		80				134	
02:15	3		2				5		14:15	71		83				154	
02:30	5		3				8		14:30	69		77				146	
02:45	3	14	4	11			7	25	14:45	60	254	96	336			156	590
03:00	4		12				16		15:00	69		84				153	
03:15	9		10				19		15:15	85		95				180	
03:30	17		12				29		15:30	102		85				187	
03:45	13	43	10	44			23	87	15:45	90	346	110	374			200	720
04:00	14		17				31		16:00	88		92				180	
04:15	23		26				49		16:15	103		140				243	
04:30	40		45				85		16:30	110		110				220	
04:45	37	114	55	143			92	257	16:45	85	386	106	448			191	834
05:00	44		54				98		17:00	157		130				287	
05:15	28		33				61		17:15	90		105				195	
05:30	25		34				59		17:30	61		120				181	
05:45	11	108	19	140			30	248	17:45	84	392	78	433			162	825
06:00	12		17				29		18:00	77		98				175	
06:15	11		22				33		18:15	61		85				146	
06:30	20		26				46		18:30	68		75				143	
06:45	20	63	33	98			53	161	18:45	69	275	88	346			157	621
07:00	23		41				64		19:00	69		82				151	
07:15	32		56				88		19:15	73		69				142	
07:30	52		93				145		19:30	52		74				126	
07:45	56	163	137	327			193	490	19:45	66	260	66	291			132	551
08:00	60		74				134		20:00	64		58				122	
08:15	47		62				109		20:15	52		49				101	
08:30	43		41				84		20:30	69		63				132	
08:45	47	197	60	237			107	434	20:45	61	246	58	228			119	474
09:00	42		54				96		21:00	53		62				115	
09:15	47		69				116		21:15	43		39				82	
09:30	38		56				94		21:30	38		53				91	
09:45	53	180	62	241			115	421	21:45	24	158	13	167			37	325
10:00	57		62				119		22:00	27		18				45	
10:15	36		59				95		22:15	15		28				43	
10:30	49		69				118		22:30	18		18				36	
10:45	44	186	55	245			99	431	22:45	13	73	14	78			27	151
11:00	63		77				140		23:00	13		16				29	
11:15	62		67				129		23:15	11		12				23	
11:30	54		63				117		23:30	9		9				18	
11:45	56	235	87	294			143	529	23:45	7	40	10	47			17	87
TOTALS		1332		1799				**3131**	**TOTALS**		2943		3401				**6344**
SPLIT %		42.5%		57.5%				**33.0%**	**SPLIT %**		46.4%		53.6%				**67.0%**

DAILY TOTALS	NB	SB	EB	WB	Total
	4,275	5,200	0	0	9,475

AM Peak Hour	11:45	07:30				**11:45**	**PM Peak Hour**	16:15	16:15				**16:15**
AM Pk Volume	278	366				**584**	**PM Pk Volume**	455	486				**941**
Pk Hr Factor	0.747	0.668				**0.844**	**Pk Hr Factor**	0.725	0.868				**0.820**
7 - 9 Volume	360	564	0	0		**924**	**4 - 6 Volume**	778	881	0	0		**1659**
7 - 9 Peak Hour	07:30	07:30				**07:30**	**4 - 6 Peak Hour**	16:15	16:15				**16:15**
7 - 9 Pk Volume	215	366	0	0		**581**	**4 - 6 Pk Volume**	455	486	0	0		**941**
Pk Hr Factor	0.896	0.668	0.000	0.000		**0.753**	**Pk Hr Factor**	0.725	0.868	0.000	0.000		**0.820**

Prepared by NDS/ATD

VOLUME

Lake St S/O Cleveland Ave

Day: Thursday
Date: 5/10/2018

City: Madera
Project #: CA18_2057_037

DAILY TOTALS	NB	SB	EB	WB	Total
	5,036	4,699	0	0	9,735

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	5		2				7		12:00	69		45				114	
00:15	8		2				10		12:15	75		52				127	
00:30	9		2				11		12:30	72		60				132	
00:45	4	26	5	11			9	37	12:45	63	279	66	223			129	502
01:00	5		2				7		13:00	70		35				105	
01:15	6		5				11		13:15	79		77				156	
01:30	6		2				8		13:30	79		85				164	
01:45	2	19	5	14			7	33	13:45	62	290	62	259			124	549
02:00	3		2				5		14:00	74		49				123	
02:15	2		3				5		14:15	68		81				149	
02:30	3		3				6		14:30	60		63				123	
02:45	4	12	2	10			6	22	14:45	63	265	68	261			131	526
03:00	7		6				13		15:00	102		80				182	
03:15	10		9				19		15:15	116		94				210	
03:30	11		11				22		15:30	108		80				188	
03:45	12	40	17	43			29	83	15:45	126	452	89	343			215	795
04:00	20		28				48		16:00	108		85				193	
04:15	32		33				65		16:15	136		82				218	
04:30	31		53				84		16:30	119		106				225	
04:45	39	122	52	166			91	288	16:45	110	473	103	376			213	849
05:00	54		80				134		17:00	113		94				207	
05:15	41		58				99		17:15	117		86				203	
05:30	29		44				73		17:30	101		96				197	
05:45	22	146	27	209			49	355	17:45	102	433	67	343			169	776
06:00	13		29				42		18:00	102		79				181	
06:15	15		29				44		18:15	93		78				171	
06:30	25		37				62		18:30	74		78				152	
06:45	29	82	36	131			65	213	18:45	92	361	80	315			172	676
07:00	19		49				68		19:00	66		79				145	
07:15	38		70				108		19:15	87		60				147	
07:30	70		74				144		19:30	71		77				148	
07:45	77	204	93	286			170	490	19:45	104	328	68	284			172	612
08:00	66		46				112		20:00	94		75				169	
08:15	38		43				81		20:15	74		81				155	
08:30	39		58				97		20:30	71		70				141	
08:45	50	193	54	201			104	394	20:45	69	308	52	278			121	586
09:00	35		48				83		21:00	56		59				115	
09:15	49		49				98		21:15	59		44				103	
09:30	44		45				89		21:30	45		57				102	
09:45	48	176	50	192			98	368	21:45	37	197	17	177			54	374
10:00	49		52				101		22:00	40		22				62	
10:15	66		52				118		22:15	28		30				58	
10:30	56		52				108		22:30	21		22				43	
10:45	46	217	48	204			94	421	22:45	23	112	21	95			44	207
11:00	65		46				111		23:00	16		19				35	
11:15	65		54				119		23:15	10		13				23	
11:30	58		59				117		23:30	12		17				29	
11:45	67	255	60	219			127	474	23:45	8	46	10	59			18	105
TOTALS		1492		1686				**3178**	**TOTALS**		3544		3013				**6557**
SPLIT %		46.9%		53.1%				**32.6%**	**SPLIT %**		54.0%		46.0%				**67.4%**

DAILY TOTALS	NB	SB	EB	WB	Total
	5,036	4,699	0	0	9,735

AM Peak Hour	11:45	07:00			**07:15**	**PM Peak Hour**	15:45	16:30			**16:15**
AM Pk Volume	283	286			**534**	**PM Pk Volume**	489	389			**863**
Pk Hr Factor	0.943	0.769			**0.785**	**Pk Hr Factor**	0.899	0.917			**0.959**
7 - 9 Volume	397	487	0	0	**884**	**4 - 6 Volume**	906	719	0	0	**1625**
7 - 9 Peak Hour	07:15	07:00			**07:15**	**4 - 6 Peak Hour**	16:15	16:30			**16:15**
7 - 9 Pk Volume	251	286	0	0	**534**	**4 - 6 Pk Volume**	478	389	0	0	**863**
Pk Hr Factor	0.815	0.769	0.000	0.000	**0.785**	**Pk Hr Factor**	0.879	0.917	0.000	0.000	**0.959**

Prepared by NDS/ATD

VOLUME

Lake St N/O Ellis St

Day: Thursday
Date: 5/10/2018

City: Madera
Project #: CA18_2057_038

DAILY TOTALS	NB	SB	EB	WB	Total
	2,510	2,352	0	0	4,862

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	4		6				10		12:00	29		24				53	
00:15	2		5				7		12:15	22		26				48	
00:30	3		2				5		12:30	36		28				64	
00:45	3	12	1	14			4	26	12:45	31	118	28	106			59	224
01:00	3		4				7		13:00	30		29				59	
01:15	3		3				6		13:15	36		41				77	
01:30	5		3				8		13:30	28		33				61	
01:45	1	12	1	11			2	23	13:45	35	129	35	138			70	267
02:00	4		2				6		14:00	20		29				49	
02:15	1		3				4		14:15	25		17				42	
02:30	4		2				6		14:30	30		46				76	
02:45	6	15	1	8			7	23	14:45	45	120	47	139			92	259
03:00	0		2				2		15:00	50		45				95	
03:15	5		5				10		15:15	49		72				121	
03:30	10		4				14		15:30	44		46				90	
03:45	7	22	5	16			12	38	15:45	42	185	53	216			95	401
04:00	10		6				16		16:00	30		61				91	
04:15	18		4				22		16:15	39		45				84	
04:30	18		6				24		16:30	42		58				100	
04:45	33	79	9	25			42	104	16:45	43	154	64	228			107	382
05:00	33		10				43		17:00	48		55				103	
05:15	67		10				77		17:15	49		56				105	
05:30	48		19				67		17:30	50		44				94	
05:45	30	178	17	56			47	234	17:45	36	183	37	192			73	375
06:00	19		11				30		18:00	52		34				86	
06:15	29		13				42		18:15	43		35				78	
06:30	32		18				50		18:30	39		35				74	
06:45	29	109	19	61			48	170	18:45	27	161	28	132			55	293
07:00	30		30				60		19:00	33		27				60	
07:15	29		29				58		19:15	40		23				63	
07:30	59		60				119		19:30	30		27				57	
07:45	71	189	73	192			144	381	19:45	40	143	18	95			58	238
08:00	56		71				127		20:00	34		38				72	
08:15	25		35				60		20:15	33		28				61	
08:30	25		29				54		20:30	27		29				56	
08:45	19	125	24	159			43	284	20:45	26	120	21	116			47	236
09:00	14		14				28		21:00	28		25				53	
09:15	18		16				34		21:15	34		25				59	
09:30	24		18				42		21:30	25		17				42	
09:45	19	75	20	68			39	143	21:45	21	108	16	83			37	191
10:00	18		15				33		22:00	22		16				38	
10:15	17		19				36		22:15	15		25				40	
10:30	20		20				40		22:30	20		14				34	
10:45	21	76	28	82			49	158	22:45	15	72	14	69			29	141
11:00	16		20				36		23:00	14		11				25	
11:15	20		25				45		23:15	12		9				21	
11:30	23		24				47		23:30	7		16				23	
11:45	25	84	31	100			56	184	23:45	8	41	10	46			18	87
TOTALS		976		792				**1768**	**TOTALS**		1534		1560				**3094**
SPLIT %		55.2%		44.8%				**36.4%**	**SPLIT %**		49.6%		50.4%				**63.6%**

DAILY TOTALS	NB	SB	EB	WB	Total
	2,510	2,352	0	0	4,862

AM Peak Hour	07:15	07:30					**07:30**		**PM Peak Hour**	16:45	16:30					**16:30**		
AM Pk Volume	215	239					**450**		**PM Pk Volume**	190	233					**415**		
Pk Hr Factor	0.757	0.818					**0.781**		**Pk Hr Factor**	0.950	0.910					**0.970**		
7 - 9 Volume	314	351	0	0			**665**		**4 - 6 Volume**	337	420	0	0			**757**		
7 - 9 Peak Hour	07:15	07:30					**07:30**		**4 - 6 Peak Hour**	16:45	16:30					**16:30**		
7 - 9 Pk Volume	215	239	0	0			**450**		**4 - 6 Pk Volume**	190	233	0	0			**415**		
Pk Hr Factor	0.757	0.818	0.000	0.000			**0.781**		**Pk Hr Factor**	0.950	0.910	0.000	0.000			**0.970**		

Prepared by NDS/ATD

VOLUME

Olive Ave W/O Roosevelt St

Day: Wednesday
Date: 5/30/2018

City: Madera
Project #: CA18_2057_039

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,544	5,364	10,908

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			9		7		16		12:00			77		69		146	
00:15			14		6		20		12:15			76		62		138	
00:30			5		1		6		12:30			64		82		146	
00:45			8	36	3	17	11	53	12:45			70	287	84	297	154	584
01:00			7		8		15		13:00			81		55		136	
01:15			7		3		10		13:15			82		70		152	
01:30			6		5		11		13:30			71		61		132	
01:45			3	23	3	19	6	42	13:45			82	316	85	271	167	587
02:00			9		1		10		14:00			83		56		139	
02:15			4		5		9		14:15			94		81		175	
02:30			5		4		9		14:30			100		93		193	
02:45			3	21	2	12	5	33	14:45			111	388	93	323	204	711
03:00			4		7		11		15:00			92		147		239	
03:15			6		12		18		15:15			135		93		228	
03:30			9		20		29		15:30			123		78		201	
03:45			13	32	22	61	35	93	15:45			105	455	87	405	192	860
04:00			3		20		23		16:00			99		91		190	
04:15			11		27		38		16:15			122		93		215	
04:30			6		47		53		16:30			120		102		222	
04:45			13	33	66	160	79	193	16:45			122	463	80	366	202	829
05:00			11		74		85		17:00			129		96		225	
05:15			11		66		77		17:15			118		84		202	
05:30			18		79		97		17:30			122		89		211	
05:45			28	68	61	280	89	348	17:45			105	474	73	342	178	816
06:00			34		50		84		18:00			113		64		177	
06:15			30		54		84		18:15			94		85		179	
06:30			51		54		105		18:30			95		56		151	
06:45			66	181	70	228	136	409	18:45			69	371	71	276	140	647
07:00			46		74		120		19:00			73		71		144	
07:15			79		96		175		19:15			75		57		132	
07:30			88		115		203		19:30			75		65		140	
07:45			133	346	124	409	257	755	19:45			76	299	68	261	144	560
08:00			78		107		185		20:00			74		48		122	
08:15			70		99		169		20:15			73		47		120	
08:30			60		100		160		20:30			75		51		126	
08:45			73	281	79	385	152	666	20:45			80	302	52	198	132	500
09:00			43		70		113		21:00			76		48		124	
09:15			47		60		107		21:15			76		38		114	
09:30			38		41		79		21:30			47		42		89	
09:45			55	183	76	247	131	430	21:45			56	255	31	159	87	414
10:00			56		69		125		22:00			37		34		71	
10:15			54		62		116		22:15			49		17		66	
10:30			41		52		93		22:30			41		23		64	
10:45			73	224	63	246	136	470	22:45			35	162	21	95	56	257
11:00			59		68		127		23:00			28		15		43	
11:15			53		55		108		23:15			17		14		31	
11:30			78		63		141		23:30			25		8		33	
11:45			69	259	76	262	145	521	23:45			15	85	8	45	23	130
TOTALS				1687		2326		4013	TOTALS				3857		3038		6895
SPLIT %				42.0%		58.0%		36.8%	SPLIT %				55.9%		44.1%		63.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	5,544	5,364	10,908

AM Peak Hour			07:15	07:30	07:15	PM Peak Hour			16:15	14:30	14:45
AM Pk Volume			378	445	820	PM Pk Volume			493	426	872
Pk Hr Factor			0.711	0.897	0.798	Pk Hr Factor			0.955	0.724	0.912
7 - 9 Volume	0	0	627	794	1421	4 - 6 Volume	0	0	937	708	1645
7 - 9 Peak Hour			07:15	07:30	07:15	4 - 6 Peak Hour			16:15	16:15	16:15
7 - 9 Pk Volume	0	0	378	445	820	4 - 6 Pk Volume	0	0	493	371	864
Pk Hr Factor	0.000	0.000	0.711	0.897	0.798	Pk Hr Factor	0.000	0.000	0.955	0.909	0.960

Prepared by NDS/ATD

VOLUME

Pine St S/O Howard Rd

Day: Wednesday
Date: 5/30/2018

City: Madera
Project #: CA18_2057_040

DAILY TOTALS	NB	SB	EB	WB	Total
	5,198	4,470	0	0	9,668

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	12		3				15		12:00	102		92				194	
00:15	5		3				8		12:15	88		95				183	
00:30	5		2				7		12:30	82		92				174	
00:45	4	26	8	16			12	42	12:45	90	362	84	363			174	725
01:00	10		4				14		13:00	82		73				155	
01:15	5		1				6		13:15	83		80				163	
01:30	0		2				2		13:30	82		91				173	
01:45	1	16	6	13			7	29	13:45	98	345	76	320			174	665
02:00	4		4				8		14:00	74		76				150	
02:15	6		1				7		14:15	88		69				157	
02:30	3		2				5		14:30	136		85				221	
02:45	7	20	0	7			7	27	14:45	103	401	130	360			233	761
03:00	2		2				4		15:00	127		96				223	
03:15	2		1				3		15:15	241		84				325	
03:30	2		4				6		15:30	158		88				246	
03:45	4	10	5	12			9	22	15:45	90	616	83	351			173	967
04:00	4		5				9		16:00	117		83				200	
04:15	5		13				18		16:15	108		70				178	
04:30	6		22				28		16:30	109		78				187	
04:45	4	19	40	80			44	99	16:45	89	423	70	301			159	724
05:00	6		23				29		17:00	113		72				185	
05:15	15		45				60		17:15	88		59				147	
05:30	8		50				58		17:30	83		60				143	
05:45	18	47	59	177			77	224	17:45	73	357	63	254			136	611
06:00	32		26				58		18:00	79		50				129	
06:15	36		28				64		18:15	56		43				99	
06:30	24		31				55		18:30	58		54				112	
06:45	36	128	59	144			95	272	18:45	60	253	26	173			86	426
07:00	54		36				90		19:00	56		27				83	
07:15	55		43				98		19:15	61		34				95	
07:30	67		66				133		19:30	41		26				67	
07:45	80	256	82	227			162	483	19:45	44	202	31	118			75	320
08:00	102		91				193		20:00	48		26				74	
08:15	123		113				236		20:15	37		24				61	
08:30	151		146				297		20:30	25		19				44	
08:45	172	548	113	463			285	1011	20:45	20	130	16	85			36	215
09:00	72		61				133		21:00	17		21				38	
09:15	63		68				131		21:15	12		24				36	
09:30	67		62				129		21:30	20		17				37	
09:45	84	286	62	253			146	539	21:45	11	60	17	79			28	139
10:00	73		79				152		22:00	7		9				16	
10:15	79		61				140		22:15	10		6				16	
10:30	53		63				116		22:30	16		12				28	
10:45	65	270	76	279			141	549	22:45	11	44	11	38			22	82
11:00	75		71				146		23:00	9		6				15	
11:15	90		76				166		23:15	8		5				13	
11:30	81		87				168		23:30	17		8				25	
11:45	94	340	94	328			188	668	23:45	5	39	10	29			15	68
TOTALS		1966		1999				**3965**	**TOTALS**		3232		2471				**5703**
SPLIT %		49.6%		50.4%				**41.0%**	**SPLIT %**		56.7%		43.3%				**59.0%**

DAILY TOTALS	NB	SB	EB	WB	Total
	5,198	4,470	0	0	9,668

AM Peak Hour	08:00	08:00				**08:00**	**PM Peak Hour**	14:45	14:45				**14:45**
AM Pk Volume	548	463				**1011**	**PM Pk Volume**	629	398				**1027**
Pk Hr Factor	0.797	0.793				**0.851**	**Pk Hr Factor**	0.652	0.765				**0.790**
7 - 9 Volume	804	690	0	0		**1494**	**4 - 6 Volume**	780	555	0	0		**1335**
7 - 9 Peak Hour	08:00	08:00				**08:00**	**4 - 6 Peak Hour**	16:00	16:00				**16:00**
7 - 9 Pk Volume	548	463	0	0		**1011**	**4 - 6 Pk Volume**	423	301	0	0		**724**
Pk Hr Factor	0.797	0.793	0.000	0.000		**0.851**	**Pk Hr Factor**	0.904	0.907	0.000	0.000		**0.905**

Prepared by NDS/ATD

VOLUME

Schnoor St S/O Ave 16

Day: Thursday
Date: 5/10/2018

City: Madera
Project #: CA18_2057_041

DAILY TOTALS	NB	SB	EB	WB	Total
	5,506	4,477	0	0	9,983

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	5		5				10		12:00	89		82				171	
00:15	2		8				10		12:15	99		75				174	
00:30	3		5				8		12:30	112		61				173	
00:45	4	14	7	25			11	39	12:45	114	414	73	291			187	705
01:00	3		2				5		13:00	95		67				162	
01:15	2		3				5		13:15	80		72				152	
01:30	0		2				2		13:30	88		66				154	
01:45	3	8	1	8			4	16	13:45	86	349	53	258			139	607
02:00	1		3				4		14:00	73		57				130	
02:15	3		3				6		14:15	96		79				175	
02:30	3		1				4		14:30	99		86				185	
02:45	5	12	3	10			8	22	14:45	98	366	87	309			185	675
03:00	3		2				5		15:00	98		92				190	
03:15	3		3				6		15:15	100		86				186	
03:30	3		3				6		15:30	129		92				221	
03:45	6	15	4	12			10	27	15:45	99	426	97	367			196	793
04:00	4		3				7		16:00	90		113				203	
04:15	4		4				8		16:15	99		92				191	
04:30	7		4				11		16:30	86		102				188	
04:45	9	24	9	20			18	44	16:45	107	382	91	398			198	780
05:00	10		8				18		17:00	136		126				262	
05:15	13		11				24		17:15	103		124				227	
05:30	22		13				35		17:30	109		94				203	
05:45	21	66	10	42			31	108	17:45	107	455	114	458			221	913
06:00	25		16				41		18:00	94		92				186	
06:15	31		16				47		18:15	89		81				170	
06:30	47		35				82		18:30	82		71				153	
06:45	51	154	18	85			69	239	18:45	84	349	62	306			146	655
07:00	53		43				96		19:00	66		59				125	
07:15	79		39				118		19:15	90		64				154	
07:30	113		76				189		19:30	100		57				157	
07:45	86	331	73	231			159	562	19:45	105	361	96	276			201	637
08:00	82		60				142		20:00	96		62				158	
08:15	45		65				110		20:15	73		68				141	
08:30	59		42				101		20:30	69		56				125	
08:45	61	247	51	218			112	465	20:45	66	304	49	235			115	539
09:00	44		46				90		21:00	63		38				101	
09:15	60		49				109		21:15	68		42				110	
09:30	77		46				123		21:30	43		31				74	
09:45	67	248	47	188			114	436	21:45	37	211	24	135			61	346
10:00	64		44				108		22:00	36		21				57	
10:15	62		46				108		22:15	33		20				53	
10:30	64		45				109		22:30	23		30				53	
10:45	97	287	61	196			158	483	22:45	19	111	13	84			32	195
11:00	77		74				151		23:00	18		15				33	
11:15	74		72				146		23:15	14		9				23	
11:30	78		67				145		23:30	11		10				21	
11:45	93	322	69	282			162	604	23:45	7	50	9	43			16	93
TOTALS		1728		1317				3045	TOTALS		3778		3160				6938
SPLIT %		56.7%		43.3%				30.5%	SPLIT %		54.5%		45.5%				69.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	5,506	4,477	0	0	9,983

AM Peak Hour	11:45	11:30			11:45	PM Peak Hour	16:45	17:00			17:00
AM Pk Volume	393	293			680	PM Pk Volume	455	458			913
Pk Hr Factor	0.877	0.893			0.977	Pk Hr Factor	0.836	0.909			0.871
7 - 9 Volume	578	449	0	0	1027	4 - 6 Volume	837	856	0	0	1693
7 - 9 Peak Hour	07:15	07:30			07:15	4 - 6 Peak Hour	16:45	17:00			17:00
7 - 9 Pk Volume	360	274	0	0	608	4 - 6 Pk Volume	455	458	0	0	913
Pk Hr Factor	0.796	0.901	0.000	0.000	0.804	Pk Hr Factor	0.836	0.909	0.000	0.000	0.871

Prepared by NDS/ATD

VOLUME

Schnoor St S/O Sunset Ave

Day: Thursday
Date: 5/10/2018

City: Madera
Project #: CA18_2057_042

DAILY TOTALS	NB	SB	EB	WB	Total
	3,943	3,863	0	0	7,806

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	5		5				10		12:00	70		73				143	
00:15	2		3				5		12:15	69		70				139	
00:30	3		2				5		12:30	85		64				149	
00:45	1	11	0	10			1	21	12:45	74	298	62	269			136	567
01:00	2		0				2		13:00	63		58				121	
01:15	3		3				6		13:15	61		57				118	
01:30	2		3				5		13:30	59		64				123	
01:45	1	8	0	6			1	14	13:45	61	244	70	249			131	493
02:00	0		2				2		14:00	50		60				110	
02:15	2		0				2		14:15	47		59				106	
02:30	0		1				1		14:30	62		101				163	
02:45	4	6	1	4			5	10	14:45	125	284	79	299			204	583
03:00	3		2				5		15:00	72		75				147	
03:15	2		0				2		15:15	143		74				217	
03:30	0		2				2		15:30	94		68				162	
03:45	0	5	1	5			1	10	15:45	77	386	56	273			133	659
04:00	2		0				2		16:00	69		75				144	
04:15	1		5				6		16:15	67		84				151	
04:30	2		11				13		16:30	76		65				141	
04:45	7	12	8	24			15	36	16:45	92	304	73	297			165	601
05:00	5		7				12		17:00	92		102				194	
05:15	2		9				11		17:15	68		98				166	
05:30	6		11				17		17:30	71		101				172	
05:45	11	24	15	42			26	66	17:45	65	296	85	386			150	682
06:00	8		17				25		18:00	61		86				147	
06:15	12		15				27		18:15	65		54				119	
06:30	15		14				29		18:30	45		68				113	
06:45	11	46	24	70			35	116	18:45	67	238	54	262			121	500
07:00	40		42				82		19:00	85		48				133	
07:15	46		70				116		19:15	62		50				112	
07:30	81		140				221		19:30	49		58				107	
07:45	124	291	123	375			247	666	19:45	56	252	36	192			92	444
08:00	95		50				145		20:00	63		29				92	
08:15	57		42				99		20:15	50		47				97	
08:30	43		43				86		20:30	29		54				83	
08:45	39	234	37	172			76	406	20:45	34	176	49	179			83	355
09:00	46		44				90		21:00	42		22				64	
09:15	40		44				84		21:15	19		36				55	
09:30	39		33				72		21:30	24		20				44	
09:45	46	171	41	162			87	333	21:45	23	108	21	99			44	207
10:00	60		42				102		22:00	20		26				46	
10:15	55		46				101		22:15	21		21				42	
10:30	40		49				89		22:30	18		19				37	
10:45	68	223	48	185			116	408	22:45	12	71	17	83			29	154
11:00	39		44				83		23:00	11		10				21	
11:15	54		47				101		23:15	5		8				13	
11:30	65		49				114		23:30	7		6				13	
11:45	69	227	51	191			120	418	23:45	5	28	5	29			10	57
TOTALS		1258		1246				**2504**	**TOTALS**		2685		2617				**5302**
SPLIT %		50.2%		49.8%				**32.1%**	**SPLIT %**		50.6%		49.4%				**67.9%**

DAILY TOTALS	NB	SB	EB	WB	Total
	3,943	3,863	0	0	7,806

AM Peak Hour	07:30	07:15					**07:15**		**PM Peak Hour**	14:45	17:00					**14:30**		
AM Pk Volume	357	383					**729**		**PM Pk Volume**	434	386					**731**		
Pk Hr Factor	0.720	0.684					**0.738**		**Pk Hr Factor**	0.759	0.946					**0.842**		
7 - 9 Volume	525	547	0	0			**1072**		**4 - 6 Volume**	600	683	0	0			**1283**		
7 - 9 Peak Hour	07:30	07:15					**07:15**		**4 - 6 Peak Hour**	16:30	17:00					**16:45**		
7 - 9 Pk Volume	357	383	0	0			**729**		**4 - 6 Pk Volume**	328	386	0	0			**697**		
Pk Hr Factor	0.720	0.684	0.000	0.000			**0.738**		**Pk Hr Factor**	0.891	0.946	0.000	0.000			**0.898**		

Prepared by NDS/ATD

VOLUME

Stadium Rd N/O Almond Ave

Day: Wednesday
Date: 5/30/2018

City: Madera
Project #: CA18_2057_043

DAILY TOTALS	NB	SB	EB	WB	Total
	2,057	1,827	0	0	3,884

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	4		4				8		12:00	43		27				70	
00:15	6		2				8		12:15	25		26				51	
00:30	3		0				3		12:30	54		14				68	
00:45	2	15	3	9			5	24	12:45	26	148	22	89			48	237
01:00	2		1				3		13:00	29		32				61	
01:15	0		2				2		13:15	26		30				56	
01:30	3		4				7		13:30	22		19				41	
01:45	1	6	2	9			3	15	13:45	15	92	25	106			40	198
02:00	0		0				0		14:00	19		22				41	
02:15	2		0				2		14:15	28		25				53	
02:30	1		0				1		14:30	28		37				65	
02:45	1	4	1	1			2	5	14:45	55	130	51	135			106	265
03:00	1		1				2		15:00	45		69				114	
03:15	1		1				2		15:15	90		50				140	
03:30	0		0				0		15:30	71		38				109	
03:45	2	4	3	5			5	9	15:45	39	245	34	191			73	436
04:00	1		2				3		16:00	37		25				62	
04:15	1		4				5		16:15	34		23				57	
04:30	0		5				5		16:30	57		23				80	
04:45	2	4	4	15			6	19	16:45	36	164	26	97			62	261
05:00	2		8				10		17:00	54		29				83	
05:15	2		9				11		17:15	40		45				85	
05:30	7		19				26		17:30	43		32				75	
05:45	11	22	16	52			27	74	17:45	38	175	29	135			67	310
06:00	6		4				10		18:00	27		26				53	
06:15	8		11				19		18:15	30		13				43	
06:30	11		11				22		18:30	17		15				32	
06:45	9	34	26	52			35	86	18:45	26	100	18	72			44	172
07:00	18		32				50		19:00	13		11				24	
07:15	39		46				85		19:15	44		16				60	
07:30	44		52				96		19:30	18		16				34	
07:45	47	148	45	175			92	323	19:45	23	98	16	59			39	157
08:00	39		53				92		20:00	24		15				39	
08:15	37		68				105		20:15	16		35				51	
08:30	49		74				123		20:30	18		15				33	
08:45	48	173	45	240			93	413	20:45	13	71	12	77			25	148
09:00	28		21				49		21:00	10		13				23	
09:15	36		16				52		21:15	10		9				19	
09:30	48		12				60		21:30	11		5				16	
09:45	18	130	22	71			40	201	21:45	11	42	3	30			14	72
10:00	27		19				46		22:00	8		2				10	
10:15	25		25				50		22:15	8		9				17	
10:30	23		28				51		22:30	4		4				8	
10:45	29	104	34	106			63	210	22:45	7	27	4	19			11	46
11:00	33		17				50		23:00	9		5				14	
11:15	23		20				43		23:15	3		3				6	
11:30	22		13				35		23:30	4		0				4	
11:45	26	104	22	72			48	176	23:45	1	17	2	10			3	27
TOTALS		748		807				**1555**	**TOTALS**		1309		1020				**2329**
SPLIT %		48.1%		51.9%				**40.0%**	**SPLIT %**		56.2%		43.8%				**60.0%**

DAILY TOTALS	NB	SB	EB	WB	Total
	2,057	1,827	0	0	3,884

AM Peak Hour	08:00	07:45					**08:00**		**PM Peak Hour**	14:45	14:45					**14:45**		
AM Pk Volume	173	240					**413**		**PM Pk Volume**	261	208					**469**		
Pk Hr Factor	0.883	0.811					**0.839**		**Pk Hr Factor**	0.725	0.754					**0.838**		
7 - 9 Volume	321	415	0	0			**736**		**4 - 6 Volume**	339	232	0	0			**571**		
7 - 9 Peak Hour	08:00	07:45					**08:00**		**4 - 6 Peak Hour**	16:30	17:00					**16:30**		
7 - 9 Pk Volume	173	240	0	0			**413**		**4 - 6 Pk Volume**	187	135	0	0			**310**		
Pk Hr Factor	0.883	0.811	0.000	0.000			**0.839**		**Pk Hr Factor**	0.820	0.750	0.000	0.000			**0.912**		

Prepared by NDS/ATD

VOLUME

Storey Rd E/O SR 145

Day: Thursday
Date: 5/10/2018

City: Madera
Project #: CA18_2057_044

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,130	2,247	4,377

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			1		1		2		12:00			25		28		53	
00:15			2		4		6		12:15			41		33		74	
00:30			0		1		1		12:30			25		28		53	
00:45			1	4	0	6	1	10	12:45			30	121	22	111	52	232
01:00			1		3		4		13:00			27		41		68	
01:15			2		2		4		13:15			17		30		47	
01:30			2		1		3		13:30			27		38		65	
01:45			2	7	0	6	2	13	13:45			37	108	39	148	76	256
02:00			1		4		5		14:00			32		27		59	
02:15			0		1		1		14:15			31		34		65	
02:30			1		3		4		14:30			28		32		60	
02:45			0	2	2	10	2	12	14:45			27	118	69	162	96	280
03:00			2		0		2		15:00			29		25		54	
03:15			1		1		2		15:15			43		48		91	
03:30			1		3		4		15:30			32		77		109	
03:45			2	6	4	8	6	14	15:45			33	137	45	195	78	332
04:00			1		5		6		16:00			27		57		84	
04:15			3		7		10		16:15			27		54		81	
04:30			7		6		13		16:30			27		60		87	
04:45			9	20	11	29	20	49	16:45			32	113	45	216	77	329
05:00			14		5		19		17:00			41		47		88	
05:15			20		8		28		17:15			49		34		83	
05:30			42		12		54		17:30			46		54		100	
05:45			37	113	9	34	46	147	17:45			40	176	46	181	86	357
06:00			39		12		51		18:00			27		40		67	
06:15			30		11		41		18:15			41		32		73	
06:30			35		13		48		18:30			26		28		54	
06:45			66	170	22	58	88	228	18:45			32	126	36	136	68	262
07:00			20		19		39		19:00			24		34		58	
07:15			31		42		73		19:15			30		29		59	
07:30			42		48		90		19:30			23		22		45	
07:45			46	139	26	135	72	274	19:45			16	93	31	116	47	209
08:00			32		28		60		20:00			14		31		45	
08:15			30		31		61		20:15			25		23		48	
08:30			16		23		39		20:30			19		47		66	
08:45			18	96	18	100	36	196	20:45			24	82	28	129	52	211
09:00			26		21		47		21:00			14		22		36	
09:15			19		20		39		21:15			19		15		34	
09:30			22		15		37		21:30			17		16		33	
09:45			21	88	22	78	43	166	21:45			20	70	19	72	39	142
10:00			31		19		50		22:00			23		20		43	
10:15			17		22		39		22:15			34		10		44	
10:30			29		28		57		22:30			10		10		20	
10:45			28	105	22	91	50	196	22:45			7	74	24	64	31	138
11:00			28		31		59		23:00			8		8		16	
11:15			33		32		65		23:15			5		7		12	
11:30			41		42		83		23:30			6		9		15	
11:45			37	139	23	128	60	267	23:45			4	23	10	34	14	57
TOTALS				889		683		**1572**	**TOTALS**				1241		1564		**2805**
SPLIT %				56.6%		43.4%		**35.9%**	**SPLIT %**				44.2%		55.8%		**64.1%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	2,130	2,247	4,377

AM Peak Hour			06:00	07:15	**07:15**	**PM Peak Hour**			17:00	15:30	**15:15**
AM Pk Volume			170	144	**295**	**PM Pk Volume**			176	233	**362**
Pk Hr Factor			0.644	0.750	**0.819**	**Pk Hr Factor**			0.898	0.756	**0.830**
7 - 9 Volume	0	0	235	235	**470**	**4 - 6 Volume**	0	0	289	397	**686**
7 - 9 Peak Hour			07:15	07:15	**07:15**	**4 - 6 Peak Hour**			17:00	16:00	**17:00**
7 - 9 Pk Volume	0	0	151	144	**295**	**4 - 6 Pk Volume**	0	0	176	216	**357**
Pk Hr Factor	0.000	0.000	0.821	0.750	**0.819**	**Pk Hr Factor**	0.000	0.000	0.898	0.900	**0.893**

Prepared by NDS/ATD

VOLUME

Sunrise Ave W/O Rd 28

Day: Wednesday
Date: 5/30/2018

City: Madera
Project #: CA18_2057_045

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,770	1,764	3,534

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00					1		3		4		12:00					22		18		40	
00:15					2		4		6		12:15					18		21		39	
00:30					4		2		6		12:30					20		24		44	
00:45					1	8	1	10	2	18	12:45					18	78	14	77	32	155
01:00					2		1		3		13:00					16		20		36	
01:15					0		0		0		13:15					20		32		52	
01:30					0		0		0		13:30					22		45		67	
01:45					0	2	1	2	1	4	13:45					53	111	54	151	107	262
02:00					2		3		5		14:00					33		33		66	
02:15					1		1		2		14:15					31		17		48	
02:30					0		1		1		14:30					29		36		65	
02:45					0	3	1	6	1	9	14:45					59	152	36	122	95	274
03:00					3		3		6		15:00					29		30		59	
03:15					3		2		5		15:15					31		29		60	
03:30					5		5		10		15:30					46		38		84	
03:45					3	14	6	16	9	30	15:45					31	137	23	120	54	257
04:00					9		4		13		16:00					31		38		69	
04:15					6		10		16		16:15					28		38		66	
04:30					11		16		27		16:30					40		41		81	
04:45					13	39	5	35	18	74	16:45					31	130	35	152	66	282
05:00					20		9		29		17:00					43		36		79	
05:15					9		8		17		17:15					35		33		68	
05:30					19		8		27		17:30					34		42		76	
05:45					10	58	3	28	13	86	17:45					31	143	22	133	53	276
06:00					13		5		18		18:00					26		35		61	
06:15					7		8		15		18:15					41		17		58	
06:30					9		12		21		18:30					27		33		60	
06:45					15	44	7	32	22	76	18:45					22	116	25	110	47	226
07:00					15		12		27		19:00					31		22		53	
07:15					27		28		55		19:15					23		24		47	
07:30					48		58		106		19:30					20		24		44	
07:45					55	145	87	185	142	330	19:45					17	91	17	87	34	178
08:00					51		63		114		20:00					24		17		41	
08:15					31		22		53		20:15					18		18		36	
08:30					21		11		32		20:30					20		18		38	
08:45					18	121	9	105	27	226	20:45					22	84	19	72	41	156
09:00					18		22		40		21:00					19		16		35	
09:15					14		15		29		21:15					22		19		41	
09:30					12		16		28		21:30					10		12		22	
09:45					11	55	22	75	33	130	21:45					14	65	10	57	24	122
10:00					13		14		27		22:00					7		6		13	
10:15					10		14		24		22:15					5		4		9	
10:30					13		17		30		22:30					9		10		19	
10:45					12	48	22	67	34	115	22:45					3	24	8	28	11	52
11:00					22		27		49		23:00					7		4		11	
11:15					18		24		42		23:15					4		6		10	
11:30					25		12		37		23:30					3		3		6	
11:45					21	86	17	80	38	166	23:45					2	16	1	14	3	30
TOTALS						623		641		1264	TOTALS						1147		1123		2270
SPLIT %						49.3%		50.7%		35.8%	SPLIT %						50.5%		49.5%		64.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,770	1,764	3,534

AM Peak Hour			07:30	07:15	07:15	PM Peak Hour			14:45	13:15	14:45
AM Pk Volume			185	236	417	PM Pk Volume			165	164	298
Pk Hr Factor			0.841	0.678	0.734	Pk Hr Factor			0.699	0.759	0.784
7 - 9 Volume	0	0	266	290	556	4 - 6 Volume	0	0	273	285	558
7 - 9 Peak Hour			07:30	07:15	07:15	4 - 6 Peak Hour			16:30	16:00	16:30
7 - 9 Pk Volume	0	0	185	236	417	4 - 6 Pk Volume	0	0	149	152	294
Pk Hr Factor	0.000	0.000	0.841	0.678	0.734	Pk Hr Factor	0.000	0.000	0.866	0.927	0.907

Prepared by NDS/ATD

VOLUME

Sunset Ave W/O Westberry Blvd

Day: Thursday
Date: 5/10/2018

City: Madera
Project #: CA18_2057_046

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,472	1,438	2,910

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			1		1		2		12:00			16		18		34	
00:15			1		3		4		12:15			17		17		34	
00:30			1		1		2		12:30			23		19		42	
00:45			1	4	0	5	1	9	12:45			18	74	20	74	38	148
01:00			1		1		2		13:00			20		18		38	
01:15			2		2		4		13:15			14		18		32	
01:30			1		1		2		13:30			14		10		24	
01:45			0	4	1	5	1	9	13:45			16	64	20	66	36	130
02:00			0		0		0		14:00			14		28		42	
02:15			2		0		2		14:15			15		46		61	
02:30			0		0		0		14:30			68		60		128	
02:45			0	2	0		0	2	14:45			83	180	50	184	133	364
03:00			0		0		0		15:00			49		22		71	
03:15			1		2		3		15:15			23		35		58	
03:30			0		2		2		15:30			25		35		60	
03:45			0	1	1	5	1	6	15:45			29	126	32	124	61	250
04:00			2		1		3		16:00			28		19		47	
04:15			0		0		0		16:15			29		18		47	
04:30			1		1		2		16:30			25		18		43	
04:45			2	5	2	4	4	9	16:45			23	105	17	72	40	177
05:00			3		4		7		17:00			24		29		53	
05:15			3		4		7		17:15			18		30		48	
05:30			4		3		7		17:30			24		22		46	
05:45			8	18	3	14	11	32	17:45			15	81	27	108	42	189
06:00			5		8		13		18:00			13		30		43	
06:15			2		10		12		18:15			22		29		51	
06:30			10		14		24		18:30			16		15		31	
06:45			13	30	19	51	32	81	18:45			9	60	12	86	21	146
07:00			21		26		47		19:00			11		13		24	
07:15			59		37		96		19:15			18		12		30	
07:30			77		78		155		19:30			39		15		54	
07:45			111	268	119	260	230	528	19:45			11	79	10	50	21	129
08:00			60		25		85		20:00			10		11		21	
08:15			14		15		29		20:15			14		7		21	
08:30			14		10		24		20:30			17		17		34	
08:45			16	104	14	64	30	168	20:45			7	48	7	42	14	90
09:00			11		10		21		21:00			8		14		22	
09:15			11		11		22		21:15			10		7		17	
09:30			10		10		20		21:30			5		4		9	
09:45			13	45	16	47	29	92	21:45			4	27	3	28	7	55
10:00			19		11		30		22:00			4		3		7	
10:15			15		13		28		22:15			3		7		10	
10:30			13		12		25		22:30			4		5		9	
10:45			12	59	15	51	27	110	22:45			4	15	4	19	8	34
11:00			12		17		29		23:00			1		2		3	
11:15			21		18		39		23:15			2		6		8	
11:30			17		13		30		23:30			1		3		4	
11:45			18	68	18	66	36	134	23:45			1	5	2	13	3	18
TOTALS				608		572		**1180**	**TOTALS**				864		866		**1730**
SPLIT %				51.5%		48.5%		**40.5%**	**SPLIT %**				49.9%		50.1%		**59.5%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,472	1,438	2,910

AM Peak Hour			07:15	07:00	**07:15**		**PM Peak Hour**			14:30	14:00	**14:15**
AM Pk Volume			307	260	**566**		**PM Pk Volume**			223	184	**393**
Pk Hr Factor			0.691	0.546	**0.615**		**Pk Hr Factor**			0.672	0.767	**0.739**
7 - 9 Volume	0	0	372	324	**696**		**4 - 6 Volume**	0	0	186	180	**366**
7 - 9 Peak Hour			07:15	07:00	**07:15**		**4 - 6 Peak Hour**			16:00	17:00	**17:00**
7 - 9 Pk Volume	0	0	307	260	**566**		**4 - 6 Pk Volume**	0	0	105	108	**189**
Pk Hr Factor	0.000	0.000	0.691	0.546	**0.615**		**Pk Hr Factor**	0.000	0.000	0.905	0.900	**0.892**

Prepared by NDS/ATD

VOLUME

Sunset Ave W/O 4th St

Day: Wednesday
Date: 5/30/2018

City: Madera
Project #: CA18_2057_047

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,712	3,640	7,352

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			5		5		10		12:00			56		65		121	
00:15			4		5		9		12:15			39		32		71	
00:30			3		4		7		12:30			37		60		97	
00:45			4	16	4	18	8	34	12:45			58	190	50	207	108	397
01:00			2		8		10		13:00			55		46		101	
01:15			2		8		10		13:15			66		63		129	
01:30			2		5		7		13:30			40		54		94	
01:45			3	9	3	24	6	33	13:45			84	245	77	240	161	485
02:00			3		3		6		14:00			56		77		133	
02:15			1		3		4		14:15			53		52		105	
02:30			0		1		1		14:30			56		67		123	
02:45			1	5	1	8	2	13	14:45			87	252	55	251	142	503
03:00			5		2		7		15:00			74		45		119	
03:15			5		2		7		15:15			66		61		127	
03:30			8		8		16		15:30			60		78		138	
03:45			10	28	1	13	11	41	15:45			54	254	74	258	128	512
04:00			14		1		15		16:00			61		73		134	
04:15			9		3		12		16:15			56		71		127	
04:30			18		1		19		16:30			57		78		135	
04:45			12	53	3	8	15	61	16:45			51	225	79	301	130	526
05:00			15		5		20		17:00			54		94		148	
05:15			28		4		32		17:15			62		95		157	
05:30			27		12		39		17:30			50		102		152	
05:45			21	91	9	30	30	121	17:45			41	207	87	378	128	585
06:00			26		8		34		18:00			55		59		114	
06:15			41		10		51		18:15			41		72		113	
06:30			60		13		73		18:30			41		52		93	
06:45			58	185	31	62	89	247	18:45			47	184	56	239	103	423
07:00			51		27		78		19:00			52		55		107	
07:15			80		46		126		19:15			35		48		83	
07:30			105		80		185		19:30			45		44		89	
07:45			110	346	111	264	221	610	19:45			34	166	38	185	72	351
08:00			94		86		180		20:00			40		43		83	
08:15			73		50		123		20:15			30		59		89	
08:30			89		61		150		20:30			28		39		67	
08:45			65	321	50	247	115	568	20:45			27	125	47	188	74	313
09:00			59		36		95		21:00			27		47		74	
09:15			52		42		94		21:15			19		36		55	
09:30			59		36		95		21:30			13		29		42	
09:45			64	234	36	150	100	384	21:45			13	72	23	135	36	207
10:00			68		37		105		22:00			15		24		39	
10:15			51		45		96		22:15			8		19		27	
10:30			51		48		99		22:30			11		19		30	
10:45			36	206	29	159	65	365	22:45			14	48	13	75	27	123
11:00			53		53		106		23:00			14		13		27	
11:15			58		32		90		23:15			6		6		12	
11:30			55		39		94		23:30			4		12		16	
11:45			55	221	39	163	94	384	23:45			5	29	6	37	11	66
TOTALS				1715		1146		**2861**	**TOTALS**				1997		2494		**4491**
SPLIT %				59.9%		40.1%		**38.9%**	**SPLIT %**				44.5%		55.5%		**61.1%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	3,712	3,640	7,352

AM Peak Hour			07:15	07:30	**07:15**	**PM Peak Hour**			14:45	17:00	**16:45**
AM Pk Volume			389	327	**712**	**PM Pk Volume**			287	378	**587**
Pk Hr Factor			0.884	0.736	**0.805**	**Pk Hr Factor**			0.825	0.926	**0.935**
7 - 9 Volume	0	0	667	511	**1178**	**4 - 6 Volume**	0	0	432	679	**1111**
7 - 9 Peak Hour			07:15	07:30	**07:15**	**4 - 6 Peak Hour**			16:00	17:00	**16:45**
7 - 9 Pk Volume	0	0	389	327	**712**	**4 - 6 Pk Volume**	0	0	225	378	**587**
Pk Hr Factor	0.000	0.000	0.884	0.736	**0.805**	**Pk Hr Factor**	0.000	0.000	0.922	0.926	**0.935**

Prepared by NDS/ATD

VOLUME

Sunset Ave E/O Westberry Blvd

Day: Thursday
Date: 5/10/2018

City: Madera
Project #: CA18_2057_048

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,897	1,653	3,550

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			5		3		8		12:00			25		20		45	
00:15			1		2		3		12:15			21		16		37	
00:30			2		1		3		12:30			20		23		43	
00:45			2	10	1	7	3	17	12:45			17	83	21	80	38	163
01:00			3		3		6		13:00			33		19		52	
01:15			2		1		3		13:15			20		16		36	
01:30			1		1		2		13:30			20		15		35	
01:45			0	6	1	6	1	12	13:45			22	95	22	72	44	167
02:00			0		1		1		14:00			18		27		45	
02:15			2		0		2		14:15			17		36		53	
02:30			0		0		0		14:30			71		61		132	
02:45			1	3	2	3	3	6	14:45			99	205	38	162	137	367
03:00			0		0		0		15:00			56		24		80	
03:15			0		1		1		15:15			37		45		82	
03:30			3		2		5		15:30			35		54		89	
03:45			1	4	0	3	1	7	15:45			25	153	31	154	56	307
04:00			3		0		3		16:00			50		25		75	
04:15			0		0		0		16:15			36		30		66	
04:30			1		1		2		16:30			26		34		60	
04:45			1	5	4	5	5	10	16:45			27	139	21	110	48	249
05:00			4		6		10		17:00			29		42		71	
05:15			7		6		13		17:15			32		34		66	
05:30			7		6		13		17:30			32		30		62	
05:45			9	27	3	21	12	48	17:45			16	109	27	133	43	242
06:00			8		15		23		18:00			25		29		54	
06:15			13		13		26		18:15			26		36		62	
06:30			13		15		28		18:30			26		18		44	
06:45			23	57	10	53	33	110	18:45			11	88	22	105	33	193
07:00			29		19		48		19:00			16		22		38	
07:15			56		30		86		19:15			27		17		44	
07:30			108		54		162		19:30			47		25		72	
07:45			125	318	73	176	198	494	19:45			27	117	15	79	42	196
08:00			60		36		96		20:00			18		19		37	
08:15			21		27		48		20:15			11		13		24	
08:30			21		16		37		20:30			17		25		42	
08:45			25	127	20	99	45	226	20:45			12	58	21	78	33	136
09:00			24		12		36		21:00			8		19		27	
09:15			19		13		32		21:15			11		13		24	
09:30			15		14		29		21:30			6		11		17	
09:45			22	80	16	55	38	135	21:45			6	31	10	53	16	84
10:00			14		16		30		22:00			7		5		12	
10:15			26		25		51		22:15			3		7		10	
10:30			17		15		32		22:30			11		7		18	
10:45			12	69	15	71	27	140	22:45			6	27	8	27	14	54
11:00			14		16		30		23:00			2		3		5	
11:15			21		22		43		23:15			1		5		6	
11:30			20		18		38		23:30			3		6		9	
11:45			24	79	29	85	53	164	23:45			1	7	2	16	3	23
TOTALS				785		584		**1369**	**TOTALS**				1112		1069		**2181**
SPLIT %				57.3%		42.7%		**38.6%**	**SPLIT %**				51.0%		49.0%		**61.4%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	1,897	1,653	3,550

AM Peak Hour			07:15	07:15	**07:15**	**PM Peak Hour**			14:30	14:30	**14:30**
AM Pk Volume			349	193	**542**	**PM Pk Volume**			263	168	**431**
Pk Hr Factor			0.698	0.661	**0.684**	**Pk Hr Factor**			0.664	0.689	**0.786**
7 - 9 Volume	0	0	445	275	**720**	**4 - 6 Volume**	0	0	248	243	**491**
7 - 9 Peak Hour			07:15	07:15	**07:15**	**4 - 6 Peak Hour**			16:00	17:00	**16:00**
7 - 9 Pk Volume	0	0	349	193	**542**	**4 - 6 Pk Volume**	0	0	139	133	**249**
Pk Hr Factor	0.000	0.000	0.698	0.661	**0.684**	**Pk Hr Factor**	0.000	0.000	0.695	0.792	**0.830**

Prepared by NDS/ATD

VOLUME

Tozer St N/O Clinton St

Day: Thursday
Date: 5/10/2018

City: Madera
Project #: CA18_2057_049

DAILY TOTALS	NB	SB	EB	WB	Total
	6,942	7,011	0	0	13,953

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	6		10				16		12:00	99		81				180	
00:15	8		8				16		12:15	87		93				180	
00:30	8		10				18		12:30	75		87				162	
00:45	8	30	9	37			17	67	12:45	67	328	95	356			162	684
01:00	7		5				12		13:00	94		98				192	
01:15	6		4				10		13:15	120		84				204	
01:30	4		9				13		13:30	101		123				224	
01:45	8	25	3	21			11	46	13:45	95	410	114	419			209	829
02:00	3		5				8		14:00	90		82				172	
02:15	4		3				7		14:15	82		122				204	
02:30	6		4				10		14:30	125		148				273	
02:45	3	16	2	14			5	30	14:45	179	476	143	495			322	971
03:00	6		5				11		15:00	155		121				276	
03:15	14		3				17		15:15	128		107				235	
03:30	6		6				12		15:30	186		119				305	
03:45	4	30	9	23			13	53	15:45	141	610	133	480			274	1090
04:00	7		11				18		16:00	163		136				299	
04:15	19		25				44		16:15	147		152				299	
04:30	23		20				43		16:30	158		123				281	
04:45	25	74	31	87			56	161	16:45	148	616	154	565			302	1181
05:00	30		45				75		17:00	169		147				316	
05:15	29		47				76		17:15	146		170				316	
05:30	37		49				86		17:30	143		158				301	
05:45	38	134	42	183			80	317	17:45	136	594	151	626			287	1220
06:00	28		32				60		18:00	132		122				254	
06:15	28		26				54		18:15	135		127				262	
06:30	37		47				84		18:30	103		117				220	
06:45	41	134	51	156			92	290	18:45	94	464	100	466			194	930
07:00	50		97				147		19:00	89		113				202	
07:15	96		124				220		19:15	102		98				200	
07:30	127		208				335		19:30	121		85				206	
07:45	178	451	198	627			376	1078	19:45	105	417	84	380			189	797
08:00	141		129				270		20:00	95		74				169	
08:15	85		102				187		20:15	94		90				184	
08:30	48		63				111		20:30	110		82				192	
08:45	59	333	80	374			139	707	20:45	85	384	84	330			169	714
09:00	66		55				121		21:00	75		73				148	
09:15	60		72				132		21:15	79		72				151	
09:30	64		59				123		21:30	62		48				110	
09:45	67	257	75	261			142	518	21:45	55	271	48	241			103	512
10:00	84		87				171		22:00	47		47				94	
10:15	77		64				141		22:15	34		33				67	
10:30	59		79				138		22:30	31		35				66	
10:45	72	292	84	314			156	606	22:45	23	135	22	137			45	272
11:00	105		93				198		23:00	22		19				41	
11:15	83		83				166		23:15	14		19				33	
11:30	101		82				183		23:30	17		17				34	
11:45	106	395	96	354			202	749	23:45	13	66	10	65			23	131
TOTALS		2171		2451				**4622**	**TOTALS**		4771		4560				**9331**
SPLIT %		47.0%		53.0%				**33.1%**	**SPLIT %**		51.1%		48.9%				**66.9%**

DAILY TOTALS	NB	SB	EB	WB	Total
	6,942	7,011	0	0	13,953

AM Peak Hour	07:15	07:15				**07:15**	**PM Peak Hour**	14:45	16:45				**16:45**
AM Pk Volume	542	659				**1201**	**PM Pk Volume**	648	629				**1235**
Pk Hr Factor	0.761	0.792				**0.799**	**Pk Hr Factor**	0.871	0.925				**0.977**
7 - 9 Volume	784	1001	0	0		**1785**	**4 - 6 Volume**	1210	1191	0	0		**2401**
7 - 9 Peak Hour	07:15	07:15				**07:15**	**4 - 6 Peak Hour**	16:15	16:45				**16:45**
7 - 9 Pk Volume	542	659	0	0		**1201**	**4 - 6 Pk Volume**	622	629	0	0		**1235**
Pk Hr Factor	0.761	0.792	0.000	0.000		**0.799**	**Pk Hr Factor**	0.920	0.925	0.000	0.000		**0.977**

Prepared by NDS/ATD

VOLUME

Tulare St S/O Kennedy St

Day: Thursday
Date: 5/10/2018

City: Madera
Project #: CA18_2057_050

DAILY TOTALS	NB	SB	EB	WB	Total
	1,563	1,568	0	0	3,131

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	2		4				6		12:00	13		21				34	
00:15	5		1				6		12:15	13		14				27	
00:30	2		1				3		12:30	21		11				32	
00:45	4	13	0	6			4	19	12:45	23	70	14	60			37	130
01:00	3		2				5		13:00	28		28				56	
01:15	4		2				6		13:15	21		37				58	
01:30	2		1				3		13:30	17		23				40	
01:45	0	9	0	5			0	14	13:45	14	80	17	105			31	185
02:00	3		1				4		14:00	22		19				41	
02:15	0		1				1		14:15	17		20				37	
02:30	0		0				0		14:30	32		18				50	
02:45	1	4	1	3			2	7	14:45	26	97	32	89			58	186
03:00	2		3				5		15:00	30		26				56	
03:15	3		2				5		15:15	22		22				44	
03:30	4		3				7		15:30	28		32				60	
03:45	7	16	6	14			13	30	15:45	33	113	25	105			58	218
04:00	7		8				15		16:00	28		30				58	
04:15	10		8				18		16:15	32		41				73	
04:30	16		14				30		16:30	26		36				62	
04:45	18	51	14	44			32	95	16:45	32	118	35	142			67	260
05:00	10		15				25		17:00	30		30				60	
05:15	17		10				27		17:15	32		38				70	
05:30	16		8				24		17:30	22		37				59	
05:45	10	53	9	42			19	95	17:45	38	122	36	141			74	263
06:00	11		7				18		18:00	30		42				72	
06:15	9		6				15		18:15	27		32				59	
06:30	8		7				15		18:30	26		23				49	
06:45	9	37	11	31			20	68	18:45	27	110	21	118			48	228
07:00	10		15				25		19:00	33		20				53	
07:15	23		21				44		19:15	25		22				47	
07:30	46		35				81		19:30	16		16				32	
07:45	26	105	59	130			85	235	19:45	25	99	22	80			47	179
08:00	18		40				58		20:00	23		16				39	
08:15	19		22				41		20:15	23		18				41	
08:30	13		14				27		20:30	22		21				43	
08:45	10	60	12	88			22	148	20:45	27	95	14	69			41	164
09:00	13		10				23		21:00	19		20				39	
09:15	12		12				24		21:15	30		12				42	
09:30	13		15				28		21:30	12		8				20	
09:45	12	50	14	51			26	101	21:45	17	78	11	51			28	129
10:00	12		11				23		22:00	22		12				34	
10:15	10		10				20		22:15	16		18				34	
10:30	8		10				18		22:30	12		17				29	
10:45	10	40	12	43			22	83	22:45	14	64	12	59			26	123
11:00	14		20				34		23:00	8		9				17	
11:15	10		17				27		23:15	10		5				15	
11:30	10		14				24		23:30	7		5				12	
11:45	15	49	18	69			33	118	23:45	5	30	4	23			9	53
TOTALS		487		526				**1013**	**TOTALS**		1076		1042				**2118**
SPLIT %		48.1%		51.9%				**32.4%**	**SPLIT %**		50.8%		49.2%				**67.6%**

DAILY TOTALS	NB	SB	EB	WB	Total
	1,563	1,568	0	0	3,131

AM Peak Hour	07:15	07:30				**07:15**	**PM Peak Hour**	17:00	17:15				**17:15**
AM Pk Volume	113	156				**268**	**PM Pk Volume**	122	153				**275**
Pk Hr Factor	0.614	0.661				**0.788**	**Pk Hr Factor**	0.803	0.911				**0.929**
7 - 9 Volume	165	218	0	0		**383**	**4 - 6 Volume**	240	283	0	0		**523**
7 - 9 Peak Hour	07:15	07:30				**07:15**	**4 - 6 Peak Hour**	17:00	16:00				**17:00**
7 - 9 Pk Volume	113	156	0	0		**268**	**4 - 6 Pk Volume**	122	142	0	0		**263**
Pk Hr Factor	0.614	0.661	0.000	0.000		**0.788**	**Pk Hr Factor**	0.803	0.866	0.000	0.000		**0.889**

Prepared by NDS/ATD

VOLUME

3rd St N/O Kings Ave

Day: Tuesday
Date: 5/15/2018

City: Chowchilla
Project #: CA18_2057_051

DAILY TOTALS	NB	SB	EB	WB	Total
	1,391	1,509	0	0	2,900

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	3		1				4		12:00	24		18				42	
00:15	4		2				6		12:15	16		28				44	
00:30	1		0				1		12:30	22		13				35	
00:45	1	9	1	4			2	13	12:45	19	81	25	84			44	165
01:00	1		1				2		13:00	24		21				45	
01:15	1		0				1		13:15	24		16				40	
01:30	1		1				2		13:30	22		30				52	
01:45	2	5	1	3			3	8	13:45	25	95	16	83			41	178
02:00	2		1				3		14:00	30		30				60	
02:15	0		1				1		14:15	13		15				28	
02:30	1		4				5		14:30	12		15				27	
02:45	0	3	2	8			2	11	14:45	20	75	25	85			45	160
03:00	4		0				4		15:00	23		18				41	
03:15	0		6				6		15:15	29		20				49	
03:30	1		1				2		15:30	37		29				66	
03:45	0	5	4	11			4	16	15:45	32	121	24	91			56	212
04:00	3		4				7		16:00	34		21				55	
04:15	1		8				9		16:15	29		33				62	
04:30	3		7				10		16:30	30		21				51	
04:45	0	7	9	28			9	35	16:45	29	122	28	103			57	225
05:00	0		10				10		17:00	34		20				54	
05:15	1		11				12		17:15	24		17				41	
05:30	4		16				20		17:30	28		22				50	
05:45	9	14	16	53			25	67	17:45	43	129	15	74			58	203
06:00	5		17				22		18:00	33		26				59	
06:15	7		22				29		18:15	23		25				48	
06:30	10		23				33		18:30	30		15				45	
06:45	6	28	28	90			34	118	18:45	20	106	17	83			37	189
07:00	3		25				28		19:00	20		13				33	
07:15	9		35				44		19:15	14		15				29	
07:30	16		36				52		19:30	25		19				44	
07:45	28	56	49	145			77	201	19:45	21	80	12	59			33	139
08:00	17		41				58		20:00	27		21				48	
08:15	27		17				44		20:15	30		13				43	
08:30	22		26				48		20:30	17		11				28	
08:45	13	79	27	111			40	190	20:45	23	97	22	67			45	164
09:00	10		21				31		21:00	10		18				28	
09:15	14		14				28		21:15	13		12				25	
09:30	13		26				39		21:30	18		18				36	
09:45	17	54	17	78			34	132	21:45	18	59	8	56			26	115
10:00	18		33				51		22:00	8		3				11	
10:15	24		20				44		22:15	4		7				11	
10:30	15		22				37		22:30	5		11				16	
10:45	11	68	10	85			21	153	22:45	8	25	1	22			9	47
11:00	19		22				41		23:00	3		4				7	
11:15	13		20				33		23:15	4		2				6	
11:30	12		18				30		23:30	4		2				6	
11:45	13	57	16	76			29	133	23:45	5	16	2	10			7	26
TOTALS		385		692				**1077**	**TOTALS**		1006		817				**1823**
SPLIT %		35.7%		64.3%				**37.1%**	**SPLIT %**		55.2%		44.8%				**62.9%**

DAILY TOTALS	NB	SB	EB	WB	Total
	1,391	1,509	0	0	2,900

AM Peak Hour	07:45	07:15					**07:15**	**PM Peak Hour**	15:15	15:30					**15:30**
AM Pk Volume	94	161					**231**	**PM Pk Volume**	132	107					**239**
Pk Hr Factor	0.839	0.821					**0.750**	**Pk Hr Factor**	0.892	0.811					**0.905**
7 - 9 Volume	135	256	0	0			**391**	**4 - 6 Volume**	251	177	0	0			**428**
7 - 9 Peak Hour	07:45	07:15					**07:15**	**4 - 6 Peak Hour**	17:00	16:00					**16:00**
7 - 9 Pk Volume	94	161	0	0			**231**	**4 - 6 Pk Volume**	129	103	0	0			**225**
Pk Hr Factor	0.839	0.821	0.000	0.000			**0.750**	**Pk Hr Factor**	0.750	0.780	0.000	0.000			**0.907**

Prepared by NDS/ATD

VOLUME

5th St N/O Kings Ave

Day: Tuesday
Date: 5/15/2018

City: Chowchilla
Project #: CA18_2057_052

DAILY TOTALS	NB	SB	EB	WB	Total
	1,559	1,470	0	0	3,029

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	3		1				4		12:00	35		19				54	
00:15	3		1				4		12:15	15		24				39	
00:30	1		1				2		12:30	17		17				34	
00:45	0	7	0	3			0	10	12:45	27	94	32	92			59	186
01:00	1		0				1		13:00	33		21				54	
01:15	2		0				2		13:15	41		14				55	
01:30	0		0				0		13:30	42		25				67	
01:45	2	5	0				2	5	13:45	17	133	35	95			52	228
02:00	1		1				2		14:00	22		37				59	
02:15	0		0				0		14:15	22		17				39	
02:30	0		1				1		14:30	17		19				36	
02:45	3	4	0	2			3	6	14:45	20	81	24	97			44	178
03:00	1		0				1		15:00	23		21				44	
03:15	0		0				0		15:15	21		34				55	
03:30	1		0				1		15:30	40		18				58	
03:45	0	2	2	2			2	4	15:45	35	119	29	102			64	221
04:00	0		1				1		16:00	36		23				59	
04:15	1		2				3		16:15	48		26				74	
04:30	1		5				6		16:30	33		32				65	
04:45	1	3	8	16			9	19	16:45	37	154	34	115			71	269
05:00	0		7				7		17:00	39		22				61	
05:15	2		17				19		17:15	28		29				57	
05:30	4		15				19		17:30	25		28				53	
05:45	3	9	16	55			19	64	17:45	35	127	26	105			61	232
06:00	4		12				16		18:00	25		23				48	
06:15	7		11				18		18:15	26		25				51	
06:30	5		17				22		18:30	21		17				38	
06:45	13	29	30	70			43	99	18:45	21	93	13	78			34	171
07:00	11		17				28		19:00	22		12				34	
07:15	19		30				49		19:15	17		11				28	
07:30	39		45				84		19:30	28		9				37	
07:45	47	116	56	148			103	264	19:45	20	87	11	43			31	130
08:00	50		43				93		20:00	37		14				51	
08:15	39		28				67		20:15	15		18				33	
08:30	16		24				40		20:30	14		5				19	
08:45	23	128	23	118			46	246	20:45	10	76	9	46			19	122
09:00	11		27				38		21:00	13		8				21	
09:15	12		15				27		21:15	10		7				17	
09:30	21		16				37		21:30	10		10				20	
09:45	19	63	14	72			33	135	21:45	11	44	6	31			17	75
10:00	22		23				45		22:00	11		6				17	
10:15	19		19				38		22:15	8		3				11	
10:30	13		18				31		22:30	5		5				10	
10:45	18	72	16	76			34	148	22:45	5	29	2	16			7	45
11:00	11		18				29		23:00	6		3				9	
11:15	15		23				38		23:15	3		2				5	
11:30	20		12				32		23:30	6		3				9	
11:45	20	66	23	76			43	142	23:45	3	18	4	12			7	30
TOTALS		504		638				**1142**	**TOTALS**		1055		832				**1887**
SPLIT %		44.1%		55.9%				**37.7%**	**SPLIT %**		55.9%		44.1%				**62.3%**

DAILY TOTALS	NB	SB	EB	WB	Total
	1,559	1,470	0	0	3,029

AM Peak Hour	07:30	07:15				**07:30**	**PM Peak Hour**	15:30	16:30				**16:15**
AM Pk Volume	175	174				**347**	**PM Pk Volume**	159	117				**271**
Pk Hr Factor	0.875	0.777				**0.842**	**Pk Hr Factor**	0.828	0.860				**0.916**
7 - 9 Volume	244	266	0	0		**510**	**4 - 6 Volume**	281	220	0	0		**501**
7 - 9 Peak Hour	07:30	07:15				**07:30**	**4 - 6 Peak Hour**	16:15	16:30				**16:15**
7 - 9 Pk Volume	175	174	0	0		**347**	**4 - 6 Pk Volume**	157	117	0	0		**271**
Pk Hr Factor	0.875	0.777	0.000	0.000		**0.842**	**Pk Hr Factor**	0.818	0.860	0.000	0.000		**0.916**

Prepared by NDS/ATD

VOLUME

11th St N/O Kings Ave

Day: Tuesday
Date: 5/15/2018

City: Chowchilla
Project #: CA18_2057_053

DAILY TOTALS	NB	SB	EB	WB	Total
	625	728	0	0	1,353

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	0		0				0		12:00	7		4				11	
00:15	2		0				2		12:15	7		12				19	
00:30	1		1				2		12:30	13		12				25	
00:45	0	3	1	2			1	5	12:45	9	36	6	34			15	70
01:00	0		0				0		13:00	12		7				19	
01:15	0		0				0		13:15	12		16				28	
01:30	0		0				0		13:30	22		9				31	
01:45	0		0				0		13:45	21	67	24	56			45	123
02:00	0		0				0		14:00	22		31				53	
02:15	1		0				1		14:15	4		6				10	
02:30	0		0				0		14:30	5		8				13	
02:45	0	1	0				0	1	14:45	11	42	9	54			20	96
03:00	1		0				1		15:00	13		16				29	
03:15	0		1				1		15:15	20		26				46	
03:30	0		0				0		15:30	26		22				48	
03:45	1	2	0	1			1	3	15:45	12	71	13	77			25	148
04:00	0		2				2		16:00	7		6				13	
04:15	0		0				0		16:15	13		9				22	
04:30	0		6				6		16:30	5		10				15	
04:45	1	1	2	10			3	11	16:45	12	37	4	29			16	66
05:00	0		3				3		17:00	7		5				12	
05:15	1		2				3		17:15	10		18				28	
05:30	0		8				8		17:30	8		8				16	
05:45	1	2	5	18			6	20	17:45	8	33	10	41			18	74
06:00	3		6				9		18:00	8		5				13	
06:15	2		3				5		18:15	10		7				17	
06:30	3		2				5		18:30	6		3				9	
06:45	3	11	6	17			9	28	18:45	13	37	4	19			17	56
07:00	2		2				4		19:00	11		7				18	
07:15	19		17				36		19:15	5		2				7	
07:30	22		57				79		19:30	7		4				11	
07:45	40	83	52	128			92	211	19:45	5	28	4	17			9	45
08:00	23		37				60		20:00	5		10				15	
08:15	12		8				20		20:15	7		5				12	
08:30	6		20				26		20:30	6		3				9	
08:45	7	48	8	73			15	121	20:45	10	28	7	25			17	53
09:00	3		11				14		21:00	5		3				8	
09:15	6		14				20		21:15	2		1				3	
09:30	3		6				9		21:30	1		3				4	
09:45	9	21	9	40			18	61	21:45	1	9	3	10			4	19
10:00	9		7				16		22:00	1		1				2	
10:15	5		10				15		22:15	2		2				4	
10:30	6		7				13		22:30	3		1				4	
10:45	8	28	6	30			14	58	22:45	0	6	0	4			0	10
11:00	10		11				21		23:00	1		1				2	
11:15	1		7				8		23:15	0		1				1	
11:30	8		7				15		23:30	3		4				7	
11:45	7	26	11	36			18	62	23:45	1	5	1	7			2	12
TOTALS		226		355				**581**	**TOTALS**		399		373				**772**
SPLIT %		38.9%		61.1%				**42.9%**	**SPLIT %**		51.7%		48.3%				**57.1%**

DAILY TOTALS	NB	SB	EB	WB	Total
	625	728	0	0	1,353

AM Peak Hour	07:15	07:15					**07:15**		**PM Peak Hour**	13:15	13:15					**13:15**		
AM Pk Volume	104	163					**267**		**PM Pk Volume**	77	80					**157**		
Pk Hr Factor	0.650	0.715					**0.726**		**Pk Hr Factor**	0.875	0.645					**0.741**		
7 - 9 Volume	131	201	0	0			**332**		**4 - 6 Volume**	70	70	0	0			**140**		
7 - 9 Peak Hour	07:15	07:15					**07:15**		**4 - 6 Peak Hour**	16:00	17:00					**17:00**		
7 - 9 Pk Volume	104	163	0	0			**267**		**4 - 6 Pk Volume**	37	41	0	0			**74**		
Pk Hr Factor	0.650	0.715	0.000	0.000			**0.726**		**Pk Hr Factor**	0.712	0.569	0.000	0.000			**0.661**		

Prepared by NDS/ATD

VOLUME

Chowchilla Blvd S/O Ash Slough Bridge

Day: Tuesday
Date: 5/15/2018

City: Chowchilla
Project #: CA18_2057_054

DAILY TOTALS	NB	SB	EB	WB	Total
	1,392	2,320	0	0	3,712

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	1		2				3		12:00	20		43				63	
00:15	0		2				2		12:15	23		30				53	
00:30	1		3				4		12:30	9		17				26	
00:45	1	3	3	10			4	13	12:45	14	66	24	114			38	180
01:00	1		2				3		13:00	24		38				62	
01:15	1		3				4		13:15	21		27				48	
01:30	1		1				2		13:30	20		27				47	
01:45	0	3	4	10			4	13	13:45	13	78	44	136			57	214
02:00	0		5				5		14:00	15		34				49	
02:15	1		4				5		14:15	24		41				65	
02:30	4		4				8		14:30	16		39				55	
02:45	3	8	3	16			6	24	14:45	20	75	37	151			57	226
03:00	3		3				6		15:00	20		48				68	
03:15	6		4				10		15:15	17		58				75	
03:30	1		3				4		15:30	30		54				84	
03:45	4	14	3	13			7	27	15:45	22	89	57	217			79	306
04:00	4		3				7		16:00	20		61				81	
04:15	11		3				14		16:15	11		58				69	
04:30	17		6				23		16:30	22		51				73	
04:45	20	52	4	16			24	68	16:45	36	89	55	225			91	314
05:00	12		1				13		17:00	29		65				94	
05:15	14		11				25		17:15	15		58				73	
05:30	15		21				36		17:30	20		46				66	
05:45	19	60	31	64			50	124	17:45	12	76	46	215			58	291
06:00	20		15				35		18:00	13		39				52	
06:15	22		11				33		18:15	16		41				57	
06:30	23		32				55		18:30	12		36				48	
06:45	23	88	30	88			53	176	18:45	15	56	29	145			44	201
07:00	35		20				55		19:00	13		29				42	
07:15	44		28				72		19:15	7		33				40	
07:30	43		40				83		19:30	10		20				30	
07:45	41	163	51	139			92	302	19:45	6	36	20	102			26	138
08:00	35		35				70		20:00	13		31				44	
08:15	19		28				47		20:15	8		22				30	
08:30	22		28				50		20:30	10		15				25	
08:45	20	96	24	115			44	211	20:45	14	45	23	91			37	136
09:00	28		24				52		21:00	9		18				27	
09:15	16		24				40		21:15	8		18				26	
09:30	24		31				55		21:30	6		16				22	
09:45	15	83	22	101			37	184	21:45	5	28	20	72			25	100
10:00	22		23				45		22:00	1		11				12	
10:15	26		26				52		22:15	6		15				21	
10:30	20		34				54		22:30	5		13				18	
10:45	20	88	26	109			46	197	22:45	3	15	4	43			7	58
11:00	26		28				54		23:00	1		3				4	
11:15	17		27				44		23:15	0		8				8	
11:30	16		25				41		23:30	2		7				9	
11:45	17	76	25	105			42	181	23:45	2	5	5	23			7	28
TOTALS		734		786				1520	TOTALS		658		1534				2192
SPLIT %		48.3%		51.7%				40.9%	SPLIT %		30.0%		70.0%				59.1%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,392	2,320	0	0	3,712

AM Peak Hour	07:00	07:15				07:15	PM Peak Hour	16:30	15:15				16:30
AM Pk Volume	163	154				317	PM Pk Volume	102	230				331
Pk Hr Factor	0.926	0.755				0.861	Pk Hr Factor	0.708	0.943				0.880
7 - 9 Volume	259	254	0	0		513	4 - 6 Volume	165	440	0	0		605
7 - 9 Peak Hour	07:00	07:15				07:15	4 - 6 Peak Hour	16:30	16:15				16:30
7 - 9 Pk Volume	163	154	0	0		317	4 - 6 Pk Volume	102	229	0	0		331
Pk Hr Factor	0.926	0.755	0.000	0.000		0.861	Pk Hr Factor	0.708	0.881	0.000	0.000		0.880

Prepared by NDS/ATD

VOLUME

Chowchilla Blvd Bypass S/O Robertson Blvd

Day: Tuesday
Date: 5/15/2018

City: Chowchilla
Project #: CA18_2057_055

DAILY TOTALS	NB	SB	EB	WB	Total
	1,049	1,039	0	0	2,088

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	2		0				2		12:00	17		14				31	
00:15	1		0				1		12:15	19		21				40	
00:30	2		2				4		12:30	19		17				36	
00:45	0	5	0	2			0	7	12:45	23	78	15	67			38	145
01:00	0		0				0		13:00	12		25				37	
01:15	0		0				0		13:15	30		13				43	
01:30	0		0				0		13:30	23		17				40	
01:45	1	1	1	1			2	2	13:45	22	87	13	68			35	155
02:00	0		1				1		14:00	13		31				44	
02:15	1		0				1		14:15	16		12				28	
02:30	2		1				3		14:30	12		15				27	
02:45	0	3	0	2			0	5	14:45	23	64	16	74			39	138
03:00	1		1				2		15:00	32		15				47	
03:15	0		0				0		15:15	19		18				37	
03:30	1		2				3		15:30	26		17				43	
03:45	0	2	2	5			2	7	15:45	20	97	22	72			42	169
04:00	1		2				3		16:00	19		25				44	
04:15	1		2				3		16:15	29		18				47	
04:30	10		6				16		16:30	23		19				42	
04:45	3	15	3	13			6	28	16:45	15	86	15	77			30	163
05:00	5		3				8		17:00	18		20				38	
05:15	3		7				10		17:15	17		12				29	
05:30	2		2				4		17:30	13		13				26	
05:45	7	17	15	27			22	44	17:45	10	58	17	62			27	120
06:00	5		8				13		18:00	15		11				26	
06:15	12		8				20		18:15	15		20				35	
06:30	9		11				20		18:30	9		16				25	
06:45	8	34	28	55			36	89	18:45	12	51	11	58			23	109
07:00	12		12				24		19:00	15		9				24	
07:15	14		12				26		19:15	14		9				23	
07:30	22		24				46		19:30	9		9				18	
07:45	16	64	38	86			54	150	19:45	11	49	19	46			30	95
08:00	37		25				62		20:00	5		15				20	
08:15	23		14				37		20:15	6		6				12	
08:30	25		14				39		20:30	4		6				10	
08:45	16	101	18	71			34	172	20:45	9	24	13	40			22	64
09:00	10		14				24		21:00	6		10				16	
09:15	11		11				22		21:15	9		6				15	
09:30	18		11				29		21:30	7		6				13	
09:45	17	56	14	50			31	106	21:45	10	32	7	29			17	61
10:00	14		12				26		22:00	4		4				8	
10:15	15		12				27		22:15	3		7				10	
10:30	14		13				27		22:30	4		4				8	
10:45	15	58	10	47			25	105	22:45	0	11	3	18			3	29
11:00	9		18				27		23:00	1		3				4	
11:15	11		10				21		23:15	1		1				2	
11:30	13		15				28		23:30	3		4				7	
11:45	16	49	16	59			32	108	23:45	2	7	2	10			4	17
TOTALS		405		418				823	TOTALS		644		621				1265
SPLIT %		49.2%		50.8%				39.4%	SPLIT %		50.9%		49.1%				60.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,049	1,039	0	0	2,088

AM Peak Hour	07:45	07:30			07:30	PM Peak Hour	14:45	15:45			15:30
AM Pk Volume	101	101			199	PM Pk Volume	100	84			176
Pk Hr Factor	0.682	0.664			0.802	Pk Hr Factor	0.781	0.840			0.936
7 - 9 Volume	165	157	0	0	322	4 - 6 Volume	144	139	0	0	283
7 - 9 Peak Hour	07:45	07:30			07:30	4 - 6 Peak Hour	16:00	16:00			16:00
7 - 9 Pk Volume	101	101	0	0	199	4 - 6 Pk Volume	86	77	0	0	163
Pk Hr Factor	0.682	0.664	0.000	0.000	0.802	Pk Hr Factor	0.741	0.770	0.000	0.000	0.867

Prepared by NDS/ATD

VOLUME

Commerce Dr N/O Ave 24 1/2

Day: Thursday
Date: 5/31/2018

City: Madera
Project #: CA18_2057_056

DAILY TOTALS	NB	SB	EB	WB	Total
	138	138	0	0	276

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0		12:00	1		3						4	
00:15	0		0						0		12:15	3		6						9	
00:30	0		0						0		12:30	4		1						5	
00:45	0		0						0		12:45	5	13	6	16					11	29
01:00	0		0						0		13:00	1		1						2	
01:15	0		0						0		13:15	4		1						5	
01:30	0		0						0		13:30	2		3						5	
01:45	0		0						0		13:45	1	8	0	5					1	13
02:00	0		0						0		14:00	1		2						3	
02:15	0		0						0		14:15	2		2						4	
02:30	0		0						0		14:30	3		7						10	
02:45	0		0						0		14:45	3	9	2	13					5	22
03:00	0		0						0		15:00	1		0						1	
03:15	0		0						0		15:15	3		3						6	
03:30	0		0						0		15:30	9		2						11	
03:45	2	2	0						2	2	15:45	5	18	2	7					7	25
04:00	0		1						1		16:00	3		2						5	
04:15	0		1						1		16:15	1		0						1	
04:30	0		0						0		16:30	3		1						4	
04:45	0		1	3					1	3	16:45	3	10	0	3					3	13
05:00	0		0						0		17:00	3		2						5	
05:15	0		1						1		17:15	0		0						0	
05:30	0		0						0		17:30	2		2						4	
05:45	0		5	6					5	6	17:45	1	6	1	5					2	11
06:00	0		4						4		18:00	1		1						2	
06:15	1		2						3		18:15	1		0						1	
06:30	2		7						9		18:30	0		0						0	
06:45	1	4	11	24					12	28	18:45	0	2	0	1					0	3
07:00	4		1						5		19:00	1		0						1	
07:15	1		0						1		19:15	2		1						3	
07:30	8		2						10		19:30	0		1						1	
07:45	1	14	5	8					6	22	19:45	3	6	0	2					3	8
08:00	0		1						1		20:00	2		1						3	
08:15	1		1						2		20:15	0		3						3	
08:30	5		1						6		20:30	0		0						0	
08:45	0	6	2	5					2	11	20:45	0	2	0	4					0	6
09:00	2		1						3		21:00	0		0						0	
09:15	2		3						5		21:15	0		0						0	
09:30	1		1						2		21:30	0		0						0	
09:45	2	7	2	7					4	14	21:45	0		0						0	
10:00	6		4						10		22:00	0		0						0	
10:15	3		2						5		22:15	1		0						1	
10:30	1		4						5		22:30	0		2						2	
10:45	3	13	4	14					7	27	22:45	0	1	4	6					4	7
11:00	0		1						1		23:00	0		0						0	
11:15	6		3						9		23:15	0		0						0	
11:30	2		2						4		23:30	5		0						5	
11:45	4	12	3	9					7	21	23:45	0	5	0						0	5
TOTALS		58		76						134	TOTALS		80		62						142
SPLIT %		43.3%		56.7%						48.6%	SPLIT %		56.3%		43.7%						51.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	138	138	0	0	276

AM Peak Hour	06:45	06:00			06:15	PM Peak Hour	15:15	12:00			12:00
AM Pk Volume	14	24			29	PM Pk Volume	20	16			29
Pk Hr Factor	0.438	0.545			0.604	Pk Hr Factor	0.556	0.667			0.659
7 - 9 Volume	20	13	0	0	33	4 - 6 Volume	16	8	0	0	24
7 - 9 Peak Hour	07:00	07:30			07:00	4 - 6 Peak Hour	16:00	17:00			16:00
7 - 9 Pk Volume	14	9	0	0	22	4 - 6 Pk Volume	10	5	0	0	13
Pk Hr Factor	0.438	0.450	0.000	0.000	0.550	Pk Hr Factor	0.833	0.625	0.000	0.000	0.650

Prepared by NDS/ATD

VOLUME

Front St S/O Trinity Ave

Day: Tuesday
Date: 5/15/2018

City: Chowchilla
Project #: CA18_2057_057

DAILY TOTALS	NB	SB	EB	WB	Total
	668	483	0	0	1,151

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	0		0				0		12:00	11		4				15	
00:15	1		1				2		12:15	7		7				14	
00:30	0		0				0		12:30	7		10				17	
00:45	0	1	1	2			1	3	12:45	7	32	6	27			13	59
01:00	1		2				3		13:00	10		9				19	
01:15	1		1				2		13:15	7		6				13	
01:30	0		2				2		13:30	6		6				12	
01:45	4	6	1	6			5	12	13:45	8	31	5	26			13	57
02:00	0		0				0		14:00	15		6				21	
02:15	0		0				0		14:15	6		8				14	
02:30	1		0				1		14:30	7		12				19	
02:45	0	1	0				0	1	14:45	6	34	7	33			13	67
03:00	2		1				3		15:00	11		4				15	
03:15	2		2				4		15:15	19		13				32	
03:30	0		1				1		15:30	24		5				29	
03:45	1	5	1	5			2	10	15:45	10	64	12	34			22	98
04:00	3		1				4		16:00	15		10				25	
04:15	3		0				3		16:15	8		9				17	
04:30	0		1				1		16:30	32		10				42	
04:45	5	11	2	4			7	15	16:45	11	66	8	37			19	103
05:00	2		0				2		17:00	13		7				20	
05:15	3		2				5		17:15	14		6				20	
05:30	7		11				18		17:30	12		4				16	
05:45	6	18	5	18			11	36	17:45	11	50	10	27			21	77
06:00	11		2				13		18:00	14		9				23	
06:15	8		1				9		18:15	11		9				20	
06:30	3		3				6		18:30	13		7				20	
06:45	8	30	9	15			17	45	18:45	10	48	7	32			17	80
07:00	8		8				16		19:00	7		4				11	
07:15	8		3				11		19:15	11		7				18	
07:30	9		7				16		19:30	9		8				17	
07:45	15	40	17	35			32	75	19:45	16	43	5	24			21	67
08:00	19		6				25		20:00	6		8				14	
08:15	10		12				22		20:15	9		8				17	
08:30	3		2				5		20:30	4		1				5	
08:45	5	37	4	24			9	61	20:45	3	22	4	21			7	43
09:00	7		5				12		21:00	5		5				10	
09:15	5		4				9		21:15	5		3				8	
09:30	11		5				16		21:30	1		4				5	
09:45	5	28	9	23			14	51	21:45	8	19	4	16			12	35
10:00	13		11				24		22:00	0		4				4	
10:15	8		9				17		22:15	5		2				7	
10:30	7		5				12		22:30	2		6				8	
10:45	12	40	11	36			23	76	22:45	1	8	4	16			5	24
11:00	6		3				9		23:00	2		3				5	
11:15	8		3				11		23:15	0		0				0	
11:30	11		5				16		23:30	1		1				2	
11:45	6	31	6	17			12	48	23:45	0	3	1	5			1	8
TOTALS		248		185				433	TOTALS		420		298				718
SPLIT %		57.3%		42.7%				37.6%	SPLIT %		58.5%		41.5%				62.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	668	483	0	0	1,151

AM Peak Hour	07:30	07:30					07:30		PM Peak Hour	16:30	15:45					15:15		
AM Pk Volume	53	42					95		PM Pk Volume	70	41					108		
Pk Hr Factor	0.697	0.618					0.742		Pk Hr Factor	0.547	0.854					0.844		
7 - 9 Volume	77	59	0	0			136		4 - 6 Volume	116	64	0	0			180		
7 - 9 Peak Hour	07:30	07:30					07:30		4 - 6 Peak Hour	16:30	16:00					16:00		
7 - 9 Pk Volume	53	42	0	0			95		4 - 6 Pk Volume	70	37	0	0			103		
Pk Hr Factor	0.697	0.618	0.000	0.000			0.742		Pk Hr Factor	0.547	0.925	0.000	0.000			0.613		

Prepared by NDS/ATD

VOLUME

Kings Ave W/O 6th St

Day: Tuesday
Date: 5/15/2018

City: Chowchilla
Project #: CA18_2057_058

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	765	977	1,742

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		0		0		12:00			12		9		21	
00:15			0		1		1		12:15			6		20		26	
00:30			2		2		4		12:30			12		9		21	
00:45			1	3	0	3	1	6	12:45			7	37	13	51	20	88
01:00			0		0		0		13:00			10		19		29	
01:15			0		0		0		13:15			11		23		34	
01:30			0		0		0		13:30			20		28		48	
01:45			0		0		0		13:45			19	60	36	106	55	166
02:00			0		1		1		14:00			32		21		53	
02:15			0		1		1		14:15			14		13		27	
02:30			1		0		1		14:30			6		13		19	
02:45			0	1	1	3	1	4	14:45			9	61	19	66	28	127
03:00			0		0		0		15:00			15		26		41	
03:15			1		0		1		15:15			14		30		44	
03:30			1		0		1		15:30			22		16		38	
03:45			0	2	0		0	2	15:45			19	70	22	94	41	164
04:00			4		2		6		16:00			13		21		34	
04:15			0		1		1		16:15			15		21		36	
04:30			5		3		8		16:30			14		19		33	
04:45			6	15	3	9	9	24	16:45			21	63	15	76	36	139
05:00			1		2		3		17:00			16		19		35	
05:15			3		1		4		17:15			5		21		26	
05:30			7		6		13		17:30			9		26		35	
05:45			3	14	0	9	3	23	17:45			6	36	12	78	18	114
06:00			2		8		10		18:00			10		10		20	
06:15			10		4		14		18:15			6		18		24	
06:30			7		5		12		18:30			6		15		21	
06:45			7	26	4	21	11	47	18:45			10	32	17	60	27	92
07:00			17		2		19		19:00			7		18		25	
07:15			14		10		24		19:15			11		20		31	
07:30			22		30		52		19:30			6		7		13	
07:45			29	82	36	78	65	160	19:45			6	30	11	56	17	86
08:00			22		25		47		20:00			4		10		14	
08:15			15		17		32		20:15			1		8		9	
08:30			15		11		26		20:30			5		8		13	
08:45			17	69	6	59	23	128	20:45			7	17	8	34	15	51
09:00			8		6		14		21:00			2		9		11	
09:15			9		8		17		21:15			3		8		11	
09:30			11		7		18		21:30			8		10		18	
09:45			14	42	15	36	29	78	21:45			5	18	8	35	13	53
10:00			6		9		15		22:00			1		3		4	
10:15			9		7		16		22:15			2		0		2	
10:30			9		12		21		22:30			0		1		1	
10:45			5	29	9	37	14	66	22:45			1	4	5	9	6	13
11:00			5		13		18		23:00			1		2		3	
11:15			14		7		21		23:15			1		3		4	
11:30			12		12		24		23:30			2		4		6	
11:45			18	49	14	46	32	95	23:45			1	5	2	11	3	16
TOTALS				332		301		**633**	**TOTALS**				433		676		**1109**
SPLIT %				52.4%		47.6%		**36.3%**	**SPLIT %**				39.0%		61.0%		**63.7%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	765	977	1,742

AM Peak Hour				07:30		07:30		**07:30**	**PM Peak Hour**				13:30		13:15		**13:15**
AM Pk Volume				88		108		**196**	**PM Pk Volume**				85		108		**190**
Pk Hr Factor				0.759		0.750		**0.754**	**Pk Hr Factor**				0.664		0.750		**0.864**
7 - 9 Volume	0	0		151		137		**288**	**4 - 6 Volume**	0	0		99		154		**253**
7 - 9 Peak Hour				07:30		07:30		**07:30**	**4 - 6 Peak Hour**				16:15		16:45		**16:15**
7 - 9 Pk Volume	0	0		88		108		**196**	**4 - 6 Pk Volume**	0	0		66		81		**140**
Pk Hr Factor	0.000	0.000		0.759		0.750		**0.754**	**Pk Hr Factor**	0.000	0.000		0.786		0.779		**0.972**

Prepared by NDS/ATD

VOLUME

Monterey Ave W/O 13th St

Day: Tuesday
Date: 5/15/2018

City: Chowchilla
Project #: CA18_2057_059

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	230	209	439

AM Period	NB		SB		EB		WB		TOTAL	
00:00					0		0		0	
00:15					0		0		0	
00:30					0		0		0	
00:45					0		0		0	
01:00					0		0		0	
01:15					0		0		0	
01:30					0		1		1	
01:45					0		0	1	0	1
02:00					0		0		0	
02:15					0		0		0	
02:30					0		0		0	
02:45					0		0		0	
03:00					0		0		0	
03:15					0		0		0	
03:30					0		0		0	
03:45					0		0		0	
04:00					1		0		1	
04:15					0		0		0	
04:30					0		1		1	
04:45					1	2	0	1	1	3
05:00					0		0		0	
05:15					0		0		0	
05:30					0		0		0	
05:45					0		0		0	
06:00					1		2		3	
06:15					0		1		1	
06:30					1		0		1	
06:45					0	2	3	6	3	8
07:00					1		2		3	
07:15					11		4		15	
07:30					32		13		45	
07:45					16	60	14	33	30	93
08:00					9		7		16	
08:15					2		0		2	
08:30					2		4		6	
08:45					1	14	2	13	3	27
09:00					3		1		4	
09:15					1		2		3	
09:30					1		1		2	
09:45					2	7	1	5	3	12
10:00					1		1		2	
10:15					0		5		5	
10:30					0		3		3	
10:45					5	6	3	12	8	18
11:00					2		3		5	
11:15					2		1		3	
11:30					2		1		3	
11:45					4	10	3	8	7	18
TOTALS						101		79		**180**
SPLIT %						56.1%		43.9%		**41.0%**

PM Period	NB		SB		EB		WB		TOTAL	
12:00					1		2		3	
12:15					2		3		5	
12:30					1		2		3	
12:45					1	5	1	8	2	13
13:00					3		1		4	
13:15					0		1		1	
13:30					8		4		12	
13:45					19	30	10	16	29	46
14:00					3		12		15	
14:15					3		4		7	
14:30					3		2		5	
14:45					4	13	0	18	4	31
15:00					12		7		19	
15:15					6		5		11	
15:30					4		8		12	
15:45					2	24	6	26	8	50
16:00					3		6		9	
16:15					3		6		9	
16:30					4		2		6	
16:45					3	13	5	19	8	32
17:00					3		2		5	
17:15					3		3		6	
17:30					1		5		6	
17:45					2	9	3	13	5	22
18:00					4		1		5	
18:15					1		2		3	
18:30					3		1		4	
18:45					2	10	4	8	6	18
19:00					5		1		6	
19:15					3		1		4	
19:30					3		1		4	
19:45					3	14	2	5	5	19
20:00					1		2		3	
20:15					2		2		4	
20:30					0		1		1	
20:45					2	5	7	12	9	17
21:00					0		0		0	
21:15					1		1		2	
21:30					1		0		1	
21:45					2	4	0	1	2	5
22:00					1		0		1	
22:15					0		0		0	
22:30					0		2		2	
22:45					0	1	1	3	1	4
23:00					0		0		0	
23:15					0		0		0	
23:30					1		1		2	
23:45					0	1	0	1	0	2
TOTALS						129		130		**259**
SPLIT %						49.8%		50.2%		**59.0%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	230	209	439

AM Peak Hour			07:15	07:15	**07:15**
AM Pk Volume			68	38	**106**
Pk Hr Factor			0.531	0.679	**0.589**
7 - 9 Volume	0	0	74	46	**120**
7 - 9 Peak Hour			07:15	07:15	**07:15**
7 - 9 Pk Volume	0	0	68	38	**106**
Pk Hr Factor	0.000	0.000	0.531	0.679	**0.589**

PM Peak Hour			13:30	13:30	**13:30**
PM Pk Volume			33	30	**63**
Pk Hr Factor			0.434	0.625	**0.543**
4 - 6 Volume	0	0	22	32	**54**
4 - 6 Peak Hour			16:00	16:00	**16:00**
4 - 6 Pk Volume	0	0	13	19	**32**
Pk Hr Factor	0.000	0.000	0.813	0.792	**0.889**

Prepared by NDS/ATD

VOLUME

Trinity Ave W/O 4th St

Day: Tuesday
Date: 5/15/2018

City: Chowchilla
Project #: CA18_2057_060

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	937	1,035	1,972

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		2		2		12:00			21		19		40	
00:15			0		2		2		12:15			22		17		39	
00:30			1		0		1		12:30			22		24		46	
00:45			0	1	0	4	0	5	12:45			25	90	14	74	39	164
01:00			0		0		0		13:00			26		29		55	
01:15			2		0		2		13:15			21		18		39	
01:30			0		0		0		13:30			21		22		43	
01:45			0	2	0		0	2	13:45			24	92	18	87	42	179
02:00			2		0		2		14:00			31		27		58	
02:15			0		1		1		14:15			17		19		36	
02:30			0		0		0		14:30			24		21		45	
02:45			1	3	0	1	1	4	14:45			22	94	23	90	45	184
03:00			0		0		0		15:00			22		24		46	
03:15			0		0		0		15:15			18		23		41	
03:30			0		0		0		15:30			24		34		58	
03:45			0		1	1	1	1	15:45			27	91	26	107	53	198
04:00			2		2		4		16:00			17		27		44	
04:15			0		2		2		16:15			24		19		43	
04:30			0		0		0		16:30			25		26		51	
04:45			3	5	1	5	4	10	16:45			21	87	28	100	49	187
05:00			2		0		2		17:00			13		32		45	
05:15			3		1		4		17:15			9		19		28	
05:30			1		3		4		17:30			13		11		24	
05:45			2	8	3	7	5	15	17:45			11	46	14	76	25	122
06:00			1		1		2		18:00			8		8		16	
06:15			0		5		5		18:15			6		16		22	
06:30			1		5		6		18:30			6		14		20	
06:45			5	7	6	17	11	24	18:45			8	28	15	53	23	81
07:00			6		4		10		19:00			6		5		11	
07:15			8		9		17		19:15			4		8		12	
07:30			7		11		18		19:30			5		5		10	
07:45			18	39	13	37	31	76	19:45			8	23	9	27	17	50
08:00			23		18		41		20:00			6		16		22	
08:15			21		23		44		20:15			5		9		14	
08:30			18		20		38		20:30			3		7		10	
08:45			15	77	14	75	29	152	20:45			3	17	11	43	14	60
09:00			20		14		34		21:00			1		6		7	
09:15			17		13		30		21:15			2		6		8	
09:30			15		18		33		21:30			0		5		5	
09:45			26	78	16	61	42	139	21:45			0	3	3	20	3	23
10:00			18		28		46		22:00			1		2		3	
10:15			8		10		18		22:15			0		1		1	
10:30			19		21		40		22:30			0		1		1	
10:45			17	62	10	69	27	131	22:45			0	1	3	7	3	8
11:00			24		16		40		23:00			3		0		3	
11:15			14		26		40		23:15			0		0		0	
11:30			20		14		34		23:30			2		3		5	
11:45			20	78	15	71	35	149	23:45			0	5	0	3	0	8
TOTALS				360		348		**708**	**TOTALS**				577		687		**1264**
SPLIT %				50.8%		49.2%		**35.9%**	**SPLIT %**				45.6%		54.4%		**64.1%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	937	1,035	1,972

AM Peak Hour			11:45	08:00	**11:45**	**PM Peak Hour**			13:15	15:15	**15:00**
AM Pk Volume			85	75	**160**	**PM Pk Volume**			97	110	**198**
Pk Hr Factor			0.966	0.815	**0.870**	**Pk Hr Factor**			0.782	0.809	**0.853**
7 - 9 Volume	0	0	116	112	**228**	**4 - 6 Volume**	0	0	133	176	**309**
7 - 9 Peak Hour			07:45	08:00	**07:45**	**4 - 6 Peak Hour**			16:00	16:15	**16:15**
7 - 9 Pk Volume	0	0	80	75	**154**	**4 - 6 Pk Volume**	0	0	87	105	**188**
Pk Hr Factor	0.000	0.000	0.870	0.815	**0.875**	**Pk Hr Factor**	0.000	0.000	0.870	0.820	**0.922**

Prepared by NDS/ATD

VOLUME

Ventura Ave W/O 6th St

Day: Thursday
Date: 5/31/2018

City: Chowchilla
Project #: CA18_2057_061

DAILY TOTALS	NB	SB	EB	WB	Total
	1,815	1,971	0	0	3,786

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	1		1				2		12:00	32		27				59	
00:15	9		2				11		12:15	33		41				74	
00:30	4		2				6		12:30	25		26				51	
00:45	0	14	1	6			1	20	12:45	27	117	42	136			69	253
01:00	3		0				3		13:00	29		35				64	
01:15	2		0				2		13:15	23		31				54	
01:30	0		2				2		13:30	31		27				58	
01:45	1	6	0	2			1	8	13:45	34	117	29	122			63	239
02:00	2		1				3		14:00	31		26				57	
02:15	5		4				9		14:15	25		22				47	
02:30	0		0				0		14:30	29		26				55	
02:45	4	11	0	5			4	16	14:45	22	107	38	112			60	219
03:00	0		3				3		15:00	35		30				65	
03:15	2		2				4		15:15	32		20				52	
03:30	1		4				5		15:30	51		36				87	
03:45	0	3	7	16			7	19	15:45	35	153	41	127			76	280
04:00	0		2				2		16:00	39		28				67	
04:15	0		3				3		16:15	32		37				69	
04:30	6		7				13		16:30	56		40				96	
04:45	0	6	10	22			10	28	16:45	46	173	16	121			62	294
05:00	2		19				21		17:00	50		39				89	
05:15	0		21				21		17:15	56		41				97	
05:30	7		27				34		17:30	44		34				78	
05:45	6	15	14	81			20	96	17:45	44	194	37	151			81	345
06:00	5		17				22		18:00	33		34				67	
06:15	8		29				37		18:15	23		34				57	
06:30	9		31				40		18:30	31		32				63	
06:45	11	33	36	113			47	146	18:45	18	105	24	124			42	229
07:00	6		29				35		19:00	24		22				46	
07:15	9		31				40		19:15	21		13				34	
07:30	21		32				53		19:30	18		25				43	
07:45	32	68	65	157			97	225	19:45	19	82	16	76			35	158
08:00	31		58				89		20:00	28		14				42	
08:15	35		41				76		20:15	27		23				50	
08:30	27		29				56		20:30	39		8				47	
08:45	18	111	34	162			52	273	20:45	27	121	18	63			45	184
09:00	25		21				46		21:00	23		19				42	
09:15	18		27				45		21:15	24		14				38	
09:30	21		29				50		21:30	13		16				29	
09:45	24	88	10	87			34	175	21:45	12	72	13	62			25	134
10:00	18		18				36		22:00	12		13				25	
10:15	14		26				40		22:15	17		7				24	
10:30	19		23				42		22:30	8		7				15	
10:45	20	71	18	85			38	156	22:45	8	45	3	30			11	75
11:00	22		27				49		23:00	4		3				7	
11:15	27		30				57		23:15	7		4				11	
11:30	23		15				38		23:30	1		6				7	
11:45	16	88	24	96			40	184	23:45	3	15	2	15			5	30
TOTALS		514		832				**1346**	**TOTALS**		1301		1139				**2440**
SPLIT %		38.2%		61.8%				**35.6%**	**SPLIT %**		53.3%		46.7%				**64.4%**

DAILY TOTALS	NB	SB	EB	WB	Total
	1,815	1,971	0	0	3,786

AM Peak Hour	07:45	07:30				**07:45**	**PM Peak Hour**	16:30	17:00				**17:00**
AM Pk Volume	125	196				**318**	**PM Pk Volume**	208	151				**345**
Pk Hr Factor	0.893	0.754				**0.820**	**Pk Hr Factor**	0.929	0.921				**0.889**
7 - 9 Volume	179	319	0	0		**498**	**4 - 6 Volume**	367	272	0	0		**639**
7 - 9 Peak Hour	07:45	07:30				**07:45**	**4 - 6 Peak Hour**	16:30	17:00				**17:00**
7 - 9 Pk Volume	125	196	0	0		**318**	**4 - 6 Pk Volume**	208	151	0	0		**345**
Pk Hr Factor	0.893	0.754	0.000	0.000		**0.820**	**Pk Hr Factor**	0.929	0.921	0.000	0.000		**0.889**

Prepared by NDS/ATD

VOLUME

Rd 4 N/O Ave 18 1/2

Day: Thursday
Date: 5/31/2018

City: Madera
Project #: CA18_2057_062

DAILY TOTALS	NB	SB	EB	WB	Total
	142	114	0	0	256

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0		12:00	4		1						5	
00:15	0		0						0		12:15	2		1						3	
00:30	0		0						0		12:30	2		2						4	
00:45	0		0						0		12:45	2	10	2	6					4	16
01:00	0		0						0		13:00	2		2						4	
01:15	1		0						1		13:15	5		2						7	
01:30	0		0						0		13:30	5		2						7	
01:45	0	1	0						0	1	13:45	6	18	2	8					8	26
02:00	0		0						0		14:00	2		7						9	
02:15	0		0						0		14:15	1		4						5	
02:30	0		1						1		14:30	3		2						5	
02:45	0		1	2					1	2	14:45	7	13	1	14					8	27
03:00	0		0						0		15:00	1		4						5	
03:15	0		1						1		15:15	1		1						2	
03:30	0		1						1		15:30	9		1						10	
03:45	2	2	0	2					2	4	15:45	3	14	4	10					7	24
04:00	0		1						1		16:00	1		2						3	
04:15	0		0						0		16:15	4		5						9	
04:30	0		1						1		16:30	3		2						5	
04:45	0		1	3					1	3	16:45	6	14	2	11					8	25
05:00	1		2						3		17:00	2		0						2	
05:15	5		1						6		17:15	0		1						1	
05:30	0		3						3		17:30	1		1						2	
05:45	1	7	3	9					4	16	17:45	3	6	1	3					4	9
06:00	4		4						8		18:00	0		1						1	
06:15	1		0						1		18:15	1		0						1	
06:30	1		1						2		18:30	0		0						0	
06:45	4	10	1	6					5	16	18:45	1	2	1	2					2	4
07:00	1		4						5		19:00	0		2						2	
07:15	2		1						3		19:15	1		0						1	
07:30	2		0						2		19:30	0		0						0	
07:45	1	6	2	7					3	13	19:45	1	2	0	2					1	4
08:00	3		1						4		20:00	0		1						1	
08:15	3		2						5		20:15	1		1						2	
08:30	1		2						3		20:30	2		0						2	
08:45	1	8	1	6					2	14	20:45	2	5	0	2					2	7
09:00	0		2						2		21:00	1		0						1	
09:15	2		1						3		21:15	0		0						0	
09:30	0		2						2		21:30	0		0						0	
09:45	1	3	3	8					4	11	21:45	2	3	1	1					3	4
10:00	2		0						2		22:00	0		0						0	
10:15	1		1						2		22:15	0		0						0	
10:30	3		1						4		22:30	0		1						1	
10:45	3	9	2	4					5	13	22:45	0		0	1					0	1
11:00	3		1						4		23:00	1		0						1	
11:15	3		3						6		23:15	0		0						0	
11:30	1		2						3		23:30	0		0						0	
11:45	1	8	1	7					2	15	23:45	0	1	0						0	1
TOTALS		54		54						**108**	**TOTALS**		88		60						**148**
SPLIT %		50.0%		50.0%						**42.2%**	**SPLIT %**		59.5%		40.5%						**57.8%**

DAILY TOTALS	NB	SB	EB	WB	Total
	142	114	0	0	256

AM Peak Hour	10:30	05:15			**05:15**	**PM Peak Hour**	13:00	13:30			**13:15**
AM Pk Volume	12	11			**21**	**PM Pk Volume**	18	15			**31**
Pk Hr Factor	1.000	0.688			**0.656**	**Pk Hr Factor**	0.750	0.536			**0.861**
7 - 9 Volume	14	13	0	0	**27**	**4 - 6 Volume**	20	14	0	0	**34**
7 - 9 Peak Hour	07:30	07:00			**07:45**	**4 - 6 Peak Hour**	16:15	16:00			**16:00**
7 - 9 Pk Volume	9	7	0	0	**15**	**4 - 6 Pk Volume**	15	11	0	0	**25**
Pk Hr Factor	0.750	0.438	0.000	0.000	**0.750**	**Pk Hr Factor**	0.625	0.550	0.000	0.000	**0.694**

Prepared by NDS/ATD

VOLUME

Rd 9 S/O Ave 14

Day: Thursday
Date: 5/31/2018

City: Madera
Project #: CA18_2057_063

DAILY TOTALS	NB	SB	EB	WB	Total
	342	315	0	0	657

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0		12:00	5		5						10	
00:15	0		0						0		12:15	1		7						8	
00:30	0		0						0		12:30	3		0						3	
00:45	0		1	1					1	1	12:45	3	12	3	15					6	27
01:00	1		0						1		13:00	4		4						8	
01:15	0		0						0		13:15	3		6						9	
01:30	0		0						0		13:30	3		4						7	
01:45	0	1	0						0	1	13:45	9	19	6	20					15	39
02:00	0		1						1		14:00	3		2						5	
02:15	0		0						0		14:15	5		0						5	
02:30	0		0						0		14:30	9		2						11	
02:45	0		1	2					1	2	14:45	2	19	10	14					12	33
03:00	0		1						1		15:00	4		10						14	
03:15	0		0						0		15:15	5		15						20	
03:30	0		0						0		15:30	22		7						29	
03:45	3	3	0	1					3	4	15:45	14	45	7	39					21	84
04:00	0		0						0		16:00	7		5						12	
04:15	2		0						2		16:15	4		7						11	
04:30	0		3						3		16:30	6		12						18	
04:45	3	5	3	6					6	11	16:45	8	25	7	31					15	56
05:00	4		5						9		17:00	5		1						6	
05:15	5		9						14		17:15	4		9						13	
05:30	24		32						56		17:30	8		2						10	
05:45	12	45	9	55					21	100	17:45	2	19	4	16					6	35
06:00	5		1						6		18:00	2		4						6	
06:15	6		5						11		18:15	0		1						1	
06:30	10		4						14		18:30	2		2						4	
06:45	7	28	0	10					7	38	18:45	1	5	2	9					3	14
07:00	4		5						9		19:00	1		2						3	
07:15	6		3						9		19:15	1		5						6	
07:30	5		3						8		19:30	1		3						4	
07:45	4	19	6	17					10	36	19:45	1	4	0	10					1	14
08:00	7		2						9		20:00	3		0						3	
08:15	3		4						7		20:15	1		1						2	
08:30	3		3						6		20:30	0		4						4	
08:45	4	17	5	14					9	31	20:45	2	6	0	5					2	11
09:00	8		5						13		21:00	0		1						1	
09:15	5		4						9		21:15	1		0						1	
09:30	6		1						7		21:30	0		0						0	
09:45	3	22	6	16					9	38	21:45	0	1	0	1					0	2
10:00	10		3						13		22:00	2		1						3	
10:15	7		4						11		22:15	1		1						2	
10:30	6		2						8		22:30	1		1						2	
10:45	4	27	2	11					6	38	22:45	0	4	1	4					1	8
11:00	3		2						5		23:00	0		0						0	
11:15	4		4						8		23:15	1		1						2	
11:30	4		5						9		23:30	0		1						1	
11:45	4	15	4	15					8	30	23:45	0	1	1	3					1	4
TOTALS		182		148						330	TOTALS		160		167						327
SPLIT %		55.2%		44.8%						50.2%	SPLIT %		48.9%		51.1%						49.8%

DAILY TOTALS	NB	SB	EB	WB	Total
	342	315	0	0	657

AM Peak Hour	05:30	05:00			05:00	PM Peak Hour	15:15	14:45			15:00
AM Pk Volume	47	55			100	PM Pk Volume	48	42			84
Pk Hr Factor	0.490	0.430			0.446	Pk Hr Factor	0.545	0.700			0.724
7 - 9 Volume	36	31	0	0	67	4 - 6 Volume	44	47	0	0	91
7 - 9 Peak Hour	07:15	07:00			07:00	4 - 6 Peak Hour	16:00	16:00			16:00
7 - 9 Pk Volume	22	17	0	0	36	4 - 6 Pk Volume	25	31	0	0	56
Pk Hr Factor	0.786	0.708	0.000	0.000	0.900	Pk Hr Factor	0.781	0.646	0.000	0.000	0.778

Prepared by NDS/ATD

VOLUME

Rd 9 N/O Ave 18 1/2

Day: Thursday
Date: 5/31/2018

City: Madera
Project #: CA18_2057_064

DAILY TOTALS	NB	SB	EB	WB	Total
	296	307	0	0	603

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0		12:00	2		7						9	
00:15	0		0						0		12:15	7		8						15	
00:30	0		0						0		12:30	8		5						13	
00:45	0		0						0		12:45	7	24	1	21					8	45
01:00	0		0						0		13:00	3		4						7	
01:15	0		0						0		13:15	3		6						9	
01:30	0		0						0		13:30	7		7						14	
01:45	0		0						0		13:45	8	21	6	23					14	44
02:00	0		0						0		14:00	3		2						5	
02:15	0		0						0		14:15	6		3						9	
02:30	0		1						1		14:30	5		4						9	
02:45	1	1	1	2					2	3	14:45	6	20	11	20					17	40
03:00	0		0						0		15:00	7		2						9	
03:15	1		0						1		15:15	13		8						21	
03:30	2		2						4		15:30	4		3						7	
03:45	0	3	0	2					0	5	15:45	8	32	11	24					19	56
04:00	1		1						2		16:00	4		8						12	
04:15	0		2						2		16:15	2		5						7	
04:30	0		3						3		16:30	3		4						7	
04:45	3	4	5	11					8	15	16:45	3	12	5	22					8	34
05:00	2		3						5		17:00	3		2						5	
05:15	3		7						10		17:15	8		5						13	
05:30	10		10						20		17:30	3		3						6	
05:45	5	20	11	31					16	51	17:45	4	18	1	11					5	29
06:00	2		2						4		18:00	1		2						3	
06:15	4		7						11		18:15	1		0						1	
06:30	6		2						8		18:30	2		0						2	
06:45	7	19	5	16					12	35	18:45	1	5	2	4					3	9
07:00	1		3						4		19:00	1		2						3	
07:15	4		2						6		19:15	1		2						3	
07:30	4		3						7		19:30	2		2						4	
07:45	7	16	9	17					16	33	19:45	0	4	2	8					2	12
08:00	6		6						12		20:00	3		1						4	
08:15	4		4						8		20:15	3		1						4	
08:30	6		5						11		20:30	2		0						2	
08:45	2	18	7	22					9	40	20:45	0	8	3	5					3	13
09:00	5		6						11		21:00	0		2						2	
09:15	9		1						10		21:15	0		1						1	
09:30	6		3						9		21:30	0		1						1	
09:45	5	25	4	14					9	39	21:45	0		1	5					1	5
10:00	4		5						9		22:00	0		0						0	
10:15	10		5						15		22:15	2		0						2	
10:30	7		6						13		22:30	1		0						1	
10:45	3	24	8	24					11	48	22:45	0	3	2	2					2	5
11:00	6		4						10		23:00	0		0						0	
11:15	3		7						10		23:15	0		0						0	
11:30	6		5						11		23:30	1		1						2	
11:45	2	17	5	21					7	38	23:45	1	2	1	2					2	4
TOTALS		147		160						**307**	**TOTALS**		149		147						**296**
SPLIT %		47.9%		52.1%						**50.9%**	**SPLIT %**		50.3%		49.7%						**49.1%**

DAILY TOTALS	NB	SB	EB	WB	Total
	296	307	0	0	603

AM Peak Hour	09:45	05:00			**05:00**	**PM Peak Hour**	15:00	15:15			**15:15**
AM Pk Volume	26	31			**51**	**PM Pk Volume**	32	30			**59**
Pk Hr Factor	0.650	0.705			**0.638**	**Pk Hr Factor**	0.615	0.682			**0.702**
7 - 9 Volume	34	39	0	0	**73**	**4 - 6 Volume**	30	33	0	0	**63**
7 - 9 Peak Hour	07:45	07:45			**07:45**	**4 - 6 Peak Hour**	17:00	16:00			**16:00**
7 - 9 Pk Volume	23	24	0	0	**47**	**4 - 6 Pk Volume**	18	22	0	0	**34**
Pk Hr Factor	0.821	0.667	0.000	0.000	**0.734**	**Pk Hr Factor**	0.563	0.688	0.000	0.000	**0.708**

Prepared by NDS/ATD

VOLUME

Rd 16 N/O Ave 12

Day: Thursday
Date: 5/31/2018

City: Madera
Project #: CA18_2057_065

DAILY TOTALS	NB	SB	EB	WB	Total
	278	278	0	0	556

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0		12:00	6		5						11	
00:15	1		0						1		12:15	3		1						4	
00:30	0		0						0		12:30	3		4						7	
00:45	1	2	0						1	2	12:45	5	17	2	12					7	29
01:00	0		1						1		13:00	1		7						8	
01:15	1		1						2		13:15	2		1						3	
01:30	0		0						0		13:30	2		2						4	
01:45	0	1	0	2					0	3	13:45	3	8	3	13					6	21
02:00	1		0						1		14:00	6		4						10	
02:15	1		0						1		14:15	6		2						8	
02:30	0		0						0		14:30	7		2						9	
02:45	1	3	0						1	3	14:45	4	23	3	11					7	34
03:00	0		0						0		15:00	6		8						14	
03:15	0		0						0		15:15	3		7						10	
03:30	0		1						1		15:30	6		8						14	
03:45	1	1	2	3					3	4	15:45	8	23	8	31					16	54
04:00	1		4						5		16:00	5		9						14	
04:15	2		2						4		16:15	9		4						13	
04:30	1		2						3		16:30	6		6						12	
04:45	6	10	0	8					6	18	16:45	10	30	4	23					14	53
05:00	4		1						5		17:00	2		5						7	
05:15	3		4						7		17:15	3		3						6	
05:30	5		6						11		17:30	3		4						7	
05:45	1	13	9	20					10	33	17:45	6	14	6	18					12	32
06:00	6		6						12		18:00	2		2						4	
06:15	9		7						16		18:15	1		3						4	
06:30	4		4						8		18:30	5		3						8	
06:45	7	26	3	20					10	46	18:45	4	12	1	9					5	21
07:00	2		2						4		19:00	2		1						3	
07:15	6		7						13		19:15	2		3						5	
07:30	10		3						13		19:30	1		4						5	
07:45	4	22	5	17					9	39	19:45	0	5	0	8					0	13
08:00	3		2						5		20:00	3		3						6	
08:15	10		2						12		20:15	0		2						2	
08:30	4		1						5		20:30	0		0						0	
08:45	1	18	9	14					10	32	20:45	2	5	2	7					4	12
09:00	1		5						6		21:00	1		0						1	
09:15	5		0						5		21:15	0		1						1	
09:30	1		9						10		21:30	0		4						4	
09:45	2	9	2	16					4	25	21:45	0	1	0	5					0	6
10:00	4		4						8		22:00	2		2						4	
10:15	1		7						8		22:15	1		0						1	
10:30	4		1						5		22:30	0		0						0	
10:45	3	12	3	15					6	27	22:45	0	3	1	3					1	6
11:00	7		2						9		23:00	0		1						1	
11:15	1		5						6		23:15	0		1						1	
11:30	2		6						8		23:30	0		1						1	
11:45	10	20	6	19					16	39	23:45	0		1	4					1	4
TOTALS		137		134						**271**	**TOTALS**		141		144						**285**
SPLIT %		50.6%		49.4%						**48.7%**	**SPLIT %**		49.5%		50.5%						**51.3%**

DAILY TOTALS	NB	SB	EB	WB	Total
	278	278	0	0	556

AM Peak Hour	07:30	05:30			**05:30**	**PM Peak Hour**	16:00	15:15			**15:30**
AM Pk Volume	27	28			**49**	**PM Pk Volume**	30	32			**57**
Pk Hr Factor	0.675	0.778			**0.766**	**Pk Hr Factor**	0.750	0.889			**0.891**
7 - 9 Volume	40	31	0	0	**71**	**4 - 6 Volume**	44	41	0	0	**85**
7 - 9 Peak Hour	07:30	07:00			**07:15**	**4 - 6 Peak Hour**	16:00	16:00			**16:00**
7 - 9 Pk Volume	27	17	0	0	**40**	**4 - 6 Pk Volume**	30	23	0	0	**53**
Pk Hr Factor	0.675	0.607	0.000	0.000	**0.769**	**Pk Hr Factor**	0.750	0.639	0.000	0.000	**0.946**

Prepared by NDS/ATD

VOLUME

Rd 16 N/O Ave 18 1/2

Day: Thursday
Date: 5/31/2018

City: Madera
Project #: CA18_2057_066

DAILY TOTALS	NB	SB	EB	WB	Total
	389	378	0	0	767

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		1						1		12:00	4		2						6	
00:15	0		0						0		12:15	5		4						9	
00:30	0		2						2		12:30	2		4						6	
00:45	0		0	3					0	3	12:45	7	18	3	13					10	31
01:00	0		0						0		13:00	5		7						12	
01:15	0		1						1		13:15	6		3						9	
01:30	0		1						1		13:30	5		6						11	
01:45	0		0	2					0	2	13:45	6	22	4	20					10	42
02:00	0		0						0		14:00	6		3						9	
02:15	0		0						0		14:15	4		7						11	
02:30	0		0						0		14:30	7		6						13	
02:45	0		0						0		14:45	10	27	5	21					15	48
03:00	1		0						1		15:00	5		7						12	
03:15	0		0						0		15:15	6		9						15	
03:30	1		0						1		15:30	11		11						22	
03:45	3	5	4	4					7	9	15:45	5	27	10	37					15	64
04:00	2		2						4		16:00	6		10						16	
04:15	1		4						5		16:15	9		7						16	
04:30	2		1						3		16:30	8		8						16	
04:45	7	12	4	11					11	23	16:45	2	25	12	37					14	62
05:00	2		5						7		17:00	9		7						16	
05:15	9		3						12		17:15	6		12						18	
05:30	6		10						16		17:30	9		12						21	
05:45	2	19	7	25					9	44	17:45	9	33	4	35					13	68
06:00	14		3						17		18:00	3		4						7	
06:15	8		4						12		18:15	2		2						4	
06:30	8		4						12		18:30	1		3						4	
06:45	7	37	6	17					13	54	18:45	4	10	1	10					5	20
07:00	8		5						13		19:00	2		1						3	
07:15	6		5						11		19:15	2		1						3	
07:30	7		8						15		19:30	0		3						3	
07:45	6	27	9	27					15	54	19:45	2	6	3	8					5	14
08:00	9		7						16		20:00	1		1						2	
08:15	17		6						23		20:15	0		3						3	
08:30	9		6						15		20:30	1		2						3	
08:45	6	41	1	20					7	61	20:45	3	5	2	8					5	13
09:00	8		6						14		21:00	3		0						3	
09:15	9		4						13		21:15	0		0						0	
09:30	3		7						10		21:30	0		2						2	
09:45	2	22	9	26					11	48	21:45	2	5	2	4					4	9
10:00	6		5						11		22:00	4		2						6	
10:15	7		8						15		22:15	2		3						5	
10:30	4		5						9		22:30	0		1						1	
10:45	5	22	6	24					11	46	22:45	0	6	0	6					0	12
11:00	4		5						9		23:00	0		0						0	
11:15	5		5						10		23:15	0		2						2	
11:30	2		6						8		23:30	0		0						0	
11:45	9	20	2	18					11	38	23:45	0		0	2					0	2
TOTALS		205		177						382	TOTALS		184		201						385
SPLIT %		53.7%		46.3%						49.8%	SPLIT %		47.8%		52.2%						50.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	389	378	0	0	767

AM Peak Hour	07:45	07:30			07:30	PM Peak Hour	17:00	16:45			15:30
AM Pk Volume	41	30			69	PM Pk Volume	33	43			69
Pk Hr Factor	0.603	0.833			0.750	Pk Hr Factor	0.917	0.896			0.784
7 - 9 Volume	68	47	0	0	115	4 - 6 Volume	58	72	0	0	130
7 - 9 Peak Hour	07:45	07:30			07:30	4 - 6 Peak Hour	17:00	16:45			16:45
7 - 9 Pk Volume	41	30	0	0	69	4 - 6 Pk Volume	33	43	0	0	69
Pk Hr Factor	0.603	0.833	0.000	0.000	0.750	Pk Hr Factor	0.917	0.896	0.000	0.000	0.821

Prepared by NDS/ATD

VOLUME

Rd 19 N/O Ave 12

Day: Thursday
Date: 5/31/2018

City: Madera
Project #: CA18_2057_067

DAILY TOTALS	NB	SB	EB	WB	Total
	207	173	0	0	380

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0		12:00	2		1						3	
00:15	0		0						0		12:15	3		6						9	
00:30	0		0						0		12:30	2		2						4	
00:45	0		0						0		12:45	2	9	2	11					4	20
01:00	0		0						0		13:00	4		3						7	
01:15	0		0						0		13:15	2		1						3	
01:30	0		0						0		13:30	7		0						7	
01:45	0		0						0		13:45	6	19	1	5					7	24
02:00	0		0						0		14:00	6		1						7	
02:15	0		0						0		14:15	7		6						13	
02:30	0		0						0		14:30	2		1						3	
02:45	0		0						0		14:45	7	22	4	12					11	34
03:00	0		0						0		15:00	4		3						7	
03:15	0		0						0		15:15	3		6						9	
03:30	0		0						0		15:30	5		6						11	
03:45	0		0						0		15:45	4	16	2	17					6	33
04:00	0		0						0		16:00	7		5						12	
04:15	0		0						0		16:15	9		4						13	
04:30	0		2						2		16:30	3		0						3	
04:45	2	2	4	6					6	8	16:45	10	29	5	14					15	43
05:00	1		1						2		17:00	7		4						11	
05:15	4		1						5		17:15	2		3						5	
05:30	2		3						5		17:30	6		2						8	
05:45	3	10	3	8					6	18	17:45	5	20	3	12					8	32
06:00	4		3						7		18:00	1		1						2	
06:15	5		11						16		18:15	4		1						5	
06:30	3		4						7		18:30	2		1						3	
06:45	0	12	5	23					5	35	18:45	0	7	1	4					1	11
07:00	6		1						7		19:00	3		3						6	
07:15	2		5						7		19:15	1		0						1	
07:30	2		4						6		19:30	2		0						2	
07:45	3	13	1	11					4	24	19:45	1	7	0	3					1	10
08:00	2		3						5		20:00	0		2						2	
08:15	4		1						5		20:15	1		0						1	
08:30	0		4						4		20:30	1		1						2	
08:45	2	8	2	10					4	18	20:45	0	2	0	3					0	5
09:00	1		0						1		21:00	4		0						4	
09:15	1		3						4		21:15	1		0						1	
09:30	1		1						2		21:30	3		0						3	
09:45	2	5	1	5					3	10	21:45	1	9	0						1	9
10:00	0		3						3		22:00	1		1						2	
10:15	4		2						6		22:15	0		0						0	
10:30	2		5						7		22:30	1		0						1	
10:45	2	8	5	15					7	23	22:45	0	2	0	1					0	3
11:00	0		4						4		23:00	0		0						0	
11:15	2		5						7		23:15	0		3						3	
11:30	5		0						5		23:30	0		0						0	
11:45	0	7	1	10					1	17	23:45	0		0	3					0	3
TOTALS		65		88						153	TOTALS		142		85						227
SPLIT %		42.5%		57.5%						40.3%	SPLIT %		62.6%		37.4%						59.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	207	173	0	0	380

AM Peak Hour	05:45	06:00			05:45	PM Peak Hour	16:00	14:45			16:00
AM Pk Volume	15	23			36	PM Pk Volume	29	19			43
Pk Hr Factor	0.750	0.523			0.563	Pk Hr Factor	0.725	0.792			0.717
7 - 9 Volume	21	21	0	0	42	4 - 6 Volume	49	26	0	0	75
7 - 9 Peak Hour	07:00	07:15			07:00	4 - 6 Peak Hour	16:00	16:00			16:00
7 - 9 Pk Volume	13	13	0	0	24	4 - 6 Pk Volume	29	14	0	0	43
Pk Hr Factor	0.542	0.650	0.000	0.000	0.857	Pk Hr Factor	0.725	0.700	0.000	0.000	0.717

Prepared by NDS/ATD

VOLUME

Rd 23 N/O Ave 12

Day: Thursday
Date: 5/31/2018

City: Madera
Project #: CA18_2057_068

DAILY TOTALS	NB	SB	EB	WB	Total
	1,153	1,110	0	0	2,263

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	2		3				5		12:00	12		20				32	
00:15	0		1				1		12:15	14		15				29	
00:30	0		0				0		12:30	16		11				27	
00:45	1	3	0	4			1	7	12:45	12	54	12	58			24	112
01:00	1		0				1		13:00	17		19				36	
01:15	0		2				2		13:15	21		21				42	
01:30	2		1				3		13:30	8		18				26	
01:45	1	4	1	4			2	8	13:45	16	62	15	73			31	135
02:00	0		0				0		14:00	19		14				33	
02:15	0		0				0		14:15	16		13				29	
02:30	1		2				3		14:30	12		17				29	
02:45	0	1	1	3			1	4	14:45	21	68	16	60			37	128
03:00	1		1				2		15:00	17		18				35	
03:15	0		0				0		15:15	19		17				36	
03:30	1		3				4		15:30	24		43				67	
03:45	2	4	1	5			3	9	15:45	30	90	41	119			71	209
04:00	0		0				0		16:00	28		29				57	
04:15	7		1				8		16:15	24		30				54	
04:30	6		10				16		16:30	32		25				57	
04:45	17	30	10	21			27	51	16:45	20	104	20	104			40	208
05:00	17		9				26		17:00	25		12				37	
05:15	29		11				40		17:15	22		21				43	
05:30	51		17				68		17:30	11		27				38	
05:45	27	124	12	49			39	173	17:45	10	68	15	75			25	143
06:00	9		11				20		18:00	23		17				40	
06:15	17		17				34		18:15	14		13				27	
06:30	20		16				36		18:30	15		11				26	
06:45	15	61	9	53			24	114	18:45	12	64	10	51			22	115
07:00	19		20				39		19:00	3		5				8	
07:15	15		18				33		19:15	11		5				16	
07:30	20		18				38		19:30	11		9				20	
07:45	21	75	31	87			52	162	19:45	7	32	8	27			15	59
08:00	23		17				40		20:00	7		6				13	
08:15	12		15				27		20:15	8		6				14	
08:30	13		20				33		20:30	11		6				17	
08:45	8	56	16	68			24	124	20:45	5	31	3	21			8	52
09:00	11		15				26		21:00	10		3				13	
09:15	13		14				27		21:15	8		5				13	
09:30	11		20				31		21:30	10		4				14	
09:45	12	47	12	61			24	108	21:45	6	34	4	16			10	50
10:00	16		19				35		22:00	5		4				9	
10:15	13		14				27		22:15	5		4				9	
10:30	13		12				25		22:30	6		0				6	
10:45	15	57	22	67			37	124	22:45	4	20	7	15			11	35
11:00	11		17				28		23:00	3		5				8	
11:15	12		14				26		23:15	2		2				4	
11:30	18		15				33		23:30	1		2				3	
11:45	15	56	13	59			28	115	23:45	2	8	1	10			3	18
TOTALS		518		481				999	TOTALS		635		629				1264
SPLIT %		51.9%		48.1%				44.1%	SPLIT %		50.2%		49.8%				55.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,153	1,110	0	0	2,263

AM Peak Hour	05:00	07:00			05:00	PM Peak Hour	15:45	15:30			15:30
AM Pk Volume	124	87			173	PM Pk Volume	114	143			249
Pk Hr Factor	0.608	0.702			0.636	Pk Hr Factor	0.891	0.831			0.877
7 - 9 Volume	131	155	0	0	286	4 - 6 Volume	172	179	0	0	351
7 - 9 Peak Hour	07:15	07:00			07:15	4 - 6 Peak Hour	16:00	16:00			16:00
7 - 9 Pk Volume	79	87	0	0	163	4 - 6 Pk Volume	104	104	0	0	208
Pk Hr Factor	0.859	0.702	0.000	0.000	0.784	Pk Hr Factor	0.813	0.867	0.000	0.000	0.912

Prepared by NDS/ATD

VOLUME

Rd 26 N/O Ave 18 1/2

Day: Wednesday
Date: 5/30/2018

City: Madera
Project #: CA18_2057_069

DAILY TOTALS	NB	SB	EB	WB	Total
	4,790	4,784	0	0	9,574

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	5		2				7		12:00	70		64				134	
00:15	7		5				12		12:15	68		53				121	
00:30	8		3				11		12:30	52		52				104	
00:45	8	28	4	14			12	42	12:45	57	247	62	231			119	478
01:00	4		4				8		13:00	51		64				115	
01:15	5		3				8		13:15	59		59				118	
01:30	3		3				6		13:30	59		67				126	
01:45	5	17	1	11			6	28	13:45	78	247	69	259			147	506
02:00	3		3				6		14:00	84		54				138	
02:15	3		2				5		14:15	98		65				163	
02:30	0		1				1		14:30	98		90				188	
02:45	5	11	8	14			13	25	14:45	91	371	127	336			218	707
03:00	4		7				11		15:00	76		100				176	
03:15	1		3				4		15:15	92		77				169	
03:30	3		4				7		15:30	114		106				220	
03:45	2	10	10	24			12	34	15:45	93	375	98	381			191	756
04:00	4		7				11		16:00	76		98				174	
04:15	4		12				16		16:15	100		77				177	
04:30	8		14				22		16:30	98		113				211	
04:45	12	28	22	55			34	83	16:45	121	395	88	376			209	771
05:00	30		19				49		17:00	122		77				199	
05:15	30		21				51		17:15	116		71				187	
05:30	71		34				105		17:30	94		70				164	
05:45	50	181	43	117			93	298	17:45	89	421	77	295			166	716
06:00	25		48				73		18:00	89		91				180	
06:15	34		52				86		18:15	68		71				139	
06:30	27		64				91		18:30	78		63				141	
06:45	23	109	71	235			94	344	18:45	68	303	57	282			125	585
07:00	46		92				138		19:00	78		47				125	
07:15	69		111				180		19:15	75		39				114	
07:30	122		146				268		19:30	51		35				86	
07:45	104	341	175	524			279	865	19:45	67	271	46	167			113	438
08:00	68		154				222		20:00	56		37				93	
08:15	59		93				152		20:15	76		45				121	
08:30	45		98				143		20:30	59		52				111	
08:45	54	226	61	406			115	632	20:45	53	244	34	168			87	412
09:00	61		55				116		21:00	60		27				87	
09:15	43		70				113		21:15	49		25				74	
09:30	45		69				114		21:30	39		27				66	
09:45	43	192	52	246			95	438	21:45	35	183	20	99			55	282
10:00	43		61				104		22:00	33		4				37	
10:15	53		45				98		22:15	30		21				51	
10:30	49		53				102		22:30	24		16				40	
10:45	54	199	74	233			128	432	22:45	13	100	7	48			20	148
11:00	48		57				105		23:00	21		12				33	
11:15	70		49				119		23:15	13		6				19	
11:30	64		65				129		23:30	12		10				22	
11:45	55	237	58	229			113	466	23:45	8	54	6	34			14	88
TOTALS		1579		2108				**3687**	**TOTALS**		3211		2676				**5887**
SPLIT %		42.8%		57.2%				**38.5%**	**SPLIT %**		54.5%		45.5%				**61.5%**

DAILY TOTALS	NB	SB	EB	WB	Total
	4,790	4,784	0	0	9,574

AM Peak Hour	07:15	07:15					**07:15**		**PM Peak Hour**	16:30	14:45					**16:30**		
AM Pk Volume	363	586					**949**		**PM Pk Volume**	457	410					**806**		
Pk Hr Factor	0.744	0.837					**0.850**		**Pk Hr Factor**	0.936	0.807					**0.955**		
7 - 9 Volume	567	930	0	0			**1497**		**4 - 6 Volume**	816	671	0	0			**1487**		
7 - 9 Peak Hour	07:15	07:15					**07:15**		**4 - 6 Peak Hour**	16:30	16:00					**16:30**		
7 - 9 Pk Volume	363	586	0	0			**949**		**4 - 6 Pk Volume**	457	376	0	0			**806**		
Pk Hr Factor	0.744	0.837	0.000	0.000			**0.850**		**Pk Hr Factor**	0.936	0.832	0.000	0.000			**0.955**		

Prepared by NDS/ATD

VOLUME

Rd 29 N/O Ave 12

Day: Wednesday
Date: 5/30/2018

City: Madera
Project #: CA18_2057_071

DAILY TOTALS	NB	SB	EB	WB	Total
	2,514	2,428	0	0	4,942

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	12		1				13		12:00	29		34				63	
00:15	3		4				7		12:15	37		32				69	
00:30	6		5				11		12:30	27		25				52	
00:45	1	22	2	12			3	34	12:45	30	123	27	118			57	241
01:00	4		4				8		13:00	35		35				70	
01:15	4		0				4		13:15	46		33				79	
01:30	2		2				4		13:30	46		42				88	
01:45	3	13	2	8			5	21	13:45	42	169	31	141			73	310
02:00	2		1				3		14:00	37		41				78	
02:15	0		0				0		14:15	59		38				97	
02:30	1		4				5		14:30	64		38				102	
02:45	1	4	3	8			4	12	14:45	51	211	29	146			80	357
03:00	1		3				4		15:00	36		41				77	
03:15	1		0				1		15:15	59		51				110	
03:30	3		3				6		15:30	91		46				137	
03:45	2	7	4	10			6	17	15:45	59	245	34	172			93	417
04:00	2		4				6		16:00	56		48				104	
04:15	2		7				9		16:15	65		42				107	
04:30	3		18				21		16:30	65		52				117	
04:45	5	12	33	62			38	74	16:45	57	243	51	193			108	436
05:00	7		43				50		17:00	50		32				82	
05:15	6		40				46		17:15	53		30				83	
05:30	23		61				84		17:30	71		37				108	
05:45	14	50	27	171			41	221	17:45	31	205	26	125			57	330
06:00	17		53				70		18:00	43		27				70	
06:15	14		33				47		18:15	31		29				60	
06:30	29		47				76		18:30	31		25				56	
06:45	31	91	44	177			75	268	18:45	19	124	20	101			39	225
07:00	27		39				66		19:00	23		10				33	
07:15	51		63				114		19:15	24		11				35	
07:30	48		58				106		19:30	24		16				40	
07:45	51	177	72	232			123	409	19:45	13	84	14	51			27	135
08:00	35		43				78		20:00	26		14				40	
08:15	43		32				75		20:15	19		9				28	
08:30	32		38				70		20:30	23		8				31	
08:45	29	139	38	151			67	290	20:45	20	88	11	42			31	130
09:00	31		45				76		21:00	20		6				26	
09:15	25		29				54		21:15	17		11				28	
09:30	32		41				73		21:30	13		12				25	
09:45	31	119	41	156			72	275	21:45	18	68	5	34			23	102
10:00	27		31				58		22:00	13		6				19	
10:15	23		34				57		22:15	16		8				24	
10:30	34		30				64		22:30	13		3				16	
10:45	36	120	35	130			71	250	22:45	11	53	3	20			14	73
11:00	31		22				53		23:00	14		8				22	
11:15	29		46				75		23:15	6		3				9	
11:30	33		43				76		23:30	4		2				6	
11:45	25	118	36	147			61	265	23:45	5	29	8	21			13	50
TOTALS		872		1264				**2136**	**TOTALS**		1642		1164				**2806**
SPLIT %		40.8%		59.2%				**43.2%**	**SPLIT %**		58.5%		41.5%				**56.8%**

DAILY TOTALS	NB	SB	EB	WB	Total
	2,514	2,428	0	0	4,942

AM Peak Hour	07:15	07:15					**07:15**		**PM Peak Hour**	15:30	16:00					**15:15**		
AM Pk Volume	185	236					**421**		**PM Pk Volume**	271	193					**444**		
Pk Hr Factor	0.907	0.819					**0.856**		**Pk Hr Factor**	0.745	0.928					**0.810**		
7 - 9 Volume	316	383	0	0			**699**		**4 - 6 Volume**	448	318	0	0			**766**		
7 - 9 Peak Hour	07:15	07:15					**07:15**		**4 - 6 Peak Hour**	16:00	16:00					**16:00**		
7 - 9 Pk Volume	185	236	0	0			**421**		**4 - 6 Pk Volume**	243	193	0	0			**436**		
Pk Hr Factor	0.907	0.819	0.000	0.000			**0.856**		**Pk Hr Factor**	0.935	0.928	0.000	0.000			**0.932**		

Prepared by NDS/ATD

VOLUME

Rd 32 S/O Ave 12

Day: Wednesday
Date: 5/30/2018

City: Madera
Project #: CA18_2057_072

DAILY TOTALS	NB	SB	EB	WB	Total
	181	166	0	0	347

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0		12:00	4		1						5	
00:15	1		0						1		12:15	2		3						5	
00:30	0		1						1		12:30	5		2						7	
00:45	1	2	1	2					2	4	12:45	2	13	3	9					5	22
01:00	1		0						1		13:00	4		7						11	
01:15	0		0						0		13:15	1		5						6	
01:30	1		0						1		13:30	4		4						8	
01:45	0	2	0						0	2	13:45	3	12	1	17					4	29
02:00	0		0						0		14:00	5		3						8	
02:15	0		0						0		14:15	2		5						7	
02:30	0		0						0		14:30	1		4						5	
02:45	1	1	0						1	1	14:45	3	11	0	12					3	23
03:00	0		0						0		15:00	1		2						3	
03:15	0		1						1		15:15	0		4						4	
03:30	0		0						0		15:30	6		5						11	
03:45	0		0	1					0	1	15:45	4	11	3	14					7	25
04:00	1		0						1		16:00	5		5						10	
04:15	1		0						1		16:15	2		5						7	
04:30	0		0						0		16:30	3		5						8	
04:45	2	4	0						2	4	16:45	3	13	8	23					11	36
05:00	0		1						1		17:00	1		4						5	
05:15	2		0						2		17:15	6		3						9	
05:30	1		0						1		17:30	2		1						3	
05:45	0	3	0	1					0	4	17:45	8	17	1	9					9	26
06:00	2		1						3		18:00	3		2						5	
06:15	2		1						3		18:15	1		1						2	
06:30	2		3						5		18:30	1		1						2	
06:45	4	10	3	8					7	18	18:45	1	6	4	8					5	14
07:00	2		3						5		19:00	4		2						6	
07:15	5		1						6		19:15	1		1						2	
07:30	4		0						4		19:30	1		2						3	
07:45	3	14	0	4					3	18	19:45	2	8	2	7					4	15
08:00	2		3						5		20:00	1		2						3	
08:15	1		2						3		20:15	0		0						0	
08:30	3		2						5		20:30	2		0						2	
08:45	2	8	1	8					3	16	20:45	2	5	1	3					3	8
09:00	3		3						6		21:00	0		2						2	
09:15	3		0						3		21:15	1		3						4	
09:30	1		3						4		21:30	2		0						2	
09:45	3	10	1	7					4	17	21:45	1	4	2	7					3	11
10:00	4		3						7		22:00	0		1						1	
10:15	6		0						6		22:15	3		1						4	
10:30	2		5						7		22:30	0		1						1	
10:45	3	15	0	8					3	23	22:45	0	3	0	3					0	6
11:00	2		3						5		23:00	0		2						2	
11:15	2		3						5		23:15	2		2						4	
11:30	2		3						5		23:30	0		0						0	
11:45	1	7	2	11					3	18	23:45	0	2	0	4					0	6
TOTALS		76		50						**126**	**TOTALS**		105		116						**221**
SPLIT %		60.3%		39.7%						**36.3%**	**SPLIT %**		47.5%		52.5%						**63.7%**

DAILY TOTALS	NB	SB	EB	WB	Total
	181	166	0	0	347

AM Peak Hour	06:45	10:30			**09:45**	**PM Peak Hour**	17:15	16:00			**16:00**
AM Pk Volume	15	11			**24**	**PM Pk Volume**	19	23			**36**
Pk Hr Factor	0.750	0.550			**0.857**	**Pk Hr Factor**	0.594	0.719			**0.818**
7 - 9 Volume	22	12	0	0	**34**	**4 - 6 Volume**	30	32	0	0	**62**
7 - 9 Peak Hour	07:00	08:00			**07:00**	**4 - 6 Peak Hour**	17:00	16:00			**16:00**
7 - 9 Pk Volume	14	8	0	0	**18**	**4 - 6 Pk Volume**	17	23	0	0	**36**
Pk Hr Factor	0.700	0.667	0.000	0.000	**0.750**	**Pk Hr Factor**	0.531	0.719	0.000	0.000	**0.818**

Prepared by NDS/ATD

VOLUME

Rd 600 W/O SR 49

Day: Tuesday
Date: 5/15/2018

City: Ahwahnee
Project #: CA18_2057_073

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	435	427	862

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			0		0		0		12:00			9		4		13	
00:15			1		0		1		12:15			9		6		15	
00:30			0		0		0		12:30			8		3		11	
00:45			0	1	0		0	1	12:45			5	31	7	20	12	51
01:00			1		0		1		13:00			6		7		13	
01:15			0		0		0		13:15			10		5		15	
01:30			0		1		1		13:30			6		4		10	
01:45			0	1	0	1	0	2	13:45			4	26	6	22	10	48
02:00			0		0		0		14:00			9		8		17	
02:15			0		0		0		14:15			9		6		15	
02:30			0		0		0		14:30			7		11		18	
02:45			0		0		0		14:45			12	37	7	32	19	69
03:00			0		1		1		15:00			6		14		20	
03:15			0		1		1		15:15			8		6		14	
03:30			1		0		1		15:30			7		13		20	
03:45			1	2	0	2	1	4	15:45			5	26	14	47	19	73
04:00			0		0		0		16:00			5		6		11	
04:15			0		0		0		16:15			5		9		14	
04:30			0		0		0		16:30			8		18		26	
04:45			0		1	1	1	1	16:45			10	28	8	41	18	69
05:00			0		2		2		17:00			9		15		24	
05:15			2		1		3		17:15			6		9		15	
05:30			4		2		6		17:30			7		12		19	
05:45			1	7	3	8	4	15	17:45			15	37	9	45	24	82
06:00			1		4		5		18:00			4		9		13	
06:15			8		4		12		18:15			3		3		6	
06:30			4		0		4		18:30			0		11		11	
06:45			9	22	2	10	11	32	18:45			3	10	4	27	7	37
07:00			10		3		13		19:00			2		5		7	
07:15			14		6		20		19:15			5		3		8	
07:30			10		3		13		19:30			4		6		10	
07:45			12	46	6	18	18	64	19:45			1	12	4	18	5	30
08:00			3		10		13		20:00			1		3		4	
08:15			7		3		10		20:15			2		4		6	
08:30			7		3		10		20:30			9		4		13	
08:45			15	32	7	23	22	55	20:45			2	14	4	15	6	29
09:00			5		6		11		21:00			1		1		2	
09:15			7		3		10		21:15			0		5		5	
09:30			6		7		13		21:30			4		1		5	
09:45			6	24	4	20	10	44	21:45			0	5	5	12	5	17
10:00			4		7		11		22:00			1		2		3	
10:15			5		11		16		22:15			0		1		1	
10:30			10		5		15		22:30			2		0		2	
10:45			11	30	11	34	22	64	22:45			0	3	2	5	2	8
11:00			10		8		18		23:00			0		0		0	
11:15			4		6		10		23:15			1		0		1	
11:30			11		6		17		23:30			0		0		0	
11:45			15	40	6	26	21	66	23:45			0	1	0		0	1
TOTALS				205		143		**348**	**TOTALS**				230		284		**514**
SPLIT %				58.9%		41.1%		**40.4%**	**SPLIT %**				44.7%		55.3%		**59.6%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	435	427	862

AM Peak Hour			07:00	10:15	**10:15**	**PM Peak Hour**			14:00	16:15	**16:30**
AM Pk Volume			46	35	**71**	**PM Pk Volume**			37	50	**83**
Pk Hr Factor			0.821	0.795	**0.807**	**Pk Hr Factor**			0.771	0.694	**0.798**
7 - 9 Volume	0	0	78	41	**119**	**4 - 6 Volume**	0	0	65	86	**151**
7 - 9 Peak Hour			07:00	07:15	**07:00**	**4 - 6 Peak Hour**			17:00	16:15	**16:30**
7 - 9 Pk Volume	0	0	46	25	**64**	**4 - 6 Pk Volume**	0	0	37	50	**83**
Pk Hr Factor	0.000	0.000	0.821	0.625	**0.800**	**Pk Hr Factor**	0.000	0.000	0.617	0.694	**0.798**

Prepared by NDS/ATD

VOLUME

Rd 603 W/O Rd 400

Day: Wednesday
Date: 5/30/2018

City: Madera
Project #: CA18_2057_074

DAILY TOTALS	NB	SB	EB	WB	Total
	334	322	0	0	656

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00	0		0						0		12:00	2		2						4	
00:15	0		0						0		12:15	2		4						6	
00:30	0		0						0		12:30	3		4						7	
00:45	0		0						0		12:45	2	9	7	17					9	26
01:00	0		0						0		13:00	5		6						11	
01:15	1		0						1		13:15	3		3						6	
01:30	0		1						1		13:30	6		6						12	
01:45	1	2	0	1					1	3	13:45	6	20	10	25					16	45
02:00	0		0						0		14:00	4		1						5	
02:15	0		0						0		14:15	3		8						11	
02:30	0		1						1		14:30	6		5						11	
02:45	1	1	0	1					1	2	14:45	3	16	9	23					12	39
03:00	0		0						0		15:00	10		6						16	
03:15	0		1						1		15:15	4		4						8	
03:30	1		0						1		15:30	6		6						12	
03:45	1	2	2	3					3	5	15:45	4	24	5	21					9	45
04:00	1		0						1		16:00	5		4						9	
04:15	3		1						4		16:15	8		8						16	
04:30	2		0						2		16:30	6		7						13	
04:45	0	6	2	3					2	9	16:45	6	25	8	27					14	52
05:00	1		2						3		17:00	7		5						12	
05:15	2		3						5		17:15	4		8						12	
05:30	8		1						9		17:30	6		4						10	
05:45	6	17	4	10					10	27	17:45	5	22	8	25					13	47
06:00	5		6						11		18:00	7		8						15	
06:15	2		3						5		18:15	6		2						8	
06:30	5		5						10		18:30	8		1						9	
06:45	9	21	4	18					13	39	18:45	5	26	6	17					11	43
07:00	8		2						10		19:00	3		1						4	
07:15	9		5						14		19:15	2		4						6	
07:30	6		10						16		19:30	5		2						7	
07:45	11	34	4	21					15	55	19:45	1	11	5	12					6	23
08:00	5		3						8		20:00	2		1						3	
08:15	5		5						10		20:15	2		1						3	
08:30	5		8						13		20:30	3		4						7	
08:45	2	17	3	19					5	36	20:45	4	11	2	8					6	19
09:00	6		8						14		21:00	2		3						5	
09:15	5		7						12		21:15	2		3						5	
09:30	4		4						8		21:30	0		2						2	
09:45	1	16	2	21					3	37	21:45	3	7	1	9					4	16
10:00	4		7						11		22:00	2		4						6	
10:15	4		2						6		22:15	2		2						4	
10:30	0		3						3		22:30	1		0						1	
10:45	4	12	2	14					6	26	22:45	0	5	1	7					1	12
11:00	5		6						11		23:00	3		3						6	
11:15	6		4						10		23:15	3		0						3	
11:30	6		6						12		23:30	1		0						1	
11:45	5	22	1	17					6	39	23:45	1	8	0	3					1	11
TOTALS		150		128						278	TOTALS		184		194						378
SPLIT %		54.0%		46.0%						42.4%	SPLIT %		48.7%		51.3%						57.6%

DAILY TOTALS	NB	SB	EB	WB	Total
	334	322	0	0	656

AM Peak Hour	07:00	08:30			07:00	PM Peak Hour	16:15	14:15			16:15
AM Pk Volume	34	26			55	PM Pk Volume	27	28			55
Pk Hr Factor	0.773	0.813			0.859	Pk Hr Factor	0.844	0.778			0.859
7 - 9 Volume	51	40	0	0	91	4 - 6 Volume	47	52	0	0	99
7 - 9 Peak Hour	07:00	07:15			07:00	4 - 6 Peak Hour	16:15	16:15			16:15
7 - 9 Pk Volume	34	22	0	0	55	4 - 6 Pk Volume	27	28	0	0	55
Pk Hr Factor	0.773	0.550	0.000	0.000	0.859	Pk Hr Factor	0.844	0.875	0.000	0.000	0.859

Prepared by NDS/ATD

VOLUME

Schnoor St S/O Cleveland Ave

Day: Thursday
Date: 5/10/2018

City: Madera
Project #: CA18_2057_075

DAILY TOTALS	NB	SB	EB	WB	Total
	5,614	4,847	0	0	10,461

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	12		9				21		12:00	96		95				191	
00:15	3		6				9		12:15	87		95				182	
00:30	2		7				9		12:30	112		91				203	
00:45	1	18	2	24			3	42	12:45	108	403	78	359			186	762
01:00	1		7				8		13:00	97		65				162	
01:15	3		2				5		13:15	78		82				160	
01:30	2		2				4		13:30	73		69				142	
01:45	3	9	1	12			4	21	13:45	87	335	83	299			170	634
02:00	2		2				4		14:00	79		81				160	
02:15	2		0				2		14:15	82		73				155	
02:30	2		2				4		14:30	81		87				168	
02:45	6	12	1	5			7	17	14:45	116	358	83	324			199	682
03:00	5		1				6		15:00	115		94				209	
03:15	4		0				4		15:15	110		109				219	
03:30	4		1				5		15:30	132		84				216	
03:45	5	18	4	6			9	24	15:45	103	460	90	377			193	837
04:00	2		2				4		16:00	85		106				191	
04:15	6		5				11		16:15	101		91				192	
04:30	9		4				13		16:30	96		109				205	
04:45	24	41	4	15			28	56	16:45	133	415	110	416			243	831
05:00	14		4				18		17:00	107		137				244	
05:15	24		9				33		17:15	107		135				242	
05:30	24		14				38		17:30	97		111				208	
05:45	30	92	16	43			46	135	17:45	93	404	111	494			204	898
06:00	21		17				38		18:00	107		89				196	
06:15	26		10				36		18:15	76		82				158	
06:30	36		18				54		18:30	77		83				160	
06:45	35	118	27	72			62	190	18:45	84	344	85	339			169	683
07:00	68		31				99		19:00	88		78				166	
07:15	80		42				122		19:15	88		78				166	
07:30	104		75				179		19:30	78		69				147	
07:45	144	396	70	218			214	614	19:45	73	327	51	276			124	603
08:00	128		57				185		20:00	82		62				144	
08:15	82		49				131		20:15	64		68				132	
08:30	75		48				123		20:30	64		76				140	
08:45	63	348	59	213			122	561	20:45	49	259	63	269			112	528
09:00	75		64				139		21:00	42		50				92	
09:15	78		64				142		21:15	42		56				98	
09:30	64		47				111		21:30	47		43				90	
09:45	76	293	38	213			114	506	21:45	31	162	32	181			63	343
10:00	73		51				124		22:00	21		27				48	
10:15	71		63				134		22:15	27		36				63	
10:30	76		55				131		22:30	15		31				46	
10:45	78	298	68	237			146	535	22:45	12	75	21	115			33	190
11:00	101		61				162		23:00	12		17				29	
11:15	85		68				153		23:15	18		13				31	
11:30	98		68				166		23:30	10		19				29	
11:45	97	381	80	277			177	658	23:45	8	48	14	63			22	111
TOTALS		2024		1335				**3359**	**TOTALS**		3590		3512				**7102**
SPLIT %		60.3%		39.7%				**32.1%**	**SPLIT %**		50.5%		49.5%				**67.9%**

DAILY TOTALS	NB	SB	EB	WB	Total
	5,614	4,847	0	0	10,461

AM Peak Hour	07:30	11:45			**11:45**	**PM Peak Hour**	14:45	17:00			**16:45**
AM Pk Volume	458	361			**753**	**PM Pk Volume**	473	494			**937**
Pk Hr Factor	0.795	0.950			**0.927**	**Pk Hr Factor**	0.896	0.901			**0.960**
7 - 9 Volume	744	431	0	0	**1175**	**4 - 6 Volume**	819	910	0	0	**1729**
7 - 9 Peak Hour	07:30	07:30			**07:30**	**4 - 6 Peak Hour**	16:45	17:00			**16:45**
7 - 9 Pk Volume	458	251	0	0	**709**	**4 - 6 Pk Volume**	444	494	0	0	**937**
Pk Hr Factor	0.795	0.837	0.000	0.000	**0.828**	**Pk Hr Factor**	0.835	0.901	0.000	0.000	**0.960**

RETURN TO AGENDA

REPORT TO CITY COUNCIL

Approved by:

John Scarborough, Parks & Community Services Director

Arnoldo Rodriguez, City Manager

Council Meeting of: April 15, 2020

Agenda Number: E-1

SUBJECT:

Fifth Amendment to the Madera Municipal Golf Course Operation and Management Lease Agreement with Sierra Golf Management, Inc.

RECOMMENDATION:

Adopt a Resolution Approving the Fifth Amendment to the Madera Municipal Golf Course Operation and Management Lease Agreement with Sierra Golf Management, Inc. for up to 12 months

SUMMARY:

The current lease agreement is set to expire on April 30, 2020. Staff and the City's Golf Course Ad-Hoc Committee (Ad-Hoc) have met with representatives from SGM to negotiate terms of a new agreement during the last several months. The Ad-Hoc has made substantial progress; however, the onset of COVID-19 pandemic has brought on several uncertainties for SGM. Additional time is necessary to maintain current golf course operations and management services while continuing negotiation efforts with SGM for a long-term agreement. As a result, staff is recommending that Council approve the fifth amendment which will grant the negotiating parties up to 12 additional months to finalize this process without an interruption in current services.

DISCUSSION:

The City and SGM entered into an agreement on November 1, 2009, effectively transferring all municipal golf course maintenance and operations to SGM. The master agreement had an initial term of five years and an option to extend for an additional five years which was exercised on October 15, 2014. The agreement was amended on October 2, 2019, to extend the agreement

180 days from October 31, 2019, to allow the parties adequate time to negotiate a new agreement. The agreement is currently set to expire on April 30th, unless extended by mutual agreement of both parties.

Over the last five months, staff and the Ad-Hoc have had numerous meetings with SGM. Both parties have been negotiating in good faith to reach terms for a new agreement. The City and SGM were close to finalizing these terms last month when the COVID-19 pandemic began to emerge in the United States. The COVID-19 pandemic has had a negative impact on local economies, leaving SGM uncertain of long-term effects this may have on operations and reduction to revenues. SGM indicated to the City that they could not move forward with the terms of a new agreement due to the unknown variables at this time. Alternatively, SGM has proposed a month-to-month extension.

Staff, the Ad-Hoc, and SGM have verbally consented to extend the agreement on a month-to-month basis for a period not to exceed 12 months. This will allow for additional time for SGM to quantify the effects the COVID-19 pandemic has and will have on golf course operations and for the parties to continue negotiations. The City will be able to reopen negotiations at the end of the first six months, on November 1, 2020. Regardless, a few items worth highlighting of the fifth contract amendment:

- The amendment will allow for reductions in base rent and per round golf rates during the month-to-month term.
- SGM will be excused from paying rent in the event that the golf course is closed due the COVID-19 pandemic. Should a closure of this nature occur, SGM has agreed to enter negotiations with the City for ongoing minimum maintenance of golf course grounds.
- Council approval of this matter shall effectively extend the current agreement until April 30, 2021, at which time the agreement will terminate if new terms are not agreed to in advance of this date.
- Under the terms of the existing agreement, SGM pays the City a base rent of $40,000 per year. The proposed extension would reduce the base rent amount to $19,992.00 per year, payable each month in the amount of $1,666.00
- SGM will remit $1.25 per round of golf to the City. Currently, SGM pays the City $2.00.
- SGM will not be required to make capital improvements to the golf course.

It is noted that for unforeseen reasons, should negotiations not progress, the City reserves the right to publish a Request for Proposals to secure a new contractor at any time prior to the termination date of April 30, 2021.

FINANCIAL IMPACT:

The existing agreement requires that SGM pay the City a base rent of $40,000.00 per year and $2.00 per round of golf. The proposed extension would reduce the base rent amount to

$19,992.00 per year, payable each month in the amount of $1,666.00. It would also reduce per round of golf fee to $1.25. In addition, the existing agreement requires that SGM make Capital Improvement Projects of $50,000.00 per year. The proposed amendment would suspend all Capital Improvement Projects during the extension term.

CONSISTENCY WITH THE VISION MADERA 2025 PLAN:

Strategy 411: Enhance and expand recreational activities available to Madera residents.
Strategy 404: Promote increased community wellness.
Action 121.10: Add facilities and amenities for the public.

ALTERNATIVES:

1. Council may elect to not approve the fifth amendment. This may result in the expiration of the current agreement.
2. Council may request staff bring additional information back to a subsequent meeting.

ATTACHMENTS:

1. Resolution – Approving Fifth Amendment
    a. Exhibit 1 - Fifth Amendment to the Lease Agreement
2. Master Lease Agreement adopted October 7, 2009
3. Second Amendment adopted July 3, 2013
4. Third Amendment adopted October 15, 2014
5. Fourth Amendment adopted October 2, 2019

RESOLUTION NO. 20-_____

FIFTH AMENDMENT TO THE MADERA MUNICIPAL GOLF COURSE OPERATION AND MANAGEMENT LEASE AGREEMENT WITH SGM INC. DBA SIERRA GOLF MANAGEMENT INC.

WHEREAS, the City of Madera (City) owns the Madera Municipal Golf Course, hereinafter called golf course for use and benefit of the public; and

WHEREAS, the City desires to provide the highest level of service to the community of Madera by providing an improved golf course facility and related operations; and

WHERAS, the City and SGM Inc. DBA Sierra Golf Management Inc. (SGM) entered into a five-year agreement on October 7, 2009; and

WHEREAS, the initial five-year agreement allowed for a five-year extension and said five-year extension was exercised on October 15, 2014; and

WHEREAS, on October 3, 2013, the City Council approved the second amendment to the agreement.

WHEREAS, on October 15, 2014, the City Council approved the third amendment to the agreement; and

WHEREAS, on October 2, 2019, the City Council approved the fourth amendment to the agreement; and

WHEREAS, the existing agreement is set to expire on April 30, 2020; and

WHEREAS, the City SGM have been in negotiations to develop new lease terms for full-service golf course operations; and

WHEREAS, the City and Sierra Golf Management have agreed to extend the existing agreement on a month-to-month basis not to exceed twelve months to allow for further negotiations; and

WHEREAS, all terms and conditions of the agreements shall remain unless expressly amended in the fifth amendment a copy of which is attached hereto as Exhibit 1 and referred to for particulars, is approved; and

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MADERA, finds, orders and resolves as follows:

1. The above recitals are true and correct.

2. The City Council approves the Fifth Amendment to the Lease Agreement with SGM for Golf Course Operation and Management which is attached hereto as Exhibit 1.
3. The Mayor of the City of Madera is authorized to execute the Amendment on behalf of the City.
4. This Resolution is effective immediately upon adoption.

****

Exhibit 1

FIFTH AMENDMENT TO MADERA MUNICIPAL GOLF COURSE OPERATION AND MANAGEMENT LEASE AGREEMENT BETWEEN THE CITY OF MADERA AND SIERRA GOLF MANAGEMENT, INC.

This FIFTH Amendment to Madera Municipal Golf Course Operation and Management Lease Agreement ("FIFTH Amendment") is made by and between the City Of Madera, a California municipal corporation, ("City"), and SGM Inc. dba Sierra Golf Management Inc., Post Office Box 788 Chowchilla, California 93610 ("Sierra") both hereinafter collectively referred to as "the Parties."

RECITALS

WHEREAS, City and Sierra entered into an agreement on October 7, 2009, to contract for the operation and management of the Madera Municipal Golf Course ("Agreement"); and

WHEREAS, the Parties executed a Second Amendment to Agreement on July 3, 2013, a Third Amendment to Agreement on October 15, 2014, and Fourth Amendment to Agreement on October 2, 2019; and

WHEREAS, the Parties have been diligently negotiating a new long-term agreement for the last few months; and

WHEREAS, the events in the last few weeks relating to the COVID-19 Pandemic have created significant business losses and reductions in revenue for Sierra; and

WHEREAS, the Agreement is set expire on April 30, 2020; and

WHEREAS, the Parties believe a month to month extension of the Agreement and some modifications to other terms are in the best interest of the Parties based on the uncertainties relating to the COVID-19 Pandemic.

AMENDMENT

1. Section 2 of the Agreement entitled "Term" and as amended by prior amendments is amended by adding the following to the end of Section 2:

   "Notwithstanding the above language, the term of this Agreement shall extend month to month for a period not to exceed twelve (12) months. The City shall have a right to reopen negotiations for a new long-term Agreement at the end of the first six months of the month to month tenancy."

2. Section 5.1 of the Agreement entitled "Base Rent" and as amended by prior amendments is amended by adding the following to the end of Section 5.1:

   "Notwithstanding the above language, the base rent shall be $1,666.00 per month during the month to month tenancy described in Section 2 of the Agreement."

3. Section 5.2 of the Agreement entitled "Per Round Rate" and as amended by prior amendments is amended by adding the following to the end of Section 5.2:

> "Notwithstanding the above language and Section 4.6 of the Agreement, the Per Round Rate shall be $1.25 during the month to month tenancy described in Section 2 of the Agreement."

4. All provisions in the Agreement relating to Capital Improvements are suspended during the month to month tenancy described in Section 2 of the Agreement.

5. Section 40.A is added to the Agreement to read as follows:

> "Sierra shall be excused from paying rent under the Agreement in the event it is required to close the golf course due to the COVID-19 Pandemic. This provision shall become effective only if Sierra notifies City within twenty-four hours of the extent and nature of the closure, limits delay in performance to that required by the event and takes all reasonable steps to minimize damages and resume performance. In the event of such closure Sierra will negotiate with City an ongoing minimum golf course maintenance plan at a to be determined cost."

6. Except as amended by this FIFTH Amendment, all terms and conditions of the Agreement shall continue in full force and effect.

7. This FIFTH Amendment shall be effective on April 15, 2020.

IN WITNESS WHEREOF, the City of Madera has caused this FIFTH Amendment to Agreement to be executed on its behalf by its Mayor and duly attested by its City Clerk, and SGM Inc. dba Sierra Golf Management Inc. has executed this FIFTH Amendment to Madera Municipal Golf Course Operation and Management Lease Agreement on the day and year written below.

CITY OF MADERA,
A municipal corporation

_____
Andrew J. Medellin, Mayor

_____
Date

APPROVED AS TO FORM:

_____
Hilda Cantu Montoy, City Attorney

ATTEST:

_____
Alicia Gonzales, City Clerk

SGM INC. DBA SIERRA GOLF MANAGEMENT

_____
Jeff Christenson

_____
Date

MADERA MUNICIPAL GOLF COURSE
OPERATION AND MANAGEMENT LEASE AGREEMENT

This Operation and Management Lease Agreement ("Lease Agreement") is made and entered into this 7th day of October 2009 by and between the **City of Madera**, a municipal corporation of the State of California, hereinafter called "City" and SGM Inc. dba Sierra Golf Management Inc., Post Office Box 788 Chowchilla, California 93610, hereinafter referred to as "Sierra" both hereinafter collectively referred to as "the parties."

RECITALS

WHEREAS, the City owns and operates the Madera Municipal Golf Course, hereinafter called "Golf Course," for the use and benefit of the public; and;

WHEREAS, the City desires to provide the highest level of service to the community of Madera by providing an improved golf course facility and related operations: and:

WHEREAS, the City has determined to privatize the management and operation of the Madera Municipal Golf Course by leasing the entire facility, including the clubhouse, to Sierra; and;

WHEREAS, The City desires to provide pro shop sales and rental of golf equipment and supplies, conduct driving range, rental of carts, provide golf lessons and instruction, collect fees for services, perform course and facility related maintenance provide food, beverages service, provide banquet and other concession services for the convenience and enjoyment of the public at Golf Course; and Sierra is engaged in the such business, and is prepared, equipped and qualified to undertake such operations and provide all services required herein, at Golf Course; and

WHEREAS, Sierra has submitted a proposal to operate golf course operations dated September 10, 2009, attached hereto as Exhibit "A". Sierra has responded to a Request for Qualifications and has experience in golf course operations and related concessions. City and Sierra wish to enter into a contract for such services; and

NOW, THEREFORE, in mutual consideration of the terms, covenants, and conditions set forth herein, the parties agree as follows:

TERMS

1. Leased Premises. City hereby leases to Sierra and Sierra hereby leases from City the real property, and all the facilities and improvements situated thereon, located in the City of Madera, California, commonly known as Madera Municipal Golf Course located on Avenue 17 near the Airport in the City of Madera (the "Leased Premises") which Leased Premises consist of an eighteen-hole golf course, an adjacent parking area, a

driving range, a clubhouse, a banquet facility as well as other structures, buildings, facilities, equipment, and shop equipment (Exhibit B).

2. Term. This Lease Agreement shall commence on November 1, 2009 (the "Effective Date") and shall continue in full force and effect for a period of five (5) years ("Initial Term"), thereafter terminating on October 31, 2014 ("Termination Date"), unless extended sooner or otherwise terminated sooner as provided herein, save and except, Sierra's lease of the clubhouse and banquet facilities and food and beverage operation shall not commence until March 15, 2010, unless the current tenant agrees to terminate its tenancy and vacate earlier than March 15, 2010, and which shall terminate on October 31, 2014.

The City may, in its sole discretion, grant one (1) option to Sierra to extend this Lease Agreement ("Renewal Option"), for an additional five (5) year period ("Renewal Term"), which Renewal Option will only take effect upon the mutual written consent of the parties. The City shall give Sierra no less than 180 days written notice of its intent to extend the Lease for an additional five (5) year period, at which point the City shall enter into negotiations with Sierra to extend this Lease Agreement beyond the Renewal Term. The parties agree to negotiate in good faith. In the event City and Sierra are unable during such 180-day period to reach agreement on the lease terms, this Lease Agreement shall terminate and shall be of no further force and effect and except as may specifically be provided for elsewhere in this Lease Agreement, neither City not Sierra shall have any further obligations hereunder.

3. Holding Over. In the event Sierra shall holdover or remain in possession of the Leased Premises with the express or the implied consent of the City after expiration of the Initial Term or any Renewal Term(s) thereof, such holding over or continued possession shall create a tenancy for month-to-month only, upon the same terms and conditions as are herein set forth and in effect the last month prior to the expiration of the then current term of this Lease Agreement. Rent during any such hold over period shall be calculated as set forth in Section 5.10 of this Lease Agreement.

4. Use of the Leased Premises.

4.1. Condition of the Leased Premises. Sierra acknowledges personal inspection of the Leased Premises and the surrounding areas and evaluation of the extent to which the physical condition of the Leased Premises and of the surrounding areas will or may effect the operation of the Leased Premises. Except as otherwise provided herein, Sierra expressly acknowledges its acceptance of the Leased Premises in its "As-Is, Where-Is" condition and acknowledges existing easements for roadways, sewer, and water lines, and further acknowledges the City has made no representations or warranties as to the condition of the Leased Premises or its fitness for the use intended hereunder. Sierra shall make no demands upon the City for any improvements or alterations of the Leased premises, except as provided herein.

4.2. Warranty of Title. The City warrants and represents that it has sole and exclusive rights and title to the Leased Premises, subject only to the rights of the United States of America, as more specifically set forth herein, and debt service on bond

obligations for the purchase of the real property, such that it may enter into this Lease Agreement. The City further warrants and represents that the execution, delivery or performance of this Lease Agreement will not conflict with or violate any other agreement by which the City is bound, or any law, rule, regulation or ordinance by which the City is bound.

4.3. Zoning Classification. Sierra understands and acknowledges the Leased Premises are located within a Public/Semi-Public Zoning District and that Sierra's management and operation of the Leased Premises shall be subject to those regulations applicable to that zoning district, in addition to all other applicable standards or provisions of federal, state or local law. The City represents that the operation of a municipal golf course is consistent with this zoning classification and the permissible uses within this zoning classification.

4.4. Permitted Use. The Leased Premises shall be used only and exclusively for a golf facility and such other purposes including, but not limited to, operation of an eighteen-hole golf course and practice facility; fee-based use by the general public of the golf course and the practice facilities; golf instruction; pro-shop sales and activities; fee-based business sponsored golf outings, including leagues and tournaments; and operation of a restaurant and banquet facility and associated food and beverage services. Any other uses shall require the express prior written consent of the City. Sierra shall work cooperatively with the City with regard to the use of the Leased Premises for City recreational programs and activities. All revenue generated by Sierra shall be the property of Sierra including one hundred (100) percent of all gross receipts from the sale of green fees, green fees packages, golf equipment, soft goods, supplies, lessons, driving range, cart fees, and food, beverage and banquet operations

4.5. Prohibited Uses. Except for those articles or commodities commonly used in the operation and maintenance of a municipal golf course and restaurant and banquet facility, Sierra agrees not to keep or use upon the Leased Premises, nor permit to be kept thereon, any article or commodity which would operate to increase the rate of insurance upon the Leased Premises because of its hazardous nature unless Sierra agrees to pay any increase in any insurance premiums payable to City as a result of the placement of any article or commodity on the Leased Premises within twenty (20) days after receipt of notice of such increase.

4.6. Price Control. All rates and fees charged by Sierra, including green fees, cart fees, memberships, merchandise, and food and beverage shall be sold at prices comparable to those prevailing for similar public golf course facilities in the San Joaquin Valley, taking into account the size, age, demographic characteristics, rent structure, and location of the Leased Premises in relation to other public golf facilities located in San Joaquin Valley.

4.7. Federal Aviation Regulations. Sierra understands and acknowledges that the Leased Premises are located on land adjacent to and owned by the Madera Municipal Airport. Sierra further understands and acknowledges that the Leased Premises and all activities conducted and services performed on the Leased Premises are subject to federal oversight and control including, but not limited to, the airspace

directly above the Leased Premises. Sierra further understands and acknowledges that portions of the Leased Premises are or may be subject to runway and airspace protection zones governed by federal and state authorities. Sierra will maintain the Leased Premises, operate its equipment, and direct its personnel in airspace sensitive areas consistent with federal and state requirements.

Other than with respect to the Leased Premises, Sierra, its employees and agents are expressly prohibited from accessing or gaining entry to any facilities owned or operated by either the Madera Municipal Airport or the Federal Aviation Administration located on or near the Leased Premises without prior consent of the Airport Manager. Sierra shall also employ all reasonable efforts to prevent its invitees and guests from accessing or gaining entry to such facilities. Sierra shall fully comply and cooperate with all security alerts and emergency activities related to airport operations.

5. Rent.

5.1. Base Rent. Commencing on the Effective Date, Sierra shall pay to City monthly Base Rent for the use and occupancy of the Leased Premises, on the tenth day of each calendar month throughout the Initial Term and the Renewal Term, without deduction, offset, prior notice or demand, except as otherwise specifically set forth in this Lease Agreement. Base rent through the entire Initial Term and through the Renewal Term shall be as follows:

Year 1:	$24,000 per year
Year 2:	$30,000 per year
Year 3:	$36,000 per year
Year 4:	$36,000 per year
Year 5:	$36,000 per year
Renewal Year 6:	$40,000 per year
Renewal Year 7:	$40,000 per year
Renewal Year 8:	$40,000 per year
Renewal Year 9:	$40,000 per year
Renewal Year 10:	$40,000 per year

5.2. Per Round Rate. In addition to Base Rent, Sierra agrees to pay to the City a "per round" rate that establishes an initial rate of $1.00 per round but increases in later years as set forth below. The rate per round will be paid on the tenth day of each calendar month throughout the Initial Term and the Renewal Term, without deduction, offset, prior notice or demand, except as otherwise specifically set forth in this Lease Agreement.

Year 1:	$1.00 per round
Year 2:	$1.00 per round
Year 3:	$1.50 per round
Year 4:	$2.00 per round
Year 5:	$2.00 per round
Renewal Year 6:	$2.00 per round
Renewal Year 7:	$2.00 per round

Renewal Year 8:	$2.00 per round
Renewal Year 9:	$2.00 per round
Renewal Year 10:	$2.00 per round

5.3. **"Per Round Rate".** For purposes of this Lease Agreement the "per round rate" shall be applied to all golf course rounds played in which Sierra actually received revenue or compensation from golfers as a result of Sierra's operation and maintenance of the Leased Premises.

5.4. **Reporting for Per Round Rate.** Beginning as of the Effective Date of this Lease Agreement, no later than ten (10) days following the end of each month Sierra shall submit to City monthly financial reports in a form and manner satisfactory to the City showing the total gross revenues associated with Rounds of Golf played and or credited and received by Sierra during such month.

5.5. **Capital Improvement Account.** Commencing on the Effective Date and continuing through the Initial Term and Renewal Term, the City shall hold in reserves $90,000 in the Golf Course Capital Improvement Account and shall make such funds available exclusively for capital improvement projects at the Leased Premises as an emergency action in case of catastrophic failure of systems at the golf course not within the maintenance and improvement responsibilities of Sierra as set forth in this Lease Agreement, including such items as well and pump stations. The distribution of funds from this Capital Improvement Account shall be at the sole discretion of the City, in consultation with Sierra, and any repairs, improvements, modifications or additions to be made using the funds maintained in this Capital Improvement Account shall have the prior written approval of the City

5.6. **Capital Improvements.** Commencing on the Effective Date, Sierra shall make Capital Improvements to the Leased Premises in order to improve the current condition of the golf course and clubhouse facilities, consistent with the Capital Improvement Plan identified in Exhibit A. The Capital Improvement Plan will serve as a guide for improvements; however for the purposes of this agreement, Sierra shall make an annual expenditure of not less than $50,000 per calendar year for Capital Improvements to the Leased Premises throughout the Initial Term and the Renewal Term, without deduction, offset, prior notice or demand, except as otherwise specifically set forth in this Lease Agreement.

Year 1:	$50,000 per year
Year 2:	$50,000 per year
Year 3:	$50,000 per year
Year 4:	$50,000 per year
Year 5:	$50,000 per year
Renewal Year 6:	$50,000 per year
Renewal Year 7:	$50,000 per year
Renewal Year 8:	$50,000 per year
Renewal Year 9:	$50,000 per year
Renewal Year 10:	$50,000 per year

5.7. Late Charge. Base Rent and Per Round payments are due on the tenth day of each month. In the event any payment of Base Rent is not received by the City by the twentieth calendar day of the month, Sierra shall pay to City in addition to the Base Rent and Per Round Payments a late charge of ten percent (10%) of the amount then owing for each thirty day period that such Base Rent or Per Round payments remains outstanding, to which Sierra acknowledges is a fair and reasonable estimate of the cost of the late payment to the City.

5.8. Rent Payment and Per Round Payment. Delay by the parties in computing or collecting the Base Rent and Per Round Payments or the acceptance by City of the incorrect amount of Base Rent or Per Round payments shall not relieve Sierra of its obligations to pay such rent to the City. Sierra waives any applicable statute of limitations which could defeat the City's right to collect the Base Rent. All rental payments due under this Section 6 shall be made payable to the City of Madera and shall be delivered to the City of Madera Finance Department at 205 W. Fourth Street Madera, California 93637. Any failure to make Base Rent Payments and/or Per Round Payments that is more than sixty (60) days delinquent shall constitute substantial breach of this Lease Agreement.

5.9. Security Deposit. There shall be no security deposit; however, at the expiration of this Lease Agreement, or any earlier termination thereof, Sierra shall return the Leased Premises to City in a comparable or better condition and repair as it existed as of the Effective Date, normal wear and tear, damage from casualty, and condemnation excepted.

5.10. Hold Over Rent. In the event Sierra fails to surrender the Leased Premises upon the termination date of the Initial Term or the Renewal Term as described in Section 3 of this Lease Agreement, the rent during such hold over term shall be equal to one hundred twenty-five percent (125%) of the last Base Rent amount payable prior to expiration of the then current term plus the Per Round Payments at the rate in effect on the termination date. Payment of this hold over rent by Sierra shall not otherwise limit the City's rights and remedies available under the law.

6. Termination.

6.1. Termination for Cause. In addition to all other remedies available to the City under the law or in equity, this Agreement may be terminated by the City as provided herein below:

6.1.1. Impairment or Prejudice of City's Interests. The City reasonably determines that the conduct or performance of Sierra in performing the duties and obligations imposed upon it under this Lease Agreement is such that the interests of the City may be impaired or prejudiced and Sierra has not remedied such conduct within thirty (30) days after written notice thereof as directed by City; or

6.1.2. Sierra's Failure to Perform. The City reasonably determines that Sierra has failed in the performance or compliance with any of the covenants, agreements, terms or conditions contained in this Agreement and such failure continues

for a period of thirty (30) days after written notice thereof or, in the case such failure cannot with due diligence be cured within such period of thirty (30) days or such reasonable time as may be required to cure such default, but in no event to exceed sixty (60) days. Non-payment of Base Rent and/or Per Round Payments shall constitute failure to perform.

6.2. Effect of Termination. In the event that this Agreement is terminated by City, Sierra shall:

6.2.1. Cessation of Services. Upon receipt of written notice of such termination promptly cease all services performed under this Lease Agreement, unless otherwise directed by City; and

6.2.2. Delivery of Documents and Reports. Deliver to City all documents, data, reports, summaries, correspondence, photographs, computer software output, video and audiotapes, and any other materials provided to Sierra or prepared by or for Sierra or the City in connection with this Lease Agreement. Such material is to be delivered to City in completed form.

6.3. City's Assumption of Obligations. In the event that this Agreement is terminated, City is hereby expressly permitted but not required to assume the obligations required under this Lease Agreement and complete them by any means, including but not limited to, an agreement with another party. City is further hereby expressly permitted but not required to take possession of the Leased Premises, including all improvements, equipment, and inventory located thereon, and use the same for the purpose of satisfying or mitigating any damage arising from Sierra's breach or default of this Lease Agreement.

6.4. City's Failure to Perform. This Agreement may be terminated by Sierra, upon no less than one hundred-eighty (180) days prior written notice, upon the failure of City to perform any of the obligations imposed upon it under this Lease Agreement, and for no other reason.

6.5. Rights and Remedies Not Exclusive. The rights and remedies of the City and Sierra provided under this Section are not exclusive and are in addition to any other rights and remedies provided by law or appearing in any other section of this Agreement

7. Responsibilities of Sierra. In addition to those duties and obligations otherwise provided for herein, throughout the entire Initial Term and any Renewal Term(s) of this Agreement, Sierra shall be responsible for the following duties and obligations:

7.1. Facility and Equipment Maintenance Services. Sierra shall, at its sole cost and expense, maintain the Leased Premises and all buildings, structures, improvements, fixtures, equipment, shop equipment, trade fixtures, banquet facilities and utility systems in good, safe, operable, useable and sanitary condition throughout the Initial Term and any Renewal Term(s) thereof, providing for such repairs, replacements, rebuilding or restoration as may be required to comply with the requirements of this Lease Agreement. Sierra understands and acknowledges that,

except as set forth at section 5.5 above, or as otherwise specifically set forth herein, the City does not have any duty nor shall the City be called upon to make any improvements, replacements or repairs whatsoever to the Leased Premises or to any structures, improvements, fixtures, equipment, shop equipment, trade fixtures, banquet facilities, equipment or utilities located thereon during the Initial Term or any Renewal Term(s) hereof.

Sierra, at its sole cost and expense, shall furnish and shall maintain all equipment, supplies, and material of good quality and of sufficient number to fulfill the requirements of this Lease Agreement. Any equipment listed on Exhibit "B" shall be returned to the City, and may be declared surplus under the guidelines and accounting standards established by the City, at such time as Sierra no longer requires the use of equipment for the following reasons:

- Unusable in present condition, no longer useful
- Having value but requiring repairs to make useable and repair cost is 50% of replacement value or more
- Having no future value as a useable commodity in its present condition
- Broken or worn-out to the point of having no saleable scrap value

7.2. Grounds, Golf Course and Custodial Maintenance. Sierra shall be solely responsible for all grounds maintenance services including, but not limited to, the obligation to mow, edge, trim, reseed, fertilize, aerate, irrigate, maintain landscaped areas, provide annual color and renovate turf areas located on the Leased Premises, as well as provide weed, disease, and pest control, turf maintenance, tree trimming, lake maintenance and maintenance of irrigation and pumping systems. Sierra shall provide the necessary maintenance of any structures and equipment associated with the Leased Premises including landscaping adjacent as part of the parking lot and clubhouse facilities, road parking lot and cart path maintenance, course cleaning and repairing. Sierra to provide all golf course facility related custodial/janitorial maintenance, including but not limited to restrooms pro shop, restaurant and banquet facility, so as to maintain and operate all concessions and golf course premises in a clean, safe, wholesome and sanitary condition free of trash, garbage or obstructions of any kind and in compliance with any and all applicable present and future laws, general rules and regulations of any governmental authority in force now or at anytime during the term of the Agreement relating to sanitation, public health, safety and welfare.

All maintenance work shall be performed at least in a manner and of a quality and in accordance with the standards of other local public golf facilities so as to maintain the aesthetic level and proper playing conditions.

Sierra at its sole expense shall coordinate an annual USGA (United States Golf Association) annual turf advisory service. The annual turf advisory service shall serve as a baseline for course conditions and will provide Sierra and the City another tool for determining and prioritizing capital improvements and maintenance delivery plans.

7.3. Scheduling and Use of the Leased Premises. Sierra shall provide full organization, administration, and supervision of a golf facility and golf course operations

as well as restaurant and banquet operations on the Leased Premises including, but not limited to, opening and closing the Leased Premises, setting and collecting fees and charges, taking of reservations and scheduling of tee times, monitoring play on the golf course, rental of equipment, sale of merchandise and equipment, instructional and professional golf services, and facilitation and organization of instructional programs, clinics, leagues, and tournament play.

Sierra shall insure that controls are in play to monitor, enforce rules and regulate pace of play and safe conditions. Sierra at its sole expense shall provide marshals and starters sufficient to cover the daily rounds played and shall regulate play and conduct of all persons on the golf course and related facilities. Sierra shall provide, maintain and make available a sufficient number golf carts available for rent at the Golf Course. Golf cart must be kept in good condition and must be replaced and maintained on a regularly scheduled program.

Sierra shall have the exclusive rights, license, duty and privilege to utilize the food and beverage concession facilities within the restaurant and banquet building and patio at the Golf Course. Sierra recognizes that Sierra shall, at its sole cost and expense, be required to furnish all equipment, appliances, supplies, and the items necessary or convenient to Sierra's operation hereunder Services provided by Sierra hereunder shall conform at least to the services, standards, and practices of the industry in the surrounding area.

7.4. Public Use and Access. Sierra shall ensure access to the Leased Facility and its programs and services to all members of the public, including those residing and/or visiting within the City of Madera and within Madera County, without regard to race, religion, color, national origin, sex or ability. Sierra shall allow access and use of by City for its Annual July 4th Celebration, including the closure of the golf course for Firework display setup. City is responsible for cleanup and security related to this event. Sierra agrees to cooperate with the City in the scheduling of air shows, public meetings, agricultural activities, tournaments and City activities that may occur on or near the Leased Facility premises.

7.5. Cooperation With City Parks and Community Services Department Sierra shall work cooperatively with the City in the promotion and support of golfing opportunities and programs through the City's Parks and Community Services Department.

7.6. Hours of Operation. Sierra shall operate and maintain the Leased Premises open from dawn to dusk every day of the year, with the exception of closures required by weather conditions and Christmas Day. Sierra shall be required to provide a minimum level of operation in compliance with standards contained herein.

7.7. Irrigation. Sierra shall be responsible for irrigating the necessary parts of the Leased Premises in a manner required to maintain the playability and usability of the Leased Premises and so as not to cause damage or destruction to any portion of the Leased Premises. Sierra shall monitor the quality of the irrigation water to ensure it

is acceptable to use for irrigation at the Leased Premises. Any deficiencies shall be immediately reported to City's representative in writing.

7.8. Quality Assurance. By executing this Lease Agreement, Sierra agrees that its management and operation of the Leased Premises pursuant to this Lease Agreement shall be performed in a fully competent manner. By executing this Lease Agreement, Sierra further agrees and represents to City that the Sierra possesses, or shall arrange to secure from others, all of the necessary professional capabilities, experience, resources, and facilities necessary to provide the City the services contemplated under this Lease Agreement and that City relies upon the professional skills of Sierra to do and perform Sierra's work. Sierra further agrees and represents that Sierra shall follow the current, generally accepted practices in this area to perform the services required under this Agreement.

7.9. Representative. Sierra shall assign a single representative to have overall responsibility for the execution of this Lease Agreement for Sierra. An **Operations Director** will be designated as the representative for Sierra. Sierra shall provide the City with written notice of any changes in the designated representative.

7.10. Repair and Maintenance. Except as otherwise specifically provided in this Lease Agreement, Sierra shall be solely responsible for keeping the Leased Premises clean and in good condition and repair and for all repairs and maintenance necessary to keep the Leased Premises in good condition and repair. Sierra shall be responsible for all damage or destruction to the Leased Premises caused by any act(s) of Sierra or by Sierra's employees, agents, licensees or contractors, in addition to any invitees while such invitees are on the Leased Premises.

7.11. Utilities and Services. Sierra shall arrange to have furnished all utilities including electrical, power, gas, water, sewer, cable or satellite television, as well as janitorial services, and trash removal and shall pay to such person or entity providing such utilities and services during the term of this Lease Agreement. The City shall not be liable in any manner for any failure or interruption of any utility service furnished to the Leased Premises, and no such failure or interruption shall entitle Sierra to terminate this Lease Agreement.

7.12. Failure to Maintain or To Repair. If at any time during the Initial Term or any Renewal Term Sierra fails to maintain or to repair the Leased Premises as required under this Lease Agreement, City, upon at least ten (10) days' prior written notice (except in the case of an emergency when no such notice shall be required) may, but is not required to, perform the maintenance or make the repairs or replacements on behalf of Sierra. Any sums expended by the City in doing so shall be deemed immediately due from Sierra on demand of the City.

7.13. Restaurant and Banquet Operations. Sierra shall have the exclusive right to provide food and beverages at the Leased Facility throughout the term of this Lease Agreement. All revenue generated by the food, beverage and banquet operations Sierra shall be the property of Sierra. Sierra shall be authorized to sell food, beverages, and food products, including alcoholic beverages, or to subcontract for such

services, provided such services are provided in accordance with all applicable health and sanitation regulations and that all necessary permits and approvals are obtained in advance, including the necessary permits and approvals from the California Department of Alcohol and Beverage Control and Madera County. Sierra shall maintain a liquor license in accordance with applicable laws and regulations throughout the entire term of this Lease Agreement

Sierra shall provide a full level of service to the banquet facility which will include, without limitation, banquet booking, setup, food service, collection of fees and all services typical to the operation of a banquet facility. Unless agreed upon in writing, Sierra agrees to limit it's services under this agreement to the facilities at the Golf Course and will not under the auspices of this agreement provide catering services off of the Golf Course facility.

Sierra shall at its sole cost and expense perform all maintenance and repairs to kitchen and related facilities including but not limited to that necessary for proper functioning of stoves and refrigeration equipment as well as any/all septic tanks, grease fuels and traps, drains sinks and rodent and pest control.

Sierra shall remedy within forty-eight (48) hours any defective, dangerous or unsanitary conditions for which it has notice. City may, at any time at its option, do so at Sierra's sole cost and expense, for which City shall be reimbursed. Defective, dangerous or unsanitary conditions may include but need not be limited to kitchen maintenance, water leakage or other health and safety items upon demand.

7.14. Collection of Fees and Revenues; Accounting. Sierra shall have the sole authority and shall be solely responsible for collecting all fees and revenues generated by its operation and management of the Leased Premises during the term of this Lease Agreement. Sierra shall be solely responsible for the accounting for such revenues in accordance with accepted accounting methods and for the reporting of revenues to the City as more specifically provided herein.

7.15. Accident Reports. Sierra shall immediately report to the City, in writing, any accident causing more than ten thousand dollars ($10,000) worth of property damage or any serious injury to person or property that occurs on or in connection with the Leased Premises. This written report shall contain the names and addresses of the parties involved, a statement of the circumstances, the date and hour, the names and addresses of any witnesses, and any other pertinent information available to Sierra.

7.16. Americans With Disabilities Act (ADA) and Title 24 Compliance. With respect to any capital improvements made by Sierra during the term of this Lease Agreement including, but not limited to, those capital improvements made through the use of Capital Improvement funds established pursuant to Section 5.7 of this Lease Agreement, Sierra shall ensure that all buildings, structures, and other facilities constructed or improved by it are constructed or improved in such a manner as to be in compliance with the Americans With Disabilities Act (ADA) and Title 24. With respect to all other ADA or Title 24 required improvements, City shall be responsible for making

any repairs or improvements necessary to bring the buildings, structures, and other facilities into compliance with the ADA and with Title 24.

7.17. Staffing. Sierra shall provide competent personnel necessary for such operations and shall supervise them in their work. Staff at a minimum must include a Class "A" Head Professional, Class "A" Golf Course Superintendent and assistant professionals and superintendents necessary for the operations and maintenance of the golf course. Head Professional and Golf Course Superintendent must be easily accessible by the golfing public and organized groups. Professional certifications must be current at all times through the contract term. Sierra shall provide a Food and Beverage Manager who will have day to day responsibility for the operation of food, beverage and banquet concessions covered by this agreement.

8. Responsibility of City. To the extent appropriate to the projects to be completed by Sierra pursuant to this Agreement, City shall:

8.1. Disclosure of Information. Assist Sierra by placing at its disposal all available information pertinent to the Leased Premises, including but not limited to, previous reports and any other data relative to the Leased Premises. Nothing contained herein shall obligate City to incur any expense in connection with completion of studies or acquisition of information not otherwise in the possession of City.

8.2. Entry Upon Property. Make provisions for Sierra to enter upon public and private property as required by Sierra to perform its services.

8.3. Examination of Records. Examine all studies, reports, sketches, drawings, specifications, proposals, and other documents presented by Sierra, and render verbally or in writing as may be appropriate, decisions pertaining thereto within a reasonable time so as not to delay the services of Sierra.

8.3. Project Director. The **Director of Administrative Services** shall act as City's representative with respect to the work to be performed under this Lease Agreement. Such person shall have the complete authority to transmit instructions, receive information, interpret and define City's policies and decisions with respect to materials, equipment, elements, and systems pertinent to Sierra's services. City may unilaterally change its representative upon notice to the Sierra.

8.4. Notice of Defects. Give prompt written notice to Sierra whenever City observes or otherwise becomes aware of any defect or shortcoming in the performance of any duty or obligation of Sierra under this Agreement.

9. Signs. Sierra shall not erect any permanent signs upon the Leased Premises unless the City has first given its prior written approval.

10. Advertising and Promotional Materials. Sierra shall ensure that all brochures, scorecards, and other printed advertising and marketing materials always bear the name "Madera Municipal Golf Course" with the accompanying logos of the City and the City Parks and Community Services department as provided by the City.

11. Name Change. Sierra understands and acknowledges the name of the Leased Premises is "Madera Municipal Golf Course" and Sierra shall not change, alter or otherwise misrepresent the name of the Leased Premises in any advertisement, brochure or other notice.

12. Gift Certificates or Credits. Sierra understands and acknowledges that as of the Effective Date of this Lease Agreement gift certificates or credits, including those for greens fees, merchandise, and other items of interest, have been issued by the City and remain outstanding. Sierra agrees to acknowledge and to honor and receive such gift certificates and credits at the value issued for a period of twelve (12) months following the Effective Date; however, such gift certificates and credits shall not be considered gross revenues or as rounds played as that term is defined in Section 5.4 of this Lease Agreement for purposes of calculating Sierra's rent payment obligations and the City will reimburse Sierra for all such gift certificates and credits accepted and honored by Sierra, within 30 days after presentation of a statement of the amount of such items.

13. Complaint Resolution. The representative of Sierra designated herein shall serve as the contact person for the City in the event complaints are received from the community or from members of the public. Sierra shall investigate all complaints received from the City and shall make a good faith effort to resolve such complaints. Within thirty (30) days of Sierra's receipt of such complaint, Sierra shall provide the City with a written summary of the disposition and resolution of the complaint.

14. Employees. Sierra shall maintain an adequate number of qualified staff and/or volunteers to provide the services required under this Lease Agreement and shall ensure that a manager is present at the Leased Premises during all times the Leased Premises are open to the public for business. Sierra understands and acknowledges that all its employees must act in a courteous, professional manner at all times. The City shall promptly notify Sierra of any employee who the City has determined to be incompetent, disorderly, intemperate or otherwise objectionable. Sierra shall take whatever disciplinary action is deemed appropriate with regard to such employee including termination and replacement with a satisfactory employee.

It is understood and agreed that the City shall have no authority to discipline any of Sierra's employees and any decision to terminate or otherwise discipline any employee shall be solely that of Sierra. In the event that any action is brought against the City or the City is named in any action brought against Sierra for failure to hire or terminate an employee, Sierra will indemnify, defend, and hold harmless the City for any costs, expenses, damages or liabilities incurred or alleged as a result of such action.

15. Sierra's Labor and Wage Rate. There shall be paid to each person employed by Sierra or sub-contractor in the work under this Agreement, not less than the minimum legal wage rate required by law. Sierra will comply with all applicable wage and hour laws and shall indemnify, defend, and hold the City harmless from any and all claims, demands, losses or damages made as a result, whether direct or indirect, of Sierra's employment of personnel pursuant to this Agreement.

16. Equipment and Materials. Sierra shall, at its own cost and expense, furnish, maintain, and repair all necessary equipment, supplies, and materials of good quality and in the amounts necessary to comply with this Agreement. These equipment, supplies, and materials shall include, but not be limited to:

16.1. All equipment necessary or appropriate for the performance of services under this Agreement, together with all necessary gas, oil, and spare parts for all equipment used and maintained by Sierra;

16.2. All necessary top dressing, seed, fertilizers, fungicides, insecticides, irrigation materials and supplies and herbicides;

16.3. Bunker rakes, trash receptacles, and other similar golf course equipment, which shall be maintained and/or replaced as needed, as set for the in the Technical Maintenance Specifications; and

16.4. Sand for bunkers to maintain an appropriate sand depth.

City agrees to make available for purchase by Sierra equipment owned and used by the City to maintain the Golf Course and, in the event Sierra chooses to purchase such equipment from City, agrees to enter into a separate agreement for the purchase of such equipment. In the event Sierra purchases such equipment from City, such equipment shall become the property of Sierra and Sierra shall be fully responsible for the maintenance, care, and repair of such equipment.

17. Materials Storage. Sierra shall not store or maintain any dead, felled or trimmed plant or other vegetative waste on the Golf Course and shall remove such waste from the Golf Course in such manner and at such times as to prevent the same from becoming a fire hazard. Sierra shall be liable in all respects for any damage, liability, loss, injury or expense incurred as a result of any fire damage proximately caused by Sierra's storage of any such waste on the Golf Course and shall indemnify, defend, and hold the City harmless from any and all such damage, liability, loss, injury or expense.

18. Liens and Encumbrances. Sierra shall keep the Leased Premises free and clear of any liens or encumbrances of any kind whatsoever created by Sierra's acts or omissions.

19. Taxes. Throughout the Initial Term and any Renewal Term of this Lease Agreement, Sierra shall pay before they become delinquent all real property tax obligations of any kind assessed against the Leased Premises in addition to all taxes and assessments imposed on any personal property, equipment or trade fixtures belonging to Sierra and located on the Leased Premises. Beginning on the Effective Date and for each year thereafter, Sierra shall also be responsible for any applicable possessory interest tax assessed or levied against the Leased Premises and shall make timely payment thereof.

20. Improvements and Alterations.

20.1. Prior Consent Required. With respect to alterations or improvements proposed by Sierra, City shall allow Sierra to complete such alterations or improvements only upon prior review and written approval of the City.

20.2. Ownership of Tenant Improvement and Alterations. All structural alterations or improvements made or installed on the Leased Premises by Sierra, or any other person or entity, shall be considered part of the Leased Premises and, on expiration of this Lease Agreement or sooner termination thereof, shall remain on the Leased Premises and shall become the property of the City unless City provides written notice to Sierra at the time City gives its consent to the alterations or improvements that such alterations or improvements be removed in which case Sierra shall remove the same prior to expiration or within thirty (30) days after early termination of this Lease Agreement. Notwithstanding the above, all items of equipment, machinery, furniture, furnishings, fixtures, and other personal property placed in or installed on the Leased Premises by Sierra shall remain the personal property of Sierra regardless of the manner or mode of attachment and may be removed by Sierra at any time throughout and including expiration of the then current lease term, provided that Sierra shall repair any damage caused by said removal, reasonable wear and tear excepted. Such personal property remaining after expiration of thirty (30) days after early termination of this Lease Agreement shall be deemed abandoned by Sierra and shall become the property of the City.

20.3. Compliance with Laws. All improvements and alterations to the Leased Premises, including those with regard to landscaping and installation of additional parking, shall be done in accordance with all applicable laws, regulations, and standards including, but not limited to, the Madera Zoning Code and all applicable development standards.

20.4. Construction Management Fees. There shall be no construction management fees charged by the City to Sierra for any improvements or alterations made to the Leased Premises.

21. Liability for Damages. Sierra shall be fully responsible for any and all damage done to the Golf Course property or equipment, damage to the personal property of private individuals or other property of the public, and for any injury to any individual, including any guest, employee, agent, licensee, invitee or member of City that results from the affirmative act and/or negligence of Sierra or Sierra's agents, employees, invitees or licenses. Except as otherwise required by local ordinances or this Agreement, lost shrubs and trees shall be replaced with shrubs and trees of appropriate same size, species and horticultural variety.

22. Damage or Destruction of Leased Premises. If the Leased Premises are totally or partially damaged or destroyed by fire, earthquake or other casualty not caused by the acts or omissions of Sierra, the City shall have the right, but not the obligation, to restore the Leased premises by repair or rebuilding. In the event the Leased Premises are so damaged as to materially and adversely affect Sierra's ability to conduct its

normal business operations from the Leased Premises, as reasonably determined by the City and by Sierra, Sierra shall have the right, at its option, to terminate this Lease Agreement upon written notice to City given within sixty (60) days following the date of such damage. The City shall provide to Sierra a written notice within thirty (30) days following the date of such damage stating whether the City has elected to terminate this Lease Agreement, or to repair the Leased Premises. If the City fails to provide such timely notice, Sierra may, upon ten (10) days' prior written notice, terminate this Lease. If the City provides such timely notice and therein elects to repair or rebuild, and thereafter is able to complete such restoration within ninety (90) days from the date of such damage, subject to the terms of this paragraph, this Lease Agreement shall remain in full force and effect. If the City is unable to restore the Leased Premises within this time, or if City elects not to restore, then Sierra may terminate this Lease Agreement by giving the City written notice. Upon such election to terminate, the rent due under this Lease Agreement shall be due and payable only up until the date of damage. If this Lease Agreement is not terminated, the Base Rent or per Round Rates due and payable under this Lease Agreement shall be reduced based on the extent to which the damage interferes with Sierra's reasonable use of the Leased Premises until such portion of the Leased Premises is restored.

If the City elects to repair and to restore, City shall restore the Leased Premises to substantially its condition to that prior to the occurrence or damage provided the City shall not be obligated to repair or to restore any alterations, additions, fixtures or equipment or improvements which have been installed by Sierra, whether or not Sierra has the right or obligation to remove the same or is required to leave the same on the Leased Premises as of the expiration or earlier termination of this Lease Agreement, unless Sierra, in a manner satisfactory to the city, assures payment in full of all costs as may be incurred by City in connection therewith. If there be any such alterations, fixtures, additions, equipment or improvements installed by Sierra and Sierra does not assure or agree to assure the payment of all costs of restoration or repair as aforesaid, City shall have the right to determine the manner in which the Leased Premise shall be restored so as to be substantially as the Leased Premises existed prior to the damage occurring of this Lease Agreement, as if such alterations, fixtures, equipment or improvements installed by Sierra had not then been made or installed.

In no event shall the City be responsible for any loss or interruption of Sierra's business caused by damage or destruction of the Leased Premises or during the repair or reconstruction thereof regardless of the cause of the damage or destruction or the extent of insurance coverage. The parties agree that the rights and obligations of the parties in the event of damage or destruction of the Leased Premises shall be governed by this Lease Agreement. Sierra waives the provisions of California Civil Code sections 1932 and 1933(4).

23. Assignment and Subletting. Except as otherwise specifically set forth herein, Sierra shall not have the right to assign, sublet, hypothecate or mortgage the Leased Premises, or any portion thereof, or to lease, license or otherwise enter into management agreements with any other individual or entity for any portion of the Leased Premises. Any attempted assignment, hypothecation, mortgage, lease, license or management without the express written consent of the City shall constitute a

material breach of this Lease Agreement and shall render this Lease Agreement void and of no longer any force and effect. Notwithstanding the foregoing, Sierra shall be permitted to sublease the restaurant and banquet facilities to an operator in accordance with the specific terms of this Lease Agreement.

23.1. Merger or Consolidation. It is recognized by the parties hereto that a substantial inducement to City for entering into this Lease Agreement was, and is, the professional reputation and competence of Sierra. This Lease Agreement is personal to Sierra and shall not be assigned and no part of the Leased Premises shall be sublet by Sierra without the prior express written approval of the City, which approval and consent shall not be unreasonably withheld, conditioned or delayed. For purposes of this Lease Agreement, the term "assignment" shall include a transfer by Sierra to any related or successor entity, whether by merger, consolidation or otherwise, or to any entity or individual that purchases all or substantially all of Sierra's assets.

23.2. Recapture. City shall have the right to recapture the Leased Premises in the event of any sublease or assignment and no sublease or assignment shall constitute a release of Sierra from the obligations of performance or the terms and provisions of this Lease Agreement.

24. Insurance.

24.1. Commercial General Liability, Property Insurance and Miscellaneous Coverage. Sierra shall, throughout the duration of this Lease Agreement, maintain commercial general liability, property, and miscellaneous other insurance covering all operations of Sierra, its agents and employees, performed in connection with this Lease Agreement including but not limited to premises and automobile. The cost of such insurance shall be solely born by Sierra.

24.2. Minimum Coverage Limits. Sierra shall maintain the following limits:

General Liability

Combined Single Limit Per Occurrence.....$2 million
General Aggregate.....$5 million
(The policy shall cover on an occurrence or an accident basis, and not on a claims made basis. The coverage shall be at least as broad as Insurance Services Office Form CG 00 01)

Automobile Liability

Combined Single Limit Per Occurrence.....$1 million
(The policy shall cover on an occurrence or an accident basis, and not on a claims made basis. The coverage shall be at least as broad as Insurance Services Office Form Number CA 00 01 using Code 1, Any Auto.)

Worker's Compensation.....Statutory Limits

Employer's Liability Insurance:.....$1 million per employee and per accident for bodily injury or disease.

All Risk Property Insurance (Covering all real and personal property of the City and occupied or used by Sierra, and all real and personal property of Sierra utilized or stored on Leased Premises. Full replacement cost with no coinsurance penalty provision.)

Greens Protection.....$300,000

Facility Replacement Coverage (Covering the golf course and all buildings, equipment, and structures located thereon and all furnishings or equipment owned by the City and also located thereon, in no event less than the full replacement value, against the perils of fire and extended coverage, including demolition.)

24.3. Additional Insured By Endorsement. All insurance companies with the exception of "Worker's Compensation" affording coverage to Sierra shall be required to add the City of Madera, its officers, employees, volunteers, and agents as additional "insured" by endorsement under the insurance policy and shall stipulate that this insurance policy will operate as primary insurance for the work performed under this Agreement and that no other insurance affected by the City or other named insured will be called upon to contribute to a loss covered thereunder. The policy shall contain no special limitations on the scope of protection afforded to City, its officers, employees, volunteers or agents

24.4. Authorization to Conduct Business. All insurance companies affording coverage to Sierra shall be insurance organizations authorized by the Insurance Commissioner to transact the business of insurance in the State of California and shall have an A.M. Best Rating of no less than A- VII.

24.5. Cancellation or Reduction in Coverage. Sierra shall provide no less than thirty (30) days written notice to the City should the policy be canceled or reduced in coverage before the expiration date. For the purpose of this notice requirement, any material change prior to expiration shall be considered cancellation.

24.6. Certificate of Insurance. Sierra shall furnish the City with copies of the original certificates and endorsements, including amendatory endorsements effecting coverage required by this clause. The endorsements should be on forms that conform to stated requirements. All certificates and endorsements are to be received and approved by the City before work commences; however, failure to do so shall not operate as a waiver of these insurance requirements. The City reserves the right to require complete, certified copies of all required insurance policies, including

endorsements effecting the coverage required by these specifications at any time. Each insurance policy required herein shall be endorsed to state that coverage shall not be cancelled, except after thirty (30) days' prior written notice by certified mail, return receipt requested, has been given to the City.. A statement on the insurance certificate which states that the insurance company "will endeavor" to notify the certificate holder, "but failure to mail such notice shall impose no obligation or liability of any kind upon the Sierra, its agents or representatives" does not satisfy the requirements of this subsection. The Sierra shall ensure that the authorized representative of the insurance company strikes the above quoted language from the certificate.

24.7. Substitution of Insurance. Sierra shall provide a substitute certificate of insurance no later than ten (10) days prior to the policy expiration date. In the event Sierra is unable to provide a substitute certificate of insurance within the time prescribed in this subsection, Sierra shall provide written confirmation of renewal, in a form satisfactory to the City, to act as proof of insurance only until such time as a certificate of insurance has been received by the City.

24.8. Additional Insurance Coverage. Sierra shall include all subcontractors as insured's under its policies or shall furnish separate certificates and endorsements for each subcontractor. All coverage's for subcontractors shall be subject to all of the requirements stated herein. Maintenance of insurance by the Sierra as specified in this Agreement shall in no way be interpreted as relieving the Sierra of any responsibility whatever and the Sierra may carry, at its own expense, such additional insurance as it deems necessary.

24.9. Applicability of Insurance. When the term "Sierra" is used, it shall be deemed to include the parent and any other subsidiaries involved in any way with this Agreement.

24.10. Deductible and Self-Insurance Limitations. Any self-insured retentions must be declared and approved by the City. Any policy of insurance provided to meet the requirements of this section which has a deductible over $25,000 shall not meet the requirements of this section unless it has first been approved by the City. Self-funding, policy fronting or other mechanisms to avoid risk transfer are not acceptable.

24.11. Periodic Review of Insurance Coverage. All insurance coverage and limits required under this section shall be subject to periodic review on every fifth anniversary of the Effective Date at which time the City may require additional or different coverage types and limits as set forth herein in order to meet changed circumstances or conditions that exist at the time of such periodic review.

24.12. Waiver of Subrogation. Sierra, to the extent and limits of insurance coverage applicable under any policy of insurance procured as required under this Lease Agreement, releases the City, its officers, employees, and agents from any claims for damage to any person or to the Leased Premises, or any part thereof including the buildings, fixtures, personal property, and other improvements or alterations located thereon, of either the City or Sierra, including loss of income, that are

caused by or result from risks insured against under any insurance policies required by this Lease Agreement and in force at the time of any such damage.

Sierra shall cause each such insurance policy obtained by it to provide that the insurance company waives all rights of recovery by way of subrogation against the City in connection with any damage covered by such policy. The City shall not be liable to Sierra or to any other party for any damage caused by fire or any other risk insured against under any property insurance policy carried under the terms of this Lease Agreement, to the extent and limits of coverage applicable under any policy of insurance procured as required under this Lease Agreement.

25. Hazardous Substances. Sierra represents and warrants that the services it will provide, the methods of application is will use, and the products it will use will not violate any federal, state or local environmental laws, statutes, ordinances, codes, rules, regulations, orders, decrees or similar authoritative pronouncements. Sierra understands and acknowledges the City is subject to a National Pollution Discharge Elimination System (NPDES) Permit. Sierra agrees to cooperate with the City in implementing best management practices and other strategies and techniques necessary to protect the quality of water runoff from the Madera Municipal Golf Course and to meet the requirements of the City's NPDES Permit including, but not limited to Integrated Pest Management (IPM) strategies.

For purposes of this Agreement "Hazardous Substances" shall have the meaning ascribed in and shall include those substances listed in the Comprehensive Environmental Response, Compensation and Liability Act, 42 U.S.C. §6901 et seq., as amended from time to time, and shall include any other elements or compounds which are contained in the list of hazardous substances adopted by the United States Environmental Protection Agency ("EPA") and the list of toxic pollutants designated by Congress or the EPA or defined by any other federal, state, local or quasi-governmental statute, ordinance, law, code, rule, regulation, order or decree regulating, relating to, or imposing liability or standards of conduct concerning any hazardous, toxic or dangerous waste, substance or material, now existing or at any time hereafter in effect.

Sierra shall make and maintain any and all such records or reports as may be required under any federal, state or local law or regulation, in the proper form and for the proper time periods, regarding the handling, maintenance, storage or application of any pesticides or other hazardous materials whether or not specifically described in this section.

26. Storage of Personal Property. Sierra may store on the Leased Premises only personal property that Sierra owns, leases or rent, and shall not improperly store any flammable materials, explosives or other dangerous or hazardous materials. Notwithstanding the foregoing, Sierra shall not be in breach of this provision as a result of the presence on the Leased Premises of minor amounts of hazardous or toxic materials which are in compliance with all applicable laws, ordinances and regulations, including all applicable material data safety sheets, and which are customarily used in Sierra's normal business operations conducted from the Leased Premises.

27. Right of Entry. The City and its authorized officers, employees, and representatives shall have the right to enter the Leased Premises, or any part thereof, at all reasonable times, upon reasonable prior notice (except in the case of an emergency, when no such notice shall be required) for the purpose of inspecting the same and to take all such action thereon as may be necessary or appropriate for any such purpose provided for under this Lease Agreement or any other lawful purpose to include protecting the Leased Premises. No such entry shall constitute an eviction of Sierra or a disturbance of its quiet enjoyment to use and to occupy the Leased Premises. When entering upon the Leased Premises for any reason, the City and its authorized officers, employees and representatives shall use all commercially reasonable efforts to protect Sierra's property and personnel from loss and injury and to avoid interfering with the conduct of Sierra's business.

28. Default by Sierra. Sierra shall be in default of this Lease Agreement for any of the acts or omissions specifically set forth in this section.

28.1. Abandonment. Sierra's abandonment of the Leased Premises for more than thirty (30) days.

28.2. Failure to Pay Rent. Sierra's failure to pay rent when due.

28.3. Failure to Operate. Sierra's failure to perform or observe any of the other agreements, covenants or conditions of this Lease Agreement on the part of Sierra to be performed and observed and such failure shall continue for a period of thirty (30) days after written notice thereof to Sierra, or, in the case of a failure which cannot be cured by the payment of money and cannot reasonably be cured within thirty (30) days, Sierra shall fail to commence the curing thereof within said thirty (30) day period and thereafter shall fail diligently to prosecute such cure to completion.

28.4. Failure to Maintain. Sierra's failure to maintain the Leased Premises in accordance with the standards of this Lease Agreement, including the buildings, structures, and improvements located thereon, in a clean, sanitary, safe, and satisfactory condition, where such failure continues for a period of thirty (30) days after written notice from the City for corrections, or in the case of a failure which cannot be cured by the payment of money and cannot reasonably be cured within thirty (30) days, Sierra shall commence the curing thereof within said thirty (30) days, Sierra shall fail to commence the curing within said thirty (30) day period and thereafter shall fail diligently to prosecute such cure to completion.

28.5. Insolvency. Sierra shall become unable to pay its debts generally as they become due, voluntarily file a petition or other proceeding in or for dissolution or liquidation under any law or statute of any federal, state or local government, or any subdivision of either, now or hereafter in effect, make an assignment for the benefit of its creditors or consent to or acquiescence in the appointment of a receiver of itself.

28.6. Receivership. A court of competent jurisdiction shall enter an order, judgment or decree appointing a receiver over Sierra over the whole or any substantial part of the Leased Premises occupied by Sierra, and such order, judgment or decree

shall not be vacated, set aside or stayed within ninety (90) days from the date of entry of such order, judgment or decree, or a stay thereof be thereafter set aside.

28.7. Bankruptcy. A court of competent jurisdiction shall enter an order, judgment or decree approving a petition filed against Sierra under any bankruptcy, insolvency, reorganization, readjustment of debt, dissolution or liquidation law or statute of any federal, state or local government, or any subdivision of either, now or hereafter in effect, and such order, judgment or decree shall not be vacated, set aside or stayed within ninety (90) days from the date of entry of such order, judgment or decree, or any stay thereof be thereafter set aside, then any such events shall constitute an event of default by Sierra.

29. City's Remedies Upon Sierra's Default. Upon the occurrence of any such event of default by Sierra and so long as the same shall not have been remedied or cured by Sierra pursuant to the provisions of this Lease Agreement, the City shall have the following rights and remedies, in addition to all other rights and remedies of City provided hereunder or by law or in equity:

29.1. Termination. The right to terminate this Lease Agreement, in which event Sierra shall immediately surrender possession of the Leased Premises and pay to City all Base Rent, Rate per Rounds and all other amounts payable to the City hereunder to the date of such termination.

29.2. Loss Recovery. The right to bring suit or action against Sierra to recover as an award in such suit the worth at the time of award of the unpaid minimum Base Rent or Rate per Round and all other sums due hereunder which had been earned at the time of termination, or such amounts in addition to or in lieu of the foregoing as may be permitted from time to time by applicable California law.

29.3. Right of Reentry. If an event of default occurs, City shall also have the right, with or without terminating this Lease Agreement, to reenter the Leased Premises and to remove all persons and property from the Leased Premises. Such property may be removed and stored in a public warehouse or elsewhere at the cost of and for the account of Sierra.

29.4. Reletting of Leased Premises. If an event of default occurs, City shall also have the right, with or without terminating this Lease Agreement, to relet the Leased Premises. If the City so elects to exercise its rights to relet the Leased Premises without terminating this Lease Agreement, then rentals received by the City from such reletting shall be applied as follows:

29.4.1. first to the payment of any indebtedness other than rent due hereunder from Sierra to City;

29.4.2. second to the payment of any cost of such reletting;

29.4.3. third to the payment of the cost of any alterations or repairs to the Leased Premises;

29.4.4. fourth to the payment of Base Rent or Rate per Round due and unpaid hereunder; and

29.4.5. fifth the residue, if any, shall be held by the City and applied in payment of future rent as the same may become due and payable hereunder.

Should the amount of rental received from such reletting during any month which is applied to the payment of rent hereunder be less than that agreed to be paid during that month by Sierra hereunder then Sierra shall pay such deficiency to City immediately upon the demand therefor by City. Such deficiency shall be calculated and paid monthly. Sierra shall also pay to City, as soon as ascertained, any costs and expenses incurred by the City in such reletting and not covered by the rentals received from such reletting. Such reletting costs shall not include decorations or alterations.

29.5. Election to Terminate. No reentry or taking possession of the Leased Premises by City pursuant to this Lease Agreement shall be construed as an election to terminate this Lease Agreement unless a written notice of such intention is given to Sierra or unless the termination thereof is decreed by a court of competent jurisdiction. Notwithstanding any reletting without termination by Sierra because of any default by Sierra, City may at any time after such reletting elect to terminate this Lease Agreement for any such default.

29.6. Waiver. Any waiver by the City of any breach of any one or more of the covenants, condition, terms or agreement of this Lease Agreement shall not be construed to be a waiver of any subsequent or other breach of the same or of any other covenant, condition, term or agreement herein contained, nor shall failure on the part of the City to require exact, full, and complete compliance with any of the covenants, terms, conditions or agreements herein contained be construed as in any manner changing the terms of this Lease Agreement or stopping the City from enforcing the provisions. No delay, failure or omission of the City to re-enter the Leased Premises or to exercise any right, power, privilege or option, arising from any default, nor any subsequent acceptance of payments then or thereafter shall impair any such right, power, privilege or option, or be construed as a waiver of or acquiescence in such default or as a relinquishment of any right.

29.7. No Limitation on Indemnification. Notwithstanding the foregoing, nothing contained in this section shall be construed to limit the City's right to indemnification as otherwise provided in this Lease Agreement.

29.8. City's Right to Cure. Notwithstanding anything in this Lease Agreement to the contrary, the City may at any time after Sierra's uncured default under this Lease Agreement, cure the act of default for the account of and at the expense of Sierra. If City elects to pay any sum of money or to do any act that requires the payment of sum of money, or elects to incur any expenses, the sum or sums paid by the City shall be deemed to be an additional rent under this Lease Agreement and shall be due from Sierra to the City immediately upon receipt of written demand.

30. Default by City. If the City shall fail to fulfill any covenant or provision of this Lease Agreement on its part to be performed and fail to remedy such failure within thirty (30) days after Sierra shall have given the City written notice of such failure, then the same shall be an event of default and Sierra shall have all rights, powers, and remedies available at law or equity. Without limiting the rights described above, in the event that (i) City for any reason, other than by reason of any default by Sierra, fails to fulfill any covenant or provision of this Lease Agreement on its part to be performed, and (ii) such failure materially and adversely interferes with the conduct of Sierra's business conducted from the Leased Premises, as reasonably determined by Sierra; and (iii) such failure is not remedied within five (5) business days after the City receives actual notice of such failure, then Sierra shall have the right, but not the obligation, to remedy the City's failure and to charge the City for the reasonable cost of such remedy, which charges shall be payable by the City within ten (10) days of Sierra's demand therefor, and upon the City's failure to pay the same, Sierra shall have the right to credit against any future installments of rent until such cost is fully recouped by Sierra. In addition, if such failure is not remedied within thirty (30) days after Sierra shall have given City written notice of such failure, then Sierra shall have the right to terminate this Lease Agreement by giving the City written notice.

31. Advisory Committee. Sierra understands and acknowledges that an advisory committee (the "Madera Municipal Golf Course Advisory Committee") shall be formed to review services provided by Sierra pursuant to this Lease Agreement including, but not limited to, fees and rates charged by Sierra for the public's use of the Leased Premises, capital improvement projects, and other management and operations obligations performed by Sierra pursuant to this Lease Agreement. The powers and authority of the Madera Municipal Golf Course Advisory Committee shall solely advisory to the City and to Sierra and ultimate authority regarding the management and operation of the Leased Premises shall be with the Madera City Council and shall be as otherwise specifically set forth in this Lease Agreement. The City and Sierra shall work collaboratively to form and to manage the Madera Municipal Golf Course Advisory Committee.

32. Indemnification.

32.1 Indemnification of City. Sierra shall hold harmless, indemnify, and defend the City and its officers, employees, and agents from and against any and all liability, claims, suits, actions, damages, and causes of action arising out of any personal injury, bodily injury, loss of life or damage to any property, or violation of any relevant federal, state or local law or ordinance, or other cause occurring on the Leased Premises or in connection with Sierra's specific use of the Leased Premises or in connection with any negligent or intentional acts or omissions of Sierra, its officers, employees, agents, contractors, subcontractors, and invitees, while such invitees are on the Leased Premises, including Sierra's default under this Lease Agreement. It is understood that the duty of Sierra to indemnify and hold harmless includes the duty to defend as set forth in Section 2778 of the California Civil Code and that Sierra shall at its own expense, upon written request by the City, defend any such suit or action brought against the City, its officers, agents or employees. Acceptance of insurance certificates and endorsements required under this Lease Agreement does not relieve

Sierra from liability under this indemnification and hold harmless clause. This indemnification and hold harmless clause shall apply whether or not such insurance policies shall have been determined applicable to any of such damages or claims for damages. Sierra's obligations with respect to indemnification hereunder shall remain effective, notwithstanding the expiration or termination of this Lease Agreement, as to claims arising or accruing prior to the expiration or termination of this Lease Agreement. Sierra's duty to indemnify the City shall survive the expiration or other termination of this Lease Agreement.

32.2 Indemnification of Sierra. The City shall hold harmless, indemnify, and defend Sierra and its officers, employees, and agents from and against any and all liability, claims, suits, actions, damages, and causes of action arising out of any personal injury, bodily injury, loss of life or damage to any property, or violation of any relevant federal, state or local law or ordinance, or other cause occurring on the Leased Premises prior to Sierra's specific use and occupancy of the Leased Premises under this Lease Agreement. It is understood that the duty of the City to indemnify and hold harmless includes the duty to defend as set forth in Section 2778 of the California Civil Code and that City shall at its own expense, upon written request by Sierra, defend any such suit or action brought against the Sierra, its officers, agents or employees.

33. Sub-Contractors. Sierra shall be entitled, to the extent determined appropriate by Sierra, to subcontract any portion of the work to be performed under this Agreement. Sierra shall be responsible to the City for the actions of persons and firms performing subcontract work. The subcontracting of work by Sierra shall not relieve Sierra, in any manner, of the obligations and requirements imposed upon Sierra by this Agreement.

34. Audit and Examination of Accounts.

34.1. Use Reports. Sierra shall keep and shall maintain and shall provide to City on no less than a monthly basis, monthly activity reports showing the utilization of the Golf Course. The reports shall at a minimum include the number of rounds of golf played at the Leased Premises in detail satisfactory to the City Finance Director. Concurrent with submittal of payment of the monthly rent and rate per round, Sierra shall submit to the Finance Director a written report detailing the gross receipts related to rounds played during the preceding calendar month.

34.2. Subcontractors. Sierra shall keep and will cause any assignee or sub-contractor this Agreement to keep accurate records and reports, as provided above.

34.3. Accounting and Reporting Standards. Any audit conducted of books and records and accounts shall be in accordance with generally accepted professional standards and guidelines for auditing. Sierra agrees to make its books, records of account and supporting document available to City, its agents, or auditors, for inspection, audit, copying, during usual business hours, as may be requested by the City from time to time throughout the term hereof, solely for the purpose of verifying information submitted by Sierra in any report or financial statement required pursuant to this agreement, and for City's purposes in verifying Sierra's compliance with the terms of this agreement.

34.4. Availability of Records. Sierra hereby agrees to disclose and make available any and all information, reports or books of records or accounts pertaining to this Agreement to City or state or federal government which provides support funding for the services rendered under this Agreement.

34.5. Agreements With Assignees and Subcontractors. Sierra hereby agrees to include the requirements of this section in any and all contracts with assignees or subcontractors under this Agreement.

34.6. Maintenance of Records. All records provided for in this section are to be maintained and made available throughout the performance of this Agreement and for a period of not less than five (5) years, additionally any and all such records which pertain to actual disputes, litigation, appeals or claims shall be maintained and made available for a period of not less than five (5) years after final resolution of such disputes, litigation, appeals or claims.

35. Records and Reporting. In addition to any reporting or recordkeeping that may be required under this Lease Agreement, Sierra shall be responsible for making any regulatory reporting that may be required for any activities performed by it under this Lease Agreement and for performing all testing or monitoring that may be required for the proper performance of its obligations under this Lease Agreement. Sierra shall retain all records including, but not limited to, records and reports pertaining to the application and storage of pesticides, for the applicable time periods established under federal, state, and local law and regulations.

36. Access to Records. Sierra shall maintain all preparatory books, records, documents, accounting ledgers, and similar materials including but not limited to calculation and survey notes relating to work performed for the City under this Lease Agreement on file for at least five (5) years. Any duly authorized representative(s) of City shall have access to such records for the purpose of inspection, audit, and copying at reasonable times during Sierra's usual and customary business hours. Sierra shall provide proper facilities to City's representative(s) for such access and inspection.

37. Ownership of Documents. Title to all final documents, including drawings, specifications, data, reports, summaries, correspondence, photographs, computer software (if purchased on the City's behalf), video and audio tapes, software output, and any other materials with respect to work performed under this Lease Agreement shall vest with City at such time as City has compensated Sierra, as provided herein, for the services rendered by Sierra in connection with which they were prepared. Sierra acknowledges that any and all documents provided to City may become public records pursuant to California law. City agrees to hold harmless and indemnify Sierra against all damages, claims, lawsuits, and losses of any kind including defense costs arising out of any use of said documents, drawings, and/or specifications by City on any other project without written authorization of Sierra.

38. Sierra's Assumption and Waiver. Provided it is not caused by the City, its agents, employees or contractors, this Lease Agreement is made upon the express

condition that, and in consideration of City's leasing the Leased Premises as herein provided, Sierra voluntarily assumes all risk of loss, damage or injury to the person or property of Sierra, including the leasehold interest of Sierra herein, and of its officers, agents, employees, and invitees while such persons are on the Leased Premises, which during the term of this Lease Agreement may be caused by or arise in any manner from:

38.1. Aircraft Flights. flight of any aircraft of any and all kinds now or hereafter known in, through, across or about any portion of the airspace over the Leased Premises; or

38.2. Proximity to Airport. noise, vibration, currents or other effects of air, illumination or fuel consumption or fear thereof, arising or occurring from or during such flight, or from or during the use by such aircraft of Madera Municipal Airport facilities including, but not limited to, landing, storage, repair, maintenance, operation, warm-up, take-off of such aircraft, and the approach and departure of aircraft to or from said Airport; or

38.3. Proximity to Agricultural Operations. dust, fumes, agricultural spraying, or exposure to agricultural equipment and/or products and activities.

Sierra hereby waives and releases the City, its officers, employees, agents, and contractors from any and all claims or causes of action which it may now or hereafter have against the City, its officers, employees, agents or contractors, for any loss, damage or injury as outlined in this section.

39. Lease Agreement Subordinate to Agreements with the U.S.A. This Lease Agreement shall be subordinate to the provisions and requirements of any existing or future agreement between the City and the United States of American relative to the development, operation or maintenance of the Madera Municipal Airport. The City covenants that Sierra's proposed use of the Leased Premises is not in violation of any existing agreement between the City and the United States if America and that if Sierra's use and/or access to the Leased Premises is at any time materially and adversely affected by any agreement between the City and the United States of American, Sierra has the right to terminate this Lease Agreement upon prior written notice to the City.

40. War or National Emergency. This Lease Agreement and all the provisions hereof shall be subject to whatever right the United States Government has affecting the control, operation, regulation, and taking over of the Madera Municipal Airport or the exclusive and non-exclusive use of the Madera Municipal Airport by the United States during the time of war or national emergency only. If Sierra's use of and/or access to the Leased Premises is at any time materially and adversely affected by such rights and activities of the United States Government, Sierra has the right to terminate this Lease Agreement upon prior written notice to the City.

41. Use to Conform with Federal Aviation Regulations. Sierra agrees that Sierra's use of the Leased Premises, including improvements, modifications or alterations

thereon, shall comply with applicable Federal Aviation Regulations now in force or those that may hereafter be adopted by Federal authority. City covenants that Sierra's intended use of the Leased Premises is not in violation of the Madera Municipal Airport regulations and if Sierra's use permitted under this Lease Agreement is ever prohibited by the Madera Municipal Airport regulations or Federal Aviation Regulations, Sierra shall have the right to terminate this Lease Agreement upon prior written notice to City.

41.1. Protection of Aerial Approaches. City reserves the right to take any action it considers necessary to protect the aerial approaches of the Madera Municipal Airport against obstruction, together with the right to prevent Sierra from erecting, or permitting to erect, any building or other structures on the Madera Municipal Airport which, in the opinion of City, would limit the usefulness of the Madera Municipal Airport or constitute a hazard to aircraft.

41.2. Affect on Sierra. If City's actions in response to the foregoing materially and adversely affect Sierra's use and access of the Leased Premises, Sierra shall have the right to terminate this Lease Agreement upon prior written notice to City.

42. Waiver. No waivers, alterations or modifications of this Lease Agreement or any agreements in connection therewith shall be valid unless in writing duly executed by both City and Sierra.

43. Joint and Several Liability. If Sierra consists of more than one person or entity, then all members of Sierra shall be jointly and severally liable hereunder.

44. Compliance with Laws, Rules, and Regulations. Sierra's use and occupancy of the Leased Premises pursuant to this Lease Agreement shall be performed in accordance and full compliance with all applicable federal, state, and City laws and any rules or regulations promulgated thereunder.

45. Exhibits Incorporated. All exhibits referred to in this Lease Agreement and attached to it are hereby incorporated in it by this reference. In the event there is a conflict between any of the terms of this Lease Agreement and any of the terms of any exhibit to the Lease Agreement, the terms of the Lease Agreement shall control the respective duties and liabilities of the parties.

46. Independent Contractor. It is expressly understood and agreed by both parties that Sierra, while using and occupying the Leased Premises and complying with any of the terms and conditions of this Lease Agreement, is a tenant of the City and is not an employee or agent of the City and this Lease Agreement is not intended, and shall not be construed, to create the relationship of agent, contractor, servant, employee, partnership, joint venture or association. Sierra expressly warrants not to represent, at any time or in any manner, that Sierra is an employee or agent of the City.

47. Integration and Agreement. This Lease Agreement represents the entire understanding of City and Sierra as to those matters contained herein. No prior oral or written understanding shall be of any force or effect with respect to those matters contained herein. No prior oral or written understanding shall be of any force and effect

with respect to those matters covered in it. This Lease Agreement may not be modified or altered except by amendment in writing signed by both parties.

48. Jurisdiction. This Lease Agreement shall be administered and interpreted under the laws of the State of California. Jurisdiction of litigation arising from this Lease Agreement shall be in the State of California, in the County of Madera, or, if in the United States District Court, within the Eastern District of California.

49. Severability. If any part of this Lease Agreement is found to be in conflict with applicable laws, such part shall be inoperative, null and void insofar as it is in conflict with said laws, but the remainder of the Lease Agreement shall continue to be in full force and effect.

50. Notices.

50.1. Notices to City. Written notices to the City hereunder shall, until further notice by City, be addressed to:

City Administrator
City of Madera
205 W Fourth Street
Madera, California 93637

With a copy to:

City Attorney
City of Madera
205 W Fourth Street
Madera, California 93637

50.2. Notices to Sierra. Written notices to Sierra shall, until further notice by Sierra, be addressed to:

Sierra Golf Management
P.O. Box 788
Chowchilla, California 93610

50.3. Authority of City Administrator. The execution of any such notices by the City Manager of City shall be effective as to Sierra as if it were by resolution or order of the City Council, and Sierra shall not question the authority of the City Administrator to execute any such notice.

50.4. Form and Manner of Notice. All such notices shall either be delivered personally to the other party's designee named above, or shall be deposited in the United States Mail, properly addressed as aforesaid, postage fully prepaid, and shall be effective the day following such deposit in the mail.

51. Force Majeure. Neither City nor Sierra shall be deemed in breach of this Lease Agreement for failure to perform any of the obligations or duties imposed upon it under this Lease Agreement as the direct result of any reason beyond its reasonable control including, without limitation, acts of God, terrorist attacks, riots, strikes, fires, storms or any regulation of any federal, state or local government or agency thereof; however, such excuse shall continue only during the pendency of the particular occurrence or force majeure.

52. Nondiscrimination. For purposes of this Lease Agreement and for purposes of Sierra's use and occupancy of the Leased Premises, Sierra shall not discriminate against any employee or applicant for employment because of race, color, religion, ancestry, creed, sex, national origin, familial status, sexual orientation, age or disability. Sierra shall take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, ancestry, creed, sex, national origin, familial status, sexual orientation, age or disability.

53. Non-Discrimination in Employment and Hiring. During the performance of this Agreement, Sierra shall not discriminate against any employee or applicant for employment or subconsultant, including in the procurement of materials and leases of equipment, because of race, color, religion, ancestry, creed, sex, national origin, familial status, sexual orientation, age (over 40 years) or disability. Sierra shall take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, ancestry, creed, sex, national origin, familial status, sexual orientation, age (over 40 years) or disability.

54. Headings. The section headings appearing herein shall not be deemed to govern, limit, modify, or in any manner affect the scope, meaning or intent of the provisions of this Lease Agreement.

55. Multiple Copies of Lease Agreement. Multiple copies of this Lease Agreement may be executed, but the parties agree that the Lease Agreement on file in the office of the City Clerk is the version of the Lease Agreement that shall take precedence should any difference exist among counterparts of the document provided that the City provides to Sierra within ten (10) days of the filing thereof, a certified copy of the form of the Lease Agreement which was filed with the City Clerk.

56. Attorney's Fees. In case suit shall be brought to interpret or to enforce this Lease Agreement, or because of the breach of any other covenant or provision herein contained, the prevailing party in such action shall be entitled to recover its reasonable attorneys' fees in addition to such costs as may be allowed by the Court. City's attorneys' fees, if awarded, shall be calculated at the market rate.

57. Rights and Obligations Under Lease Agreement. By entering into this Lease Agreement, the parties do not intend to create any obligations express or implied other than those set out herein; further, this Lease Agreement shall not create any rights in any party not a signatory hereto.

58. Licenses. If a license or permit of any kind, which term is intended to include evidence of registration, is required of Sierra, its representatives, agents or subcontractors by federal, state or local law, Sierra warrants that such licenses or permits have or will be obtained, are valid and in good standing, and that any applicable bond posted in accordance with applicable laws and regulations.

59. Counterparts. This Lease Agreement may be executed in one or more counterparts, each of which shall be deemed an original, but all of which together shall constitute a single agreement.

60. Environmental Representations. City represents that the Leased Premises, the surrounding real property, and the existing use of the Leased Premises, and to the best of the City's knowledge, its prior uses, comply with, and the City is not in violation of, and has not violated, in connection with the ownership, use, maintenance or operation of the Leased Premises and the conduct of the business related thereto, any applicable federal, state, county, regional or local statutes, laws, regulations, rules, ordinances, codes, standards, orders, licenses and permits of any governmental authorities relating to environmental, health or safety matters (collectively, "Environmental Laws"). City shall, at its own expense, promptly observe and comply with all present and future Environmental Law, and all regulations or standards as are or may be promulgated thereunder. City represents that there is no fact pertaining to the physical condition of the Property or the area surrounding the Property which (i) materially and adversely affects or materially and adversely will affect the Property, or the use, enjoyment or value thereof, or Landlord's ability to perform the obligations contained in this Lease, and (ii) which Landlord has not disclosed to Tenant in writing prior to the date of this Lease. City represents that it has received no notices of any violation or claimed violation of any of the matters referred to above, or of any pending or contemplated investigation, lawsuit or other action relating thereto. The representations contained in this section shall survive the expiration or earlier termination of this Lease Agreement.

61. Warranty of Authority. Each party represents and warrants that it has the right, power, and authority to enter into this Lease Agreement. Each party further represents and warrants that it has given any and all notices, and obtained any and all consents, powers, and authorities, necessary to permit it, and the persons entering into this Lease Agreement for it, to enter into this Lease Agreement.

62. Legal Representation. Each party affirms that it has been represented by legal counsel of its own choosing regarding the preparation and the negotiation of this Lease Agreement and the matters and claims set forth herein, and that each of them has read this Lease Agreement and is fully aware of its contents and its legal effect. Neither party is relying on any statement of the other party outside the terms set forth in this Lease Agreement as an inducement to enter into this Lease Agreement.

63. Joint Representation. The language of all parts of this Lease Agreement shall in all cases be construed as a whole, according to its fair meaning, and not strictly for or against any party. No presumptions or rules of interpretation based upon the identity of the party preparing or drafting the Lease Agreement, or any part thereof, shall be applicable or invoked.

64. **Right to Reopen.** This Lease Agreement shall be subject to the right of either Party to reopen the terms and conditions of the Lease Agreement by written notice to the other Party within 180 days of the happening of one or more of the following events:

- The opening of North Fork Rancheria Casino within a two mile proximity to the Lease Premises;
- The catastrophic failure of wells and/or pump stations serving the Lease Premises;
- The opening and/or closing of public golf courses within a thirty (30) mile radius from the Lease Premises;
- The bankruptcy or insolvency of Sierra resulting from the operation of the Golf Course on the Lease Premises pursuant to this Lease Agreement; or
- A change in legal and/or regulatory requirements imposing a verifiable burden on the cost of Golf Course operations in excess of Fifty Thousand Dollars ($50,000.00) in any calendar year, or otherwise directly and substantially limiting the number of rounds of golf played per calendar year.

During such negotiations, each Party shall make available to the other Party all non-privileged records and information in each Party's possession related to each subject of negotiations. The Reopener will exclusively be negotiated between Sierra and the City. The written notice of request to reopen the Lease Agreement shall set forth with particularity the facts supporting the exercise of the right to reopen and the issues to be negotiated.

IN WITNESS WHEREOF, the undersigned as authorized representatives of the City of Madera and of SGM, Inc. have entered into this Lease Agreement as of the date first written above.

CITY OF MADERA

Sam Armentrout, Mayor City of Madera

SGM INC.

Jeffrey A. Christensen, President, SGM, Inc.

ATTEST:

Sonia Alvarez, City Clerk, City of Madera

CITY OF MADERA INCORPORATED March 27, 1907 CALIFORNIA

APPROVED AS TO FORM:

Richard K. Denhalter, City Attorney, City of Madera

10/8/09

EXHIBIT A

MADERA MUNICIPAL GOLF COURSE

RENT OPTIONS

SGM proposes a rent agreement based on a combination of the following revenue centers:

1. Base Fee
2. Price Per Round
3. Capital Improvement and Investment

Year	Base Fee	Per Round	Est Rounds	Est Rent To City	Capital Improvement
1	$24k	$1.00	*40,000*	$ 64k	$50k
2	$30k	$1.00	*50,000*	$ 80k	$50k
3	$36k	$1 .50	*53,000*	$ 116k	$50k
4	$36k	$2.00	*55,000*	$ 146k	$50k
5	$36k	$2.00	*56,500*	$ 149k	$50k
6	$40k	$2.00	*58,168*	$ 156k	$50k
7	$40k	$2.00	*59,913*	$ 160k	$50k
8	$40k	$2.00	*61,710*	$ 164k	$50k
9	$40k	$2.00	*63,561*	$ 167k	$50k
10	$40k	$2.00	*65,467*	$ 171k	$50k

- Payments would be made on a monthly basis.
- Capital Improvements will be funded throughout the fiscal year along with a year-end report and itemizing of all improvements.
- Current Capital Improvement funds in account to be retained for future use
- Rent would include use of all current maintenance equipment

CAPITAL IMPROVEMENT PLAN

We develop and utilize Capital Improvement Plan lists as a guide. All items listed in this report are important, however, we feel that in order to improve the current condition of the golf course the items of most importance are irrigation, equipment replacement and improvement of the greens. Note that many of these items have additional budget line item amounts already in the Operations Budget.

Maintenance Operations will be funded at a much higher level than previously, especially in the line items of irrigation repair, fertilization, herbicides, fungicides, labor and utilities (irrigation delivery).

YEAR 1:

- EQUIPMENT:
  - Repair and replace existing old and dated equipment
- GREEN IMPROVEMENT
  - Begin proper scheduling of all fertilization programs
  - Begin Integrated Pest Management Program
  - Eliminate all noxious grasses. Begin herbicide program to eliminate crab grass and promote bent grass growth
  - Improve Nursery Green
- IRRIGATION:
  - Replace or repair any and all defective heads
  - Repair or replace valves
  - Repair defective wiring to satellites
  - Replace outdated satellites
  - Perform bi-annual system checks on all pump stations
  - Identify and repair drainage where needed
- LANDSCAPING:
  - Improve front landscaping, replace certain shrubs, add annual color to flower beds in front and back
- SIGNAGE:
  - Replace all Tee Markers on golf course
  - Improve and add signage to facility
- GOLF SHOP
  - Replace current POS system with new updated cash control system
  - Replace golf carts
- PRACTICE FACILITY:
  - Top dress and overseed top of hitting area
  - Develop additional target area, overseed
  - Develop and isolate "private practice area"
- TEE BOX AREAS:
  - Level, expand and add existing teeing areas where needed
  - Overseed all teeing areas in fall

- Eradicate all crabgrass and implement herbicide program
- Develop additional teeing areas on course

❖ CLUBHOUSE:
- Paint interior of bar
- Replace outside tables and Patio furniture
- Replace current POS system with new updated cash control system

❖ BUNKERS:
- Begin repair of defective drains. Add and reshape, replace sand

YEAR 2:

❖ LAKES:
- Remove all tulles and debris from main lake. Increase capacity

❖ SURROUNDS:
- Overseed all surrounds and approach areas

❖ CLUBHOUSE
- Improve banquet facilities
- Begin replacement of furnishings in bar
- Slurry and strip parking lot

❖ TEE BOX AREAS
- Continue to enlarge existing tees and add additional teeing areas where needed

❖ CART PATH ADDITIONS
- Identify areas for cart path extension and improvement in key high traffic areas

❖ TREE MANAGEMENT
- Remove and replace dead trees
- Prune and shape
- Develop small tree nursery

❖ BUNKERS:
- Continue repair of drains, reshaping and replacement of sand

❖ PRACTICE FACILITY
- Add covered area for enhanced teaching
- Develop additional practice area in rear of range

❖ CLUBHOUSE
- Paint exterior of building
- Develop RV parking spaces

❖ EQUIPMENT
- Add or replace key major piece of maintenance equipment

YEAR 3:

- IRRIGATION
  - Add additional pump station to tie into new lake
- LAKE ADDITIONS
  - Line and cap additional lake feature
- GOLF SHOP
  - Paint exterior of shop
  - Improve wash station
- EQUIPMENT
  - Add or replace key pieces of maintenance equipment
- CART PATH ADDTIONS
  - Continue to add concrete paths in key, high traffic areas
- TEE BOX AREAS
  - Expand, enlarge and add teeing areas where needed
- PRACTICE FACILITY:
  - Add additional chipping, bunker practice areas
- CLUBHOUSE
  - Paint and refresh all restrooms

YEAR 4:

- LAKE ADDITIONS
  - Line and cap additional lake feature
- GOLF SHOP
  - Replace carpet
  - Paint interior
  - Replace golf carts
- CART PATH ADDITIONS
  - Continue to add concrete paths in key, high traffic areas
- EQUIPMENT
  - Add or replace key pieces of maintenance equipment
- CLUBHOUSE
  - Replace flooring where needed
  - Paint interior of banquet rooms

YEAR 5:

- CLUBHOUSE:
  - Create "Outside Arbor" for special events
- GREENS:

- Expand square footage on all smaller greens

- **LAKE ADDITIONS**
  - Line and cap additional lake features
- **TEE BOX AREAS**
  - Expand, enlarge and add teeing areas where needed

EXHIBIT 'B'

INVENTORY OF EQUIPMENT

QUANTITY	ITEM
1	John Deere 1000 Tractor Mounted Aerators
1	Planet Air Tow Behind Aerator
2	John Deere Diesel Utility Vehicle
1	Cushman Truckster Utility Vehicle
3	Suzuki Quad Runner
1	Super Star 2WD Trap Rake
1	Smithco Trap Rake
1	Turfco Topdressor Pull Behind Models
1	Spray Star Greens Sprayer
1	Smithco Fairway Boom Sprayer
1	3-Yard Dump Trailer
2	Kubota L3250-TS Tractor (a with front end loader)
1	Golf Equipment Lift
1	Grinder for Reel Mowers
1	Bed Knife Grinder
3	Spare Rollers, pull behind mower
3	Spare Verticut rollers
3	Spare Cutting Units
4	Shop Work Benches 3-wood, 1-metal
1	250 Amp Welder
Misc	Spare Tires
Misc	Equipment repairs parts and supplies
1	Air Compressor
1	Bench Grinder
2	Vise's-Bench Mount
2	Metal Racks and Shelves
Misc	Cup Cutters
Misc	Water Squeegee
Misc	Spare Flag Poles
Misc	Spare Cups
1	Ice Machine
1	Drag Mat
3	Sod Cutters
1	Trash Pump
2	Drop Spreaders
1	Power Washer
1	Flammable Storage Container

Misc	Fuel Cans
1	Oil Drum
2	Desk and Chairs, misc. office supplies
Misc	Irrigation Supplies
Misc	Concrete Tools
1	Motorized sod cutter
Misc	Hand Tools
2	Storage Sheds
1	Parts Washer
1	Core Harvester Unit
1	300 Gallon Diesel Tank
3	Spreaders
2	Hand Pumps
2	Edger's
1	Pull Behind Blower
2	Hand Held Blower
1	Back Pack Sprayer
1	24' Cargo Trailer
1	Lilly Spreader
1	Gannon Box Scrapper
1	12' Trailer
2	Ladders

SECOND AMENDMENT TO
MADERA MUNICIPAL GOLF COURSE
OPERATION AND MANAGEMENT LEASE AGREEMENT

This Amendment (the "Amendment") to the previous agreement titled "Madera Municipal Golf Course Operation and Management Lease Agreement" dated October 7, 2009, as amended from time to time, (the "Agreement") is made and entered into this 3rd day of July, 2013 by and between the City of Madera, hereinafter called "City," and SGM Inc. dba Sierra Golf Management, hereinafter referred to as "Sierra."

WITNESSETH:

WHEREAS, the City owns and operates the Madera Municipal Golf Course for the use and benefit of the public; and

WHEREAS, the City and Sierra entered into a Lease Agreement dated October 7, 2009 for Operation and Management of the Madera Municipal Golf Course; and

WHEREAS, said Lease Agreement was amended November 18, 2009 by mutual consent of City and Sierra; and

WHEREAS, the City and Sierra desire to further amend said Lease Agreement to clarify each parties responsibilities regarding payment of Proposition 218 Benefit Assessments due annually to the Madera Irrigation District (MID).

NOW THEREFORE, it is hereby agreed that the Agreement between the parties is amended in the following particulars only:

Amendment 1. Section 19 of the Agreement is amended to read as follows:

19. Taxes. Throughout the Initial Term and Renewal Term of this Lease Agreement, Sierra shall pay before they become delinquent all real property tax obligations of any kind assessed against the Leased Premises in addition to all taxes and assessments imposed on any personal property, equipment or trade fixtures belonging to Sierra and located on the Leased Premises. Except as otherwise stipulated in Section 19.1, beginning on the Effective Date and for each year thereafter, Sierra shall be responsible for any applicable possessory interest tax assessed or levied against the Leased Premises and shall make timely payment thereof.

19.1 Madera Irrigation District (MID) Proposition 218 Benefit Assessments. City shall pay annual Proposition 218 Benefit Assessment as determined and invoiced by the Madera Irrigation District (MID) for Golf Course property including but not limited to that described by Madera County Assessor's Parcel # 013-010-039.

IN WITNESS WHEREOF, the parties hereto have caused this Amendment to be executed by and through their respective officers duly authorized on the date first written above.

City of Madera

By:_____
Robert L. Poythress, Mayor

SGM Inc. dba Sierra Golf Management

By:_____
Jeffrey A. Christensen, President

ATTEST:

By:_____
Sonia Alvarez, City Clerk

CITY OF MADERA INCORPORATED March 27, 1907 CALIFORNIA

APPROVED AS TO FORM:

By:_____
Brent Richardson, City Attorney

THIRD AMENDMENT TO MADERA MUNICIPAL GOLF COURSE OPERATION AND MANAGEMENT LEASE AGREEMENT BETWEEN THE CITY OF MADERA AND SIERRA GOLF MANAGEMENT, INC.

This 3rd Amendment to the previous Agreement titled "**MADERA MUNICIPAL GOLF COURSE OPERATION AND MANAGEMENT LEASE AGREEMENT**", dated **October 7, 2009** is made and entered into this **15th** day of **October** 2014, by and between the CITY OF MADERA, a California municipal corporation, (hereinafter referred to as "CITY"), and SGM Inc. dba Sierra Golf Management Inc., Post Office Box 788 Chowchilla, California 93610, hereinafter referred to as "Sierra" both hereinafter collectively referred to as "the parties."

WITNESSETH:

WHEREAS, CITY and SIERRA entered into an agreement on October 7, 2009, to contract with Sierra to provide services related to the operation and management of the Madera Municipal Golf Course (the "Agreement"); and

WHEREAS, CITY and Sierra desire to modify said Agreement by changing certain terms and conditions as detailed below.

NOW THEREFORE, it is hereby agreed that the Agreement between the parties is amended in the following particulars only:

1. Section 2. Term is amended to read as follows:

2. Term. This Lease Agreement shall commence on November 1, 2009 (the "Effective Date") and shall continue in full force and effect for a period of ten (10) years ("Initial Term"), thereafter terminating on October 31, 2019 ("Termination Date"), unless extended sooner or otherwise terminated sooner as provided herein, save and except, Sierra's lease of the clubhouse and banquet facilities and food and beverage operation shall not commence until March 15, 2010, unless the current tenant agrees to terminate its tenancy and vacate earlier than March 15, 2010, and which shall terminate on October 31, 2019.

The City may, in its sole discretion, grant one (1) option to Sierra to extend this Lease Agreement ("Renewal Option"), for an additional five (5) year period ("Renewal Term"), which Renewal Option will only take effect upon the mutual written consent of the parties. The City shall give Sierra no less than 180 days written notice of its intent to extend the Lease for an additional five (5) year period, at which point the City shall enter into negotiations with Sierra to extend this Lease Agreement beyond the Renewal Term. The parties agree to negotiate in good faith. In the event City and Sierra are unable during such 180-day period to reach agreement on the lease terms, this Lease Agreement shall terminate and shall be of no further force and effect and except as may specifically be provided for elsewhere in this Lease Agreement, neither City not Sierra shall have any further obligations hereunder.

2. Section 5.1 Base Rent is amended to read as follows:

5.1. Base Rent. Commencing on the Effective Date, Sierra shall pay to City monthly Base Rent for the use and occupancy of the Leased Premises, on the tenth day of each calendar month throughout the Initial Term and the Renewal Term, without deduction, offset, prior notice or demand, except as otherwise specifically set forth in this Lease Agreement. Base rent through the entire Initial Term and through the Renewal Term shall be as follows:

Year 1:	$24,000 per year
Year 2:	$30,000 per year
Year 3:	$36,000 per year
Year 4:	$36,000 per year
Year 5:	$36,000 per year
Year 6:	$40,000 per year
Year 7:	$40,000 per year
Year 8:	$40,000 per year
Year 9:	$40,000 per year
Year 10:	$40,000 per year
Renewal Year 11:	$40,000 per year
Renewal Year 12:	$40,000 per year
Renewal Year 13:	$40,000 per year
Renewal Year 14:	$40,000 per year
Renewal Year 15:	$40,000 per year

NOV 2009 - OCT 31 2010
2010 2011
2011 2012
2012 2013
2013 2014
NOV 2014 OCT 31 2015

3. Section 5.2 Per Round Rate is amended to read as follows:

5.2. Per Round Rate. In addition to Base Rent, Sierra agrees to pay to the City a "per round" rate that establishes an initial rate of $1.00 per round but increases in later years as set forth below. Sierra agrees to pay to the City a "per round" rate of $1.00 per round for footgolf for the term of the Agreement. The rate per round will be paid on the tenth day of each calendar month throughout the Initial Term and the Renewal Term, without deduction, offset, prior notice or demand, except as otherwise specifically set forth in this Lease.

Year 1:	$1.00 per round
Year 2:	$1.00 per round
Year 3:	$1.50 per round
Year 4:	$2.00 per round
Year 5:	$2.00 per round
Year 6:	$2.00 per round
Year 7:	$2.00 per round
Year 8:	$2.00 per round
Year 9:	$2.00 per round
Year 10:	$2.00 per round
Renewal Year 11:	$2.00 per round
Renewal Year 12:	$2.00 per round

Renewal Year 13:	$2.00 per round
Renewal Year 14:	$2.00 per round
Renewal Year 15:	$2.00 per round

4. Section 5.6 Capital Improvements is amended to read as follows:

5.6 Capital Improvements. Commencing on the Effective Date, Sierra shall make Capital Improvements to the Leased Premises in order to improve the current condition of the golf course and clubhouse facilities, consistent with the Capital Improvement Plan identified in Exhibits A. The Capital Improvement Plan will serve as a guide for improvements; however for the purposes of this agreement, Sierra shall make an annual expenditure of not less than $50,000 per calendar year for Capital Improvements to the Leased Premises throughout the Initial Term and the Renewal Term, without deduction, offset, prior notice or demand, except as otherwise specifically set forth in this Lease Agreement.

Year 1:	$50,000 per year
Year 2:	$50,000 per year
Year 3:	$50,000 per year
Year 4:	$50,000 per year
Year 5:	$50,000 per year
Year 6:	$50,000 per year
Year 7:	$50,000 per year
Year 8:	$50,000 per year
Year 9:	$50,000 per year
Year 10:	$50,000 per year
Renewal Year 11:	$50,000 per year
Renewal Year 12:	$50,000 per year
Renewal Year 13:	$50,000 per year
Renewal Year 14:	$50,000 per year
Renewal Year 15:	$50,000 per year

5. Section 5.8 Rent Payment and Per Round Payment is amended to read as follows:

5.8 Rent Payment and Per Round Payment. Delay by the parties in computing or collecting the Base Rent and Per Round Payments or the acceptance by City of the incorrect amount of Base Rent or Per Round payments shall not relieve Sierra of its obligations to pay such rent to the City. Sierra waives any applicable statute of limitations which could defeat the City's right to collect the Base Rent. All rental payments due under this Section 5 shall be made payable to the City of Madera and shall be delivered to the City of Madera Finance Department at 205 W. Fourth Street Madera, California 93637. Any failure to make Base Rent Payments and/or Per Round Payments that is more than sixty (60) days delinquent shall constitute substantial breach of this Lease Agreement.

6. Section 7.16 Americans With Disabilities Act (ADA) and Title 24 Compliance is amended to read as follows:

7.16 Americans With Disabilities Act (ADA) and Title 24 Compliance. With respect to any capital improvements made by Sierra during the term of this Lease Agreement including, but not limited to, those capital improvements made through the use of Capital Improvement funds established pursuant to Section 5.5 of this Lease Agreement, Sierra shall ensure that all buildings, structures, and other facilities constructed or improved by it are constructed or improved in such a manner as to be in compliance with the Americans With Disabilities Act (ADA) and Title 24. With respect to all other ADA or Title 24 required improvements, City shall be responsible for making any repairs or improvements necessary to bring the buildings, structures, and other facilities into compliance with the ADA and with Title 24.

7. Section 8.3 Project Director is amended to read as follows:

8.3. Project Director. The Director of Parks & Community Services shall act as City's representative with respect to the work to be performed under this Lease Agreement. Such person shall have the complete authority to transmit instructions, receive information, interpret and define City's policies and decisions with respect to materials, equipment, elements, and systems pertinent to Sierra's services. City may unilaterally change its representative upon notice to the Sierra.

8. Exhibit "A" is replaced with new Exhibit "A" attached hereto.

9. All other terms and conditions that are not hereby amended are to remain in full force and effect.

* * * * * * * * * * * *

IN WITNESS WHEREOF, the parties authorized agents have executed this Agreement as set forth below.

CITY OF MADERA

By: _____
Robert L. Poythress, Mayor

ATTEST:

By: _____
Sonia Alvarez, City Clerk

APPROVED AS TO FORM:

By: _____
Brent Richardson,
City Attorney

CITY OF MADERA INCORPORATED March 27, 1907 CALIFORNIA

SIERRA GOLF MANAGEMENT, INC.

By: _____
Jeff Christensen, President

Exhibit A

MADERA MUNICIPAL GOLF COURSE

RENT OPTIONS

SGM proposes a rent agreement based on a combination of the following revenue centers:

1. Base Rent
2. Price per Round
3. Capital Improvement and Investment

YEAR	Base Fee	Per Round Golf	Estimated Rounds	Per Round Foot Golf	Estimated Rounds	Est. Rent to City	Capital Improvement
*6.	40k	$2.00	46,000	$1.00	1,200	$133,200	$50,000
7.	40k	$2.00	47,858	$1.00	1,400	$137,116	$50,000
8.	40k	$2.00	49,791	$1.00	1,600	$141,182	$50,000
9.	40k	$2.00	50,787	$1.00	1,800	$143,374	$50,000
10.	40k	$2.00	51,803	$1.00	2,000	$145,606	$50,000
11.	40k	$2.00	52,839	$1.00	2,000	$147,673	$50,000
12.	40k	$2.00	53,896	$1.00	2,000	$149,792	$50,000
13.	40k	$2.00	54,000	$1.00	2,000	$150,000	$50,000
14.	40k	$2.00	54,000	$1.00	2,000	$150,000	$50,000
15.	40k	$2.00	54,000	$1.00	2,000	$150,000	$50,000

*Year 6 represents the 6th year of the Amended Lease Agreement to commence November 1, 2014.

- Payments would be made on a monthly basis.
- Capital Improvements will be funded throughout the fiscal year along with a year-end report and itemizing of all improvements.
- Current Capital Improvement funds in account to be retained for future use
- Rent would include use of all current maintenance equipment

MADERA GOLF COURSE

FIVE-YEAR CAPITAL IMPROVEMENT PLAN

We develop and utilize Capital Improvement Plan lists as a guide. Items listed in this report are important, however, we (SGM) feel that in order to improve the current condition of the golf course the items of most importance are irrigation, equipment replacement and improvement of the greens. Note that many of these items have additional budget line item amounts already in the Operations Budget.

Maintenance Operations will be funded at a much higher level than previously, especially the line items of irrigation repair, fertilization, herbicides, fungicides, labor and utilities (irrigation delivery).

2014-15

- Add "Target areas" and Target greens" on driving range.
- Replace old carpet in Clubhouse.
- Continue irrigation improvement plan on perimeters.
- Parking lot improvement.

2015-16

- Paint exterior of clubhouse
- Replace Golf Shop carpet
- Mower replacement
- Irrigation improvement

2016-17

- Replace foggy windows
- Well upgrade
- Irrigation pump station upgrade
- Equipment addition

2017-18

- Remodel ladies bathroom
- Enhance Clubhouse bathrooms
- Add liners to greenside bunkers
- Purchase utility maintenance vehicles
-

2018-19

- Landscape improvement around building
- Purchase Fairway mower
- Tree maintenance

FOURTH AMENDMENT TO MADERA MUNICIPAL GOLF COURSE OPERATION AND MANAGEMENT LEASE AGREEMENT BETWEEN THE CITY OF MADERA AND SIERRA GOLF MANAGEMENT, INC.

This Fourth Amendment to Madera Municipal Golf Course Operation and Management Lease Agreement ("Fourth Amendment") is made by and between the CITY OF MADERA, a California municipal corporation, ("CITY"), and SGM Inc. dba Sierra Golf Management Inc., Post Office Box 788 Chowchilla, California 93610 ("Sierra") both hereinafter collectively referred to as "the Parties."

RECITALS

WHEREAS, CITY and SIERRA entered into an agreement on October 7, 2009, to contract for the operation and management of the Madera Municipal Golf Course ("Agreement"); and

WHEREAS, the Parties executed a Second Amendment to Agreement on July 3, 2013, and a Third Amendment to Agreement on October 15, 2014; and

WHEREAS, CITY and Sierra desire to extend the termination date of Agreement from October 31, 2019, to April 30, 2020.

AMENDMENT

1. Section 2 of the Agreement entitled "Term" is amended by adding a third paragraph. Section 2 shall now read as follows:

This Lease Agreement shall commence on November 1, 2009 (the "Effective Date") and shall continue in full force and effect for a period of ten (10) years ("Initial Term"), thereafter terminating on October 31, 2019 ("Termination Date"), unless extended sooner or otherwise terminated sooner as provided herein, save and except, Sierra's lease of the clubhouse and banquet facilities and food and beverage operation shall not commence until March 15, 2010, unless the current tenant agrees to terminate its tenancy and vacate earlier than March 15, 2010, and which shall terminate on October 31, 2019.

The City may, in its sole discretion, grant one (1) option to Sierra to extend this Lease Agreement ("Renewal Option"), for an additional five (5) year period ("Renewal Term"), which Renewal Option will only take effect upon the mutual written consent of the parties. The City shall give Sierra no less than 180 days written notice of its intent to extend the Lease for an additional five (5) year period, at which point the City shall enter into negotiations with Sierra to extend this Lease Agreement beyond the Renewal Term. The parties agree to negotiate in good faith. In the event City and Sierra are unable during such 180-day period to reach agreement on the lease terms, this Lease Agreement shall terminate and shall be of no further force and effect and except as may specifically be provided for elsewhere in this Lease Agreement, neither City not Sierra shall have any further obligations hereunder.

Notwithstanding the foregoing, the Parties are currently negotiating renewal of the Agreement for an additional period. To ensure that the Agreement does not terminate on October 31, 2019, this Agreement shall be extended until April 30, 2020.

2. Except as amended by this Fourth Amendment, all terms and conditions of the Agreement shall continue in full force and effect.

3. This Fourth Amendment shall be effective on October 2, 2019.

IN WITNESS WHEREOF, the City of Madera has caused this Fourth Amendment to Agreement to be executed on its behalf by its Mayor and duly attested by its City Clerk, and SGM Inc. dba Sierra Golf Management Inc. has executed this Fourth Amendment to Madera Municipal Golf Course Operation and Management Lease Agreement on the day and year written below.

CITY OF MADERA,
A municipal corporation

Andrew J. Medellin, Mayor

SGM INC. DBA SIERRA GOLF MANAGEMENT

Jeff Christenson

APPROVED AS TO FORM:

Hilda Cantu Montoy, City Attorney

ATTEST:

Alicia Gonzales, City Clerk

CITY OF MADERA INCORPORATED March 27, 1907 CALIFORNIA

RETURN TO AGENDA

REPORT TO CITY COUNCIL

Approved by:

_____
Department Director

_____
Arnoldo Rodriguez, City Manager

Council Meeting of: April 15, 2020

Agenda Number: E-2

SUBJECT:

Grants Department Update to the City Council on Community Development Block Grant (CDBG) Activities for the 2019/20 Fiscal Year

RECOMMENDATION:

Deliberation and Direction given from Council

SUMMARY:

The City of Madera (City) is a recipient of annual funding from the U.S. Department of Housing and Urban Development (HUD) for its CDBG program. The City distributes this funding to certain subrecipients to carryout HUD approved activities. The objective of this report is to provide an update on the development of the CDBG 2020/2024 Consolidated Plan and the 2020/2021 Action Plan, the status of current subrecipients' progress in achieving program objectives, as well as to provide Council an overview of the City's response to HUD's recent monitoring of its CDBG program.

DISCUSSION:

The following is a summary update of the CDBG activities during the 2019-2020 fiscal year which will be presented during the Council meeting:

- Development of the 2020/2024 Consolidated Plan and 2020/2021 Action Plan.
- Subrecipient progress monitoring.
- HUD's monitoring of City CDBG activities.

FINANCIAL IMPACT:

Informational only.

CONSISTENCY WITH THE VISION MADERA 2025 PLAN:

The HUD CDBG program supports the Vision Madera 2025 Plan as follows:

- Strategy 136:
  - Transitional Housing: Promote transitional housing to ensure the homeless have safe shelter.
- Strategy 407:
  - Promote and expand existing services, supportive services, case management, and self-sufficiency for Madera residents to maintain independent lifestyles.
- Strategy 332:
  - Youth Services: Expand comprehensive services for Madera's youth, including employment opportunities, community activities, sports programs, performing arts, and after-school programs.
- Strategy 337:
  - Develop programs for Maderans of all ages with an emphasis on youth and senior activities.
- Strategy 314.2:
  - Continue and expand facilities for at-risk youth.
- Strategy 113.3:
  - Establish budgets to ensure all City facilities that provide services to the public are ADA compliant.
- Strategy 121.1:
  - Add facilities and amenities for the public.
- Strategy 126.6:
  - Establish budgets to redevelop existing streets to install sidewalks, curb cuts, streetlights, and landscaping strips.

ALTERNATIVES:

This report is for informational purposes only.

ATTACHMENTS:

None.

RETURN TO AGENDA

REPORT TO CITY COUNCIL

Approved by:

Roger Sanchez, Director of Financial Services

Arnoldo Rodriguez, City Manager

Council Meeting of: April 15, 2020

Agenda Number: E-3

SUBJECT:

Acceptance of the Comprehensive Annual Financial Report (CAFR) for Fiscal Year 2018/19, ending on June 30, 2019

RECOMMENDATION:

Accept and File the Comprehensive Annual Financial Report (CAFR), which includes the Independent Auditor's Report on the City's Financial Statements for the fiscal year ending on June 30, 2019

SUMMARY:

The Finance Department is pleased to present the City's Comprehensive Annual Financial Report (CAFR), the first for the City in 10 years. Council may recall that the City previously retained The Pun Group Accountants & Advisors, an independent auditor to conduct the annual audit and assist in the preparation of the CAFR. In previous years, the City prepared basic financials statements, the minimum as required by State Law. In contrast, the CAFR provides a more in-depth analysis, including financial trends, revenue capacity, debt capacity, demographic and economic information, operating information, and other multi-year details.

The independent auditor concluded that there was reasonable basis for the rendering of an unmodified opinion that the City's financial statements for the fiscal year that ended June 30, 2019, are fairly presented in conformity with Generally Accepted Accounting Principles (GAAP). The independent auditor's report is presented as the first component of the financial section of the CAFR report.

It is noted that the CAFR is for Fiscal Year (FY) 2018/2019, which ended on June 30, 2019.

DISCUSSION:

State law requires that every general-purpose local government publish an annual report on its financial position and activity and that the report be audited by an independent firm of certified public accountants. Rather than meeting the minimum State requirement, staff felt it prudent to prepare a CAFR which provides a more in-depth analysis.

It is worth noting that the annual audit is a component of the CAFR. Taken together, the CAFR, the multi-year fiscal forecast, and the budget provide the best overview of the City's fiscal health and opportunities for future financial stability. Because the CAFR is audited by an independent expert, the report provides additional assurance to the community that the City is being a responsible steward of the community's tax dollars. The City's financial statements, internal documents, and controls have been audited by an independent auditor. The goal of the independent audit was to provide reasonable assurance that the financial statements of the City for the fiscal year ended June 30, 2019 are free of material misstatements. The independent audit involved examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; assessing the accounting principles used and significant estimates made by management; and evaluating the overall financial statement presentation. The independent auditors' report is presented as the first component of the financial section CAFR report.

CAFR ORGANIZATION

The City's CAFR is organized into three major sections:

1. Introductory
2. Financial, and
3. Statistical

The following is a summary of each of these sections:

1. **Introductory Section:** The letter of transmittal and other information of general interest are presented in this section including an organizational chart, directory of officials as well as the Government Finance Officers Association's Certificate of Achievement for Excellence in financial Reporting. The letter of transmittal is an opportunity for management to provide an overview of the City's activities, prospective information as well as subjective information useful in assessing the City's economic condition.

2. **Financial Section:** The financial section includes the report of the independent auditor, management's discussion and analysis, basic financial statements (including notes), required supplementary information and related notes, combining statements (i.e. nonmajor funds), and individual fund financial statements and schedules.

3. **Statistical Section**: The statistical section offers operational, economic, and historical data that provides a context for assessing the City's economic condition. Such data includes

information on financial trends, information on revenue capacity, information on debt capacity, demographic and economic information, and operating information.

FINANCIAL HIGHLIGHTS

The following identifies some key items:

- At the close of FY 2018/19, the City's governmental funds reported fund balance of $63.6 million, an increase of $9.5 million or 17.7% in comparison with the prior year. Approximately $3.0 million or 4.8% of this amount is unassigned fund balance.
- The General Fund, Measure K Sales Tax, Code Enforcement, Insurance Reserve, Payroll Clearing, Community Development and LEA Tire Grants, ended the year with a fund balance of $24.2 million, which represents a net increase of approximately $6.2 million from the previous year. The unassigned balance of $3.0 million is available for carryover to fund future general fund expenditures.
- During the year, 10% rate increases were implemented for water and sewer services, respectively. Incremental rate increases over the subsequent 5 years were approved by Council during the second quarter of calendar year 2015. Those rate increases took effect in fiscal year 2016 and were projected to increase water revenues by 10% and sewer revenues by 10% in fiscal year 2019. The water rate increases are projected to further increase water revenues by 3% in fiscal year 2020. Sewer rate increases are projected to further increase sewer revenues by 10% in fiscal year 2020.
- The Special Gas Tax Special Revenue Fund, a major fund, had a $3.0 million increase in fund balance during the current Fiscal Year 2019. The ending fund balance of $13.7 million is restricted for public works and transportation.
- The Measure K Sales Tax Fund, had a S5.8 million increase in fund balance during the current Fiscal Year 2019. $4.65 million came from bond proceeds related to the fire station. The ending fund balance of $8.0 is restricted and/or assigned for fire department capital projects and public protection.

SINGLE AUDIT:

In accordance with the Single Audit Act of 1984 and the provisions of the U.S. Office of Management and Budget (OMB) Circular A-133, the City is required to have an independent firm audit their Financial Statements whenever $750,000 in Federal grants are received for any Fiscal Year. The audit must follow Generally Accepted Auditing Standards as set forth by the American Institute of Certified Public Accountants and comply with the standards for financial audits set forth in the U.S. General Accounting Office's Governments Auditing Standards (1994). The audit completed for Fiscal Year ended June 30, 2019 complies with all the provisions and standards previously stated and the City's Financial Statements have been found to be in conformity with Generally Accepted Accounting Principles. The auditors are still working on the single audit as of the time that this report was being written. As a result, only the City's Financial Statements will be presented at this meeting.

FINANCIAL IMPACT:

The acceptance of these audited financial statements has no financial impact to the City; however, not including staff time, the City estimates to pay $72,000 to Pun Group Accountants & Advisors. Council previously approved a three-year contract with said group. This is the first year of the contract.

CONSISTENCY WITH THE VISION MADERA 2025 PLAN:

Although acceptance of this item is not specifically addressed in the Vision or Action Plans, the requested action, resulting in financial gain to the City, will assist in achieving the Vision Statement of a Well-Planned City.

ALTERNATIVES:

1. Take no action;
2. Receive and file the Comprehensive Annual Financial Report for the fiscal year ending June 30, 2019; or
3. Provide alternative direction to staff or the auditor.

ATTACHMENTS:

1. City of Madera Comprehensive Annual Financial Report (CAFR) for the Year Ended June 30, 2019

City of Madera

Madera, California

Comprehensive Annual Financial Report

For the Year Ended June 30, 2019

Prepared by
Finance Department

City of Madera
Comprehensive Annual Financial Report
For the Year Ended June 30, 2019

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For the Year Ended June 30, 2019

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March 30, 2020

Honorable Mayor and Members of the City Council,
City of Madera, California

It is with pleasure that I present to you the City of Madera Comprehensive Annual Financial Report (CAFR), the City's first in 10 years.

State law requires local governments prepare a complete set of audited financial statements. This report is published to fulfill that requirement for the fiscal year ending June 30, 2019. This report was prepared by the City of Madera's (the City) Finance Department, which assumes responsibility for both the accuracy of the presented data and the completeness and fairness of the presentation, including disclosures.

The accompanying financial statements of the City have been prepared in conformity with generally accepted accounting principles (GAAP) in the United States of America as prescribed by the Governmental Account Standards Board (GASB).

Generally Accepted Accounting Principles (GAAP) require that management provide a narrative introduction, overview, and analysis to accompany the basic financial statements in the form of Management's Discussion and Analysis (MD&A). This letter of transmittal is designed to complement the MD&A and should be read in conjunction with it. The City's MD&A can be found immediately following the report of the independent auditors.

The City's financial statements have been audited by The Pun Group LLP. The goal of the independent audit was to provide reasonable assurance that the financial statements of the City for the fiscal year ended June 30, 2019, are free of material misstatement. The independent audit involved examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements; assessing the accounting principles used and significant estimates made by management; and evaluating the overall financial statement presentation. The independent auditor concluded, based upon the audit, that there was reasonable basis for the rendering of an unmodified opinion that the City of Madera's financial statements for the fiscal year ended June 30, 2019, are fairly presented in conformity with GAAP. The independent auditor's report is presented as the first component of the financial section of this report.

The independent audit of the financial statements of the City was part of a broader, federally mandated "Single Audit" designed to meet the special needs of federal grantor agencies. The standards governing Single Audit engagements require the independent auditor to report not only on the fair presentation of the financial statements, but also on the emphasis on internal controls and legal requirements involving the administration of federal awards. These reports are presented in the Single Audit section of this comprehensive annual financial report.

The Management's Discussion and Analysis (MD&A) section of this report offers a more detailed discussion about the economic condition of the City, fund balance analysis and other management goals and achievements.

Government Profile

The City was incorporated on March 27, 1907, as a general law city. The City Council is comprised of six members who are elected by district, plus a Mayor who is elected at large. The Council Members and the Mayor are elected to alternating four-year terms staggered every two years. The City Council is responsible for making policy, passing ordinances, adopting the budget, appointing committees, and hiring the City Manager and the City Attorney. The City Manager is responsible for carrying out the ordinances and policies of the City Council and overseeing operations. All other department heads are appointed by the City Manager.

Madera is located in the center of California, twenty miles north of Fresno, and is the county seat of Madera County. The City has approximate population of 66,000 and its boundaries encompass 16.0 square miles. Madera is also

within close proximity to cherished world treasures such as Yosemite National Park, the Sierra Nevada Mountain Range and attractions that run along the Pacific coastline.

The City provides a full range of services that include public safety, public works, recreational and community services, community development and general administrative services. The City also operates a municipal golf course, water and wastewater utilities. A general aviation airport is also part of the City of Madera. Component units are legally separate entities for which the nature and significance of their relations with the City are such that exclusion would cause the financial statements to be misleading or incomplete. Accordingly, the Housing Authority of the City of Madera is reported as a component unit in the City's financial statements.

Local economy and local budget issues

The local economy has experienced economic growth. Assessed property values experienced a 6% increase from the prior year and are expected to improve further during the next year. Sales taxes experienced increases from the prior year and are expected to grow at nearly 2% during the next year due to the improving economy. Building activity is continuing and has resulted in a growing assessed valuation for property.

Agriculture has been the mainstay of the local economy. Government also represents a growing part of the economy. Major employers in the City include Madera Unified School District, County of Madera, City of Madera and Madera Community Hospital. Major retail employers include Walmart, Lowe's and Home Depot. The City of Madera's unemployment rate was 6.7% in 2019.

The City is part of the Madera/Chowchilla Metropolitan Area, which includes City of Madera, City of Chowchilla and developed areas of Madera County.

The City Council adopted a balanced budget for fiscal year 2019-20 with proposed total expenditures of $87,819,817 citywide. Key budget assumptions include the construction of a fire station with Measure K sales tax revenue and issuance of lease revenue bonds, which will be paid back with future Measure K sales tax revenue.

The City maintains extensive budgetary controls. The objective of these controls is to ensure compliance with legal provisions embodied in the annual appropriated budget adopted by the City Council. For the 2019 fiscal year, activities for the general fund, special revenue funds, debt service, enterprise, and capital project funds are included in the annual appropriated budget.

The level of budgetary control, i.e. the level where the expenditures cannot legally exceed the appropriated amount, is maintained at the departmental level for the General Fund and at the fund level for all other funds. The City also maintains an encumbrance accounting system as a method of maintaining budgetary control. Outstanding encumbrances at year-end are evaluated and, if deemed necessary by the City Manager, are carried forward as part of the following year's budget.

Long-term financial planning

The City maintains a five-year Capital Improvement Plan, which is updated annually. This plan includes major on-going maintenance and rehabilitation costs to existing capital assets (land, land improvements, infrastructure, and equipment), as well as the costs of new facilities and improvements.

The City's annual budget document includes a five-year forecast of general fund revenue, including sales, use and property taxes, interfund charges, and other governmental revenues. Revenues are projected to increase 1.5% each year for the next five years. Budget policies require that budgets be balanced, and ongoing costs shall not exceed current revenues plus available fund balance that exceeds reserve fund requirements.

The City maintains a General Fund Contingency Reserve at a level of at least 30% of the general fund operating expenditures in order to protect essential service programs and funding requirements during periods of economic downturn or other unforeseen major costs not covered by the Contingency Reserve. A separate reserve has been established in the Measure K fund in the amount of $130,000 each year for the Police Department and the Fire Department. Currently, each Measure K fund (Police and Fire) have a $260,000 fund balance contingency reserve.

Additionally, the Fire department has established a fire engine replacement reserve of $200,000, with the intent to add $200,000 each year to that reserve.

Also, to finance current growth, the City has in place a variety of user and develops fees to pay for streets, parks, water wells and lines, and sewer lines. The City reviews these fees on an annual basis to assure that the fee structure is in line the cost of construction. For the combined fiscal years 2018-29 and 2019-20, the City implemented a 6% increase in water rates.

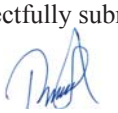
Cash Management

The City of Madera's investment policy prioritizes safety, liquidity and then yield on the City's investment. The highest priority of cash management and investments is to ensure adequate funds are available to meet the City of Madera's obligations and all investments are in safe instruments. Yield, while important, is considered in third priority after safety and liquidity. The City invests in the Local Agency Investment Fund "LAIF" operated by the State for the benefit of local governments. Bond proceeds, debt service monies, and debt service reserves are invested according to the bond covenants of each bond issue.

Acknowledgements

I would like to extend my thanks to the City Council for their interest in and suggestions to the financial reporting of the City. The preparation of the CAFR could not have been accomplished without the efforts and dedication of the staff of the City of Madera, Department of Finance. I extend my appreciation to my staff and other personnel from various departments, agencies and authorities who assisted in the preparation of this report.

Respectfully submitted,



Roger Sanchez Ruiz
Director of Financial Services

CITY COUNCIL MEMBERS (as of 6/30/19)

Andrew J. Medellin, Mayor
Mayor Pro Tem Steve Montes, District 3
Council Member Cece Gallegos, District 1
Council Member José Rodriguez, District 2
Council Member Derek O. Robinson Sr., District 4
Council Member Santos Garcia, District 5
Council Member Donald E. Holley, District 6

EXECUTIVE MANAGMENT

Arnoldo Rodriguez, City Manager
Hilda Cantu Montoy, City Attorney (contracted)
Alicia Gonzales, City Clerk

DEPARTMENT DIRECTORS

Darrell Unruh, Interim Planning Manager
Dino Lawson, Police Chief
Ivette Iraheta, Grants Administrator
Jim Howell, Interim Director of Public Works
John Scarborough, Director of Parks and Community Services
Keith Helmuth, City Engineer
Mark Souders, Information Services Manager
Mike van Loben Sels, Fire Chief (contracted)
Roger Sánchez, Director of Financial Services
Steve Woodworth, Chief Building Official
Wendy Silva, Director of Human Resources

THE PUN GROUP
ACCOUNTANTS & ADVISORS

INDEPENDENT AUDITORS' REPORT

To the Honorable Mayor and Members
of the City Council of the City of Madera
Madera, California

Report on Financial Statements

We have audited the accompanying financial statements of the governmental activities, the business-type activities, the aggregate discretely presented component unit, each major fund, and the aggregate remaining fund information of the City of Madera, California (the "City"), as of and for the year ended June 30, 2019, and the related notes to the basic financial statements, which collectively comprise the City's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditors' Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We did not audit the financial statements of Housing Authority of the City of Madera (the "Authority"), which represent 100%, 100%, and 100%, respectively, of the assets, net position, and revenues of the aggregate discretely presented component unit. Those statements were audited by other auditors whose report has been furnished to us, and our opinion, insofar as it relates to the amounts included for the Authority, is based solely on the report of the other auditors.

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the City's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the City's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinions

In our opinion, based on our audit and the report of other auditors, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, the business-type activities, the aggregate discretely presented component unit, each major fund, and the aggregate remaining fund information of the City as of June 30, 2019, and the respective changes in financial position, and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis, Budgetary Comparison Schedules, Schedule of Changes in Net Pension Liability and Related Ratios, Schedule of the City's Proportionate Share of the Net Pension Liability and Related Ratios, Schedules of Contributions, and Schedule of Changes in Total OPEB Liability and Related Ratios, on pages 5 through 21 and 129 through 139 be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the Required Supplementary Information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the City's basic financial statements. The Introductory Section, Combining and Individual Nonmajor Fund Financial Statements and Budgetary Comparison Schedules, and Statistical Section, are presented for purposes of additional analysis and are not a required part of the basic financial statements.

The Combining and Individual Nonmajor Fund Financial Statements and Budgetary Comparison Schedules are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Combining and Individual Nonmajor Fund Financial Statements and Budgetary Comparison Schedules are fairly stated in all material respects in relation to the basic financial statements as a whole.

The Introductory and Statistical Sections have not been subjected to the auditing procedures applied in the audit of the basic financial statements, and accordingly, we do not express an opinion or provide any assurance on them.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated March 30, 2020, on our consideration of the City's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the City's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the City's internal control over financial reporting and compliance.

Santa Ana, California
March 30, 2020

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City of Madera
Management's Discussion and Analysis (Unaudited)
For the Year Ended June 30, 2019

This narrative overview of the City of Madera's financial performance provides an analysis of the City's financial activities for the fiscal year ended June 30, 2019. Please read it in conjunction with the accompanying basic financial statements and the accompanying notes to those financial statements. Note that the 2018 figures presented are from the 2018 audited financial statements; they are not restated balances based on the 2018 prior period adjustments as listed in Note 17.

Financial Highlights

- The City's government-wide total assets and deferred outflows of resources exceeded total liabilities and deferred inflows of resources at the close of the fiscal year by $286.9 million. Of this amount, $4.4 million is in unrestricted net position and available to meet the City's ongoing commitments to citizens and creditors. In addition, the City's restricted net position totals $49.2 million and is dedicated to specific purposes. Lastly, net position of $233.3 million is the City's net investment in capital assets.
- The City's total net position increased by $8.3 million or 3.0% during 2018-2019 to $286.9 million from $278.5 million.
- At the close of the current fiscal year, the City's governmental funds reported combined fund balances of $63.6 million, an increase of $9.5 million or 17.7% in comparison with the prior year. Approximately $3.0 million or 4.8% of this amount is available for spending at the City's discretion (unassigned fund balance).
- The City's General Fund, Measure K Sales Tax, Code Enforcement, Insurance Reserve, Payroll Clearing, Community Development and LEA Tire Grants, ended the year with a fund balance of $24.2 million, which represents a net increase of approximately $6.2 million from the previous year. The unassigned balance of $3.0 million is available for carryover to fund future general fund expenditures.
- Net Pension Liability increased by $0.5 million or 1.6% during 2018-2019 to $45.9 million from $45.4 million. Deferred outflows of resources related to pensions decreased by $1.6 million or 11.4% and deferred inflows of resources related to pensions increased by $2.2 million or 524.4%. The changes to net pension liability were mainly due to an overall increase in the net pension liability of the CalPERS safety risk pool, of which the City's proportionate share increased, and the service cost and interest accumulated on the City's total pension liability in its miscellaneous risk pool agent plan exceeded contributions and investment income in the City's fiduciary net position. The changes to the City's deferred outflows were mainly due to an increase in contributions to the Plan made by the City in 2018-2019 and actual earnings on the plan exceeding the projected earnings, which will be applied as a reduction to net pension liability over the next five years. Finally, the changes to deferred inflows of resources were mainly the result of the amortization of prior year deferred inflows resulting from previous changes in actuarial assumptions and differences in between expected and actual experience that did not meet the previous actuarial expectations.
- During the year, 10% and 10% rate increases were implemented for water and sewer services, respectively. Incremental rate increases over the subsequent five years were approved by Council during the second quarter of calendar year 2015. Those rate increases took effect in fiscal year 2016 and were projected to increase water revenues by 10% and sewer revenues by 10% in fiscal year 2019. The water rate increases are projected to further increase water revenues by 3% in fiscal year 2020. Sewer rate increases are projected to further increase sewer revenues by 10% in fiscal year 2020.

Overview of the Financial Statements

This annual report consists of a series of financial statements. These statements include all activities of the City of Madera, using the integrated approach as prescribed by GASB Statement No. 34. The Statement of Net Position and Statement of Activities provide information about the activities of the City as a whole and present a longer-term view of the City's finances. Fund financial statements tell how these services are financed in the short-term as well as what remains for future spending. Fund financial statements also report the City's operations in more detail than the government-wide statements by providing information about the City's most significant funds. The remaining statements provide financial information about activities for which the City acts solely as a trustee or agent for the benefit of those outside the Government.

Reporting the City as a Whole

Government-wide financial statements. The government-wide financial statements are designed to provide readers with a broad overview of the City's finances. These statements include all assets and liabilities of the City using the *accrual basis of accounting,* which is similar to the accounting method used by most private sector companies. All of the current year's revenues and expenses are taken into account regardless of when cash is received or paid out.

The *statement of net position* presents information on all the City's assets, liabilities, and deferred outflows of resources, with the difference between the two reported as *net position.* Over time, increases or decreases in net position may serve as one indicator of whether the City's financial position is improving or deteriorating.

The *statement of activities* presents information showing how the City's net position changed in the most recent fiscal year. All changes of net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenses are reported on this statement for some items that will result in cash flows in future fiscal periods (e.g. earned but unused vacation leave).

The government-wide financial statements of the City are divided as follows:

> ***Governmental Activities:*** Most of the City's basic services are included here such as public safety, transportation (street and roads), community development, culture and recreation and general government. These services are primarily financed by property and sales taxes and federal and state grants.
>
> ***Business-type Activities:*** The City charges fees to customers to cover the costs of services provided. The City's utilities, water, sewer, community sanitation (refuse and street cleaning), golf course, and airport, as well as public transit services are included here.

The government-wide financial statements can be found on pages 26-29 of this report.

Fund financial statements. The fund financial statements provide more detailed information about the City's most significant funds, not the City as a whole. A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. Some funds are required to be established by State Law or by bond covenants. Management establishes other funds to control and manage money for particular purposes or to show the City is meeting legal responsibilities for using certain taxes, grants, and other money. All the funds of the City can be classified into three categories: governmental funds, proprietary funds and fiduciary funds.

Governmental funds. Governmental funds are used to account for essentially the same functions reported as governmental activities in the government-wide financial statements. However, unlike the government-wide financial statements, governmental fund financial statements focus on the near-term inflows and outflows of spendable resources, as well as on balances of spendable resources available at the end of the fiscal year. These funds are reported using an accounting method called *modified accrual* accounting, which measures cash and all other financial assets that can readily be converted to cash. Such information is useful in evaluating a governments near-term financing requirement.

Because the focus of the governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for the governmental funds with similar information presented for *governmental activities* in the government-wide financial statements. By doing so, readers may better understand the long-term impact of the government's near-term financing decisions. Both the governmental fund balance sheet and the governmental fund statement of revenues, expenditures, and changes in fund balances provide reconciliations between governmental funds and governmental activities. This reconciliation explains the relationship (or differences) between the fund statements and the government- wide statements.

The City of Madera maintains nineteen individual governmental funds. Information is presented separately in the governmental funds balance sheet and in the governmental funds statement of revenues, expenditures and changes in fund balances for the General Fund, General Development Impact Fee Fund, and Special Gas Tax Fund all of which are considered to be major funds. Data from the other sixteen funds are combined into a single aggregated presentation.

Individual fund data for each of these non-major governmental funds is provided in the form of combining statements elsewhere in this report.

The City adopts an annual appropriated budget for the General Fund. A budgetary comparison statement has been provided for the General Fund to demonstrate compliance to this budget.

The basic governmental fund financial statements can be found on pages 34-39 of this report.

Proprietary funds. The City has two different types of proprietary funds, enterprise funds and internal service funds. Enterprise funds are used to report the same functions presented as business-type activities in the government-wide financial statements. The City utilizes enterprise funds to account for those activities that are supported primarily by user charges to external users, and includes community sanitation, sewer disposal, water and transit. Internal service funds are used to account for activities that are supported by user charges primarily to the City's other programs and activities and include fleet management, facility maintenance, and computer replacement. Because all of these services predominantly benefit governmental rather than business-type functions, they have been included within governmental activities in the government-wide financial statements.

Proprietary funds provide the same type of information as the government-wide financial statements, only in more detail. The proprietary fund financial statements provide separate information for Water, Sewer, Solid Waste, and Drainage Operations funds since they are all major funds. Individual fund data for each of these non-major enterprise funds is provided in the form of combining statements elsewhere in this report. All of the internal service funds are combined into a single, aggregated presentation in the fund financial statements. Individual fund data for the internal service funds is provided in the form of combining statements elsewhere in this report.

The basic proprietary fund financial statements can be found on pages 42-47 of this report.

Fiduciary funds. Fiduciary funds are used to account for resources held for the benefits of parties outside the City. Fiduciary funds are not reflected in the government-wide financial statements because the City cannot use these funds to finance its operations.

The fiduciary fund financial statements can be found on pages 50-51 of this report.

Notes to the basic financial statements. The notes provide additional information that is essential to a full understanding of the data provided in the government-wide and fund statements. The notes to the basic financial statements can be found on pages 59-126 of this report.

Required Supplementary Information. In addition to the basic financial statements and accompanying notes, this report includes certain required supplementary information concerning the City's progress in funding its obligation to provide pension benefits and other post-employment benefits to its employees, and budgetary comparison schedules. Required supplementary information can be found on pages 139-150 of this report.

Individual Fund Statements. Individual fund statements in connection with non-major governmental and enterprise funds are presented immediately the required supplementary information, which can be found on pages 144-170 of this report.

Government-wide Financial Analysis

Below is a table showing the City's net position for the fiscal year ended June 30, 2019, with comparative data for the fiscal year ended June 30, 2018.

City of Madera's Net Position

	Governmental Activities		Business-Type Activities		Total	
	2019	2018	2019	2018	2019	2018
Assets:						
Current and other assets	$ 71,289,086	$ 60,803,203	$ 34,349,967	$ 31,400,760	$ 105,639,053	$ 92,203,963
Capital Assets	178,073,835	178,001,695	106,144,171	102,307,394	284,218,006	280,309,089
Total assets	249,362,921	238,804,898	140,494,138	133,708,154	389,857,059	372,513,052
Deferred outflows of resources	9,895,201	11,385,568	2,286,895	2,285,596	12,182,096	13,671,164
Liabilities:						
Current and other liabilities	6,982,273	3,209,607	6,845,010	4,478,541	13,827,283	7,688,148
Noncurrent liabilities	46,689,186	43,565,647	51,291,378	55,560,510	97,980,564	99,126,157
Total liabilities	53,671,459	46,775,254	58,136,388	60,039,051	111,807,847	106,814,305
Deferred inflows of resources	2,054,016	395,604	1,319,784	445,930	3,373,800	841,534
Net position:						
Net investment in capital assets	172,189,172	176,114,816	61,048,060	58,537,120	233,237,232	234,651,936
Restricted	44,311,906	37,033,179	4,940,553	1,125,151	49,252,459	38,158,330
Unrestricted	(12,968,431)	(10,128,387)	17,336,248	15,846,498	4,367,817	5,718,111
Total net position	$ 203,532,647	$ 203,019,608	$ 83,324,861	$ 75,508,769	$ 286,857,508	$ 278,528,377

As of June 30, 2019, the City's government-wide total assets and deferred outflows of resources exceeded liabilities and deferred inflows of resources by $286.9 million. Governmental activities finished the year with a positive net position balance of $203.5 million, an increase of $0.5 million, or 0.3% compared to 2018. Business- type activities finished the year with a positive balance of $83.3 million, an increase of $7.8 million or 10.4% compared to 2018. Net position, as noted earlier, may serve over time as a useful indicator of the City's financial position. Of the total net position, $233.3 million or 81.3% is the City's net investment in capital assets (e.g. land, buildings and improvements, machinery and equipment and the road network) less any related debt used to acquire those assets that is still outstanding.

The City's net investment in capital assets increased by $3.9 million, restricted net position increased by $10.6 million and unrestricted net position decreased by $0.8 million, accounting for the increase in total net position of nearly $1.3 million. The increase in net investment in capital assets is due to additions to capital assets of $16.7 million and an increase in liabilities of $5.0 million, offset by depreciation expense of $12.4 million. The increase to restricted net position represents the change in resources that are subject to external restrictions on their use. Net position restricted for public works and transportation increased by $3.1 million compared to prior year. The decrease to unrestricted net position is due to a change in resources available to fund City programs for citizens and debt obligations to creditors.

Restricted net position represents $49.3 million or 17.2% of the total. Restricted net position represents those resources that are subject to external restrictions on how they may be used. These restrictions are established by bond covenants or restrictions on the use of funds are set forth by state or federal regulations.

Unrestricted net position represents those resources which may be used to meet the City's ongoing commitments to citizens and creditors. Government-wide unrestricted net position represents $4.4 million or 1.5% of the total net position, which is an decrease of $1.4 million or 23.6% from the previous year. Governmental activities account for a negative $12.9 million of the total unrestricted net position and decreased by $2.8 million or 28.0% compared to last year. Business-type activities account for $17.3 million of the total unrestricted net position and increased by $1.5 million or 9.4% compared to last year.

The following table indicates the changes in net position for governmental and business-type activities:

Statement of Activities
For the Year Ended June 30, 2019

	Governmental Activities		Business Type Activities		Total	
	2019	2018	2019	2018	2019	2018
Revenues:						
Program revenues:						
Charges for services	$ 5,442,865	$ 5,096,044	$ 28,885,515	$ 27,912,340	$ 34,328,380	$ 33,008,384
Operating grants and contributions	14,117,178	11,716,048	2,056,654	1,469,267	16,173,832	13,185,315
Capital grants and contributions	2,968,306	261,357	3,554,740	1,309,161	6,523,046	1,570,518
Total program revenues	22,528,349	17,073,449	34,496,909	30,690,768	57,025,258	47,764,217
General revenues:						
Property taxes	4,332,639	3,824,185	209,374	182,390	4,542,013	4,006,575
Sales and use taxes	13,399,196	12,923,918	-	-	13,399,196	12,923,918
Franchise taxes	649,666	666,238	-	-	649,666	666,238
Other taxes	1,964,472	1,707,452	-	-	1,964,472	1,707,452
Total taxes	20,345,973	19,121,793	209,374	182,390	20,555,347	19,304,183
Investment earnings	1,910,967	265,581	407,450	68,049	2,318,417	333,630
Gain (loss) on sale of capital assets	43,791	-	-	12,990	43,791	12,990
Miscellaneous	829,050	1,147,727	76,531	3,956	905,581	1,151,683
Total general revenues and transfers	23,129,781	20,535,101	693,355	267,385	23,823,136	20,802,486
Total revenues	45,658,130	37,608,550	35,190,264	30,958,153	80,848,394	68,566,703
Expenses:						
General government	9,703,723	8,697,525	-	-	9,703,723	8,697,525
Public safety	18,983,486	18,425,675	-	-	18,983,486	18,425,675
Social services	330,498	346,863	-	-	330,498	346,863
Public ways and facilities	5,478,070	5,081,612	-	-	5,478,070	5,081,612
Culture and recreation	4,525,133	4,744,555	-	-	4,525,133	4,744,555
Community development	4,492,799	4,022,163	-	-	4,492,799	4,022,163
Interest on long-term debt	210,504	74,490	-	-	210,504	74,490
Water	-	-	7,654,315	9,262,549	7,654,315	9,262,549
Sewer	-	-	9,924,665	9,854,304	9,924,665	9,854,304
Solid waste	-	-	6,056,309	5,811,095	6,056,309	5,811,095
Drainage operations	-	-	1,149,676	887,698	1,149,676	887,698
Local transit	-	-	2,321,063	2,166,293	2,321,063	2,166,293
Golf course	-	-	120,763	199,012	120,763	199,012
Airport	-	-	842,652	1,163,134	842,652	1,163,134
Total expenses	43,724,213	41,392,883	28,069,443	29,344,085	71,793,656	70,736,968
Change in net position	1,933,917	(3,784,333)	7,120,821	1,614,068	9,054,738	(2,170,265)
Transfers	275,116	374,407	(275,116)	(372,671)	-	1,736
Increase (decrease) in net position	2,209,033	(3,409,926)	6,845,705	1,241,397	9,054,738	(2,168,529)
Net position, beginning of year	203,019,608	203,422,144	75,508,769	73,835,943	278,528,377	277,258,087
Prior period adjustments	(1,695,994)	3,007,390	970,387	431,429	(725,607)	3,438,819
Net position, beginning of year, as restated	201,323,614	206,429,534	76,479,156	74,267,372	277,802,770	280,696,906
Net position, end of year	$ 203,532,647	$ 203,019,608	$ 83,324,861	$ 75,508,769	$ 286,857,508	$ 278,528,377

Governmental activities. Governmental activities account for $203 million or 73.0% of the total government- wide net position. This is an increase of $0.5 million or 0.3% compared to June 30, 2018.

Total governmental revenues for the year were $45.7 million, which is $8.0 million or 21.4% more than in 2018.

- Operating grants and contributions decreased by $2.4 million or 20.5% from the previous year primarily due to increases in Measure T revenue.

- Capital grants and contributions increased by $2.7 million or 1035.7% from the previous year due to increase of $1.9 million in RSTP grant funding and $0.9 million in developer contributed capital assets.

- Taxes, including property, sales, franchise, and other taxes account for approximately $20.3 million or 44.6% of the City's governmental activities revenue. Total tax revenue increased $1.2 million or 10.5% from the previous year primarily due to increases in property taxes and sales and use taxes, including Measure K.

- Investment earnings increased by $1.8 million or 682.8% from the previous year due primarily to higher rates of return on investments and a $8.0 million or 18.1% increase in cash and investments compared to the prior fiscal year.

Total governmental expenses for the year were $43.7 million, which is $2.3 million or 5.6% more than in 2018.

- General governmental expenses increased by $1.0 million or 11.6% from the previous year.

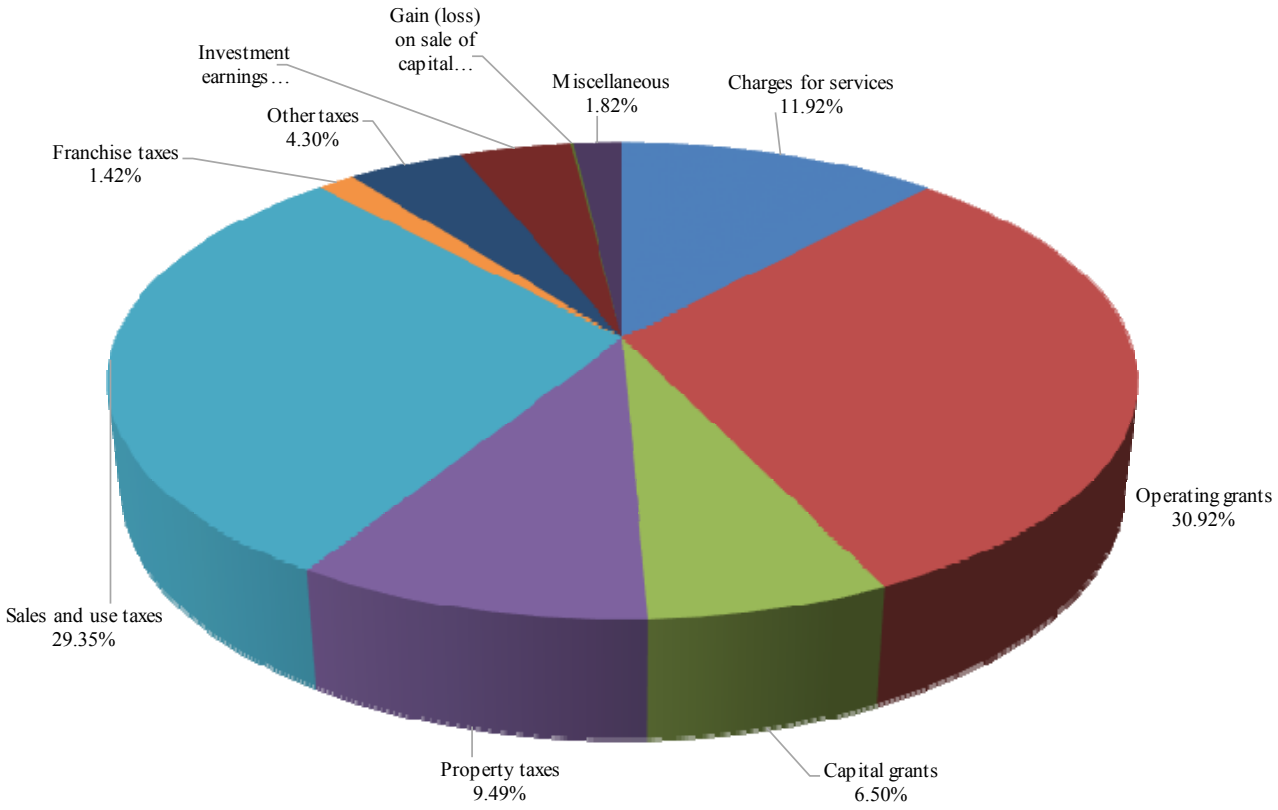
- Public safety expenses increased by $.5 million or 3.0% from the previous year.

- Public ways and facilities expenses increased by $0.4 million or 7.8% from the previous year.

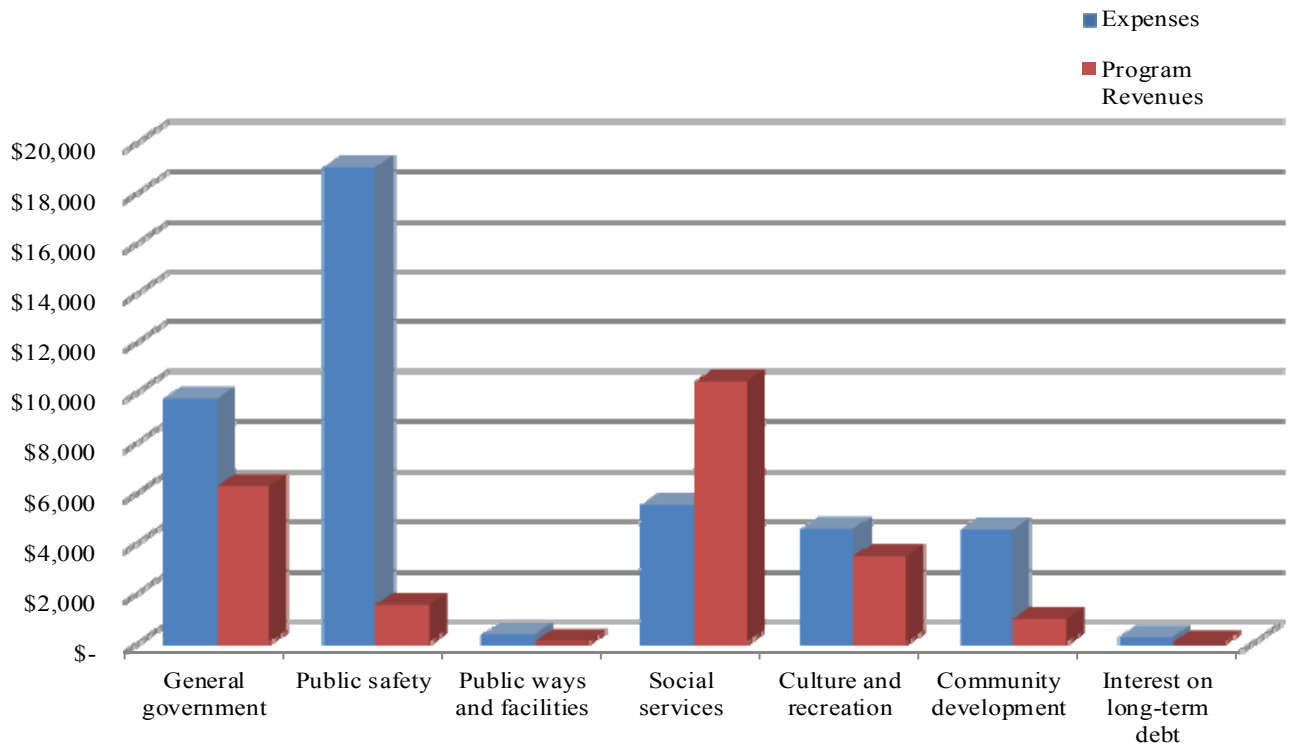
- Culture and recreation expenses decreased by $0.2 million or 4.6% from the previous year.

- Community development expenses increased by $0.5 million or 11.7% from the previous year.

Revenues by Source - Governmental Activities



Expenditures and Program Revenues - Governmental Activities



Governmental program revenues that include charges for services and grants specific to certain programs account for $22.5 million or 49.3% of the total governmental activity revenue. The amounts necessary to fully fund the governmental activity programs are made up of "general" revenues such as taxes, interest, and grants and contributions.

Business-type Activities. Business-type activities account for $83.3 million or 29.0% of the total government-wide net position. This is an increase of $7.8 million from the prior year. Net investment in capital assets accounts for $61.1 million or 73.4% of the total net position and is an increase of $2.6 million from 2018. Restricted net position accounts for $4.9 million, or 5.9% of total net position, represents an increase of $3.8 million from 2018. Unrestricted net position of $17.3 million, or 20.8% of total net position, represents an increase of $1.5 million from 2018.

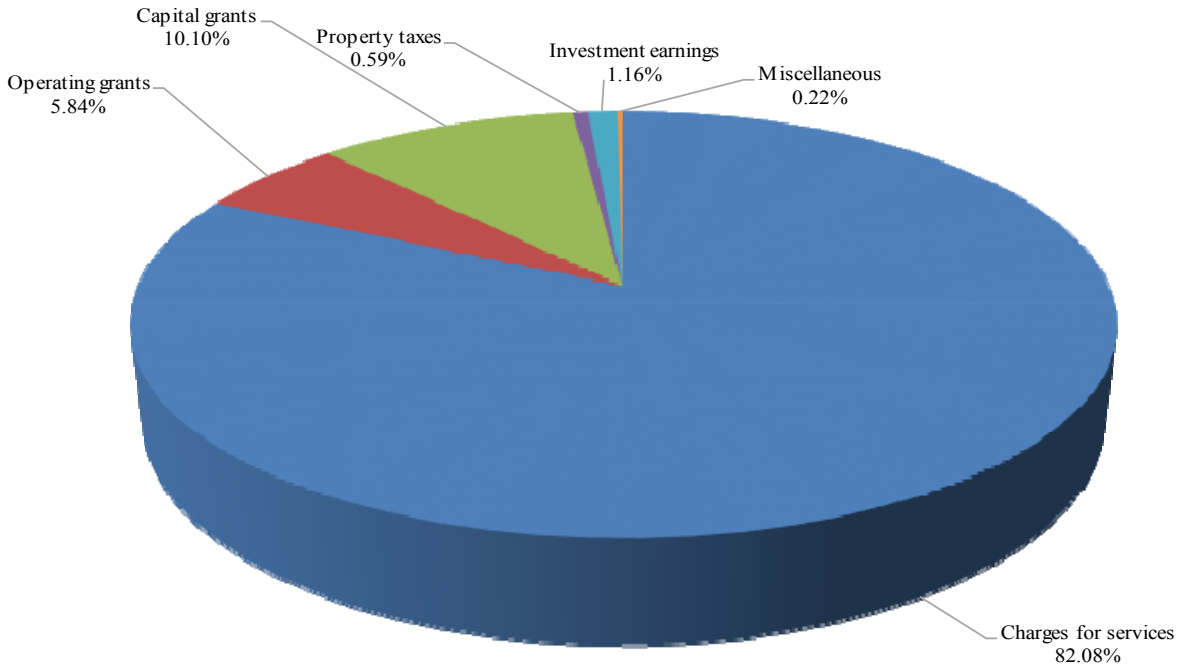
Total business-type revenue for the year was $35.2 million, which is $4.2 million or 13.7% more than in 2018.

Charges for services increased by $1.0 million or 3.5% from the prior year primarily due to a 10% increase in sewer rates that took effect July 1, 2018. Additional water meters were installed where there were previously no meters. This change resulted in moving some customers from flat rates to metered rates, which typically increases charges for services.

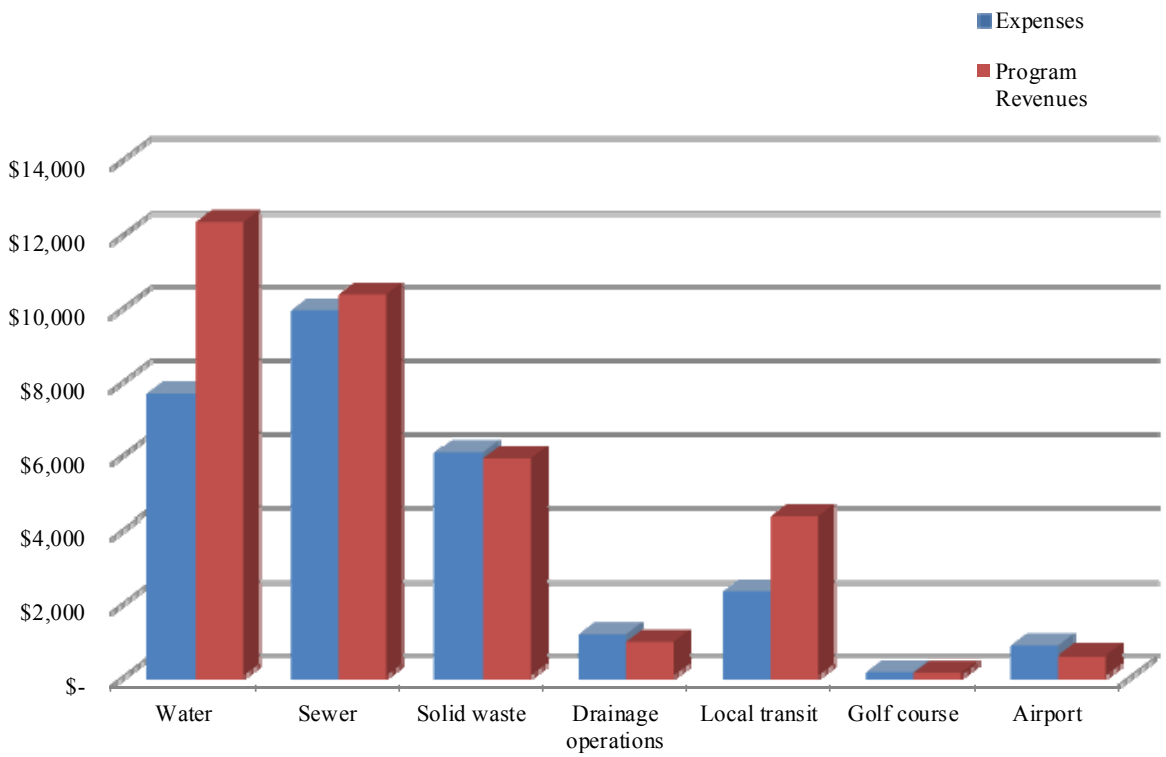
Operating grants and contributions increased by $0.6 million or 40.0% from the prior year in local transit primarily due to a $0.4 million Caltrans grant received for the purpose of transit rehabilitation, purchase buses and building new transit center. The center was completed in 2020.

Capital grants and contributions increased by $2.3 million or 171.5% from the prior year primarily due to a $1.9 million in federal grant funding for the new transit facility and $160 thousand for two new transit buses. The water fund recognized $.06 million and sewer fund recognized $0.5 million in capital contributions from developers who developed new communities and installed water and sewer infrastructure.

Revenues by Source - Business-Type Activities



Expenses and Program Revenues-Business-Type Activities



Included in charges for services are user fees relating to the water, sewer, solid waste, drainage, transit, golf course, and airport operations.

Total business-type expenses for the year were $28.1 million, which is $1.3 million or 4.3% less than in 2018.

Water expenses decreased by $1.6 million or 17.4% compared to the prior year, primarily due to the completion of a multi-year water system construction and maintenance project. Maintenance and infrastructure improvements were made over a four year period and the final costs associated with that project occurred in 2018.

Sewer expenses increased by $70 thousand or 0.7% compared to the prior year.

Solid Waste expenses increased by $0.2 million or 4.2% compared to the prior year.

Financial Analysis of the City's Funds

As noted earlier, the City uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements.

Governmental funds. Fund balance is defined in five categories: non-spendable, restricted, committed, assigned and unassigned. Non-spendable fund balances cannot be spent because they are not in spendable form. Restricted fund balances have limitations imposed externally by creditors, granters, contributors, or laws and regulations of other governments. Committed fund balances have self-imposed limitations set in place prior to the end of the period. Assigned fund balances are constrained by the City's intent to be used for a specific purpose but are neither restricted nor committed. Unassigned fund balances are the amounts that have not been assigned to other funds or restricted, committed or assigned to a specific purpose.

All of the City's Governmental Funds ended the year with positive fund balances. The ending fund balance for all funds amounted to $63.6 million, $4.7 million of 17.6% more than the previous year. The increase is primarily due to the issuance of 2019 Lease Revenue Bonds (Fire Station). There was a decrease in unassigned fund balances of $1.6 million primarily the result of reclassifying Measure K fund balance from unassigned to assigned.

Of the total fund balance, $3.0 million or 4.8% is unassigned which, within the limitations of the fund's purpose, is available for spending at the City's discretion. The remainder of the fund balance is either non-spendable, restricted, committed, or assigned to indicate that it is not in spendable form, legally required to be maintained intact, restricted for particular purposes, committed for particular purposes, or assigned for particular purposes. The details of the remainder are as follows:

Nonspendable	
Prepaid items	$ 58,422
Inventories	58,825
Advances to other funds	85,681
Restricted	
Community development	11,267,655
Park development	104,975
Parking improvements	96,794
Public works and transportation	13,740,309
Special assessment project	423,211
Public protection	91,523
Capital projects and improvements	18,153,036
Debt service	434,403
Committed	
General Fund stabilization reserve	9,763,246
Public protection	720,000
Assigned	
Golf course capital	20,000
OPEB liability	97,339
Insurance reserve	2,627,964
Measure K - Police/Fire Protection	2,783,511
Unassigned	3,049,282

General Fund

The General Fund is the chief operating fund of the City. As of June 30, 2019, the total fund balance (including all categories) of the general fund was $24.2 million, up $6.2 million from June 30, 2018 (as restated). The total fund balance of $24.2 million includes non-spendable balances of $0.2 million, restricted balances of $4.4 million, committed balances of $10.5 million, assigned balances of $5.5 million, and an unassigned balance of $3.1 million.

The *assigned* fund balance increased $4.3 million when compared to June 30, 2018, primarily due to the $1.5 million increase in the insurance reserve and $2.8 million Measure K fund balance.

The *unassigned* fund balance decreased $1.6 million when compared to June 30, 2018, primarily due to reclassifying Measure K fund balance to assigned fund balance. The Council has dedicated and budgeted Measure K sales tax for police and fire protection. The $3.1 million unassigned portion represents the amount carried over to offset the impact of any revenue shortfall that may occur in the next year due to economic uncertainty. As a measurement of the General Fund's liquidity, it may be useful to compare both unassigned fund balance and total fund balance to total General Fund expenditures. Unassigned fund balance represents approximately 9.3% of total General Fund expenditures, while total fund balance represents approximately 73.9% of total General Fund expenditures.

Other Major Funds

The General Development Impact Fee Special Revenue Fund, a major fund, had a $74 thousand increase in fund balance during Fiscal Year 2019. The ending fund balance of $13.2 million is restricted for capital projects and improvements.

The Special Gas Tax Special Revenue Fund, a major fund, had a $3.0 million increase in fund balance during the current Fiscal Year 2019. The ending fund balance of $13.7 million is restricted for public works and transportation.

The Measure K Sales Tax Special Revenue Fund, a major fund, had a $4.8 million increase in fund balance during the current Fiscal Year 2019. The ending fund balance of $6.9 million is restricted for capital projects and public protection.

Proprietary Funds. As indicated in the description of proprietary funds, there are two types of funds, enterprise and internal service funds. The City's proprietary funds provide the same type of information found in the government-wide financial statements, but in more detail.

The City's enterprise funds and internal service funds ended the year with total net position as follows:

Water Fund	$ 28,063,850
Sewer Fund	17,758,503
Solid waste Fund	1,276,213
Drainage Operations Fund	18,716,744
Local Transit Fund	4,668,706
Golf Course Fund	116,513
Airport Fund	12,724,332
Fleet Maintenance Fund	3,717,036
Facilities Maintenance Fund	(1,037,972)
Technology Fund	(386,364)

As noted earlier in the discussion of business-type activities, revenues for sewer services increased by 11.2% in the current year. Incremental rate increases over five years were approved by the City Council in the calendar year 2015. Sewer fees were increased 10% in fiscal year 2019.

General Fund Budgetary Highlights

The general fund ended fiscal year 2019 with $11.6 million under budget. This variance was primarily the result of $3.0 million more revenues than anticipated, and $8.6 million of savings on expenditures, offset by $2.0 million in other financing uses. Although they are reflected as savings to the current year budget, they may be reserved for expenditures in the subsequent fiscal year.

- Actual expenditures for General Government came in $0.7 million under budget due to savings in personnel costs, property/liability/fidelity insurance, contracted services, and intergovernmental charges.
- Actual expenditures for Public Protection came in at $0.6 million under budget due to savings in contracted services and personnel costs.
- Public Ways and Facilities were $0.3 million under budget due to savings in supplies and materials, contracted services, and personnel costs.
- Actual expenditures for Community Development came in at $0.1 million over budget due to savings in contracted services and personnel costs.
- Actual expenditures for Culture and Recreation came in at $0.5 million under budget due to savings in contracted services and conference/training.
- Actual expenditures for Capital Outlay were $6.0 million under budget due to the carrying-forward of capital project budgets that were not completed during the current fiscal year.

Capital Assets and Debt Administration

Capital Assets. The City's investment in capital assets for its governmental and business-type activities as of June 30, 2019, amount to $284.2 million (net of depreciation), an increase of $3.9 million compared to 2018. This increase is primarily due to the additions to capital assets of $16.7 million offset by depreciation expense of $12.4 million.

Major capital asset additions this year include the following:

- Road network improvements - $3,343 thousand
  - Developer donations (sidewalk, pavement, pipelines, and others) - $910 thousand
  - Various other street improvement projects - $1,614 thousand
  - Various parks improvement projections - $143 thousand
  - Various traffic signal improvement projects - $676 thousand
- Transit and Public Works Facility - $1,951 thousand
- Fire station - $1,384 thousand
- Equipment and software purchases (pumper fire truck, software and vehicles) - $2,794 thousand
- Wastewater Treatment Plant improvement - $3,746 thousand
- Water line improvement - $308 thousand
- Sewer main improvement – $127 thousand
- Police building - $1,125 thousand

During the year the City made improvements to various streets, parks, sewer mains, and received developer- donated infrastructure. Capital projects constructed by the City include:

- Parks improvements: Millview Park
- Sewer mains replacement: various locations
- Street improvements: Raymond Rd & Cleveland Ave, Olive Ave & Gateway Dr, Gateway Dr and Central Ave, Sunset Ave between Granada Dr and Foster Ave, Lincoln Ave and South St.
- Trail construction: Gateway Drive
- Water main pine improvement: various locations

Developer constructed infrastructure was constructed in conjunction with the partial list of projects shown below:

- Maranatha Restaurant – Gateway and 11th St
- Matilda Torres High School – 16645 Road 26
- Drinking Water System Consolidation - Avenue 14
- Cottonwood Estates phase V – 2236 Tozer St
- Varbella Subdivision

Capital Assets

	Governmental Activities		Business Type Activities		Total	
	2019	2018	2019	2018	2019	2018
Land	$ 12,542,062	$ 11,311,162	$ 9,347,017	$ 9,347,017	$ 21,889,079	$ 20,658,179
Construction in progress	5,476,620	3,562,669	9,081,266	3,524,381	14,557,886	7,087,050
Buildings and improvements	23,254,045	21,235,371	57,513,812	57,513,812	80,767,857	78,749,183
Equipment	14,925,005	13,298,588	25,001,965	24,050,021	39,926,970	37,348,609
Infrastructure	298,557,773	297,834,856	79,326,020	78,489,077	377,883,793	376,323,933
Less: accumulated depreciation	(176,681,670)	(169,240,951)	(74,125,909)	(70,616,914)	(250,807,579)	(239,857,865)
Total	$ 178,073,835	$ 178,001,695	$ 106,144,171	$ 102,307,394	$ 284,218,006	$ 280,309,089

Detailed information on the City's capital assets can be found in Note 6 on pages 83-85.

Long-term Debt. The City's long-term debt as of June 30, 2019 was $50.6 million with governmental activities accounting for $5.9 million or 11.6%, and business-type activities accounting for $44.8 million or 88.4%. The total debt increased by $1.9 million or 4.0% during the current fiscal year. The reason for the increase was due to the issuance of the 2019 Lease Revenue Bonds (Fire Station).

Long-Term Debt

	Governmental Activities		Business Type Activities		Total	
	2019	2018	2019	2018	2019	2018
Capital leases	$ 492,603	$ 1,023,325	$ -	$ -	$ 492,603	$ 1,023,325
Loans payable	738,900	863,554	8,489,178	9,103,002	9,228,078	9,966,556
Bonds payable	4,653,160	-	36,261,974	37,696,552	40,915,134	37,696,552
Total	$ 5,884,663	$ 1,886,879	$ 44,751,152	$ 46,799,554	$ 50,635,815	$ 48,686,433

General obligation debts are direct obligations of the City and are backed by the full faith and credit of the City requiring voter approval and may have a tax rate set to cover repayment. State statutes limit the amount of general obligation debt to 15% of the City's total assessed valuation. The City of Madera's debt limit is $1.1 billion. Detailed information on the City's long-term debt activity can be found in Note 7 on pages 86-96.

Economic Factors and Next Year's Budgets and Rates

The 2019 economy outperformed expectations and experienced significant economic growth and a continued decline in unemployment. According to the Federal Reserve, the gross domestic product (GDP) was 2.1% in the 4th quarter of 2019. Personal income is projected to increase at 0.6% in the first quarter 2020. Unemployment figures are expected to remain stable over the next year. In California, new home starts are expected to rise modestly over the next two years, as well as the value of existing homes.

Once again, the city experienced exponential increase in its investment earnings from its previous year primarily due to a higher rate of return on investments and an increase in cash and investments compared to prior fiscal year. Measure K contributed to the increase in cash and investments bringing in $4,977,367 in additional sales tax revenue. This allowed the City to expand its public safety sector and afford its citizens more police protection and the addition of a new fire station. The new fire station was financed by bonds and will be repaid with Measure K funds. The fire station is anticipated to be complete in June 2020.

The City purchased the adjoining property to the Police Building thereby allowing the expansion for police operations. Through federal and state grants the City was able to construct the new Madera Transit Facility which is expected to be complete April 2020. Additionally, two new All Star buses were purchased with the grant funds.

The City has entered into a lease/purchase agreement to finance the installation of solar panels, new HVAC system and LED streetlamps, resulting in a substantial savings in energy costs.

The national GDP grew only 2.1% over the final quarter of 2019. Economic growth remained consistent with the prior year over the first few months of 2020. At the state level, California GDP had previously surpassed that of the entire United Kingdom, becoming the world's fifth largest economy, according to a May 2019 report by the LA Times. However, much of the economic growth in the state is focused in coastal areas such as Los Angeles, San Diego, San Francisco, and San Jose, which have a vast array of industry including technology, entertainment, and thus enjoy the benefits of international ports, airports, and international headquarter locations. Because the Central Valley relies heavily on an agriculture-based economy, profits are not as lucrative and challenges such as weather (drought), labor availability, and government subsidies all play into the bottom line.

Corporations have been able to expand, hire new employees, and provide raises for existing ones, which bolsters stability in the market, thanks in part to prior year tax reform. Both nationally and statewide, job growth continued, with unemployment reaching levels not seen since the 1960s. Up until February 2020, the economy was predicted to continue to expand at the present rate with no indications of a potential recession. However, on January 30, 2020, the International Health Regulations Emergency Committee of the World Health Organization declared that the Corona virus (COVID-19) a public health emergency of international concern. The outbreak of COVID-19 was declared a pandemic.

Financial markets declined the week of February 24, 2020 as the virus spread and uncertainty spread throughout the world. While it is still too early to determine how significant the long-term impact of the virus will be, the City of Madera, along with other cities and states, has implemented stay at home policies and are actively working with authorities to contain the outbreak of COVID-19.

In the last year, county-wide, Madera has added approximately 1,500 jobs. In January 2020, the unemployment rate in Madera County was 6.7%, down from 7.2% in May 2019 according to the State of California's Employment Development Department. At the state level, unemployment is at 3.9%, and nationally is down to 3.6%. While the country is at near maximum employment, there is still room for growth in Madera County.

The City of Madera has seen continued growth in consumer spending. This trend is reflected in a 5.9% increase in local sales tax, excluding Measure K, from FY 18/19 to FY 18/19. Sales tax figures are outperforming projected budget amounts.

Economic development activity continues to increase and is seen through the addition of commercial, industrial and residential buildings. The industrial vacancy rate continues to remain under 1%. In response, the City began a joint venture with a local company to develop Freedom Industrial Park, a 100-acre industrial site. The first tenant of the complex has moved in and employs about 100 individuals. The City is actively reaching out to the business community to fill a future, second building that has already been approved for the site. The grounds will be "plug and play" ready, with full infrastructure and rail access. The intersection at Avenue 17 and State Route (SR) 99 remains a primary focus of the City's economic development efforts. The site currently includes Love's Madera Travel Center and more than $10 million in infrastructure improvements. It is expected that the improvements will spur additional development around the interchange. Another development just to the north of Madera is Matilda Torres High School. The school requires sewer and water infrastructure expansion, which has generated interest in development of properties in the immediate vicinity.

The number of residential homes permitted over the previous fiscal year remains relatively consistent from FY 16/17. In that year, 137 homes were permitted, compared to approximately 80 homes expected to be permitted by the end of FY 18/19. With nearly no existing lots available for builders, the City is looking to the northwest quadrant for future growth. The slated project is under review, but when complete, will cover approximately 3 square miles, over 5,000 new homes, retail and commercial use, elementary schools and expanses of open space and park amenities. There has also been investor and builder interest in multifamily units which may see activity in FY 19/20.

Water is and will remain a key element in the regional economy. The City is taking an active role in regional groundwater management efforts and is planning the next stages of improvements to address long-term water service for current residents and future development. Engineering costs for capital improvements are anticipated to be funded on a pay-as-you-go basis. Potential projects include the replacement of manual water meters, installation of new water meters, recoating of the water tower and the design of water main upgrades throughout the City. These projects have planned funding from revenue in the Water Utility Fund. A new water storage tank, pump station and associated transmission mains are included in the Capital Improvement Program with the initial engineering efforts taking place in 2019/20. The tank represents a critical component of infrastructure necessary to counter continual drought conditions in the valley. Construction funding for the tank project will require special financing either through grants, municipal bonds or low interest loans.

Although 2020 began with a stable economy and an optimistic outlook for the year ahead, the COVID-19 pandemic has disrupted the world's economy. Interest rates have declined and are expected to remain at low levels over the next year. The federal government is actively working on an economic stimulus to ease the affects of the COVID-19 outbreak. Containment efforts have been swift and ongoing. Once containment is achieved, economic production is expected to be restored. Given these local and national projections, the City will continue with a prudent, conservative financial planning model as it makes budget decisions for the future.

Requests for Information

This financial report is designed to provide our citizens, taxpayers, customers, investors and creditors with a general overview of the City of Madera's finances and to demonstrate the City's accountability for the money it receives. If you have any questions about this report or need additional financial information, contact the Financial Services Director, City of Madera, 205 W. 4th Street, Madera, CA 93637.

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BASIC FINANCIAL STATEMENTS

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GOVERNMENT-WIDE FINANCIAL STATEMENTS

City of Madera
Statement of Net Position
June 30, 2019

	Primary Government			Component Unit
	Governmental Activities	Business-Type Activities	Total	Housing Authority of the City of Madera
ASSETS				
Current assets:				
Cash and investments	$ 51,795,918	$ 27,804,492	$ 79,600,410	$ 6,271,117
Accounts receivable, net	8,145,584	3,609,694	11,755,278	416,676
Interest receivable	-	-	-	345,221
Prepaid items	107,479	43,494	150,973	1,383
Inventories	58,825	-	58,825	35,593
Due from Fiduciary Funds	372,428	-	372,428	-
Internal balances	2,048,266	(2,048,266)	-	-
Total current assets	62,528,500	29,409,414	91,937,914	7,069,990
Noncurrent assets:				
Restricted cash and investments	87,009	4,940,553	5,027,562	1,941,077
Notes receivable	8,003,577	-	8,003,577	3,736,466
Land held for resale	670,000	-	670,000	-
Capital assets:				
Non-depreciable	18,018,682	18,428,283	36,446,965	785,827
Depreciable, net	160,055,153	87,715,888	247,771,041	6,369,105
Total capital assets	178,073,835	106,144,171	284,218,006	7,154,932
Total noncurrent assets	186,834,421	111,084,724	297,919,145	12,832,475
Total assets	249,362,921	140,494,138	389,857,059	19,902,465
DEFERRED OUTFLOWS OF RESOURCES				
Related to OPEB	82,581	12,196	94,777	-
Related to pensions	9,812,620	2,274,699	12,087,319	674,293
Total deferred outflows of resources	9,895,201	2,286,895	12,182,096	674,293

See accompanying Notes to the Basic Financial Statements.

City of Madera
Statement of Net Position (Continued)
June 30, 2019

	Primary Government			Component Unit
	Governmental Activities	Business-Type Activities	Total	Housing Authority of the City of Madera
LIABILITIES				
Current liabilities:				
Accounts payable	4,206,414	1,988,725	6,195,139	142,465
Accrued payroll	606,141	138,861	745,002	36,148
Deposits	171,905	579,810	751,715	197,714
Interest payable	15,008	1,580,303	1,595,311	-
Unearned revenue	875,040	142,898	1,017,938	7,081
Compensated absences - due within one year	548,362	291,093	839,455	38,978
Long-term debt - due within one year	559,403	2,123,320	2,682,723	118,681
Total current liabilities	6,982,273	6,845,010	13,827,283	541,067
Noncurrent liabilities:				
Other non-current liabilities	-	-	-	105,161
Aggregate net pension liability	37,633,363	8,274,708	45,908,071	3,179,336
Total OPEB liability	2,617,787	356,420	2,974,207	-
Compensated absences - due in more than one year	1,112,776	32,418	1,145,194	46,780
Long-term debt - due in more than one year	5,325,260	42,627,832	47,953,092	3,066,368
Total noncurrent liabilities	46,689,186	51,291,378	97,980,564	6,397,645
Total liabilities	53,671,459	58,136,388	111,807,847	6,938,712
DEFERRED INFLOWS OF RESOURCES				
Related to service concesssion arrangement	-	213,333	213,333	-
Gain on refunding of debt	-	344,959	344,959	-
Related to OPEB	193,334	29,652	222,986	-
Related to pensions	1,860,682	731,840	2,592,522	112,362
Total deferred inflows of resources	2,054,016	1,319,784	3,373,800	112,362
NET POSITION				
Net investment in capital assets	172,189,172	61,048,060	233,237,232	4,104,025
Restricted:				
Community development	11,267,655	-	11,267,655	-
Park development	104,975	-	104,975	-
Parking improvements	96,794	-	96,794	-
Public works and transportation	13,740,309	-	13,740,309	-
Special assessment project	423,211	-	423,211	-
Law enforcement	91,523	-	91,523	-
Capital projects and improvements	18,153,036	-	18,153,036	-
Housing services	-	-	-	1,640,337
Debt service	434,403	4,940,553	5,374,956	-
Total restricted	44,311,906	4,940,553	49,252,459	1,640,337
Unrestricted (deficit)	(12,968,431)	17,336,248	4,367,817	7,781,322
Total net position	$ 203,532,647	$ 83,324,861	$ 286,857,508	$ 13,525,684

See accompanying Notes to the Basic Financial Statements.

City of Madera
Statement of Activities and Changes in Net Position
For the Year Ended June 30, 2019

Functions/Programs	Expenses	Program Revenues: Charges for Services	Program Revenues: Operating Grants and Contributions	Program Revenues: Capital Grants and Contributions	Program Revenues: Total
Primary government:					
Governmental activities:					
General government	$ 9,703,723	$ 127,639	$ 6,095,762	$ -	$ 6,223,401
Public protection	18,983,486	919,554	579,186	-	1,498,740
Social services	330,498	845	44,314	-	45,159
Public ways and facilities	5,478,070	1,600,393	5,816,989	2,968,306	10,385,688
Community development	4,525,133	2,172,435	1,261,567	-	3,434,002
Culture and recreation	4,492,799	621,999	319,360	-	941,359
Interest on long-term debt	210,504	-	-	-	-
Total governmental activities	43,724,213	5,442,865	14,117,178	2,968,306	22,528,349
Business-type activities:					
Water	7,654,315	11,655,165	-	668,671	12,323,836
Sewer	9,924,665	9,767,891	-	584,224	10,352,115
Solid waste	6,056,309	5,850,690	-	39,395	5,890,085
Drainage operations	1,149,676	853,323	-	85,100	938,423
Local transit	2,321,063	126,870	2,056,654	2,133,292	4,316,816
Golf course	120,763	95,889	-	-	95,889
Airport	842,652	535,687	-	44,058	579,745
Total business-type activities	28,069,443	28,885,515	2,056,654	3,554,740	34,496,909
Total primary government	$ 71,793,656	$ 34,328,380	$ 16,173,832	$ 6,523,046	$ 57,025,258
Component unit:					
Housing Authority of the City of Madera	$ 9,681,606	$ 1,774,124	$ 6,693,219	$ 285,210	$ 8,752,553
Total component unit	$ 9,681,606	$ 1,774,124	$ 6,693,219	$ 285,210	$ 8,752,553

See accompanying Notes to the Basic Financial Statements.

City of Madera
Statement of Activities and Changes in Net Position (Continued)
For the Year Ended June 30, 2019

Functions/Programs	Net (Expense) Revenue and Changes in Net Position			
	Governmental Activities	Business-Type Activities	Total	Component Unit Housing Authority of the City of Madera
Primary government:				
Governmental activities:				
General government	$ (3,480,322)	$ -	$ (3,480,322)	$ -
Public protection	(17,484,746)	-	(17,484,746)	-
Social services	(285,339)	-	(285,339)	-
Public ways and facilities	4,907,618	-	4,907,618	-
Community development	(1,091,131)	-	(1,091,131)	-
Culture and recreation	(3,551,440)	-	(3,551,440)	-
Interest on long-term debt	(210,504)	-	(210,504)	-
Total governmental activities	(21,195,864)	-	(21,195,864)	-
Business-type activities:				
Water	-	4,669,521	4,669,521	-
Sewer	-	427,450	427,450	-
Solid waste	-	(166,224)	(166,224)	-
Drainage operations	-	(211,253)	(211,253)	-
Local transit	-	1,995,753	1,995,753	-
Golf course	-	(24,874)	(24,874)	-
Airport	-	(262,907)	(262,907)	-
Total business-type activities	-	6,427,466	6,427,466	-
Total primary government	(21,195,864)	6,427,466	(14,768,398)	-
Component unit:				
Housing Authority of the City of Madera	-	-	-	(929,053)
Total component unit	-	-	-	(929,053)
General Revenues and Transfers:				
General revenues:				
Taxes:				
Property taxes	4,332,639	209,374	4,542,013	-
Sales and use taxes	13,399,196	-	13,399,196	-
Franchise taxes	649,666	-	649,666	-
Other taxes	1,964,472	-	1,964,472	-
Total taxes	20,345,973	209,374	20,555,347	-
Investment earnings	1,910,967	407,450	2,318,417	70,013
Gain on sale of capital assets	43,791	-	43,791	-
Miscellaneous revenue	829,050	76,531	905,581	478,974
Transfers	275,116	(275,116)	-	-
Total general revenues and transfers	23,404,897	418,239	23,823,136	548,987
Change in net position	2,209,033	6,845,705	9,054,738	(380,066)
Net Position:				
Beginning of year, as restated (Note 17)	201,323,614	76,479,156	277,802,770	13,905,750
End of year	$ 203,532,647	$ 83,324,861	$ 286,857,508	$ 13,525,684

See accompanying Notes to the Basic Financial Statements.

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FUND FINANCIAL STATEMENTS

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Governmental Funds Financial Statements

General Fund - This fund accounts for all revenues and expenditures used to finance the traditional services associated with a municipal government which are not accounted for in the other funds. In Madera, these services include general government, public protection, social services, public ways and facilities, community development, and culture and recreation.

General Development Impact Fee Fund - This fund is used to account for the receipt and expenditure of mitigation fees on specified capital projects.

Special Gas Tax Fund - This fund is used to account for the receipt of gasoline tax revenue paid to the City as a subvention from the State of California. These funds support maintenance activities and to finance street construction projects as provided by State law.

City of Madera
Balance Sheet
Governmental Funds
June 30, 2019

	Major Funds		
	General Fund	General Development Impact Fee Fund	Special Gas Tax Fund
ASSETS			
Cash and investments	$ 20,546,267	$ 14,128,550	$ 12,483,914
Restricted cash and investments	87,009	-	-
Accounts receivable, net	5,633,407	206	1,436,004
Notes receivable	-	-	-
Prepaid items	58,395	-	-
Inventories	58,825	-	-
Due from other funds	1,962,226	-	-
Due from Fiduciary Funds	372,428	-	-
Advances to other funds	110,161	-	-
Land held for resale	-	-	-
Total assets	$ 28,828,718	$ 14,128,756	$ 13,919,918
LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES			
Liabilities:			
Accounts payable	$ 3,730,525	$ 100,505	$ 8,907
Accrued payroll	545,957	-	-
Due to other funds	-	-	-
Deposits payable	25,000	-	-
Unearned revenues	-	874,966	-
Total liabilities	4,301,482	975,471	8,907
DEFERRED INFLOWS OF RESOURCES			
Unavailable revenue	328,590	-	199,081
Total deferred inflows of resources	328,590	-	199,081
Fund Balances:			
Nonspendable	202,901	-	-
Restricted	4,934,403	13,153,285	13,711,930
Committed	10,483,246	-	-
Assigned	5,528,814	-	-
Unassigned	3,049,282	-	-
Total fund balances	24,198,646	13,153,285	13,711,930
Total liabilities, deferred inflows of resources, and fund balances	$ 28,828,718	$ 14,128,756	$ 13,919,918

See accompanying Notes to the Basic Financial Statements.

City of Madera
Balance Sheet (Continued)
Governmental Funds
June 30, 2019

	Non-major Governmental Funds	Total Governmental Funds
ASSETS		
Cash and investments	$ 3,468,679	$ 50,627,410
Restricted cash and investments	-	87,009
Accounts receivable, net	851,498	7,921,115
Notes receivable	8,003,577	8,003,577
Prepaid items	27	58,422
Inventories	-	58,825
Due from other funds	-	1,962,226
Due from Fiduciary Funds	-	372,428
Advances to other funds	-	110,161
Land held for resale	670,000	670,000
Total assets	$ 12,993,781	$ 69,871,173
LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES		
Liabilities:		
Accounts payable	$ 254,001	$ 4,093,938
Accrued payroll	53	546,010
Due to other funds	24,121	24,121
Deposits payable	146,905	171,905
Unearned revenues	74	875,040
Total liabilities	425,154	5,711,014
DEFERRED INFLOWS OF RESOURCES		
Unavailable revenue	56,312	583,983
Total deferred inflows of resources	56,312	583,983
Fund Balances:		
Nonspendable	27	202,928
Restricted	12,512,288	44,311,906
Committed	-	10,483,246
Assigned	-	5,528,814
Unassigned	-	3,049,282
Total fund balances	12,512,315	63,576,176
Total liabilities, deferred inflows of resources, and fund balances	$ 12,993,781	$ 69,871,173

See accompanying Notes to the Basic Financial Statements.

City of Madera
Reconciliation of the Governmental Funds Balance Sheet to the Government-Wide Statement of Net Position
June 30, 2019

Total Fund Balances - Total Governmental Funds	$ 63,576,176
Amounts reported for Governmental Activities in the Statement of Net Position were different because:	
Grant revenue earned but not received within 60 days is categorized as a deferred inflows of resources in the fund financial statements but recognized as grant revenue in the government-wide statement of activities.	583,983
Capital Assets used in the governmental activities were not financial resources and therefore were not reported in the Governmental Funds Balance Sheet.	
Government-Wide Statement of Net Position	178,073,835
Less: capital assets reported in Internal Service Funds	(3,440,520)
Total capital assets	174,633,315
Long-term liabilities are not due and payable in the current period and therefore were not reported in the Governmental Funds Balance Sheet.	
Amount reported in Government-Wide Statement of Net Position	
Compensated absences - due within one year	(548,362)
Compensated absences - due in more than one year	(1,112,776)
Long-term debt - due within one year	(559,403)
Long-term debt - due in more than one year	(5,325,260)
Less: amount reported in Internal Service Funds:	
Compensated absences - due within one year	114,872
Compensated absences - due in more than one year	3,123
Total long-term liabilities	(7,427,806)
Interest payable on long-term debt did not require current financial resources. Therefore, interest payable was not reported as a liability in the governmental funds.	(15,008)
Aggregate net pension liability and total OPEB liability used in the governmental activities were not financial resources and therefore were not reported in the Governmental Funds Balance Sheet.	
Net pension liability	(37,633,363)
Total OPEB liability	(2,617,787)
Less: amount reported in Internal Service Funds:	
Net pension liability	2,791,093
	(37,460,057)
Deferred outflows of resources related to OPEB and pensions are not available for current period and, therefore, are deferred in the governmental funds or not recorded in the governmental funds.	
Amount reported in Government-Wide Statement of Net Position	
Deferred outflows of resources related to OPEB	82,581
Deferred outflows of resources related to pensions	9,812,620
Less: amount reported in Internal Service Funds:	
Deferred outflows of resources related to pensions	(764,317)
Total deferred outflows of resources	9,130,884
Deferred inflows of resources related to OPEB and pensions are not available for current period and, therefore, are deferred in the governmental funds or not recorded in the governmental funds.	
Amount reported in Government-Wide Statement of Net Position	
Deferred inflows of resources related to OPEB	(193,334)
Deferred inflows of resources related to pensions	(1,860,682)
Less: amount reported in Internal Service Funds:	
Deferred inflows of resources related to pensions	272,476
Total deferred inflows of resources	(1,781,540)
Internal service funds are used by management to charge the cost of fleet management, risk management, information technology, and building maintenance to individual funds. The assets and liabilities of the internal service funds are included in the governmental activities in the statement of net position.	2,292,700
Net Position of Governmental Activities	$ 203,532,647

See accompanying Notes to the Basic Financial Statements.

City of Madera
Statement of Revenues, Expenditures, and Changes in Fund Balances
Governmental Funds
For the Year Ended June 30, 2019

	Major Funds		
	General Fund	General Development Impact Fee Fund	Special Gas Tax Fund
REVENUES:			
Property taxes	$ 3,926,470	$ -	$ -
Sales and use taxes	13,399,196	-	-
Other taxes	1,679,229	-	-
Use of money and property	1,583,462	158,536	227,331
Franchise fees	649,666	-	-
Licenses and permits	1,322,830	-	-
Fines and forfeitures	582,208	-	-
Intergovernmental	7,134,588	-	7,623,871
Charges for services	1,213,159	2,036,369	-
Miscellaneous	983,646	-	-
Total revenues	32,474,454	2,194,905	7,851,202
EXPENDITURES:			
Current:			
General government	2,989,038	-	-
Public protection	16,959,196	-	-
Social services	192,633	-	-
Public ways and facilities	1,799,770	3,153	1,071,442
Community development	3,822,809	-	-
Culture and recreation	3,419,300	10,515	-
Capital outlay	3,110,818	1,671,571	1,493,909
Debt service:			
Principal	414,460	-	-
Interest and fiscal charges	41,992	-	-
Total expenditures	32,750,016	1,685,239	2,565,351
REVENUES OVER (UNDER) EXPENDITURES	(275,562)	509,666	5,285,851
OTHER FINANCING SOURCES (USES):			
Proceeds from sale of property	16,518	-	-
Proceeds from issuance of long-term debt	4,005,000	-	-
Premium on bond issuance	648,613	-	-
Cost of issuance	(153,613)	-	-
Transfers in	2,573,926	-	-
Transfers out	(298,804)	(584,277)	(1,280,468)
Total other financing sources (uses)	6,791,640	(584,277)	(1,280,468)
NET CHANGE IN FUND BALANCES	6,516,078	(74,611)	4,005,383
FUND BALANCES:			
Beginning of year, as restated (Note 17)	17,682,568	13,227,896	9,706,547
End of year	$ 24,198,646	$ 13,153,285	$ 13,711,930

See accompanying Notes to the Basic Financial Statements.

City of Madera
Statement of Revenues, Expenditures, and Changes in Fund Balances (Continued)
Governmental Funds
For the Year Ended June 30, 2019

	Non-major Governmental Funds	Total Governmental Funds
REVENUES:		
Property taxes	$ 406,169	$ 4,332,639
Sales and use taxes	-	13,399,196
Other taxes	401,982	2,081,211
Use of money and property	109,615	2,078,944
Franchise fees	-	649,666
Licenses and permits	-	1,322,830
Fines and forfeitures	9,090	591,298
Intergovernmental	1,621,985	16,380,444
Charges for services	73,461	3,322,989
Miscellaneous	65,331	1,048,977
Total revenues	2,687,633	45,208,194
EXPENDITURES:		
Current:		
General government	86,672	3,075,710
Public protection	237,690	17,196,886
Social services	-	192,633
Public ways and facilities	1,359,531	4,233,896
Community development	184,017	4,006,826
Culture and recreation	-	3,429,815
Capital outlay	525,827	6,802,125
Debt service:	-	
Principal	218,762	633,222
Interest and fiscal charges	10,349	52,341
Total expenditures	2,622,848	39,623,454
REVENUES OVER (UNDER) EXPENDITURES	64,785	5,584,740
OTHER FINANCING SOURCES (USES):		
Proceeds from sale of property	30,000	46,518
Proceeds from issuance of long-term debt	-	4,005,000
Premium on bond issuance	-	648,613
Cost of issuance	-	(153,613)
Transfers in	194,257	2,768,183
Transfers out	(828,538)	(2,992,087)
Total other financing sources (uses)	(604,281)	4,322,614
NET CHANGE IN FUND BALANCES	(539,496)	9,907,354
FUND BALANCES:		
Beginning of year, as restated (Note 17)	13,051,811	53,668,822
End of year	$ 12,512,315	$ 63,576,176

See accompanying Notes to the Basic Financial Statements.

City of Madera
Reconciliation of the Governmental Funds Statement of Revenues, Expenditures, and Changes in Fund Balances to the Government-Wide Statement of Activities and Changes in Net Position
For the Year Ended June 30, 2019

Total Fund Balances - Total Governmental Funds	$	9,907,354
Amounts reported for Governmental Activities in the Statement of Net Position were different because:		
Governmental funds reported capital outlay as expenditures. However, in the Government-Wide Statement of Activities and Changes in Net Position the cost of those assets was allocated over their estimated useful lives as depreciation expenses. This is the amount of capital assets recorded in the current period. (net of Internal Services Funds acquisition of $1,371,033) (capital outlay amount includes $123,147 of repairs and maintenance)		6,678,978
In the Government-Wide Statement of Activities, donated assetes are reported as a capital contribution.		909,986
Depreciation expense on capital assets was reported in the Government-Wide Statement of Activities and Changes in Net Position, but they did not require the use of current financial resources. Therefore, depreciation expense, net of internal service funds of $531,781 was not reported as expenditures in the Governmental Funds.		(7,993,522)
The net effect of various miscellaneous transactions involving capital assets (i.e. sales, trade-ins, and donations) decreased net position.		(2,727)
Issuance of long-term liabilities provides current financial resources to governmental funds, but the issuance increased long-term liabilities in the Government-Wide Statement of Net Position.		
Lease revenue bonds		(4,005,000)
Premium on lease revenue bonds		(648,613)
Repayment of long-term liabilities was an expenditures in governmental funds, but the repayment reduced long-term liabilities in the Government-Wide Statement of Net Position		
Principal payment of long-term debt		633,222
Amortization of bond premium		453
Interest expenses on long-term debt was reported in the Government-Wide Statement of Activities, but it did not require the use of current financial resources. This amount represented the changes in accrued interest from prior year.		(5,003)
Compensated absences expenses reported in the Government-Wide Statement of Activities do not require the use of current financial resources and, therefore, are not reported as expenditures in the governmental funds.		(67,016)
Revenues in the Government-Wide Statement of Activities that do not provide current financial resources and are not reported as revenue in the governmental funds.		(503,841)
Certain pension expenses reported in the Government-Wide Statement of Activities do not require the use of current financial resources and therefore, are not reported as expenditures in governmental funds.		
Changes in pension related deferred outflows of resources		(1,541,311)
Changes in net pension liabilities		(265,856)
Changes in pension related deferred inflows of resources		(1,200,471)
Certain OPEB expenses reported in the Government-Wide Statement of Activities do not require the use of current financial resources and therefore, are not reported as expenditures in governmental funds.		
Changes in OPEB related deferred outflows of resources		53,514
Changes in total OPEB liabilities		169,327
Changes in OPEB related deferred inflows of resources		(193,334)
The internal service funds are used by management to charge the costs of fleet maintenance, factilities maintenance, and technology to individual funds. The net revenue of certain activities of internal service funds is reported with governmental activities.		282,893
Change in Net Position of Governmental Activities	$	2,209,033

See accompanying Notes to the Basic Financial Statements.

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Proprietary Funds Financial Statements

Water Fund - This fund is used to account for the activities of the City's water pumping, treatment and distribution operations.

Wastewater Fund - This fund is used to account for the activities of the City's wastewater collection and treatment operations.

Solid Waste Fund - This fund is used to account for the activities of the City's solid waste operations.

Drainage Operations Fund - This fund is used to account for the activities of the City's drainage operations.

Internal Service Funds - These funds are used to provide goods and services by one department or agency to other departments or agencies of the City on a cost reimbursement basis.

City of Madera
Statement of Net Position
Proprietary Funds
June 30, 2019

	Major Funds			
	Water Fund	Sewer Fund	Solid Waste Fund	Drainage Operations Fund
ASSETS				
Current assets:				
Cash and investments	$ 16,284,393	$ 6,482,906	$ 3,034,560	$ 613,783
Accounts receivable, net	798,433	249,531	135,162	17,440
Prepaid items	26,658	16,764	72	-
Total current assets	17,109,484	6,749,201	3,169,794	631,223
Noncurrent assets:				
Restricted cash and investments	4,283,516	657,037	-	-
Capital assets:				
Non-depreciable	505,085	6,921,209	-	3,660,651
Depreciable, net	22,232,655	39,187,078	3,044	14,963,839
Total capital assets	22,737,740	46,108,287	3,044	18,624,490
Total noncurrent assets	27,021,256	46,765,324	3,044	18,624,490
Total assets	44,130,740	53,514,525	3,172,838	19,255,713
DEFERRED OUTFLOW OF RESOURCES				
Related to OPEB	6,098	6,098	-	-
Related to pensions	865,596	701,118	362,492	164,660
Total deferred outflow of resources	871,694	707,216	362,492	164,660
LIABILITIES				
Current liabilities:				
Accounts payable	113,978	522,062	719,682	11,794
Salaries payable	48,600	52,625	14,312	9,803
Due to other funds	-	-	-	-
Interest payable	171,749	396,741	-	-
Deposits payable	1,566,313	-	-	-
Unearned revenue	53,065	-	89,633	200
Compensated absences - due within one year	113,387	94,699	35,380	23,439
Long-term debt - due within one year	410,000	1,402,295	-	-
Total current liabilities	2,477,092	2,468,422	859,007	45,236
Noncurrent liabilities:				
Advances from other funds	-	-	-	-
Aggregate net pension liability	3,141,564	2,566,246	1,308,991	599,098
Total OPEB liability	178,210	178,210	-	-
Compensated absences - due in more than one year	22,335	-	3,355	2,576
Long term debt - due in more than one year	10,821,974	30,647,283	-	-
Total noncurrent liabilities	14,164,083	33,391,739	1,312,346	601,674
Total liabilities	16,641,175	35,860,161	2,171,353	646,910
DEFERRED INFLOWS OF RESOURCES				
Related to service concesssion arrangement	-	-	-	-
Gain on refunding of debt	23,139	321,820	-	-
Related to OPEB	14,826	14,826	-	-
Related to pensions	259,444	266,431	87,764	56,719
Total deferred inflows of resources	297,409	603,077	87,764	56,719
NET POSITION				
Net investment in capital assets	11,482,627	13,736,889	3,044	18,624,490
Restricted	4,283,516	657,037	-	-
Unrestricted (deficit)	12,297,707	3,364,577	1,273,169	92,254
Total net position	$ 28,063,850	$ 17,758,503	$ 1,276,213	$ 18,716,744

See accompanying Notes to the Basic Financial Statements.

City of Madera
Statement of Net Position (Continued)
Proprietary Funds
June 30, 2019

	Non-major Funds	Total	Governmental Activities Internal Service Funds
ASSETS			
Current assets:			
Cash and investments	$ 1,388,850	$ 27,804,492	$ 1,168,508
Accounts receivable, net	2,409,128	3,609,694	224,469
Prepaid items	-	43,494	49,057
Total current assets	3,797,978	31,457,680	1,442,034
Noncurrent assets:			
Restricted cash and investments	-	4,940,553	-
Capital assets:			-
Non-depreciable	7,341,338	18,428,283	109,227
Depreciable, net	11,329,272	87,715,888	3,331,293
Total capital assets	18,670,610	106,144,171	3,440,520
Total noncurrent assets	18,670,610	111,084,724	3,440,520
Total assets	22,468,588	142,542,404	4,882,554
DEFERRED OUTFLOW OF RESOURCES			
Related to OPEB	-	12,196	-
Related to pensions	180,833	2,274,699	764,317
Total deferred outflow of resources	180,833	2,286,895	764,317
LIABILITIES			
Current liabilities:			
Accounts payable	621,209	1,988,725	112,476
Salaries payable	13,521	138,861	60,131
Due to other funds	1,938,105	1,938,105	-
Interest payable	11,320	579,810	-
Deposits payable	13,990	1,580,303	-
Unearned revenue	-	142,898	-
Compensated absences - due within one year	24,188	291,093	114,872
Long-term debt - due within one year	311,025	2,123,320	-
Total current liabilities	2,933,358	8,783,115	287,479
Noncurrent liabilities:			
Advances from other funds	110,161	110,161	-
Aggregate net pension liability	658,809	8,274,708	2,791,093
Total OPEB liability	-	356,420	-
Compensated absences - due in more than one year	4,152	32,418	3,123
Long term debt - due in more than one year	1,158,575	42,627,832	-
Total noncurrent liabilities	1,931,697	51,401,539	2,794,216
Total liabilities	4,865,055	60,184,654	3,081,695
DEFERRED INFLOWS OF RESOURCES			
Related to service concesssion arrangement	213,333	213,333	-
Gain on refunding of debt	-	344,959	-
Related to OPEB	-	29,652	-
Related to pensions	61,482	731,840	272,476
Total deferred inflows of resources	274,815	1,319,784	272,476
NET POSITION			
Net investment in capital assets	17,201,010	61,048,060	3,440,520
Restricted	-	4,940,553	-
Unrestricted (deficit)	308,541	17,336,248	(1,147,820)
Total net position	$ 17,509,551	$ 83,324,861	$ 2,292,700

See accompanying Notes to the Basic Financial Statements.

City of Madera
Statement of Revenues, Expenses, and Changes in Net Position
Proprietary Funds
For the Year Ended June 30, 2019

	Major Funds			
	Water Fund	Sewer Fund	Solid Waste Fund	Drainage Operations Fund
OPERATING REVENUES:				
Charges for services	$ 11,655,165	$ 9,767,891	$ 5,850,690	$ 853,323
Other	2,265	8,886	21,285	145
Total operating revenues	11,657,430	9,776,777	5,871,975	853,468
OPERATING EXPENSES:				
Salaries and benefits	2,555,224	2,489,161	813,734	537,259
General and administrative	2,019,388	1,975,656	5,086,898	187,122
Supplies and miscellaneous	213,441	390,569	132,727	34,624
Parts and supplies	112,299	975,823	535	-
Utilities	1,362,770	704,949	16,958	45,662
Depreciation	832,454	2,253,803	5,457	345,009
Total operating expenses	7,095,576	8,789,961	6,056,309	1,149,676
OPERATING INCOME (LOSS)	4,561,854	986,816	(184,334)	(296,208)
NONOPERATING REVENUES (EXPENSES):				
Investment income	252,968	97,281	34,893	6,221
Property taxes	-	89,535	-	-
Operating grants	-	-	-	-
Capital grants	-	-	39,395	-
Other nonoperating revenue	-	-	-	4,266
Interest expense	(558,739)	(1,134,704)	-	-
Total nonoperating revenues (expenses)	(305,771)	(947,888)	74,288	10,487
INCOME (LOSS) BEFORE CAPITAL CONTRIBUTIONS AND TRANSFERS	4,256,083	38,928	(110,046)	(285,721)
CAPITAL CONTRIBUTIONS AND TRANSFERS				
Capital contributions	668,671	584,224	-	85,100
Transfers in	-	250,000	50,000	-
Transfers out	(101,635)	(44,965)	(609,147)	(53,244)
Total capital contributions and transfers	567,036	789,259	(559,147)	31,856
Changes in net position	4,823,119	828,187	(669,193)	(253,865)
NET POSITION:				
Beginning of year	23,240,731	16,930,316	1,945,406	18,970,609
End of year	$ 28,063,850	$ 17,758,503	$ 1,276,213	$ 18,716,744

See accompanying Notes to the Basic Financial Statements.

City of Madera
Statement of Revenues, Expenses, and Changes in Net Position (Continued)
Proprietary Funds
For the Year Ended June 30, 2019

	Non-major Funds	Total	Governmental Activities Internal Service Funds
OPERATING REVENUES:			
Charges for services	$ 758,446	$ 28,885,515	$ 3,984,840
Other	39,684	72,265	105,628
Total operating revenues	798,130	28,957,780	4,090,468
OPERATING EXPENSES:			
Salaries and benefits	537,023	6,932,401	2,375,564
General and administrative	1,960,158	11,229,222	754,289
Supplies and miscellaneous	220,047	991,408	263,926
Parts and supplies	19,978	1,108,635	271,408
Utilities	36,183	2,166,522	329,627
Depreciation	458,323	3,895,046	531,781
Total operating expenses	3,231,712	26,323,234	4,526,595
OPERATING INCOME (LOSS)	(2,433,582)	2,634,546	(436,127)
NONOPERATING REVENUES (EXPENSES):			
Investment income	16,087	407,450	-
Property taxes	119,839	209,374	-
Operating grants	2,056,654	2,056,654	-
Capital grants	2,177,350	2,216,745	220,000
Other nonoperating revenue	-	4,266	-
Interest expense	(52,766)	(1,746,209)	-
Total nonoperating revenues (expenses)	4,317,164	3,148,280	220,000
INCOME (LOSS) BEFORE CAPITAL CONTRIBUTIONS AND TRANSFERS	1,883,582	5,782,826	(216,127)
CAPITAL CONTRIBUTIONS AND TRANSFERS			
Capital contributions	-	1,337,995	-
Transfers in	298,804	598,804	581,892
Transfers out	(64,929)	(873,920)	(82,872)
Total capital contributions and transfers	233,875	1,062,879	499,020
Changes in net position	2,117,457	6,845,705	282,893
NET POSITION:			
Beginning of year	15,392,094	76,479,156	2,009,807
End of year	$ 17,509,551	$ 83,324,861	$ 2,292,700

See accompanying Notes to the Basic Financial Statements.

City of Madera
Statement of Cash Flows
Proprietary Funds
For the Year Ended June 30, 2019

	Major Funds			
	Water Fund	Sewer Fund	Solid Waste Fund	Drainage Operations Fund
CASH FLOWS FROM OPERATING ACTIVITIES:				
Cash received from customers	$ 11,747,636	$ 9,752,030	$ 5,929,234	$ 844,304
Cash payments to suppliers for goods and services	(4,188,052)	(4,113,669)	(5,187,466)	(266,442)
Cash payments to employees for services	(2,214,648)	(2,139,910)	(709,436)	(465,674)
Other operating revenues and expenses	2,265	8,886	21,285	145
Net cash provided by (used in) operating activities	5,347,201	3,507,337	53,617	112,333
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES:				
Operating grants	-	-	-	-
Property taxes	-	89,535	-	-
Other nonoperating revenues	-	-	-	4,266
Due to other funds	-	-	-	-
Advances from other funds	-	-	-	-
Transfers from other funds	-	250,000	50,000	-
Transfers to other funds	(101,635)	(44,965)	(609,147)	(53,244)
Net cash provided by (used in) noncapital financing activities	(101,635)	294,570	(559,147)	(48,978)
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:				
Capital grants	-	-	39,395	-
Acquisition of capital assets	(308,231)	(3,928,262)	-	(3,400)
Principal payment of long-term debt	(389,578)	(1,357,877)	-	-
Interest paid on debt	(564,968)	(1,180,772)	-	-
Net cash provided by (used in) capital and related financing activities	(1,262,777)	(6,466,911)	39,395	(3,400)
CASH FLOWS FROM INVESTING ACTIVITIES:				
Interest from investments	252,968	97,281	34,893	6,221
Net cash provided by investing activities	252,968	97,281	34,893	6,221
Net change in cash and cash equivalents	4,235,757	(2,567,723)	(431,242)	66,176
CASH AND CASH EQUIVALENTS:				
Beginning of year	16,332,152	9,707,666	3,465,802	547,607
End of year	$ 20,567,909	$ 7,139,943	$ 3,034,560	$ 613,783
RECONCILIATION OF OPERATING INCOME (LOSS) TO NET CASH PROVIDED BY (USED IN) OPERATING ACTIVITIES:				
Operating income (loss)	$ 4,561,854	$ 986,816	$ (184,334)	$ (296,208)
Adjustments to reconcile operating (loss) to net cash provided by (used in) operating activities				
Depreciation	832,454	2,253,803	5,457	345,009
Changes in operating assets and liabilities, and deferred outflows and inflows of resources:				
Accounts receivable, net	48,687	(15,861)	84,900	(9,019)
Prepaid items	(24,771)	(3,975)	(34)	-
Deferred outflows - OPEB related	(4,104)	(4,104)	-	-
Deferred outflows - pension related	2,455	2,509	835	531
Accounts payable	(455,383)	(62,697)	49,686	966
Salaries payable	1,135	10,431	(4,790)	(317)
Deposits payable	(9,281)	-	-	(200)
Unearned revenue	53,065	-	(6,356)	200
Compensated absences	19,460	12,192	(598)	2,324
Aggregate net pension liability	66,431	67,866	22,590	14,371
Total OPEB liability	(12,985)	(12,985)	-	-
Deferred inflows - related to service concesssion arrangemen	-	-	-	-
Deferred inflows - pension related	253,358	258,516	86,261	54,676
Deferred inflows - OPEB related	14,826	14,826	-	-
Total adjustments	785,347	2,520,521	237,951	408,541
Net cash provided by (used in) operating activities	$ 5,347,201	$ 3,507,337	$ 53,617	$ 112,333
NONCASH CAPITAL AND RELATED FINANCING ACTIVITIES:				
Contributed property, plant and equipment	$ 668,671	$ 584,225	$ -	$ 85,100
Total noncash capital and related financing activities	$ 668,671	$ 584,225	$ -	$ 85,100

See accompanying Notes to the Basic Financial Statements.

City of Madera
Statement of Cash Flows (Continued)
Proprietary Funds
For the Year Ended June 30, 2019

	Non-major Funds	Total	Governmental Activities Internal Service Funds
CASH FLOWS FROM OPERATING ACTIVITIES:			
Cash received from customers	$ (246,999)	$ 28,026,205	$ 3,762,428
Cash payments to suppliers for goods and services	(1,854,944)	(15,610,573)	(1,698,074)
Cash payments to employees for services	(457,632)	(5,987,300)	(2,020,785)
Other operating revenues and expenses	39,684	72,265	105,628
Net cash provided by (used in) operating activities	(2,519,891)	6,500,597	149,197
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES:			
Operating grants	2,056,654	2,056,654	-
Property taxes	119,839	209,374	-
Other nonoperating revenues	-	4,266	-
Due to other funds	940,290	940,290	-
Advances from other funds	(24,480)	(24,480)	-
Transfers from other funds	298,804	598,804	581,892
Transfers to other funds	(64,929)	(873,920)	(82,872)
Net cash provided by (used in) noncapital financing activities	3,326,178	2,910,988	499,020
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:			
Capital grants	2,177,350	2,216,745	220,000
Acquisition of capital assets	(2,153,935)	(6,393,828)	(1,371,033)
Principal payment of long-term debt	(300,947)	(2,048,402)	(22,154)
Interest paid on debt	(55,144)	(1,800,884)	-
Net cash provided by (used in) capital and related financing activities	(332,676)	(8,026,369)	(1,173,187)
CASH FLOWS FROM INVESTING ACTIVITIES:			
Interest from investments	16,087	407,450	-
Net cash provided by investing activities	16,087	407,450	-
Net change in cash and cash equivalents	489,698	1,792,666	(524,970)
CASH AND CASH EQUIVALENTS:			
Beginning of year	899,152	30,952,379	1,693,478
End of year	$ 1,388,850	$ 32,745,045	$ 1,168,508
RECONCILIATION OF OPERATING INCOME (LOSS) TO NET CASH PROVIDED BY (USED IN) OPERATING ACTIVITIES:			
Operating income (loss)	$ (2,433,582)	$ 2,634,546	$ (436,127)
Adjustments to reconcile operating (loss) to net cash provided by (used in) operating activities			
Depreciation	458,323	3,895,046	531,781
Changes in operating assets and liabilities, and deferred outflows and inflows of resources:			
Accounts receivable, net	(1,182,768)	(1,074,061)	(222,412)
Prepaid items	877	(27,903)	(46,642)
Deferred outflows - OPEB related	-	(8,208)	-
Deferred outflows - pension related	579	6,909	2,570
Accounts payable	380,545	(86,883)	(32,182)
Salaries payable	4,377	10,836	17,627
Deposits payable	13,990	4,509	-
Unearned revenue	-	46,909	-
Compensated absences	(593)	32,785	522
Aggregate net pension liability	15,610	186,868	69,453
Total OPEB liability	-	(25,970)	-
Deferred inflows - related to service concesssion arrangemen	163,333	163,333	-
Deferred inflows - pension related	59,418	712,229	264,607
Deferred inflows - OPEB related	-	29,652	-
Total adjustments	(86,309)	3,866,051	585,324
Net cash provided by (used in) operating activities	$ (2,519,891)	$ 6,500,597	$ 149,197
NONCASH CAPITAL AND RELATED FINANCING ACTIVITIES:			
Contributed property, plant and equipment	$ -	$ 1,337,996	$ -
Total noncash capital and related financing activities	$ -	$ 1,337,996	$ -

See accompanying Notes to the Basic Financial Statements.

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Fiduciary Funds Financial Statements

Agency Funds - These funds account for assets held by the City as an agent for individuals or private organizations and other governmental units. These included developer deposits, collections from the State of California, Federal, and Madera police department for assets forfeited, conduit debt, utility deposits, collections of payroll and related taxes and various restricted donations.

RDA Successor Agency Private Purpose Trust Fund - This fund is used to account for monies received from the Madera County Auditor Controller for the repayment of the enforceable obligations of the former Madera Community Development Agency. These funds are restricted for the sole purpose of payment of items on an approved Recognized Payment Obligation Schedule (ROPS).

City of Madera
Statement of Fiduciary Net Position
Fiduciary Funds
June 30, 2019

	Agency Funds	RDA Successor Agency Private Purpose Trust Fund
ASSETS		
Cash and investments	$ 1,542,405	$ 5,364,529
Accounts receivable, net	4,041	25,064
Prepaid items	259,736	180
Restricted cash and investments with fiscal agent	48,137	47,467
Land held for resale	-	390,707
Capital asset, not being depreciated	-	389,566
Capital asset, being depreciated, net	-	3,405,896
Total assets	$ 1,854,319	9,623,409
LIABILITIES		
Accounts payable	$ 104,394	40,435
Accrued liabilities	53,442	-
Salaries payable	-	2,530
Interest payable	-	527,952
Due to other governments	1,131,643	-
Due to City	180,395	192,033
Deposits payable	15,598	-
Due to bondholders	368,847	-
Long-term debt, net	-	39,862,859
Total liabilities	$ 1,854,319	40,625,809
NET POSITION (DEFICIT)		
Net position held in trust for redevelopment (deficit) and other purposes		(31,002,400)
Total net position (deficit)		$ (31,002,400)

See accompanying Notes to the Basic Financial Statements.

City of Madera
Statement of Changes in Fiduciary Net Position
Fiduciary Funds
For the Year Ended June 30, 2019

	RDA Successor Agency Private Purpose Trust Fund
ADDITIONS:	
Property Taxes	$ 3,343,667
Interest Income	125,721
Other payments received	1,200
Total additions	3,470,588
DEDUCTIONS:	
General and administration	250,000
Project expenses	798,690
Depreciation	194,519
Interest expense	1,752,262
Total deductions	2,995,471
Change in net position	475,117
NET POSITION (DEFICIT):	
Beginning of year	(31,477,517)
End of period	$ (31,002,400)

See accompanying Notes to the Basic Financial Statements.

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NOTES TO THE BASIC FINANCIAL STATEMENTS

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City of Madera
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For the Year Ended June 30, 2019

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Note 1 – Summary of Significant Accounting Policies

The basic financial statements of the City of Madera, California (City) have been prepared in conformity with Generally Accepted Accounting Principles of the United States of America (U.S. GAAP) as applied to governmental agencies. The Governmental Accounting Standards Board (GASB) is the accepted standard setting body for establishing governmental accounting and financial reporting standards in the United States. The more significant of the City's accounting policies are described below.

A. Financial Reporting Entity

The City of Madera, California (the "City") was incorporated in 1907 under the general laws of the State of California. The City operates under a Council-Manager form of government and provides the following services: public protection, , health and social services, public ways and facilities, community development (planning, building and zoning), culture-recreation, public utilities (water, sewer, solid waste, and drainage operations), airport services, local transportation, golf course, and general administrative services.

Blended Component Units

The financial reporting entity consists of the primary government, the City, and its component units. Component units are legally separate entities for which the elected officials of the primary government are financially accountable. In addition, component units can be other organizations for which the primary government is accountable and their exclusion would cause the reporting entity's financial statements to be misleading or incomplete.

Blended component units, although legally separate entities, are, in substance part of the government's operation and so data from these units are combined with data of the primary government. Discretely presented component units, on the other hand, are reported in a separate column in the combined financial statements to emphasize that they are legally separate from the government.

Although the following are legally separate from the City, they have been "blended" as though they are part of the City because the component unit's governing body is substantially the same as the City's and there is a financial benefit or burden relationship between the City and the component unit; management of the City has operational responsibilities for the component units; and/or the component units provide services entirely, or almost entirely, to the City or otherwise exclusively, or almost exclusively, benefits the City, even though it does not provide services directly to it.

Madera Public Financing Authority (Financing Authority)

The Madera Public Financing Authority (Financing Authority) was created in 1989. The Financing Authority is a joint exercise of joint powers. The City Council serves as directors of the Financing Authority. The purpose of the Financing Authority is to act as a financing/lending type of entity only. No separate annual financial statements are prepared for the Financing Authority. Since the City Council previously served as the government board for this component unit, the City's component unit was considered to be a blended component unit. Blended component units, although legally separate entities, are in substance, part of the City's operations and financial information was reported with the primary government.

Note 1 – Summary of Significant Accounting Policies (Continued)

A. Financial Reporting Entity (Continued)

Discretely Presented Component Units

A discretely presented component unit is reported in a separate column in the government-wide financial statements to emphasize that it is legally separate from the City.

Housing Authority of the City of Madera (Housing Authority)

The Housing Authority of the City of Madera (Housing Authority) is a governmental entity authorized in accordance with state law to engage in the development, acquisition, leasing, and administration of low-rent housing programs. The Housing Authority is governed by a Board of Commissioners, which is comprised of members of the City Council. Management of the Housing Authority is appointed and held accountable to the Governing Board. The annual financial statements for the Housing Authority can be obtained at the Housing Authority's administrative office.

B. Basis of Presentation, Accounting and Measurement Focus

The accounts of the City are organized on the basis of funds, each of which is considered a separate accounting entity. The operations of each fund are accounted for by providing a separate set of self-balancing accounts that comprise its assets, deferred outflows of resources, liabilities, deferred inflows of resources, fund equity, revenues and expenditures or expenses, as appropriate. Fund accounting segregates funds according to their intended purpose and is used to aid management in demonstrating compliance with finance-related legal and contractual provisions. The minimum number of funds is maintained in accordance with legal and managerial requirements.

Government-Wide Financial Statements

The City's Government-Wide Financial Statements include a Statement of Net Position and a Statement of Activities and Changes in Net Position. These statements present summaries of governmental and business-type activities for the City accompanied by a total column. Fiduciary activities of the City are not included in these statements.

These financial statements are presented on an *"economic resources"* measurement focus and the accrual basis of accounting. Accordingly, all of the City's assets and liabilities, including capital assets, as well as infrastructure assets, and long-term liabilities, are included in the accompanying Statement of Net Position. The Statement of Activities presents changes in Net Position. Under the accrual basis of accounting, revenues are recognized in the period in which they are earned while expenses are recognized in the period in which the liability is incurred. Under the accrual basis of accounting, revenues, expenses, gains, losses, assets, deferred outflows of resources, liabilities, and deferred inflows of resources resulting from exchange and exchange-like transactions are recognized when the exchange takes place. Revenues, expenses, gains, losses, assets, deferred outflows of resources, liabilities and deferred inflows of resources resulting from non-exchange transactions are recognized in accordance with the requirements of U.S. GAAP.

Program revenues include charges for services, special assessments, and payments made by parties outside of the reporting government's citizenry if that money is restricted to a particular program. Program revenues are netted with program expenses in the statement of activities to present the net cost of each program. Program revenues for the City are classified in three categories:

Note 1 – Summary of Significant Accounting Policies (Continued)

B. Basis of Presentation, Accounting and Measurement Focus (Continued)

Government-Wide Financial Statements (Continued)

- Charges for services
- Operating grants and contributions
- Capital grants and contributions

Certain eliminations have been made in regards to interfund activities, payables and receivables. All internal balances in the Statement of Net Position have been eliminated except those representing balances between the governmental activities and the business-type activities, which are presented as internal balances and eliminated in the total primary government column. In the Statement of Activities and Changes in Net Position, internal service fund transactions have been eliminated; however, those transactions between governmental and business-type activities have not been eliminated. The following interfund activities have been eliminated:

- Due to/from other funds
- Advances to/from other funds
- Transfers in/out

Governmental Fund Financial Statements

Governmental Fund Financial Statements include a Balance Sheet and a Statement of Revenues, Expenditures and Changes in Fund Balances. An accompanying schedule is presented to reconcile and explain the differences in Net Position as presented in these statements to the Net Position presented in the Government-Wide Financial Statements. The City has presented all major funds that met the applicable criteria.

All governmental funds are accounted for on a spending or *"current financial resources"* measurement focus and the modified accrual basis of accounting. Accordingly, only current assets and current liabilities are included on the Balance Sheet. The Statement of Revenues, Expenditures and Changes in Fund Balances presents increases (revenues and other financing sources) and decreases (expenditures and other financing uses) in net current assets. Under the modified accrual basis of accounting, revenues are recognized in the accounting period in which they become both measurable and available to finance expenditures of the current period. Measurable means that the amounts can be estimated, or otherwise determined. Available means that the amounts were collected during the reporting period or soon enough thereafter to be available to finance the expenditures accrued for the reporting period. The City uses an availability period of 60 days for all revenues except grants, which use a six-month availability period.

Sales taxes, property taxes, franchise taxes, gas taxes, motor vehicle in-lieu, transient occupancy taxes, grants and interest associated with the current fiscal period are all considered to be susceptible to accrual and so have been recognized as revenues of the current fiscal period to the extent normally collected within the availability period. Other revenue items are considered to be measurable and available when cash is received by the government.

Revenue recognition is subject to the measurable and available criteria for the governmental funds in the fund financial statements. Exchange transactions are recognized as revenues in the period in which they are earned (i.e., the related goods or services are provided). Locally imposed derived tax revenues are recognized as revenues in the period in which the underlying exchange transaction upon which they are based takes place. Imposed non-exchange transactions are recognized as revenues in the period for which they were imposed. If the period of use is not specified, they are recognized as revenues when an enforceable legal claim to the revenues arises or when they are received, whichever occurs first. Government-mandated and voluntary non-exchange transactions have been recognized as revenues when all applicable eligibility requirements have been met.

Note 1 – Summary of Significant Accounting Policies (Continued)

B. Basis of Presentation, Accounting and Measurement Focus (Continued)

Governmental Fund Financial Statements (Continued)

The Reconciliation of the Fund Financial Statements to the Government-Wide Financial Statements is provided to explain the differences created by the integrated approach of GASB Statement No. 34.

The City reports the following major governmental funds:

General Fund – This is the primary operating fund of the City. It accounts for all the general revenues of the City not specifically levied or collected for by other City funds and for expenditures related to the rendering of general services by the City.

General Development Impact Fee Fund – This fund accounts for and reports the proceeds of the AB1600 development impact fee monies that are restricted or committed to expenditures for the intended purposes.

Special Gas Tax Fund – This fund accounts for and reports the proceeds of the City's share of state gasoline taxes, which are restricted or committed to expenditures for the street construction and street maintenance projects.

Proprietary Fund Financial Statements

Proprietary Fund Financial Statements include a Statement of Net Position, a Statement of Revenues, Expenses and Changes in Fund Net Position, and a Statement of Cash Flows for each major Proprietary Fund.

A separate column representing internal service funds is also presented in these statements. However, internal service balances and activities have been combined with the governmental activities in the Government-Wide Financial Statements. The City's internal service funds include funds which provide services directly to other City funds. These areas of service include fleet maintenance, facilities maintenance, and technology.

Proprietary funds are accounted for using the *"economic resources"* measurement focus and the accrual basis of accounting. Accordingly, all assets and liabilities (whether current or noncurrent) are included on the Statement of Net Position. The Statement of Revenues, Expenses and Changes in Fund Net Position presents increases (revenues) and decreases (expenses) in total Net Position. Under the accrual basis of accounting, revenues are recognized in the period in which they are earned while expenses are recognized in the period in which the liability is incurred. In these funds, receivables have been recorded as revenue and provisions have been made for uncollectible amounts.

Operating revenues in the proprietary funds are those revenues that are generated from the primary operations of the fund. All other revenues are reported as non-operating revenues. Operating expenses are those expenses that are essential to the primary operations of the fund. All other expenses are reported as non-operating expenses.

The City reports the following major proprietary funds:

Water Fund – This fund is used to account for the provision of water services to the residential, commercial and industrial segments of the City. All activities necessary to provide such services are accounted for in this fund, including, but not limited to, administration, operations, maintenance, financing and related debt service, and billing and collection.

Note 1 – Summary of Significant Accounting Policies (Continued)

B. Basis of Presentation, Accounting and Measurement Focus (Continued)

Proprietary Fund Financial Statements (Continued)

Sewer Fund – This fund is used to account for the provision of treatment to residential, commercial and industrial segments of the City. All activities necessary to provide such services are accounted for in this fund, including, but not limited to, administration, operations, maintenance, financing and related debt service, and billing and collection.

Solid Waste Fund – This fund is used to account for City's activities related to solid waste removal and street cleaning activities.

Drainage Operations Fund – This fund is used to account for the City's activities related to drainage operations.

Fiduciary Fund Financial Statements

Fiduciary fund financial statements include a Statement of Net Position and a Statement of Changes in Fiduciary Net Position. The City's fiduciary funds represent agency funds and private purpose trust funds. Both agency funds and the private purpose trust funds are accounted for on the full accrual basis of accounting.

Fiduciary fund types are accounted for according to the nature of the fund. The City's agency funds are purely custodial in nature (assets equal liabilities) and thus do not involve measurement of results of operations. These funds are used to account for money and property held by the City as trustee or custodian. Such funds include Payroll Tax/Withholding Fund and General Deposits Fund. They are also used to account for various assessment districts for which the City acts as an agent for debt service activity, as the City is prohibited from levying additional taxes for these districts. Such funds include Community Facilities Districts.

The City's private purpose trust fund is a fiduciary fund type used by the City to report assets, liabilities and activities of the Successor Agency to the Redevelopment Agency (Successor Agency) for the City of Madera. Its results of operations are presented on the Statement of Changes of Fiduciary Net Position.

Successor Agency of the Redevelopment Agency for the City of Madera

The Redevelopment Obligation Retirement Fund was created to serve as a custodian for the assets and to wind down the affairs of the RDA on February 1, 2012, pursuant to Assembly Bill x1 26. Its purpose is to expeditiously wind down the affairs of the dissolved Redevelopment Agency (RDA). The Successor Agency is a separate public entity from the City, subject to the direction of an oversight board. The City Council serves as the governing board of the Successor Agency. In general, the Successor Agency's assets can only be used to pay enforceable obligations in existence at the date of dissolution (including the completion of any unfinished projects that were subject to legally enforceable contractual commitments). In future fiscal years, the Successor Agency will only be allocated revenue in the amount that is necessary to pay the estimated annual installment payments on enforceable obligations of the former RDA until all enforceable obligations of the former RDA have been paid in full and all assets have been liquidated. Based upon the nature of the Successor Agency's custodial role, the Successor Agency has been included in the accompanying basic financial statements as a private purpose trust fund. On March 6, 2015, the California Department of Finance (Finance) approved the City's revised Long-Range Property Management Plan (LRPMP), with the assets deemed for governmental use and future development.

Note 1 – Summary of Significant Accounting Policies (Continued)

C. Deferred Outflows and Inflows of Resources

The Statement of Net Position reports separate sections for Deferred Outflows of Resources, and Deferred Inflows of Resources, when applicable.

Deferred Outflows of Resources represent a consumption of net position that applies to a future period(s) and so will not be recognized as an outflow of resources (expense/ expenditure) until then.

Deferred Inflows of Resources represent an acquisition of net position that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time.

D. Cash, Cash Equivalents and Investments

The City pools its available cash for investment purposes. The City considers pooled cash and investment amounts, with original maturities of three months or less, to be cash equivalents.

Investments are reported in the accompanying financial statements at fair value, except for certain investment contracts that are reported at cost because they are not transferable and they have terms that are not affected by changes in market interest rates. Changes in fair value that occur during a fiscal year are recognized as investment income reported for that fiscal year, and may result in negative investment income in the accompanying financial statements. Investment income includes interest earnings, changes in fair value, and any gains or losses realized upon the liquidation, maturity, or sale of investments.

Investment income earned by the pooled investments is allocated to the various funds based on each fund's average cash and investment balance, except for investment income associated with funds not legally required to receive pooled investment income which has been assigned to and recorded as revenue of the general fund, as provided by California Government Code Section 53647.

For purposes of the statement of cash flows, amounts reported as cash and cash equivalents, include amounts on deposit in the City pool and any short-term, highly liquid investments that are both readily convertible to known amounts of cash or so near their maturity that they present insignificant risk of changes in value because of changes in interest rates.

Certain disclosure requirements, if applicable, for deposits and investment risks in the following areas:

- Interest rate risk
- Credit risk
  - Overall
  - Custodial credit risk
  - Concentration of credit risk
- Foreign currency risk

In addition, other disclosures are specified including use of certain methods to present deposits and investments, highly sensitive investments, credit quality at year-end and other disclosures.

U.S. GAAP establishes a framework for measuring fair value, and establishes disclosures about fair value measurement. Investments, unless otherwise specified, recorded at fair value in the Statements of Net Position, are categorized based upon the level of judgment associated with the inputs used to measure their fair value.

Note 1 – Summary of Significant Accounting Policies (Continued)

D. Cash, Cash Equivalents and Investments (Continued)

Levels of inputs are as follows:

Level 1 – Inputs are unadjusted, quoted prices for identical assets or liabilities in active markets at the measurement date.

Level 2 – Inputs, other than quoted prices included in Level 1, which are observable for the assets or liabilities through corroboration with market data at the measurement date.

Level 3 – Unobservable inputs that reflect management's best estimate of what market participants would use in pricing the assets or liabilities at the measurement date.

E. Restricted Assets

Amounts reported as restricted assets have been restricted by bond indentures or are to be used for specified purposes based on contract provisions, such as bonded debt service.

F. Receivables

Customer or trade receivables are reported as "accounts receivable" and are shown net of an allowance for uncollectible accounts based on historical and management estimates.

Noncurrent portions of long-term receivables (e.g. "notes receivable") due to governmental fund types are reported in their respective balance sheets despite their spending measurement focus. Recognition of governmental fund type revenues represented by noncurrent receivables are deferred until they become current receivables. Noncurrent portions of long-term notes receivable are offset by restricted fund balance in the special revenue funds.

G. Interfund Transactions

Activity between funds that are representative of lending/borrowing arrangements outstanding at the end of the fiscal year are referred to as either "due to/from other funds" or "advances to/from other funds" (i.e., the current portion of interfund loans). Any residual balances outstanding between the governmental activities and business-type activities are reported in the Governmental-Wide Financial Statements as "internal balances."

H. Inventory

Inventories are valued at cost using the first-in/first-out (FIFO) method and consist of expendable supplies and vehicle repair parts. The cost of such inventories is recorded as expenditure/expenses when consumed rather than when purchased. Inventory reported in governmental funds is offset with nonspendable fund balance to show that inventories do not constitute available spendable resources, even though they are a component of fund balance.

I. Prepaid Items

Prepaid items are reported in the governmental funds under the consumption method and are reported as a nonspendable component of fund balance to indicate that they are not spendable for appropriation and are not expendable financial resources.

Note 1 – Summary of Significant Accounting Policies (Continued)

J. Land Held for Resale

Land held for resale represents land, structures, and related improvements that were acquired for resale as part of the City's redevelopment and grant activities. Land held for resale is accounted for is recorded at lower of cost or net realizable value in accordance with accounting principles generally accepted in the United States of America. Land held for resale, which is not available for current expenditure, is reported in the governmental funds balance sheet as restricted fund balance when proceeds from the sale must be used for restricted purposes or as nonspendable fund balance when such proceeds are not restricted.

K. Capital Assets

Capital assets, which include property, plant, equipment and infrastructure assets, are reported in the applicable governmental or business-type activities columns in the government-wide financial statements. Such assets are recorded at historical cost or estimated historical cost if purchased or constructed. Donated assets are valued at the fair value of the assets on the date on which they were contributed. Donated works of art and similar items, and capital assets received in a service concession arrangement are reported at acquisition value rather than fair value. The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend assets lives are not capitalized. The City utilizes a capitalization threshold of $5,000 - $25,000 depending on asset type.

Depreciation is charged to operations using the straight-line method over the estimated useful lives of the assets as follows:

Asset Type	Years
Buildings	25-35
Improvements	5-50
Equipment	4-15
Infrastructure	10-50

For all infrastructure systems, the City elected to use the Basic Approach as defined by GASB Statement No. 34 for infrastructure reporting. The City defines infrastructure as the basic physical assets that allow the City to function. The assets include the streets, water purification and distribution system, sewer collection and treatment system, parks and recreation, lands and improvement system, storm water conveyance system, and buildings combined with the site amenities such as parking and landscaped areas used by the City in the conduct of its business. Each major infrastructure system can be divided into subsystems. For example, the street system can be subdivided into pavement, curb and gutters, sidewalks, medians, streetlights, traffic control devices (signs, signals and pavement markings), landscaping and land. These subsystems were not delineated in the basic financial statements. The appropriate operating department maintains information regarding the subsystems.

L. Long-Term Debt

Government-Wide Financial Statements and Proprietary Fund Financial Statements

Long-term debt and other financial obligations are reported as liabilities in the appropriate funds. Bond premiums and discounts are deferred and amortized over the life of the bonds using straight line method. Bonds payable are reported net of the applicable premium or discount. Issuance costs are expensed when incurred. Gains or losses on bond refunding are reported as either deferred outflows of resources or deferred inflows of resources and amortized over the term of the related debt.

Note 1 – Summary of Significant Accounting Policies (Continued)

L. Long-Term Debt (Continued)

Governmental Fund Financial Statements

The governmental fund financial statements do not present long-term debt but are shown in the Reconciliation of the Governmental Funds Balance Sheet to the Government-Wide Statement of Net Position. Governmental fund types recognize bond premiums and discounts during the current period. The face amount of debt issued is reported as other financing sources. Premiums received on debt issuances are reported as other financing sources while discounts on debt issuances are reported as other financing uses. Debt issuance costs, whether or not withheld from the actual debt proceeds received, are reported as debt service expenditures.

M. Compensated Absences

The City's policy permits employees to accumulate earned but unused vacation benefits, which are eligible for payment upon separation from government service. The liability for such leave is reported as incurred in the government-wide and proprietary fund financial statements. A liability for those amounts is recorded in the governmental funds only if the liability has matured as a result of employee resignations or retirements. The liability for compensated absences includes salary-related benefits, where applicable.

Government-Wide Financial Statements

For governmental and business-type activities, compensated absences are recorded as expenses when earned.

Fund Financial Statements

For governmental funds, compensated absences are recorded as expenditures in the year paid. The General Fund is typically used to liquidate compensated absences. In proprietary funds, compensated absences are expensed to the various funds in the period they are earned, and such fund's share of the unpaid liability is recorded as a long-term liability of the fund.

N. Pension Plans

For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the plans and additions to/deductions from the plans' fiduciary net position have been determined on the same basis as they are reported by the plans (Note 11). For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with benefit terms. Investments are reported at fair value. The General Fund and Internal Service Funds are typically used to liquidate the pension liability related to the City's governmental activities while the pension liability for Business-type activities is liquidated from the Enterprise Funds.

The following timeframes are used for pension reporting:

Valuation date	June 30, 2017
Measurement date	June 30, 2018
Measurement period	July 1, 2017 to June 30, 2018

Note 1 – Summary of Significant Accounting Policies (Continued)

N. Pension Plans (Continued)

Gains and losses related to changes in total pension liability and fiduciary net position are recognized in pension expense systematically over time. The first amortized amounts are recognized in pension expense for the year the gain or loss occurs. The remaining amounts are categorized as deferred outflows and deferred inflows of resources related to pensions and are to be recognized in future pension expense. The amortization period differs depending on the source of the gain or loss. The difference between projected and actual earnings is amortized straight-line over 5 years. All other amounts are amortized straight-line over the average expected remaining service lives of all members that are provided with benefits (active, inactive, and retired) as of the beginning of the measurement period.

O. Other Postemployment Benefits (OPEB)

For purposes of measuring the net OPEB liability, deferred outflows of resources and deferred inflows of resources related to OPEB, and OPEB expense, information about the fiduciary net position of the OPEB plan, the assets of which are held in an irrevocable trust, and additions to/deductions from the OPEB plan's fiduciary net position have been determined by an independent actuary (Note 12). For this purpose, benefit payments are recognized when currently due and payable in accordance with the benefit terms. Investments are reported at fair value. The Enterprise Funds are used to liquidate the OPEB liability.

Generally accepted accounting principles require that the reported results must pertain to liability and fiduciary net position information within certain defined timeframes. For this report, the following timeframes are used:

Valuation date	June 30, 2018
Measurement date	June 30, 2018
Measurement period	July 1, 2017 to June 30, 2018

P. Fund Balances

As prescribed by U.S. GAAP, governmental funds report fund balance in classifications based primarily on the extent to which the City is bound to honor constraints on the specific purposes for which amounts in the funds can be spent. As of June 30, 2019, fund balances for governmental funds are made up of the following:

- Nonspendable Fund Balance – includes amounts that are (a) not in a spendable form, or (b) legally or contractually required to be maintained intact. The "not in spendable form" criterion includes items that are not expected to be converted to cash, for example: deposits and prepaid items.

- Restricted Fund Balance – includes amounts that are restricted for specific purposes stipulated by external resources providers, constitutionally or through enabling legislation. Restrictions may effectively be changed or lifted with the consent of resource providers.

- Committed Fund Balance – includes amounts that have been limited to specific purposes or through adoption of a resolution or an ordinance by the City Council, the highest level of decision-making authority of the City, and resources that have been specifically committed for use in satisfying contractual obligations, as in agreements with third-parties. The City has determined that both a resolution and an ordinance are equally binding. These commitments may be changed or lifted, but only by the same formal action that was used to impose the constraint originally. City Council action to commit fund balance must occur within the fiscal reporting period while the amount committed may be subsequently determined.

Note 1 – Summary of Significant Accounting Policies (Continued)

P. Fund Balances (Continued)

- Assigned Fund Balance – includes amounts that are intended to be used by the City for specific purposes. Intent is expressed by (a) the City Council or (b) a body or official to which the City Council has delegated the authority to assign amounts to be used for a specific purpose. This policy delegates to the Finance Director the authority to assign unassigned fund balance amounts where the City's intent is for those amounts to be used for specific purposes. This delegation of authority is for the sole purpose of reporting these amounts in the annual financial statements.

- Unassigned Fund Balance – includes amounts within the General Fund, the residual resources, either positive or negative in excess of what can be properly classified in one of the other four fund balance categories. Unassigned amounts are technically available for any purpose. Other governmental funds may only report a negative unassigned balance that was created after classification of fund balance in the nonspendable, restricted or committed categories.

When expenditures are incurred for purposes where only unrestricted fund balances are available, the City uses the unrestricted resources in the following order: committed, assigned, and unassigned.

Q. Net Position

The financial statements utilize a net position presentation. Net position is classified as follows:

- Net Investment in Capital Assets – This category of net position consists of capital assets, net of accumulated depreciation and reduced by any debt outstanding and any deferred outflows/inflows of resources related to such borrowings that are attributable to the acquisition, construction or improvement of those assets. If there are significant unspent related debt proceeds at year-end, the portion of the debt attributable to the unspent proceeds is not included in the calculation of net investment in capital assets. Rather, that portion of the debt is offset by unspent proceeds.

- Restricted Net Position – This category presents restricted assets reduced by liabilities and deferred inflows of resources related to those assets. Those assets are restricted due to external restrictions imposed by creditors (such as through bond covenants), grantors or laws and regulations of other governments and restrictions imposed through constitutional provisions or enabling legislation.

- Unrestricted – This category represents net position of the City that is not restricted for any project or other purpose.

When both restricted and unrestricted resources are available for use, the City's policy is to use restricted resources first, then unrestricted resources that are needed.

R. Property Taxes

Property tax revenue is recognized in the fiscal year for which the taxes have been levied providing they become available. Available means due, or past due and receivable within the current period and collected within the current period or expected to be collected soon enough thereafter (not to exceed 60 days) to be used to pay liabilities in the current period.

Note 1 – Summary of Significant Accounting Policies (Continued)

R. Property Taxes (Continued)

Under California law, property taxes are assessed and collected by the counties at up to 1% of assessed value, plus other increases approved by the voters. The County of Madera, bills and collects the property taxes and remits them to the City at various times throughout the year. Property taxes are attached as an enforceable lien on property as of January 1. Taxes are levied on July 1 and are due in two installments. The first installment is due on November 1, and is payable through December 10 without penalty. The second installment is due February 1, and is payable through April 10 without penalty.

S. Use of Accounting Estimates

The preparation of financial statements in conformity with U.S. generally accepted accounting principles requires management to make estimates and assumptions, in some cases when applicable, that affect the amounts in the financial statements and the accompanying notes. Actual results could differ from the estimates.

T. Implementation of New GASB Pronouncements for the Year Ended June 30, 2019

The requirements of the following accounting standards are effective for the purpose of implementation, if applicable to the City, for the year ended June 30, 2019. The financial statements included herein apply the requirements and provisions of these statements, including necessary retroactive adjustments to financial statement classifications and presentations.

GASB Statement No. 83

In November 2016, GASB issued Statement No. 83, Certain Asset Retirement Obligations. This Statement establishes criteria for determining the timing and pattern of recognition of a liability and a corresponding deferred outflow of resources for asset retirement obligations (ARO). This Statement requires that recognition occur when the liability is both incurred and reasonably estimable. The determination of when the liability is incurred should be based on the occurrence of external laws, regulations, contracts, or court judgments, together with the occurrence of an internal event that obligates a government to perform asset retirement activities.

Laws and regulations may require governments to take specific actions to retire certain tangible capital assets at the end of the useful lives of those capital assets, such as decommissioning nuclear reactors and dismantling and removing sewage treatment plants. Other obligations to retire tangible capital assets may arise from contracts or court judgments. Internal obligating events include the occurrence of contamination, placing into operation a tangible capital asset that is required to be retired, abandoning a tangible capital asset before it is placed into operation, or acquiring a tangible capital asset that has an existing ARO. Application of this statement is effective for the City's fiscal year ending June 30, 2019. This pronouncement did not have a material effect on the financial statements of the City.

Note 1 – Summary of Significant Accounting Policies (Continued)

T. Implementation of New GASB Pronouncements for the Year Ended June 30, 2019 (Continued)

GASB Statement No. 88

In April 2018, GASB issued Statement No. 88, Certain Disclosures Related to Debt, including Direct Borrowings and Direct Placements. This Statement is to improve the information that is disclosed in notes to government financial statements related to debt, including direct borrowings and direct placements. It also clarifies which liabilities governments should include when disclosing information related to debt. The statement also defines debt for purposes of disclosure in notes to financial statements as a liability that arises from a contractual obligation to pay cash (or other assets that may be used in lieu of cash) in one or more payments to settle an amount that is fixed at the date the contractual obligation is established. In addition the statement requires that additional essential information related to debt be disclosed in notes to financial statements, including unused lines of credit; assets pledged as collateral for the debt; and terms specified in debt agreements related to significant events of default with finance-related consequences, significant termination events with finance-related consequences, and significant subjective acceleration clauses. This pronouncement did not have a material effect on the financial statements of the City.

U. Upcoming Government Accounting Standards Implementations

The City is currently analyzing its accounting practices to determine the potential impact on the financial statements for the following GASB statements:

GASB Statement No. 84

In January 2017, GASB issued Statement No. 84, *Fiduciary Activities*. This Statement establishes criteria for identifying fiduciary activities of all state and local governments. The focus of the criteria generally is on (1) whether a government is controlling the assets of the fiduciary activity and (2) the beneficiaries with whom a fiduciary relationship exists. Separate criteria are included to identify fiduciary component units and postemployment benefit arrangements that are fiduciary activities. Application of this statement is effective for the City's fiscal year ending June 30, 2020.

GASB Statement No. 87

In June 2017, GASB issued Statement No. 87, *Leases.* This Statement increases the usefulness of governments' financial statements by requiring recognition of certain lease assets and liabilities for leases that previously were classified as operating leases and recognized as inflows of resources or outflows of resources based on the payment provisions of the contract. It establishes a single model for lease accounting based on the foundational principle that leases are financings of the right to use an underlying asset. Under this Statement, a lessee is required to recognize a lease liability and an intangible right-to-use lease asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources, thereby enhancing the relevance and consistency of information about governments' leasing activities. Application of this statement is effective for the City's fiscal year ending June 30, 2021.

Note 1 – Summary of Significant Accounting Policies (Continued)

U. Upcoming Government Accounting Standards Implementations (Continued)

GASB Statement No. 89

In June 2018, GASB issued Statement No. 89, *Accounting for Interest Cost Incurred before the End of a Construction Period.* This Statement establishes accounting requirements for interest cost incurred before the end of a construction period. Such interest cost includes all interest that previously was accounted for in accordance with the requirements of paragraphs 5–22 of Statement No. 62, *Codification of Accounting and Financial Reporting Guidance Contained in Pre-November 30, 1989 FASB and AICPA Pronouncements,* which are superseded by this Statement. This Statement requires that interest cost incurred before the end of a construction period be recognized as an expense in the period in which the cost is incurred for financial statements prepared using the economic resources measurement focus. As a result, interest cost incurred before the end of a construction period will not be included in the historical cost of a capital asset reported in a business-type activity or enterprise fund. Application of this statement is effective for the City's fiscal year ending June 30, 2021.

GASB Statement No. 90

In August 2018, GASB issued Statement No. 90, *Majority Equity Interests– An Amendment of GASB Statements No. 14 and No. 61.* This Statement improves the consistency and comparability of reporting a government's majority equity interest in a legally separate organization and to improve the relevance of financial statement information for certain component units. It defines a majority equity interest and specifies that a majority equity interest in a legally separate organization should be reported as an investment if a government's holding of the equity interest meets the definition of an investment. A majority equity interest that meets the definition of an investment should be measured using the equity method, unless it is held by a special-purpose government engaged only in fiduciary activities, a fiduciary fund, or an endowment (including permanent and term endowments) or permanent fund. Those governments and funds should measure the majority equity interest at fair value. Application of this statement is effective for the City's fiscal year ending June 30, 2020.

GASB Statement No. 91

In May 2019, GASB issued Statement No. 91, *Conduit Debt Obligations*. The primary objectives of this Statement are to provide a single method of reporting conduit debt obligations by issuers and eliminate diversity in practice associated with (1) commitments extended by issuers, (2) arrangements associated with conduit debt obligations, and (3) related note disclosures. This Statement achieves those objectives by clarifying the existing definition of a conduit debt obligation; establishing that a conduit debt obligation is not a liability of the issuer; establishing standards for accounting and financial reporting of additional commitments and voluntary commitments extended by issuers and arrangements associated with conduit debt obligations; and improving required note disclosures. Application of this statement is effective for the City's fiscal year ending June 30, 2022.

GASB Statement No. 92

In January 2020, GASB issued Statement No. 92, *Omnibus 2020*. The primary objectives of this Statement are to enhance comparability in accounting and financial reporting and to improve the consistency of authoritative literature by addressing practice issues that have been identified during implementation and application of certain GASB Statements. Application of this statement is effective for the City's fiscal year ending June 30, 2022.

Note 2 – Cash and Investments

Cash and investments are presented in the accompanying financial statements at June 30, 2019 as follows:

	Government-Wide Statement of Net Position				Fiduciary Funds	
	Governmental Activities	Business-Type Activities	Total	Component Unit	Statement of Net Position	Total
Cash and investments	$ 51,795,918	$ 27,804,492	$ 79,600,410	$ 6,271,117	$ 6,906,934	$ 92,778,461
Cash and investments with fiscal agent	87,009	4,940,553	5,027,562	1,941,077	95,604	7,064,243
Total cash and investments	$ 51,882,927	$ 32,745,045	$ 84,627,972	$ 8,212,194	$ 7,002,538	$ 99,842,704

Cash and investments at June 30, 2019, consisted of the following:

Cash:		
Cash on hand	$	6,530
Deposits with financial institution		9,748,997
Total cash		9,755,527
Investments:		
Investments		84,964,011
Investments held by bond trustee		5,123,166
Total investments		90,087,177
Total cash and investments	$	99,842,704

As part of the City's investment guidelines, the City continually seeks ways to increase investment income while not risking investment principal. One way the City accomplishes this is by “sweeping”, on a nightly basis, any excess cash held in its non-interest-bearing checking account to an interest-bearing money market account with the same bank.

A. Demand Deposits

The carrying amounts of the City’s demand deposits were $9,748,997 at June 30, 2019. Bank balances were $11,563,254 at that date, the total amount of which was collateralized or insured with securities held by the pledging financial institutions in the City’s name as discussed below.

The California Government Code requires California banks and savings and loan associations to secure the City’s cash deposits by pledging securities as collateral. This Code states that collateral pledged in this manner shall have the effect of perfecting a security interest in such collateral superior to those of a general creditor. Thus, collateral for cash deposits is considered to be held in the City's name.

The market value of pledged securities must equal at least 110% of the City's cash deposits. California law also allows institutions to secure City’s deposits by pledging first trust deed mortgage notes having a value of 150% of the City’s total cash deposits. The City may waive collateral requirements for cash deposits, which are fully insured up to $250,000 by the Federal Deposit Insurance Corporation (“FDIC”). The City, however, has not waived the collateralization requirements.

Note 2 – Cash and Investments (Continued)

B. Investments Authorized by the California Government Code and the City's Investment Policy

The table below identifies the investment types that are authorized for the City by the California Government Code and the City's investment policy. The table also identifies certain provisions of the California Government Code (or the City's investment policy, if more restrictive) that address interest rate risk and concentration of credit risk. This table does not address investments of debt proceeds held by bond trustees that are governed by the provisions of debt agreements of the City, rather than the general provisions of the California Government Code or the City's investment policy.

Authorized Investment Types	Maximum Maturity	Maximum Percentage of Portfolio	Maximum Investment in One Issuer*
Local Agency Bonds, Notes, Warrants	5 years	None	None
Registered State Bonds, Notes, Warrants	5 years	None	None
U.S. Treasury Obligations	5 years	None	None
U.S. Agency Securities	5 years	None	None
Banker's Acceptances	180 days	40%	30%
Commercial Paper	270 days	25%	10%
Negotiable Certificates of Deposit	5 years	30%	None
Repurchase Agreements	1 year	None	None
Reverse Repurchase Agreements	92 days	20% of base	None
Medium-Term Corporate Notes	5 years	30%	None
Mutual Funds	N/A	20%	10%
Money Market Mutual Funds	N/A	20%	10%
Mortgage Pass-Through Securities	5 years	20%	None
County Pooled Investment Funds	N/A	None	None
Local Agency Investment Fund	N/A	None	None
Joint Powers Authority Pools	N/A	None	None

* Based on state law requirements or City investment policy requirements, whichever is more restrictive.

C. Investments Authorized by Debt Agreements

Investment of debt proceeds held by fiscal agents are governed by provisions of the debt agreements, rather than the general provisions of the California Government Code or the City's investment policy. The table below identifies the investment types that are authorized for investments held by fiscal agents. The table also identifies certain provisions of these debt agreements that address interest rate risk and concentration of credit risk.

Authorized Investment Types	Maximum Maturity	Maximum Percentage Allowed	Maximum Investment in One Issuer
U.S. Treasury Obligations	None	None	None
U.S. Agency Securities	None	None	None
Banker's Acceptances	180 days	None	None
Commercial Paper	270 days	None	None
Money Market Mutual Funds	N/A	None	None
Investment Contracts	30 years	None	None

Note 2 – Cash and Investments (Continued)

D. Fair Value Measurement

As of June 30, 2019, the City's investments had the following recurring fair value measurements:

Investment Type	Level 2	Uncategorized	Total
Local Agency Investment Fund	$ -	$ 33,599,949	$ 33,599,949
Money market mutual funds	-	10,293,309	10,293,309
Certificates of deposit	-	6,222,000	6,222,000
Negotiable Certificates of Deposit	15,391,108	-	15,391,108
U.S. Government Securities:			
Federal Farm Credit Bank	3,039,671	-	3,039,671
Federal Home Loan Banks	4,493,095	-	4,493,095
Federal Home Loan Mortgage Corporation	3,993,810	-	3,993,810
Federal National Mortgage Association	3,977,970	-	3,977,970
U.S. Corporate Bonds	9,076,265	-	9,076,265
Total	$ 39,971,919	$ 50,115,258	$ 90,087,177

Debt and equity securities classified in Level 2 are valued using the following approaches:

- U.S. Treasuries, U.S. Agencies, and Commercial Paper: quoted prices for identical securities in markets that are not active;
- Medium term notes: quoted prices for similar securities in active markets; and
- Asset-backed securities: recent appraisals of the asset value.

E. Risk Disclosure

Disclosures Relating to Interest Rate Risk

Interest rate risk is the risk that changes in market interest rate will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment, the greater the sensitivity of its fair value to changes in market interest rates. One of the ways that the City manages its exposure to interest rate risk is by purchasing a combination of shorter term and longer term investments and by timing cash flows from maturities so that a portion of the portfolio is maturing or coming close to maturity evenly over time as necessary to provide the cash flow and liquidity needed for operations.

Information about the sensitivity of the fair values of the City's investments (including investments held by bond trustee) to market interest rate fluctuations is provided by the following table that shows the distribution of the City's investments by maturity. For purposes of the schedule shown on the next page, any callable securities are assumed to be held to maturity.

Note 2 – Cash and Investments (Continued)

E. Risk Disclosure (Continued)

Disclosures Relating to Interest Rate Risk (Continued)

Investment Type	Total	Investment Maturities		
		1 year or fewer	1 to 2 years	Over 2 years
Local Agency Investment Fund	$ 33,599,949	$ 33,599,949	$ -	$ -
Money market mutual funds	5,170,143	5,170,143	-	-
Certificates of deposit	6,222,000	1,245,000	1,492,000	3,485,000
Negotiable Certificates of Deposit	15,391,108	15,391,108	-	-
U.S. Government Securities:				
Federal Farm Credit Bank	3,039,671	-	1,788,668	1,251,003
Federal Home Loan Banks	4,493,095	497,445	-	3,995,650
Federal Home Loan Mortgage Corporation	3,993,810	996,040	997,410	2,000,360
Federal National Mortgage Association	3,977,970	1,491,275	1,492,045	994,650
U.S. Corporate Bonds	9,076,265	3,022,380	3,558,105	2,495,780
Held by bond trustee:				
Money market mutual funds	5,123,166	5,123,166	-	-
Total investments	$ 90,087,177	$ 66,536,506	$ 9,328,228	$ 14,222,443

Disclosures Relating to Credit Risk

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. However, some issuers do not seek a credit rating. For instance, the California Local Agency Investment Fund (LAIF) has not sought or received a credit rating. In these cases, the purchaser is solely responsible for performing their own due diligence before purchasing an investment or participating in an external investment pool. Certificates of deposit of $250,000 or less are fully insured by the Federal Deposit Insurance Corporation (FDIC), and therefore, do not seek a credit rating.

Presented below is the minimum rating required by (where applicable) the California Government Code, the City's investment policy, or debt agreements, and the actual rating as of year-end for each investment type.

Investment Type	Total	Minimum Legal Rating	Ratings at Year-End	
			AA or AAA	Not Rated
Local Agency Investment Fund	$ 33,599,949	N/A	$ -	$ 33,599,949
Money market mutual funds	5,170,143	A-1	-	5,170,143
Certificates of deposit	6,222,000	AA+	-	6,222,000
Negotiable Certificates of Deposit	15,391,108	AA+	-	15,391,108
U.S. Government Securities:		N/A	-	-
Federal Farm Credit Bank	3,039,671	AA	3,039,671	-
Federal Home Loan Banks	4,493,095	AA	4,493,095	-
Federal Home Loan Mortgage Corporation	3,993,810	AA	3,993,810	-
Federal National Mortgage Association	3,977,970	AA-	3,977,970	-
U.S. Corporate Bonds	9,076,265	AA	9,076,265	-
Held by bond trustee:				
Money market mutual funds	5,123,166	AA+	-	5,123,166
Total investments	$ 90,087,177		$ 24,580,811	$ 65,506,366

Note 2 – Cash and Investments (Continued)

E. Risk Disclosure (Continued)

Disclosure Relating to Concentration of Credit Risk

The investment policy of the City contains no limitations on the amount that can be invested in any one issuer beyond that stipulated in the Government Code. GASB Statement No. 40 requires disclosure by amount and issuer, of investments in any one issuer that represent 5% or more of total investments. At June 30, 2019, there we no investments in any one issuer (other than U.S. Treasury securities, mutual funds, and external investment pools) that represents 5% or more of the City's total investments.

Disclosures Relating to Custodial Credit Risk

Custodial credit risk for *deposits* is the risk that, in the event of the failure of a depository financial institution, a government will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party. The custodial credit risk for *investments* is the risk that, in the event of the failure of the counterparty (e.g., broker-dealer) to a transaction, a government will not be able to recover the value of its investment or collateral securities that are in the possession of another party. The California Government Code and the City's investment policy do not contain legal or policy requirements that would limit the exposure to custodial credit risk for deposits or investments, other than the following provision for deposits: The California Government Code requires that a financial institution secure deposits made by state or local governmental units by pledging securities in an undivided collateral pool held by a depository regulated under state law (unless so waived by the governmental unit). The market value of the pledged securities in the collateral pool must equal at least 110% of the total amount deposited by the public agencies. California law also allows financial institutions to secure City deposits by pledging first trust deed mortgage notes having a value of 150% of the secured public deposits. At June 30, 2019, the City's deposits (bank balances) were collateralized under California Law.

F. Investment in State Investment Pool

The City is a participant in LAIF which is regulated by California Government Code Section 16429 under the oversight of the Treasurer of the State of California. The City's investments in LAIF at June 30, 2019 included a portion of pool funds invested in Structure Notes and Asset-Backed Securities:

Structured Notes are debt securities (other than asset-backed securities) whose cash-flow characteristics (coupon rate, redemption amount, or stated maturity) depend upon one or more indices and/or that have embedded forwards or options.

Asset-Backed Securities, the bulk of which are mortgage-backed securities, entitle their purchasers to receive a share of the cash flows from pool of assets such as principal and interest repayments from a pool of mortgages (such as Collateralized Mortgage Obligations) or credit card receivables.

As of June 30, 2019, the City had $33,599,949 invested in LAIF, which had invested 1.77% of the pool investment funds in Structured Notes and Asset-Back Securities. LAIF determines fair value on its investment portfolio based on market quotations for those securities where market quotations are readily available and based on amortized cost or best estimate for those securities where market value is not readily available. The City valued its investments in LAIF as of June 30, 2019, by multiplying its account balance with LAIF times a fair value factor determined by LAIF. This fair value factor was determined by dividing all LAIF participants' total aggregate amortized cost by total aggregate fair value. The fair value of the City's position in the pool is the same as the value of the pool shares. The credit quality rating of LAIF is unrated as of June 30, 2019.

Note 3 – Notes Receivables

A. Summary

At June 30, 2019, notes receivable consisted of the following:

	Notes Receivable Balance June 30, 2019	Allowance for Doubtful Accounts Balance June 30, 2019	Financial Statement Balance June 30, 2019	Interest Receivable, net Balance June 30, 2019
City:				
Residential Rehab Special Revenue Fund:				
Madera Pacific Associates Loan	$ 2,962,234	$ -	$ 2,962,234	$ -
100 Stadium Rd., LP Loan	5,034,343	-	5,034,343	-
Forgivable Loans	7,490,072	(7,490,072)	-	-
Total Residential Rehab Special Revenue Fund	15,486,649	(7,490,072)	7,996,577	-
Low and Moderate Income Housing Fund	7,000	-	7,000	-
Total City	$ 15,493,649	$ (7,490,072)	$ 8,003,577	$ -
Component Unit:				
Housing Authority for the City of Madera:				
MORES Yosemite Manor, LP Loan	$ 2,506,201	$ -	$ 2,506,201	$ 344,923
MORES Corporation Loans	1,230,265	-	1,230,265	-
Total Component Unit	$ 3,736,466	$ -	$ 3,736,466	$ 344,923

B. Governmental Activities

Residential Rehab Special Revenue Fund

The City was awarded a $3 million-dollar federal grant from the HOME Investment Program (HOME) administered through the State of California. The proceeds of this grant were used to provide a $3 million loan to Madera Pacific Associates (MPA) for multi-family rental housing projects serving low and very low-income individuals through subordinate loans with terms up to 55 years. MPA is required to repay the loan through the net cash flow payments it receives from project operations. The loan balance at June 30, 2019 is $2,962,234, which is recorded as a note receivable in the Residential Rehab special revenue fund.

The City was awarded a $5 million-dollar federal grant from the HOME Investment Program (HOME) administered through the State of California. The proceeds of this grant were used to provide a $5 million loan to 100 Stadium Rd., L.P. for multi-family rental housing projects serving low and very low-income individuals through subordinate loans with terms up to 55 years. 100 Stadium Rd., L.P. is required to repay the loan through the net cash flow payments it receives from project operations. The loan balance at June 30, 2019 is $5,034,343, which is recorded as a note receivable in the Residential Rehab special revenue fund.

Forgivable Loans

The City administers the first time homebuyer, housing rehabilitation, and small business loan programs funded with various grants (i.e. CDBG, HOME, CalHome, NSP, etc.). Under these programs, individuals with incomes below certain levels are eligible to receive low interest loans. These loans are secured by deeds of trust on the properties. Deferred payment loans receivable under these forgivable loans are not required to be paid back unless the participating homeowner sells, transfers title to the property, or discontinues residence in the dwelling at which time the full amount of the deferred loan is due. These deferred payment loans are “nonperforming loans” and are not recorded as loans receivable in the financial statements.

Note 3 – Notes Receivables (Continued)

B. Governmental Activities (Continued)

Forgivable Loans (Continued)

Loans and related items as of June 30, 2019 are summarized as follows:

Loan Type	Outstanding Loan Balance June 30, 2019	Due
First-time homebuyer	$ 5,431,572	30 years
Housing rehabilitation	1,506,296	30 years
Small business	552,204	10 years
Total	$ 7,490,072	

Low and Moderate Income Housing Asset Special Revenue Fund

The Low and Moderate Income Housing Asset special revenue fund reports $7,000 of notes receivable. These were loans funded from the former Redevelopment Agency to developers for construction of affordable housing or rehabilitation within the boundaries of the Redevelopment Project Area. These low interest-bearing loans are secured by deeds of trust. Maturities vary according to terms and disposition of property.

C. Component Unit

The Housing Authority has a note receivable of $2,506,201, due from MORES Yosemite Manor, L.P., secured by first deed on land and building subject to note. Interest bearing on the outstanding principal balance at the rate of 4.21%, compounded annually. The term of the note commenced May 14, 2008, and expires on December 31, 2063. The note is due and payable from Residual Receipts per the loan agreement. As of June 30, 2019, the outstanding interest receivable amounted to $344,923. Management has established an allowance of $766,038 against the interest receivable as of June 30, 2019, due to the uncertainty of collectability.

The Housing Authority has five promissory notes made from March 2010 to May 2014 amounting to $1,575,967, due from Madera Opportunities for Resident Enrichment Services (MORES), a California nonprofit corporation. The promissory notes are subject to various interest rates, payment start dates, and due dates. The notes are secured by first and second deeds of trusts on buildings subject to the notes. The notes are due and payable from rental receipts per the loan agreements. As of June 30, 2019, the outstanding interest receivable amounted to $0.

Note 4 – Interfund Receivables, Payables, and Transfers

A. Due To / From Other Funds

Amounts due to and due from other funds at June 30, 2019, were as follows:

Receivable Fund	Payable Fund	Amount	Purpose
General Fund	Low and Moderate Income Housing Fund	$ 24,121	Overdrawn Cash
General Fund	Local Transit Fund	1,501,556	Overdrawn Cash
General Fund	Golf Course Fund	436,549	Overdrawn Cash
	Total	$ 1,962,226	

Note 4 – Interfund Receivables, Payables, and Transfers (Continued)

B. Transfers

Interfund transfers during the year ended June 30, 2019, consisted of the following:

Transfers In	Transfers Out	Amount	Purpose
General Fund	Special Gas Tax Fund	$ 755,576	Capital projects
General Fund	Street Construction Fund	512,000	Capital projects
General Fund	Parking District Fund	7,711	Capital projects
General Fund	Community Facilities District Fund	308,280	Administrative cost
General Fund	Water Fund	60,000	Engineering costs
General Fund	Solid Waste Fund	593,857	Engineering costs
General Fund	Drainage Operations Fund	45,000	Engineering costs
General Fund	General Development Impact Fee Fund	15,000	Administrative cost
General Fund	General Development Impact Fee Fund	125,020	Debt service
	Subtotal	2,422,444	
General Fund	Parking District Fund	303	Worker's compensation reserve
General Fund	Intermodal Building Fund	244	Worker's compensation reserve
General Fund	Water Fund	41,635	Worker's compensation reserve
General Fund	Sewer Fund	44,965	Worker's compensation reserve
General Fund	Solid Waste Fund	15,290	Worker's compensation reserve
General Fund	Drainage Operations Fund	8,244	Worker's compensation reserve
General Fund	Local Transit Fund	4,522	Worker's compensation reserve
General Fund	Airport Fund	3,407	Worker's compensation reserve
General Fund	Fleet Maintenance	7,724	Worker's compensation reserve
General Fund	Facilities Maintenance	15,249	Worker's compensation reserve
General Fund	Technology	9,899	Worker's compensation reserve
	Subtotal	151,482	
Golf Course Fund	General Fund	298,804	Debt service
Park Facilities Fund	General Development Impact Fee Fund	194,257	Debt service
Sewer Fund	General Development Impact Fee Fund	250,000	Debt service
Fleet Maintenance	Local Transit Fund	57,000	Capital projects
Solid Waste Fund	Fleet Maintenance	50,000	Debt service
Facilities Maintenance	Special Gas Tax Fund	524,892	Capital projects
	Total	$ 3,948,879	

C. Long-Term Advances

At June 30, 2019, the balances of long-term advances were as follows:

Advances To	Advances From	Amount
General Fund	Golf Course Fund	$ 110,161
	Total	$ 110,161

Note 4 – Interfund Receivables, Payables, and Transfers (Continued)

C. Long-Term Advances (Continued)

General Fund Advance to the Golf Course Fund

On January 1, 2014, the General Fund entered into loan agreement with Golf Course Fund in the amount of $1,710,000. The loan is to be repaid over 20 years at 0.0% interest rate per year. This loan is for funding facility construction. At June 30, 2019, the outstanding balance of the agreement was $110,161.

The annual requirements to amortize the loan are as follows:

Year Ending June 30,	Principal	Interest	Total
2020	$ 24,480	$ -	$ 24,480
2021	24,480	-	24,480
2022	24,480	-	24,480
2023	24,480	-	24,480
2024	12,241	-	12,241
Total	$ 110,161	$ -	$ 110,161

Note 5 – Due from Fiduciary Funds

Due from fiduciary funds as of June 30, 2019, was as follows:

Receivable Fund	Payable Fund	Amount	Purpose
General Fund	Payroll Tax/Witholding Fund	$ 180,395	Overdrawn Cash
General Fund	RDA Successor Agency Private Purpose Trust Fund	192,033	Reimbursement
	Total	$ 372,428	

Note 6 – Capital Assets

A. Governmental Activities

The summary of changes in governmental activities capital assets for the year ended June 30, 2019, is as follows:

	Balance July 1, 2018 (As Restated)	Additions	Deletions	Transfers	Balance June 30, 2019
Capital assets, not being depreciated					
Land	$ 11,129,432	$ 1,410,630	$ -	2,000	$ 12,542,062
Construction in progress	3,659,289	3,882,488	-	(2,065,157)	5,476,620
Total capital assets, not being depreciated	14,788,721	5,293,118	-	(2,063,157)	18,018,682
Capital assets, being depreciated					
Building and improvements	22,160,799	1,093,246	-	-	23,254,045
Equipment	13,145,957	1,529,077	(1,126,886)	1,376,857	14,925,005
Infrastructure	296,909,427	1,044,556	(82,510)	686,300	298,557,773
Total capital assets, being depreciated	332,216,183	3,666,879	(1,209,396)	2,063,157	336,736,823
Accumulated depreciation:					
Building and improvements	(7,022,295)	(469,922)	-	-	(7,492,217)
Equipment	(8,971,567)	(872,211)	1,126,886	-	(8,716,892)
Infrastructure	(153,369,174)	(7,183,170)	79,783	-	(160,472,561)
Total accumulated depreciation	(169,363,036)	(8,525,303)	1,206,669	-	(176,681,670)
Total capital assets, being depreciated, net	162,853,147	(4,858,424)	(2,727)	2,063,157	160,055,153
Total capital assets, net	$ 177,641,868	$ 434,694	$ (2,727)	$ -	$ 178,073,835

Depreciation and amortization expense were charged to the functions/programs of the governmental activities as follows:

General government	$ 6,146,806
Public protection	257,298
Social services	11,981
Public ways and facilities	860,655
Community development	15,452
Culture and recreation	701,330
Internal service funds	531,781
Total depreciation expenses	$ 8,525,303

Note 6 – Capital Assets (Continued)

B. Business-Type Activities

The summary of changes in business-type activities capital assets for the year ended June 30, 2019, is as follows:

	Balance July 1, 2018	Additions	Deletions	Transfers	Balance June 30, 2019
Capital assets, not being depreciated					
Land	$ 9,347,017	$ -	$ -	$ -	9,347,017
Construction in progress	3,524,381	6,338,538	-	(781,653)	9,081,266
Total capital assets, not being depreciated	12,871,398	6,338,538	-	(781,653)	18,428,283
Capital assets, being depreciated					
Building and improvements	57,513,812	-	-	-	57,513,812
Equipment	24,050,021	1,337,995	(386,051)	-	25,001,965
Infrastructure	78,489,077	55,290	-	781,653	79,326,020
Total capital assets, being depreciated	160,052,910	1,393,285	(386,051)	781,653	161,841,797
Accumulated depreciation:					
Building and improvements	(31,235,639)	(1,736,744)	-	-	(32,972,383)
Equipment	(3,823,482)	(196,063)	386,051	-	(3,633,494)
Infrastructure	(35,557,793)	(1,962,239)	-	-	(37,520,032)
Total accumulated depreciation	(70,616,914)	(3,895,046)	386,051	-	(74,125,909)
Total capital assets, being depreciated, net	89,435,996	(2,501,761)	-	781,653	87,715,888
Total capital assets, net	$ 102,307,394	$ 3,836,777	$ -	$ -	$ 106,144,171

Depreciation expense was charged to the functions/programs of the business-type activities as follows:

Water	$ 832,454
Sewer	2,253,803
Solid waste	5,457
Drainage operations	345,009
Local transit	149,453
Airport	308,870
Total depreciation expenses	$ 3,895,046

Note 6 – Capital Assets (Continued)

C. Fiduciary Fund Financial Statements

The summary of changes in capital assets for fiduciary funds for the year ended June 30, 2019, is as follows:

	Balance July 1, 2018	Additions	Deletions	Balance June 30, 2019
Capital assets, not being depreciated				
Land	$ 389,566	$ -	$ -	$ 389,566
Total capital assets, not being depreciated	389,566	-	-	389,566
Capital assets, being depreciated				
Building and improvements	5,076,597	-	(80,299)	4,996,298
Infrastructure	378,169	-	(1,810)	376,359
Total capital assets, being depreciated	5,454,766	-	(82,109)	5,372,657
Accumulated depreciation:				
Building and improvements	(1,520,165)	(171,336)	77,916	(1,613,585)
Infrastructure	(331,803)	(23,183)	1,810	(353,176)
Total accumulated depreciation	(1,851,968)	(194,519)	79,726	(1,966,761)
Total capital assets, being depreciated, net	3,602,798	(194,519)	(2,383)	3,405,896
Total capital assets, net	$ 3,992,364	$ (194,519)	$ (2,383)	$ 3,795,462

Depreciation expense for fiduciary fund financial statements for the year ended June 30, 2019 was $194,519.

D. Component Unit

The summary of changes in capital assets for the component unit for the year ended June 30, 2019, is as follows:

	Balance July 1, 2018	Additions	Deletions	Balance June 30, 2019
Capital assets, not being depreciated				
Land	$ 785,827	$ -	$ -	785,827
Total capital assets, not being depreciated	785,827	-	-	785,827
Capital assets, being depreciated				
Building and improvements	29,680,531	80,169	-	29,760,700
Equipment	725,180	-	-	725,180
Total capital assets, being depreciated	30,405,711	80,169	-	30,485,880
Accumulated depreciation:				
Building and improvements	(22,467,086)	(924,509)	-	(23,391,595)
Equipment	(725,180)	-	-	(725,180)
Total accumulated depreciation	(23,192,266)	(924,509)	-	(24,116,775)
Total capital assets, being depreciated, net	7,213,445	(844,340)	-	6,369,105
Total capital assets, net	$ 7,999,272	$ (844,340)	$ -	$ 7,154,932

Depreciation expense for the component unit for the year ended June 30, 2019 was $924,509.

Note 7 – Long-Term Liabilities

A. Governmental Activities

A summary of changes in the long-term liabilities of the governmental activities for the year ended June 30, 2019, is as follows:

	Balance July 1, 2018	Debt Issued	Debt Retired	Balance June 30, 2019	Classification: Due within One Year	Classification: Due in More Than One Year
Governmental Activities:						
Direct borrowings:						
Capital leases:						
Madera Youth Center	$ 185,061	$ -	$ (185,061)	$ -	$ -	$ -
Police In-car Camera Lease	42,331	-	(33,701)	8,630	8,630	-
ERP System and Fire Truck	795,933	-	(311,960)	483,973	320,473	163,500
Total capital leases	1,023,325	-	(530,722)	492,603	329,103	163,500
Loans payable:						
Police Faciliy Commercial Loan	841,400	-	(102,500)	738,900	105,300	633,600
PG&E Energy Efficiency Retrofit loan	22,154	-	(22,154)	-	-	-
Total loans payable	863,554	-	(124,654)	738,900	105,300	633,600
Public borrowings:						
Lease revenue bonds:						
Series 2019, New Fire Station	-	4,005,000	-	4,005,000	125,000	3,880,000
plus: bond premium	-	648,613	(453)	648,160	-	648,160
Total lease revenue bonds	-	4,653,613	(453)	4,653,160	125,000	4,528,160
Total	$ 1,886,879	$ 4,653,613	$ (655,829)	$ 5,884,663	$ 559,403	$ 5,325,260

Madera Youth Center (Private Borrowing)

In May 2010, the City entered into a capital lease agreement with Municipal Finance Corporation to lease a portion of the construction of the Youth Center. The lease portion of the Youth Center was $1,500,000 and is payable over a period of ten years. Semi-annual payments on the contract are $194,257. The effective interest rate on the contract is 5% per annum. At June 30, 2019, the Madera Youth Center lease was paid in full.

The City entered into the capital lease-purchase agreement whereby the lessor acquired certain capital assets and leased them to the City with the option to purchase. The leased assets are included in capital assets and are summarized by major asset class below:

Equipment	$ 1,500,000
Less: accumulated depreciation	(1,200,000)
Total	$ 300,000

Police In-Car Camera (Private Borrowing)

In August 2014, the City entered into a capital lease agreement for the police department in-car camera system under which the related equipment will become the property of the City when all terms of the lease agreements are met. The purchase price of the equipment was $157,755 and is payable over a period of five years. Quarterly payments on the contract are $8,713. The effective interest rate on the contract is 3.87%. At June 30, 2019, the outstanding balance of the capital lease was $8,630.

Note 7 – Long-Term Liabilities (Continued)

A. Governmental Activities (Continued)

Police In-Car Camera (Continued)

The annual debt service requirements at June 30, 2019 are as follows:

Year Ending June 30,	Principal	Interest	Total
2020	$ 8,630	$ 1,236	$ 9,866
Total	$ 8,630	$ 1,236	$ 9,866

The City entered into the capital lease-purchase agreement whereby the lessor acquired certain capital assets and leased them to the City with the option to purchase. The leased assets are included in capital assets and are summarized by major asset class below:

Equipment	$ 157,755
Less: accumulated depreciation	(155,126)
Total	$ 2,629

ERP System and Fire Truck (Private Borrowing)

In August 2015, the City entered into a five-year equipment lease-purchase agreement for the purchase of Enterprise Resource Planning (ERP) system to be installed at the City Hall and a fire truck with Holman Capital Corporation. Holman Capital Corporation deposited $1,540,065 into the Escrow Fund, which the Community Business Bank is the escrow agent, for the acquisition of the equipment and for the payment of issuance costs. The related equipment will become the property of the City when all terms of the lease agreements are met. The purchase price of the equipment was $1,540,065 and is payable over a period of five years. Semi-monthly payments on the agreement are $165,715. The effective interest rate on the contract is 2.71%. At June 30, 2019, the outstanding balance of the capital lease was $483,973. The cash balance in the Escrow Fund held at the Community Business Bank as of June 30, 2019 was $153,820. This remaining fund in the Escrow Fund account will be used to fund the acquisition of the equipment in the following fiscal year.

The annual debt service requirements at June 30, 2019 are as follows:

Year Ending June 30,	Principal	Interest	Total
2020	$ 320,473	$ 10,959	$ 331,432
2021	163,500	2,215	165,715
Total	$ 483,973	$ 13,174	$ 497,147

The City entered into capital lease-purchase agreements whereby the lessor acquired certain capital assets and leased them to the City with the option to purchase. The leased assets are included in capital assets and are summarized by major asset class below:

Vehicles and equipment	$ 1,327,042
Less: accumulated depreciation	(20,017)
Total	$ 1,307,025

Note 7 – Long-Term Liabilities (Continued)

A. Governmental Activities (Continued)

2019 Refunding of the Police Facility (Police Facility Commercial Loan) (Private Borrowing)

In December 2005, the City entered into a capital lease agreement with La Salle Bank (and subsequently sold to Capital One Public Funding, LLC) to lease a portion of the construction cost for the police facility. The entire purchase price of the police station was $5,200,000. The leased portion of the police station was $1,500,000 and was payable over a period of twenty years.

On January 1, 2018, the capital lease was refunded and the Financing Authority paid the City an advance rental for the use and right to the possession of the Police and Golf Course facilities for a total of $2,553,000. The lease was then assigned to Zions Bank/California Bank & Trust on the same day and named the Police Facility Commercial Loan. The bonds are due in annual installments of $50,900 to $61,600 beginning May 2018 with interest rate fixed 2.760% per annum payable semi-annually. Total principal and interest remaining on the agreement is payable through 2026. At June 30, 2019, the outstanding balance was $738,900.

The annual debt service requirements at June 30, 2019 are as follows:

Year Ending June 30,	Principal	Interest	Total
2020	$ 105,300	$ 22,520	$ 127,820
2021	108,200	16,746	124,946
2022	111,200	13,739	124,939
2023	114,400	10,648	125,048
2024	117,400	7,471	124,871
2025-2026	182,400	5,056	187,456
Total	$ 738,900	$ 76,180	$ 815,080

PG&E Energy Efficient Retrofit Loan (Direct Borrowing)

In June 2012, the City entered into a loan agreement with PG&E to convert old high-pressure sodium lights with new energy efficient LED streetlights. The loan amount is $249,731 and is payable over a period of 6.7 years with zero percent interest. Monthly payments on the loan are $3,161. At June 30, 2019, the PG&E Energy Efficiency Retrofit Loan was paid in full.

2019 Lease Revenue Bonds (Fire Station) (Public Offering)

The Madera Public Financing Authority issued the Lease Revenue Bonds 2019 on June 1, 2019 for $4,005.000. The proceeds of the bonds will be used to finance the construction of a fire station. The City entered into a Facilities Lease Agreement with the Madera Public Financing Authority to make rental payments. The Bonds are due in annual installments of $230,000 to $307,000 through February 1, 2039 with interest payable semiannually on February 1 and August 1 of each year with interest rate from 3.00% to 5.00%. At June 30, 2019 the outstanding balance was $4,005,000.

Note 7 – Long-Term Liabilities (Continued)

A. Governmental Activities (Continued)

2019 Lease Revenue Bonds (Fire Station) (Continued)

The annual debt service requirements at June 30, 2019 are as follows:

Year Ending June 30,	Principal	Interest	Total
2020	$ 125,000	$ 105,678	$ 230,678
2021	130,000	173,200	303,200
2022	135,000	168,000	303,000
2023	145,000	162,600	307,600
2024	150,000	155,350	305,350
2025-2029	865,000	657,000	1,522,000
2030-2034	1,100,000	422,400	1,522,400
2035-2039	1,355,000	167,000	1,522,000
Total	$ 4,005,000	$ 2,011,228	$ 6,016,228

B. Business-Type Activities

A summary of changes in the long-term liabilities of the business-type activities for the year ended June 30, 2019, is as follows:

	Balance July 1, 2018	Debt Issued	Debt Retired	Balance June 30, 2019	Classification: Due within One Year	Classification: Due in More Than One Year
Business-Type Activities:						
Direct borrowings:						
Loans payable:						
CIEDB loan	$ 7,332,455	$ -	$ (312,877)	$ 7,019,578	$ 322,295	$ 6,697,283
Airport Hanger loan	124,047	-	(22,547)	101,500	23,625	77,875
Golf Course Commercial Loan	1,646,500	-	(278,400)	1,368,100	287,400	1,080,700
Total loans payable	9,103,002	-	(613,824)	8,489,178	633,320	7,855,858
Public borrowings:						
Bonds payable:						
Water Revenue Bonds, Series 2010	9,850,000	-	(320,000)	9,530,000	335,000	9,195,000
Less: unamortized bond discounts	(108,448)	-	5,422	(103,026)	-	(103,026)
Water and Wastewater Refunding Revenue Bonds, Series 2015	27,955,000	-	(1,120,000)	26,835,000	1,155,000	25,680,000
Total bonds payable	37,696,552	-	(1,434,578)	36,261,974	1,490,000	34,771,974
Total	$ 46,799,554	$ -	$ (2,048,402)	$ 44,751,152	$ 2,123,320	$ 42,627,832

California Infrastructure and Economic Development Bank (Private Borrowing)

Loan payable to California Infrastructure and Economic Development Bank for the regional wastewater treatment plant upgrade and expansion project; semi-annual installments of $383,084 to $525,788, including interest at 3.01% per annum. At June 30, 2019, the outstanding balance of the California Infrastructure and Economic Development Bank loan was $7,019,578.

Note 7 – Long-Term Liabilities (Continued)

B. Business-Type Activities (Continued)

California Infrastructure and Economic Development Bank (Continued)

The annual debt service requirements at June 30, 2019 are as follows:

Year Ending June 30,	Principal	Interest	Total
2020	$ 322,295	$ 206,439	$ 528,734
2021	331,996	196,592	528,588
2022	341,989	186,448	528,437
2023	352,283	175,999	528,282
2024	362,887	165,236	528,123
2025-2029	1,985,002	653,045	2,638,047
2030-2034	2,302,278	330,993	2,633,271
2035-2036	1,020,848	30,955	1,051,803
Total	$ 7,019,578	$ 1,945,707	$ 8,965,285

Airport Hanger Loan (Private Borrowing)

Loan payable to the Department of Transportation, Division of Aeronautics for the purchase of fourteen airplane hangars; annual installments of $14,131 to $27,180, including interest at 4.7829%. At June 30, 2019, the outstanding balance of the Department of Transportation, Division of Aeronautics loan was $101,500.

The annual debt service requirements at June 30, 2019 are as follows:

Year Ending June 30,	Principal	Interest	Total
2020	$ 23,625	$ 4,855	$ 28,480
2021	24,755	3,725	28,480
2022	25,939	2,541	28,480
2023	27,181	1,300	28,481
Total	$ 101,500	$ 12,421	$ 113,921

2018 Refunding of the 1993 Variable Rate Demand Bonds (Golf Course Commercial Loan) (Private Placement)

In May 1993, the Financing Authority issued Variable Rate Demand Bonds in the aggregate principal of $5,280,000. The proceeds were used to redeem $4,835,000 of its December 8, 1989 Lease Revenue Bonds, Series A, and $262,450 for additional Golf Course construction.

On January 1, 2018, the Bonds were refunded and the Financing Authority paid the City an advance rental for the use and right to the possession of the Golf Course and Police facilities for a total of $2,553,000. The lease was then assigned to Zions Bank/California Bank & Trust on the same day and named the Golf Course Commercial Loan. The loan is due in annual installments of $138,100 ($10,600 first year) to $161,800 beginning May 2018 with interest rate fixed 3.190% per annum payable semi-annually. Total principal and interest remaining on the agreement is $1,479,511, payable through 2023. At June 30, 2019, the outstanding balance was $1,368,100.

Note 7 – Long-Term Liabilities (Continued)

B. Business-Type Activities (Continued)

2018 Refunding of the 1993 Variable Rate Demand Bonds (Golf Course Commercial Loan) (Continued)

The annual debt service requirements at June 30, 2019 are as follows:

Year Ending June 30,	Principal	Interest	Total
2020	$ 287,400	$ 41,368	$ 328,768
2021	296,600	32,128	328,728
2022	306,200	22,590	328,790
2023	316,100	12,744	328,844
2024	161,800	2,581	164,381
Total	$ 1,368,100	$ 111,411	$ 1,479,511

Water Revenue Bonds, Series 2010 (Public Offering)

Water Revenue Bonds, Series 2010 were issued by the Financing Authority in November 2010 for $11,215,000. The City will use the proceeds from the Bonds along with the changing of water and sewer rates to bring the City into compliance with State Law to have the entire City on water meters by the year 2025. The bonds are due in annual installments of $65,000 to $745,000 through March 1, 2038, with interest payable semi-annually on September 1 and March 1 of each year at 4.5%. At June 30, 2019, the outstanding balance was $9,530,000.

The Financing Authority has pledged a portion of future wastewater revenue to repay the 2010 Water Revenue Bonds. For the year ended June 30, 2019, total principal and interest paid was $778,063, and net revenues were $5,647,276. Total principal and interest remaining on the agreement is $14,806,870, payable through 2038.

The Water Revenue Bonds, Series 2010 were issued at a discount which is being amortized over the life of the bonds resulting in an annual amortization of $5,422. At June 30, 2019, the outstanding balance of the discount on the bonds was $108,448.

The annual debt service requirements at June 30, 2019 are as follows:

Year Ending June 30,	Principal	Interest	Total
2020	$ 335,000	$ 448,463	$ 783,463
2021	345,000	435,063	780,063
2022	355,000	422,556	777,556
2023	375,000	408,800	783,800
2024	390,000	393,800	783,800
2025-2029	2,200,000	1,696,450	3,896,450
2030-2034	2,765,000	1,117,238	3,882,238
2035-2038	2,765,000	354,500	3,119,500
Total	$ 9,530,000	$ 5,276,870	$ 14,806,870

Note 7 – Long-Term Liabilities (Continued)

B. Business-Type Activities (Continued)

Water and Wastewater Refunding Revenue Bonds, Series 2015 (Public Offering)

Water and Wastewater Refunding Revenue Bonds, Series 2015 were issued by the Financing Authority in December 2015 for $30,140,000. Proceeds from the bonds were used to refund $30,440,000 of its Water and Wastewater Refunding Revenue Bonds, Series 2016. The bonds are due in annual installments of $70,000 to $2,080,000 through March 1, 2036, with interest payable semiannually on September 1 and March 1 of each year at 3.700%. At June 30, 2019, the outstanding balance of the Water and Wastewater Revenue Bonds was $26,835,000.

The Financing Authority has pledged a portion of future water and wastewater revenue to repay the 2015 Water and Wastewater Revenue Bonds. For the year ended June 30, 2019, total principal and interest paid was $2,154,335, and net revenues were $8,985,176. Total principal and interest remaining on the agreement is $36,635,745 payable through 2036.

The annual debt service requirements at June 30, 2019 are as follows:

Year Ending June 30,	Principal	Interest	Total
2020	$ 1,155,000	$ 992,895	$ 2,147,895
2021	1,200,000	950,160	2,150,160
2022	1,250,000	905,760	2,155,760
2023	1,295,000	859,510	2,154,510
2024	1,340,000	811,595	2,151,595
2025-2029	7,510,000	3,273,760	10,783,760
2030-2034	9,000,000	1,778,960	10,778,960
2035-2036	4,085,000	228,105	4,313,105
Total	$ 26,835,000	$ 9,800,745	$ 36,635,745

Note 7 – Long-Term Liabilities (Continued)

C. Fiduciary Fund Financial Statements

A summary of changes in the long-term liabilities of the fiduciary fund financial statements for the year ended June 30, 2019, is as follows:

	Balance July 1, 2018	Debt Issued	Debt Retired	Balance June 30, 2019	Classification: Due within One Year	Classification: Due in More Than One Year
Fiduciary Activities:						
Public borrowings:						
Tax allocation bonds:						
Series 1998	$ 5,415,000	$ -	$ (5,415,000)	$ -	$ -	$ -
Less: unamortized bond discounts	(53,511)	-	53,511	-	-	-
Series 2003	13,350,000	-	(13,350,000)	-	-	-
Add: unamortized bond premiums	6,880	-	(6,880)	-	-	-
Series 2008A	22,260,000	-	(22,260,000)	-	-	-
Series 2008B	3,320,000	-	(3,320,000)	-	-	-
Less: unamortized bond discounts	(532,519)	-	532,519	-	-	-
Series 2018A	-	31,445,000	-	31,445,000	590,000	30,855,000
Series 2018B	-	4,065,000	-	4,065,000	625,000	3,440,000
Add: unamortized bond premiums	-	4,579,964	(227,105)	4,352,859	-	4,352,859
Total tax allocation bonds	43,765,850	40,089,964	(43,992,955)	39,862,859	1,215,000	38,647,859
Total	$ 43,765,850	$ 40,089,964	$ (43,992,955)	$ 39,862,859	$ 1,215,000	$ 38,647,859

Tax Allocation Bonds, Series 1998 (Public Offering)

On October 8, 1998, the Agency issued $7,440,000 of 1998 Tax Allocation Redevelopment Project Bonds. The proceeds of the bonds were used to finance redevelopment activities within the Madera Redevelopment Project Area, to pay costs incurred in connection with the issuance, sale and delivery of the bonds, and to fund the reserve account.

Principal payments are due annually on September 1, commencing on September 1, 1999, with the final payment due in the year 2029. Interest payments are due on September 1 and March 1 of each year until the bonds are paid off. Interest rates range from 3.15% to 4.95%. Principal and interest will be paid from tax increment revenues consisting of a portion of taxes levied upon all taxable property within the Project Area. The 1998 Tax Allocation Bonds were refunded with the 2018 Tax Allocation Refunding Bonds, Series A and B.

Tax Allocation Refunding Bonds, Series 2003 (Public Offering)

On October 23, 2003, the Agency issued $19,495,000 of 2003 Tax Allocation Refunding and Redevelopment Project Bonds. The proceeds of the bonds were used to advance refund the Agency's 1993 Bond Anticipation Notes dated July 1, 1993, in an amount of $7,201,007, to fund the acquisition and construction of new improvements within the Madera Redevelopment Project Area, to pay Agency housing set-aside obligations, to pay costs incurred in connection with the issuance, sale and delivery of the bonds, and to fund the reserve account.

Principal payments are due annually on September 1, commencing on September 1, 2004, with the final payment due in the year 2034. Interest payments are due on September 1 and March 1 of each year until the bonds are paid off. Interest rates range from 2.00% to 5.00%. Principal and interest will be paid from tax increment revenues consisting of a portion of all taxes levied upon all taxable property within the Project Area. The 2003 Tax Allocation Bonds were refunded with the 2018 Tax Allocation Refunding Bonds, Series A and B.

Note 7 – Long-Term Liabilities (Continued)

C. Fiduciary Fund Financial Statements (Continued)

Tax Allocation Bonds, Series 2008A (Public Offering)

On September 10, 2008, the Agency issued $25,455,000 of 2008A Series Tax Allocation Bonds. The proceeds of the bonds were used to finance redevelopment activities within the Madera Redevelopment Project Area, to pay costs incurred in connection with the issuance of the bonds, and to fund the reserve account.

Principal payments are due annually on September 1, commencing on September 1, 2010, with the final payment due in the year 2039. Interest payments are due on September 1 and March 1 of each year until the bonds are paid off. Interest rates range from 3.50% to 5.38%. Principal and interest will be paid from tax increment revenues consisting of a portion of all taxes levied upon all taxable property within the Project Area. The 2008A Tax Allocation Bonds were refunded with the 2018 Tax Allocation Refunding Bonds, Series A and B.

Tax Allocation Bonds, Series 2008B (Public Offering)

On September 10, 2008, the Agency issued $4,000,000 of 2008B Housing Set-Aside Subordinate Tax Allocation Bonds. The proceeds of the bonds were used to finance low and moderate-income housing within the Madera Redevelopment Project Area, to pay costs incurred in connection with the issuance of the bond, and to fund the reserve account.

Principal payments are due annually commencing on September 1, 2010, with the final payment due in the year 2038. Interest payments are due on September 1 and March 1 of each year until the bonds are paid off. Interest rates range from 3.50% to 5.38%. Principal and interest will be paid from tax increment revenues consisting of a portion of all taxes levied upon all taxable property within the Project Area. The 2008B Tax Allocation Bonds were refunded with the 2018 Tax Allocation Refunding Bonds, Series A and B.

Tax Allocation Refunding Bonds, Series 2018A and 2018B (Public Offering)

On July 17, 2018, the Successor Agency to the Former Madera Redevelopment Agency issued $31,445,000 of Tax Allocation Refunding Bonds, Series 2018A and $4,065,000 of Tax Allocation Refunding Bonds, Series 2018B (collectively the "2018 TARBs") to (a) refund four outstanding series of bonds payable (the 1998 Tax Allocation Redevelopment Project Bonds, the 2003 Tax Allocation Refunding and Redevelopment Project Bonds, the Madera Redevelopment Agency Subordinate Tax Allocation Bonds, Series 2008A, and the Madera Redevelopment Agency Housing Set-Aside Subordinate Tax Allocation Bonds, Series 2008B) from tax increment revenue generated in the Madera Redevelopment Project Area (the "Project Area"), (b) fund a reserve account, and (c) pay the costs of issuance of the bonds. The 2018 TARBs are payable from and secured by a pledge of tax revenues to be derived from the Project Area.

The 2018 TARBs consist of serial bonds maturing from 2019 through 2038 in annual installments of $390,000 to $2,405,000. Interest is due and payable semi-annually on March 1 and September 1 of each year at rates ranging from 3.0% to 5.0% commencing March 1, 2019. Annual principal on the bonds is due on September 1 of each year. The bonds are subject to federal arbitrage requirements. The aggregate debt service payments of the new debt are $11,314,301 less than the old debt. The issuance of the new debt and refunding of the old debt resulted in an economic gain (the difference between the net present value of the old debt and new debt service payments) of approximately $8,659,587.

Note 7 – Long-Term Liabilities (Continued)

C. Fiduciary Fund Financial Statements (Continued)

Tax Allocation Refunding Bonds, Series 2018A and 2018B (Continued)

A reserve account is required to be maintained in the amount of the lesser of (i) 10% of the original aggregate principal amount of the 2018 TARBs, or (ii) 125% of the average annual debt service with respect to the 2018 TARBs, or (iii) the maximum annual debt service with respect to the 2018 TARBs. As of June 30, 2019, the reserve requirement was met through the City's purchase of a surety policy in-lieu of the cash reserve requirement.

The annual debt service requirements for the 2018 TARBs outstanding at June 30, 2019 are as follows:

Tax Allocation Refunding Bonds, Series 2018A

Year Ending June 30,	Principal	Interest	Total
2020	$ 590,000	$ 1,443,075	$ 2,033,075
2021	670,000	1,414,525	2,084,525
2022	710,000	1,380,025	2,090,025
2023	770,000	1,343,025	2,113,025
2024	1,005,000	1,298,650	2,303,650
2025-2029	7,225,000	5,577,375	12,802,375
2030-2034	11,065,000	3,543,700	14,608,700
2035-2039	9,410,000	984,038	10,394,038
Total	$ 31,445,000	$ 16,984,413	$ 48,429,413

Tax Allocation Refunding Bonds, Series 2018B

Year Ending June 30,	Principal	Interest	Total
2020	$ 625,000	$ 120,262	$ 745,262
2021	655,000	101,784	756,784
2022	680,000	81,485	761,485
2023	670,000	60,191	730,191
2024	510,000	40,895	550,895
2025-2026	925,000	30,416	955,416
Total	$ 4,065,000	$ 435,033	$ 4,500,033

Aggregate Total

Year Ending June 30,	Principal	Interest	Total
2020	$ 1,215,000	$ 1,563,337	$ 2,778,337
2021	1,325,000	1,516,309	2,841,309
2022	1,390,000	1,461,510	2,851,510
2023	1,440,000	1,403,216	2,843,216
2024	1,515,000	1,339,545	2,854,545
2025-2029	8,150,000	5,607,791	13,757,791
2030-2034	11,065,000	3,543,700	14,608,700
2035-2039	9,410,000	984,038	10,394,038
Total	$ 35,510,000	$ 17,419,446	$ 52,929,446

Note 7 – Long-Term Liabilities (Continued)

D. Component Unit

A summary of changes in the long-term liabilities of the fiduciary fund financial statements for the year ended June 30, 2019, is as follows:

	Balance July 1, 2018	Debt Issued	Debt Retired	Balance June 30, 2019	Classification: Due within One Year	Classification: Due in More Than One Year
Component Unit:						
Direct borrowings:						
Loans payable:						
Farmers' Home Administration loan	$ 280,785	$ -	$ (18,521)	$ 262,264	$ 17,298	$ 244,966
Citizen Business Bank loan	3,019,997	-	(97,212)	2,922,785	101,383	2,821,402
Total loans payable	3,300,782	-	(115,733)	3,185,049	118,681	3,066,368
Total	$ 3,300,782	$ -	$ (115,733)	$ 3,185,049	$ 118,681	$ 3,066,368

Farmers' Home Administration loan

Notes payable to Farmers' Home Administration, 1.00% due in monthly installments of $1,654, including interest, first trust deeds on land and building subject to note.

The annual debt service requirements at June 30, 2019 are as follows:

Year Ending June 30,	Principal	Interest	Total
2020	$ 17,298	$ 2,543	$ 19,841
2021	17,550	2,369	19,919
2022	17,871	2,193	20,064
2023	18,195	2,012	20,207
2024	18,523	1,829	20,352
Thereafter	172,827	8,123	180,950
Total	$ 262,264	$ 19,069	$ 281,333

Citizen Business Bank loan

Note payable to Citizen Business Bank, 4.50% due in monthly installments of $19,837, including interest, secured by assets subject to note.

The annual debt service requirements at June 30, 2019 are as follows:

Year Ending June 30,	Principal	Interest	Total
2020	$ 101,383	$ 131,611	$ 232,994
2021	106,624	126,371	232,995
2022	111,016	124,471	235,487
2023	116,189	116,806	232,995
2024	121,296	111,698	232,994
Thereafter	2,366,277	351,043	2,717,320
Total	$ 2,922,785	$ 962,000	$ 3,884,785

Note 8 – Special Assessment Debt with No City Commitment

The City issued special tax and assessment bonds on behalf of property owners, pursuant to the Improvement Bond Act of 1915 and the Mellow-Roos Community Facilities Act of 1982, to finance the acquisition and construction of certain infrastructure improvements within the assessment districts and community facilities districts.

The City acts solely as an agent for those paying special tax and assessments and remits the amounts collected to the bondholders of these fixed-rate Improvement Bond Act of 1915 and Mellow-Roos Community Facilities Act of 1982 issues. The City is acting as an agent and is in no way liable for the special assessment debt and, accordingly, the debt is not recorded in these financial statements.

On January 1, 2018, the City of Madera, on behalf of the City of Madera Community Facilities District No. 2006-1, issued the City of Madera Community Facilities District No. 2006-1 Special Tax Refunding Bonds Series 2018 to refund the CFD 2006-1 Series Special Tax Bond for the purpose of creating annual debt savings. Total debt service payments were reduced by $636,877. The amount of principal outstanding as of June 30, 2019 is $2,389,616. The bonds are not a general obligation of the City but are limited obligations, payable solely from special tax and assessments. The City has no obligation beyond the balances in the designated agency funds for any delinquent assessment district bond payments. If delinquencies occur beyond the amounts held in the reserve funds created from bond proceeds, the City has no duty to pay the delinquency out of the available funds of the City. Neither the faith and credit nor the taxing power of the City, or the State of California, or any political subdivision thereof is pledged to the payment of these bonds.

Noncommittal debt amounts issued and outstanding at June 30, 2019 are as follows:

	Original Amount	Outstanding Balance June 30, 2019
CFD 2006-1, Series Special Tax Bonds Refunding Bonds Series 2018	$ 2,452,228	$ 2,389,616
Total	$ 2,452,228	$ 2,389,616

Note 9 – Compensated Absences

A. Governmental Activities

A summary of changes in the compensated absences balances for the governmental activities for the year ended June 30, 2019 is as follows:

	Balance July 1, 2018	Additions	Deletions	Balance June 30, 2019	Classification: Due within One Year	Classification: Due in More Than One Year
Compensated absences	$ 1,593,600	$ 1,187,915	$ (1,120,377)	$ 1,661,138	$ 548,362	$ 1,112,776
Total	$ 1,593,600	$ 1,187,915	$ (1,120,377)	$ 1,661,138	$ 548,362	$ 1,112,776

Compensated absences in the governmental activities are obligations of the following funds:

Governmental Funds	$ 1,543,143
Fleet Maintenance	28,562
Facilities Maintenance	59,362
Technology	30,071
Total	$ 1,661,138

Note 9 – Compensated Absences (Continued)

B. Business-Type Activities

A summary of changes in the compensated absences balances for the business-type activities for the year ended June 30, 2019 is as follows:

	Balance July 1, 2018	Additions	Deletions	Balance June 30, 2019	Classification: Due within One Year	Classification: Due in More Than One Year
Compensated absences	$ 290,726	$ 32,785	$ -	$ 323,511	$ 291,093	$ 32,418
Total	$ 290,726	$ 32,785	$ -	$ 323,511	$ 291,093	$ 32,418

Compensated absences in the business-type activities are obligations of the following funds:

Water Fund	$ 135,722
Sewer Fund	94,699
Solid Waste Fund	38,735
Drainage Operations Fund	26,015
Local Transit Fund	21,756
Airport Fund	6,584
Total	$ 323,511

C. Fiduciary Fund Financial Statements

A summary of changes in the compensated absences balances for the fiduciary fund financial statements for the year ended June 30, 2019 is as follows:

	Balance July 1, 2018	Additions	Deletions	Balance June 30, 2019	Classification: Due within One Year	Classification: Due in More Than One Year
Compensated absences	$ 28,938	$ -	$ (28,938)	$ -	$ -	$ -
Total	$ 28,938	$ -	$ (28,938)	$ -	$ -	$ -

All compensated absences liabilities in the fiduciary fund financial statements belong to the Redevelopment Obligation Retirement Fund (Successor Agency).

D. Component Unit

A summary of changes in the compensated absences balances for the component unit for the year ended June 30, 2019 is as follows:

	Balance July 1, 2018	Additions	Deletions	Balance June 30, 2019	Classification: Due within One Year	Classification: Due in More Than One Year
Compensated absences	$ 88,036	$ 37,276	$ (39,554)	$ 85,758	$ 38,978	$ 46,780
Total	$ 88,036	$ 37,276	$ (39,554)	$ 85,758	$ 38,978	$ 46,780

All compensated absences liabilities in the component unit belong to the Housing Authority of the City of Madera.

Note 10 – Risk Management

The City is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; and natural disasters for which the City obtains insurance coverage.

The City is a member of the Central San Joaquin Valley Risk Management Authority (CSJVRMA), a public entity risk pool for workers' compensation and general liability insurance. The CSJVRMA is a consortium of fifty-five cities located in California's San Joaquin Valley. It was established under the provisions of California Government Code Section 6500 et. seq. CSJVRMA is governed by a Board of Directors, consisting of one member appointed by each member city. The day-to-day business operations are handled by a management group employed by CSJVRMA. The relationship between the City and CSJVRMA is such that the CSJVRMA is not considered a component unit of the City for financial reporting purposes.

General Liability Insurance coverage is addressed via retention maintained by the City and participation in CSJVRMA. The City maintains a self-insured retention level of $100,000 and participates in the CSJVRMA risk pool for coverage up to $1,000,000. CSJVRMA participates in an excess pool, which provides coverage from $1,000,000 to $29,000,000.

Workers' Compensation coverage is also addressed via a retention maintained by the City and participation in CSJVRMA. The City maintains a self-insured retention level of $100,000 and participates in the CSJVRMA risk pool for additional coverage up to $250,000. CSJVRMA also participates in an excess pool which provides workers' compensation coverage from $250,000 to $500,000 and purchases excess insurance of approximately $500,000 to the statutory limit.

Public entity risk pools are formally organized and separated entities established under the Joint Exercise of Powers Act of the State of California. As separate legal entities, those entities exercise full powers and authorities within the scope of the related Joint Powers Agreements including the preparation of annual budgets, accountability for all funds, the power to make and execute contracts and the right to sue and be sued. Each risk pool is governed by a board consisting of representatives from member municipalities. Each board controls the operations of the respective risk pool, including selection of management and approval of operating budgets, independent of any influences by member municipalities beyond their representation of that board. Obligations and liabilities of these risk pools are not the City's responsibility.

Since 1986, the City has joined together with other cities to form a public entity risk pool known as the Central San Joaquin Valley Risk Management Authority - CSJVRMA (the Authority), a joint powers authority established in accordance with the California government code. The relationship between the City and the Authority is such that the Authority is not a component unit of the City for financial reporting purposes. Financial statements for the Authority may be obtained from the Authority's management.

The Authority is currently operating as a common risk management and insurance program for 54 member cities. The program's general objectives are to formulate, develop, and administer, on the behalf of the member cities, a program of insurance, to obtain lower cost for that coverage, and to develop a comprehensive loss control program. A member may withdraw from the Authority only by giving six-month notice. Cities applying for membership in the Authority may do so on approval of a two-thirds vote of the board of the Authority.

The latest financial information of the CSJVRMA for fiscal year ended June 30, 2019, is as follows:

Total assets	$ 128,442,162
Total liabilities	$ 109,661,346
Total equities	$ 18,780,816
Operating revenues	$ 47,181,439
Operating expenses	$ 52,250,549
Nonoperating revenues (expenses)	$ 5,824,524
Change in net position	$ 755,414

Note 11 – Pension Plans

A. Summary

	Governmental Activities	Business-Type Activities	Total	Component Unit
Deferred outflows of resources:				
Pension contribution made after measurement date:				
CalPERS Miscellaneous	$ 1,816,747	793,566	$ 2,610,313	$ 302,136
CalPERS Safety	2,197,168	-	2,197,168	-
Total pension contribution made after measurement date	4,013,915	793,566	4,807,481	302,136
Change in assumption				
CalPERS Miscellaneous	1,126,323	481,523	1,607,846	259,978
CalPERS Safety	1,589,450	-	1,589,450	-
Total change in assumption	2,715,773	481,523	3,197,296	259,978
Projected earnings on pension plan investments in excess of actual earnings:				
CalPERS Miscellaneous	1,413,990	628,306	2,042,296	11,274
CalPERS Safety	126,783	-	126,783	-
Total projected earnings on pension plan investments in excess of actual earnings	1,540,773	628,306	2,169,079	11,274
Difference between expected and actual experience				
CalPERS Miscellaneous	841,687	371,304	1,212,991	87,497
CalPERS Safety	400,831	-	400,831	-
Total difference between expected and actual experience	1,242,518	371,304	1,613,822	87,497
Adjustment due to difference in proportions				
CalPERS Miscellaneous	-	-	-	8,512
CalPERS Safety	22,367	-	22,367	-
Total adjustment due to difference in proportions	22,367	-	22,367	8,512
Employer contributions in excess of proportionate share of contribution				
CalPERS Miscellaneous	-	-	-	4,896
CalPERS Safety	277,274	-	277,274	-
Total employer contributions in excess of proportionate share of contribution	277,274	-	277,274	4,896
Total deferred outflows of resources				
CalPERS Miscellaneous	5,198,747	2,274,699	7,473,446	674,293
CalPERS Safety	4,613,873	-	4,613,873	-
Total deferred outflows of resources	$ 9,812,620	$ 2,274,699	$ 12,087,319	$ 674,293
Net pension liability:				
CalPERS Miscellaneous	$ 18,907,435	$ 8,274,708	$ 27,182,143	$ 3,179,336
CalPERS Safety	18,725,928	-	18,725,928	-
Total net pension liability	$ 37,633,363	$ 8,274,708	$ 45,908,071	$ 3,179,336

Note 11 – Pension Plans (Continued)

A. Summary (Continued)

	Governmental Activities	Business-Type Activities	Total	Component Unit
Deferred inflows of Resources:				
Change in assumption				
CalPERS Miscellaneous	$ -	$ -	$ -	$ 63,716
Total change in assumption	-	-	-	63,716
Actual earnings on pension plan investments in excess of projected earnings:				
CalPERS Miscellaneous	1,324,929	594,140	1,919,069	29,775
CalPERS Safety	-	-	-	-
Total actual earnings on pension plan investments in excess of	1,324,929	594,140	1,919,069	29,775
Adjustment due to difference in proportions				
CalPERS Miscellaneous	-	-	-	14,730
CalPERS Safety	205,969	-	205,969	-
Total adjustment due to difference in proportions	205,969	-	205,969	14,730
Employer contributions in excess of proportionate share of contribution				
CalPERS Miscellaneous	-	-	-	4,141
Total employer contributions in excess of proportionate share of contribution	-	-	-	4,141
Changes of assumptions				
CalPERS Miscellaneous	329,784	137,700	467,484	-
Total difference between expected and actual experience	329,784	137,700	467,484	-
Total deferred inflows of resources				
CalPERS Miscellaneous	1,654,713	731,840	2,386,553	112,362
CalPERS Safety	205,969	-	205,969	-
Total deferred inflows of resources	$ 1,860,682	$ 731,840	$ 2,592,522	$ 112,362
Pension expenses:				
CalPERS Miscellaneous	$ 3,572,944	$ 1,602,221	$ 5,175,165	$ 438,742
CalPERS Safety	2,552,707	-	2,552,707	-
Total net pension expenses	$ 6,125,651	$ 1,602,221	$ 7,727,872	$ 438,742

B. City Miscellaneous Plan

Plan Description

Substantially all City employees working the equivalent of 1,000 hours per fiscal year are eligible to participate in the Miscellaneous Plan Agent multiple-employer defined benefit plan or the Safety Plan Cost-sharing multiple-employer defined benefit administered by California Public Employees Retirement System (CalPERS), which acts as a common investment and administrative agent for its participating member employers. Benefit Provisions under the Plans are established by State statutes within the Public Employee's Retirement Law. CalPERS issues publicly available reports that include a full description of the pension plans regarding benefit provisions, assumptions and membership information that can be found on the CalPERS website. Copies of the CalPERS annual financial report may be obtained from the CalPERS Executive Office – 400 P Street, Sacramento, CA 95814.

Note 11 – Pension Plans (Continued)

B. City Miscellaneous Plan (Continued)

Employees Covered

At June 30, 2018, the measurement date, the following employees were covered by the benefit terms for the Plan:

	City
Active employees	198
Transferred and terminated employees	229
Retired employees and benificiaries	232
Total	659

Benefits Provided

CalPERS provide retirement and disability benefits, annual cost-of-living adjustments, and death benefits to plan members and beneficiaries. Classic CalPERS member becomes eligible for service retirement upon attainment of age 55 with at least 5 years of credited service. PEPRA miscellaneous members become eligible for service retirement upon attainment of age 62 with at least 5 years of service. The service retirement benefit is a monthly allowance equal to the product of the benefit factor, years of service, and final compensation. The final compensation is the monthly average of the member's highest 36 full-time equivalent monthly pay.

Following are the benefit provisions for each plan:

	City Miscellaneous Plan		
Hire Date	Prior to January 1, 2011	January 1, 2011 thru January 1, 2013	On or After January 1, 2013
Benefit formula	2.5% @ 55	2% @ 60	2% @ 62
Benefit vesting schedule	5 years service	5 years service	5 years service
Benefit payments	Monthly for life	Monthly for life	Monthly for life
Retirement age	50 - 55	50 - 63	52 - 67
Monthly benefits, as a % of eligible compensation	2.000% to 2.500%	1.092% to 2.418%	1.000% to 2.500%
Required employee contribution rates	8.00%	7.000%	6.250%
Required employer contribution rates	9.451%	9.451%	9.451%
Final Annual Compensation	1 year	1 year	1 year

Contributions

Section 20814(c) of the California Public Employees' Retirement Law ("PERL") requires that the employer contribution rates for all public employers be determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in the rate. The total plan contributions are determined through CalPERS' annual actuarial valuation process. The actuarially determined rate is the estimated amount necessary to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability. The employer is required to contribute the difference between the actuarially determined rate and the contribution rate of employees.

Note 11 – Pension Plans (Continued)

B. City Miscellaneous Plan (Continued)

Contributions (Continued)

For the year ended June 30, 2019, the plan's contributions made for the Plan was as follows:

	Miscellaneous
Contributions - employer	$ 2,610,313

Net Pension Liability

The City's net pension liability is measured as the total pension liability, less the pension plan's fiduciary net position. The net pension liability of the Plan is measured as of June 30, 2018, using an annual actuarial valuation as of June 30, 2017 rolled forward to June 30, 2018 using standard update procedures. A summary of principal assumptions and methods used to determine the net pension liability is shown on the following page.

Actuarial Assumptions

The total pension liabilities in the June 30, 2017 actuarial valuations were determined using the following actuarial assumptions:

Actuarial Cost Method	Entry Age Normal in accordance with the requirement of GASB Statement No. 68
Actuarial Assumptions:	
Discount Rate	7.15%
Inflation	2.75%
Salary Increases	Varies by Entry Age and Service
Investment Rate of Return	7.50%
Mortality Rate Table	Derived using CalPERS' Membership Data for all Funds.
Post Retirement Benefit Increase	Contract COLA up to 2.75% until Purchasing Power Protection Allowance Floor on Purchasing Power applies, 2.75% thereafter

The underlying mortality assumptions and all other actuarial assumptions used in the June 30, 2017 valuation were based on the results of a January 2015 actuarial experience study for the period 1997 to 2011. Further details of the Experience Study can be found on the CalPERS website.

Discount Rate

In determining the long-term expected rate of return, CalPERS took into account, both short-term and long-term market return expectations as well as the expected pension fund cash flows. Such cash flows were developed assuming that both members and employers will make their required contributions on time and as scheduled in all future years. Using historical returns of all the funds' asset classes, expected compound (geometric) returns were calculated over the short-term (first 10 years) and the long-term (11-60 years) using a building-block approach. Using the expected nominal returns for both short-term and long-term, the present value of benefits was calculated for each fund. The expected rate of return was set by calculating the single equivalent expected return that arrived at the same present value of benefits for cash flows as the one calculated using both short-term and long-term returns. The expected rate of return was then set equivalent to the single equivalent rate calculated above and rounded down to the nearest one quarter of one percent.

Note 11 – Pension Plans (Continued)

B. City Miscellaneous Plan (Continued)

Discount Rate (Continued)

The table below reflects long-term expected real rate of return by asset class. The rate of return was calculated using the capital market assumptions applied to determine the discount rate and asset allocation. These geometric rates of return are net of administrative expenses.

Asset Class	New Strategic Allocation	Real Return Years 1 - 10 [1]	Real Return Years 11 + [2]
Global equity	50.00%	4.80%	5.98%
Global fixed income	28.00%	1.00%	2.62%
Inflation sensitive assets	0.00%	0.77%	1.81%
Private equity	8.00%	6.30%	7.23%
Real assets	13.00%	3.75%	4.93%
Liquidity	1.00%	0.00%	-0.92%

[1] An expected inflation of 2.00% was used for this period.

[2] An expected inflation of 2.92% was used for this period.

The discount rate used to measure the total pension liability was 7.15% for the plan. To determine whether the municipal bond rate should be used in the calculation of a discount rate for each plan, CalPERS stress tested plans that would most likely result in a discount rate that would be different from the actuarially assumed discount rate. Based on the testing, none of the tested plans run out of assets. Therefore, the current 7.15% discount rate is adequate and the use of the municipal bond rate calculation is not necessary. The long term expected discount rate of 7.15% is applied to all plans in the Public Employees Retirement Fund (PERF). The stress test results are presented in a detailed report called "GASB Crossover Testing Report" that can be obtained from the CalPERS website under the GASB 68 Section.

Sensitivity of the Net Pension Liability to Changes in the Discount Rate

The following presents the City's net pension liability, calculated using the discount rate, as well as what the City's net pension liability would be if it were calculated using a discount rate that is one percentage point lower or one percentage point higher than the current rate:

	Plan's Aggregate Net Pension Liability/(Asset)		
	Discount Rate - 1% (6.15%)	Current Discount Rate (7.15%)	Discount Rate + 1% (8.15%)
Miscellaneous Plan - 53	$ 38,577,491	$ 27,182,143	$ 17,728,564

Note 11 – Pension Plans (Continued)

B. City Miscellaneous Plan (Continued)

Changes in the Net Pension Liability

The following table shows the changes in net pension liability recognized over the measurement period:

Miscellaneous Plan	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability
Balance at June 30, 2017 (Valuation Date)	$ 83,678,860	$ 57,100,351	$ 26,578,509
Changes in the year:			
Service cost	2,074,876	-	2,074,876
Interest on the total pension liabilities	5,940,862	-	5,940,862
Changes in assumptions	(647,285)	-	(647,285)
Differences between expected and actual experience	1,082,691	-	1,082,691
Benefit payments, including refunds of members contributions	(4,125,431)	(4,125,431)	-
Plan to plan resource movement	-	(140)	140
Contributions - employer	-	2,395,891	(2,395,891)
Contributions - employee	-	858,755	(858,755)
Net investment income	-	4,851,004	(4,851,004)
Administrative expenses	-	(258,000)	258,000
Net changes	4,325,713	3,722,079	603,634
Balance at June 30, 2018 (Measurement Date)	$ 88,004,573	$ 60,822,430	$ 27,182,143

Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions

For the year ended June 30, 2018, the City recognized pension expense in the amount of $5,175,165 for the miscellaneous plans.

The amortization period differs depending on the source of the gain or loss. The difference between projected and actual earnings is amortized over 5-years straight line. All other amounts are amortized straight-line over the average expected remaining service lives of all members that are provided with benefits (active, inactive and retired) as of the beginning of the measurement period.

The Expected Average Remaining Service Lifetime ("EARSL") is calculated by dividing the total future service years by the total number of plan participants (active, inactive, and retired) in the risk pool. The EARSL for the Miscellaneous Plan for the 2017-18 measurement period is 3.6 years, which was obtained by dividing the total service years of 2,347 (the sum of remaining service lifetimes of the active employees) by 647 (the total number of participants: active, inactive, and retired).

Note 11 – Pension Plans (Continued)

B. City Miscellaneous Plan (Continued)

Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions (Continued)

At June 30, 2019 the City reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Miscellaneous Plan	
	Deferred outflows of Resources	Deferred inflows of Resources
Pension contributions made subsequent to measurement date	$ 2,610,313	$ -
Difference between projected and actual earning on pension plan investments	2,042,296	(1,919,069)
Changes in assumptions	1,607,846	(467,484)
Differences between expected and actual experience	1,212,991	-
Total	$ 7,473,446	$ (2,386,553)

For the City Miscellaneous Plan, $2,610,313 was reported as deferred outflows of resources related to pensions resulting from City's contributions subsequent to the measurement date and will be recognized as a reduction of the net pension liability in the year ended June 30, 2020. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

Year Ended June 30,	Deferred Outflows/(Inflows) of Resources
2019	$ 2,692,110
2020	460,584
2021	(512,630)
2022	(163,484)
2023	-
Thereafter	-
	$ 2,476,580

Pension Plan Fiduciary Net Position

Detailed information about the plan's fiduciary net position is available in the separately issued CalPERS financial reports.

C. City Safety Plan

Plan Description

Substantially all City employees working the equivalent of 1,000 hours per fiscal year are eligible to participate in the Miscellaneous Plan Agent multiple-employer defined benefit plan or the Safety Plan Cost-sharing multiple-employer defined benefit administered by California Public Employees Retirement System (CalPERS), which acts as a common investment and administrative agent for its participating member employers. Benefit Provisions under the Plans are established by State statutes within the Public Employee's Retirement Law.

Note 11 – Pension Plans (Continued)

C. City Safety Plan (Continued)

Plan Description (Continued)

CalPERS issues publicly available reports that include a full description of the pension plans regarding benefit provisions, assumptions and membership information that can be found on the CalPERS website. Copies of the CalPERS annual financial report may be obtained from the CalPERS Executive Office – 400 P Street, Sacramento, CA 95814.

Employees Covered

At June 30, 2018, the measurement date, the following employees were covered by the benefit terms the Plan:

	Safety Plan
Active employees	63
Transferred and terminated employees	56
Retired employees and benificiaries	107
Total	226

Benefits Provided

CalPERS provide retirement and disability benefits, annual cost-of-living adjustments, and death benefits to plan members and beneficiaries. Classic and PEPRA Safety CalPERS member becomes eligible for service retirement upon attainment of age 55 with at least 5 years of credited service. PEPRA miscellaneous members become eligible for service retirement upon attainment of age 62 with at least 5 years of service. The service retirement benefit is a monthly allowance equal to the product of the benefit factor, years of service, and final compensation. The final compensation is the monthly average of the member's highest 36 full-time equivalent monthly pay.

Following are the benefit provisions for each plan:

	Safety		
Hire Date	Prior to January 1, 2011	January 1, 2011 thru January 1, 2013	On or After January 1, 2013
Benefit formula	3% @ 50	3% @ 55	2.7% @ 57
Benefit vesting schedule	5 years service	5 years service	5 years service
Benefit payments	Monthly for life	Monthly for life	Monthly for life
Retirement age	50	50 - 55	50 - 57
Monthly benefits, as a % of eligible compensation	0	2.400% to 3.000%	2.000% to 2.700%
Required employee contribution rates	9.00%	9.000%	11.500%
Required employer contribution rates	19.723%	16.842%	11.990%
Final Annual Compensation	1 year	1 year	1 year

Note 11 – Pension Plans (Continued)

C. City Safety Plan (Continued)

Contributions

Section 20814(c) of the California Public Employees' Retirement Law (PERL) requires that the employer contribution rates for all public employers be determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in the rate. The total plan contributions are determined through the CalPERS' annual actuarial valuation process. For public agency cost-sharing plans covered by the Safety risk pools, the Plan's actuarially determined rate is based on the estimated amount necessary to pay the Plan's allocated share of the risk pool's costs of benefits earned by employees during the year, and any unfunded accrued liability. The employer is required to contribute the difference between the actuarially determined rate and the contribution rate of employees.

For the year ended June 30, 2019, employer contributions made for the Safety Cost-sharing Plan was as follows:

	Safety Plan
Contributions - employer	$ 2,197,168

Pension Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions

The City's net pension liability for each Plan is measured as the proportionate share of the net pension liability. The net pension liability of the Plans is measured as of June 30, 2018, and the total pension liability for each Plan used to calculate the net pension liability was determined by an actuarial valuation as of June 30, 2017 rolled forward to June 30, 2018 using standard update procedures. The City's proportion of the net pension liability was based on a projection of the City's long-term share of contributions to the pension plans relative to the projected contributions of all participating employers, actuarially determined.

As of June 30, 2018, the City reported net pension liability for its proportionate shares of the net pension liability of the Safety Plan as follows:

	Increase (Decrease)		
	Plan Total Pension Liability	Plan Fiduciary Net Position	Plan Net Pension Liability/(Asset)
Balance at: 6/30/17 (Valuation date)	$ 60,569,282	$ 41,761,897	18,807,385
Balance at: 6/30/18 (Measurement date)	63,563,180	44,837,252	18,725,928
Net Changes during 2017-2018	2,993,898	3,075,355	(81,457)

The following is the approach established by the plan actuary to allocate the net pension liability and pension expense to the individual employers within the risk pool.

(1) In determining a cost-sharing plan's proportionate share, total amounts of liabilities and assets are first calculated for the risk pool as a whole on the valuation date (June 30, 2017). The risk pool's fiduciary net position ("FNP") subtracted from its total pension liability ("TPL") determines the net pension liability ("NPL") at the valuation date.

(2) Using standard actuarial roll forward methods, the risk pool TPL is then computed at the measurement date (June 30, 2018). Risk pool FNP at the measurement date is then subtracted from this number to compute the NPL for the risk pool at the measurement date. For purposes of FNP in this step and any later reference thereto, the risk pool's FNP at the measurement date denotes the aggregate risk pool's FNP at June 30, 2018 less the sum of all additional side fund (or unfunded liability) contributions made by all employers during the measurement period (2017-18).

Note 11 – Pension Plans (Continued)

C. City Safety Plan (Continued)

Pension Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions (Continued)

(3) The individual plan's TPL, FNP and NPL are also calculated at the valuation date.

(4) Two ratios are created by dividing the plan's individual TPL and FNP as of the valuation date from (3) by the amounts in step (1), the risk pool's total TPL and FNP, respectively.

(5) The plan's TPL as of the Measurement Date is equal to the risk pool TPL generated in (2) multiplied by the TPL ratio generated in (4). The plan's FNP as of the Measurement Date is equal to the FNP generated in (2) multiplied by the FNP ratio generated in (4) plus any additional side fund (or unfunded liability) contributions made by the employer on behalf of the plan during the measurement period.

(6) The plan's NPL at the Measurement Date is the difference between the TPL and FNP calculated in (5).

The City's proportionate share of the net pension liability for the Safety Plan as of June 30, 2017 and 2018 was as follows:

Proportion June 30, 2017	0.18964%
Proportion June 30, 2018	0.19433%
Change - Increase (Decrease)	0.00468%

For the year ended June 30, 2019, the City recognized pension expense in the amount of $2,552,707 for the Safety Plan.

The amortization period differs depending on the source of the gain or loss. The difference between projected and actual earnings is amortized over 5-years straight line. All other amounts are amortized straight-line over the average expected remaining service lives of all members that are provided with benefits (active, inactive and retired) as of the beginning of the measurement period.

The EARSL for PERF C for the measurement date ending June 30, 2018 is 3.8 years, which was obtained by dividing the total service years of 516,147 (the sum of remaining service lifetimes of the active employees) by 135,474 (the total number of participants: active, inactive, and retired) in PERF C. Inactive employees and retirees have remaining service lifetimes equal to 0. Total future service is based on the members' probability of decrementing due to an event other than receiving a cash refund.

Note 11 – Pension Plans (Continued)

C. City Safety Plan (Continued)

Pension Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions (Continued)

At June 30, 2019, the City reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Safety Plan	
	Deferred outflows of Resources	Deferred inflows of Resources
Pension contributions made subsequent to measurement date	$ 2,197,168	$ -
Difference between projected and actual earning on pension plan investments	126,783	-
Adjustment due to differences in proportions	22,367	(205,969)
Changes in assumptions	1,589,450	-
Difference between actual and expected experience	400,831	-
Difference between employer's actual contributions and proportionate share of contributions	277,274	-
Total	$ 4,613,873	$ (205,969)

For the City Safety Plan, $2,197,168 was reported as deferred outflows of resources related to pensions resulting from City's contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended June 30, 2020.

Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

Year Ended June 30,	Deferred Outflows/ (Inflows) of Resources
2020	$ 1,807,326
2021	1,058,159
2022	(525,044)
2023	(129,705)
2024	-
Thereafter	-
	$ 2,210,736

Note 11 – Pension Plans (Continued)

C. City Safety Plan (Continued)

Actuarial Methods and Assumptions Used to Determine Total Pension Liability

For the measurement period ended June 30, 2018 (the measurement date), the total pension liability was determined by rolling forward the June 30, 2017 total pension liability. Both the June 30, 2016 and the June 30, 2017 total pension liabilities were based on the following actuarial methods and assumptions:

Actuarial Cost Method	Entry Age Normal in accordance with the requirement of GASB Statement No. 68
Actuarial Assumptions:	
Discount Rate	7.15%
Inflation	2.75%
Salary Increases	Varies by Entry Age and Service
Investment Rate of Return	7.65%
Mortality Rate Table	Derived using CalPERS' Membership Data for all Funds.
Post Retirement Benefit Increase	Contract COLA up to 2.75% until Purchasing Power Protection Allowance Floor on Purchasing Power applies, 2.75% thereafter

All other actuarial assumptions used in the June 30, 2017 valuation were based on the results of an actuarial experience study for the period from 1997 to 2014, including updates to salary increase, mortality and retirement rates. The Experience Study report can be obtained at CalPERS' website under Forms and Publications.

Discount Rate

The discount rate used to measure the total pension liability was 7.15%. To determine whether the municipal bond rate should be used in the calculation of a discount rate for each plan, CalPERS stress tested plans that would most likely result in a discount rate that would be different from the actuarially assumed discount rate. Based on the testing, none of the tested plans run out of assets. Therefore, the current 7.15% discount rate is adequate and the use of the municipal bond rate calculation is not necessary. The long term expected discount rate of 7.15% is applied to all plans in the Public Employees Retirement Fund. The stress test results are presented in a detailed report called "GASB Crossover Testing Report" that can be obtained at CalPERS' website under the GASB 68 section.

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. In determining the long-term expected rate of return, staff took into account both short-term and long-term market return expectations as well as the expected pension fund cash flows. Such cash flows were developed assuming that both members and employers will make their required contributions on time and as scheduled in all future years. Using historical returns of all the funds' asset classes, expected compound (geometric) returns were calculated over the short-term (first 10 years) and the long-term (11-60 years) using a building block approach. Using the expected nominal returns for both short-term and long-term, the present value of benefits was calculated for each fund. The expected rate of return was set by calculating the single equivalent expected return that arrived at the same present value of benefits for cash flows as the one calculated using both short-term and long-term returns. The expected rate of return was then set equivalent to the single equivalent rate calculated above and rounded down to the nearest one quarter of one percent. The table below reflects long-term expected real rate of return by asset class. The rate of return was calculated using the capital market assumptions applied to determine the discount rate and asset allocation. These geometric rates of return are net of administrative expenses.

Note 11 – Pension Plans (Continued)

C. City Safety Plan (Continued)

Discount Rate (Continued)

Asset Class	New Strategic Allocation	Real Return Years 1 - 10 [1]	Real Return Years 11 + [2]
Global equity	50.00%	4.80%	5.98%
Global fixed income	28.00%	1.00%	2.62%
Inflation sensitive assets	0.00%	0.77%	1.81%
Private equity	8.00%	6.30%	7.23%
Real assets	13.00%	3.75%	4.93%
Liquidity	1.00%	0.00%	-0.92%

Sensitivity of the Proportionate Share of the Net Pension Liability to Changes in the Discount Rate

The following presents the City's proportionate share of the net pension liability for the City Safety Plan, calculated using the discount rate for the City Safety Plan, as well as what the City's proportionate share of the net pension liability would be if it were calculated using a discount rate that is one percentage point lower or one percentage point higher than the current rate:

Plan's Aggregate Net Pension Liability/(Asset)		
Discount Rate - 1% (6.15%)	Current Discount Rate (7.15%)	Discount Rate + 1% (8.15%)
$ 27,488,519	$ 18,725,928	$ 11,546,553

Pension Plan Fiduciary Net Position

Detailed information about each pension plan's fiduciary net position is available in the separately issued CalPERS financial reports.

Payable to the Pension Plan

At June 30, 2019, the Successor Agency reported a payable of $0 for the outstanding amount of contributions to the pension plan required for the year ended June 30, 2019.

Plan Description

All qualified permanent and probationary employees are eligible to participate in the Public Agency Cost Sharing Multiple-Employer Plan (Plan) administered by the California Public Employees' Retirement System (CalPERS). The Plan consists of individual rate plans (benefit tiers) within a safety risk pool (police and fire) and a miscellaneous risk pool (all other.) Plan assets may be used to pay benefits for any employer rate plan of the safety and miscellaneous pools. Accordingly, rate plans within the safety or miscellaneous pools are not separate plans under GASB Statement No. 68. Individual employers may sponsor more than one rate plan in the miscellaneous or safety risk pools. The Madera Housing Authority (Housing Authority) sponsors three miscellaneous rate plans. Benefit provisions under the Plan are established by State statute and Housing Authority resolution. CalPERS issues publicly available reports that include a full description of the pension plan regarding benefit provisions, assumptions and membership information that can be found on the CalPERS website.

Note 11 – Pension Plans (Continued)

D. Component Unit Miscellaneous Plan

Plan Description

All qualified permanent and probationary employees are eligible to participate in the Public Agency Cost Sharing Multiple-Employer Plan (Plan) administered by the California Public Employees' Retirement System (CalPERS). The Plan consists of individual rate plans (benefit tiers) within a safety risk pool (police and fire) and a miscellaneous risk pool (all other.) Plan assets may be used to pay benefits for any employer rate plan of the safety and miscellaneous pools. Accordingly, rate plans within the safety or miscellaneous pools are not separate plans under GASB Statement No. 68. Individual employers may sponsor more than one rate plan in the miscellaneous or safety risk pools. The Madera Housing Authority (Housing Authority) sponsors three miscellaneous rate plans. Benefit provisions under the Plan are established by State statute and Housing Authority resolution. CalPERS issues publicly available reports that include a full description of the pension plan regarding benefit provisions, assumptions and membership information that can be found on the CalPERS website.

Employees Covered

At June 30, 2018, the measurement date, the following employees were covered by the benefit terms the Plan:

	Miscellaneous Plan Component Unit
Active employees	31
Transferred and terminated employees	43
Retired employees and benificiaries	28
Total	102

Benefits Provided

CalPERS provides service retirement and disability benefits, annual cost of living adjustments and death benefits to plan members, who must be public employees and beneficiaries. Benefits are based on years of credited service, equal to one year of full time employment. Members with five years of total service are eligible to retire at age 50 with statutorily reduced benefits. All members are eligible for nonduty disability benefits after 10 years of service. The death benefit is one of the following: the Basic Death Benefit, the 1957 Survivor Benefit, or the Optional Settlement 2W Death Benefit. The cost of living adjustments for the Plan are applied as specified by the Public Employees' Retirement Law.

Following are the benefit provisions for each plan:

	Miscellaneous - Component Unit		
Hire Date	Prior to January 1, 2011	January 1, 2011 thru January 1, 2013	On or After January 1, 2013
Benefit formula	2.5% @ 55	2% @ 60	2% @ 62
Benefit vesting schedule	5 years service	5 years service	5 years service
Benefit payments	Monthly for life	Monthly for life	Monthly for life
Retirement age	50 - 55	50 - 63	52 - 67
Monthly benefits, as a % of eligible compensation	2.000% to 2.500%	1.092% to 2.418%	1.000% to 2.500%
Required employee contribution rates	8.00%	7.000%	6.250%
Required employer contribution rates	10.609%	7.634%	6.842%
Final Annual Compensation	1 year	1 year	1 year

Note 11 – Pension Plans (Continued)

D. Component Unit Miscellaneous Plan (Continued)

Contributions

Section 20814(c) of the California Public Employees' Retirement Law (PERL) requires that the employer contribution rates for all public employers be determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in the rate. The total plan contributions are determined through the CalPERS' annual actuarial valuation process. For public agency cost-sharing plans covered by the Miscellaneous risk pools, the Plan's actuarially determined rate is based on the estimated amount necessary to pay the Plan's allocated share of the risk pool's costs of benefits earned by employees during the year, and any unfunded accrued liability. The employer is required to contribute the difference between the actuarially determined rate and the contribution rate of employees.

For the year ended June 30, 2019, employer contributions made for the Housing Authority Miscellaneous Cost-sharing Plan was as follows:

	Miscellaneous Plan Component Unit
Contributions - employer	$ 302,136

Pension Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions

The Authority's net pension liability for each Plan is measured as the proportionate share of the net pension liability. The net pension liability of the Plans is measured as of June 30, 2018, and the total pension liability for each Plan used to calculate the net pension liability was determined by an actuarial valuation as of June 30, 2017 rolled forward to June 30, 2018 using standard update procedures. The Authority's proportion of the net pension liability was based on a projection of the Authority's long-term share of contributions to the pension plans relative to the projected contributions of all participating employers, actuarially determined.

As of June 30, 2018, the Authority reported net pension liability for its proportionate shares of the net pension liability of the Housing Authority Miscellaneous Plan as follows:

	Increase (Decrease)		
	Plan Total Pension Liability	Plan Fiduciary Net Position	Plan Net Pension Liability/(Asset)
Balance at: 6/30/17 (Valuation date)	$ 9,760,484	$ 6,525,060	$ 3,235,424
Balance at: 6/30/18 (Measurement date)	10,220,837	7,041,501	3,179,336
Net Changes during 2017-2018	460,353	516,441	(56,088)

The following is the approach established by the plan actuary to allocate the net pension liability and pension expense to the individual employers within the risk pool.

(1) In determining a cost-sharing plan's proportionate share, total amounts of liabilities and assets are first calculated for the risk pool as a whole on the valuation date (June 30, 2017). The risk pool's fiduciary net position ("FNP") subtracted from its total pension liability ("TPL") determines the net pension liability ("NPL") at the valuation date.

Note 11 – Pension Plans (Continued)

D. Component Unit Miscellaneous Plan (Continued)

Pension Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions (Continued)

(2) Using standard actuarial roll forward methods, the risk pool TPL is then computed at the measurement date (June 30, 2018). Risk pool FNP at the measurement date is then subtracted from this number to compute the NPL for the risk pool at the measurement date. For purposes of FNP in this step and any later reference thereto, the risk pool's FNP at the measurement date denotes the aggregate risk pool's FNP at June 30, 2018 less the sum of all additional side fund (or unfunded liability) contributions made by all employers during the measurement period (2017-18).

(3) The individual plan's TPL, FNP and NPL are also calculated at the valuation date.

(4) Two ratios are created by dividing the plan's individual TPL and FNP as of the valuation date from (3) by the amounts in step (1), the risk pool's total TPL and FNP, respectively.

(5) The plan's TPL as of the Measurement Date is equal to the risk pool TPL generated in (2) multiplied by the TPL ratio generated in (4). The plan's FNP as of the Measurement Date is equal to the FNP generated in (2) multiplied by the FNP ratio generated in (4) plus any additional side fund (or unfunded liability) contributions made by the employer on behalf of the plan during the measurement period.

(6) The plan's NPL at the Measurement Date is the difference between the TPL and FNP calculated in (5).

The Authority's proportionate share of the net pension liability for the Housing Authority Miscellaneous Plan as of June 30, 2017 and 2018 was as follows:

Proportion June 30, 2017	0.08210%
Proportion June 30, 2018	0.08440%
Change - Increase (Decrease)	0.00230%

For the year ended June 30, 2019, the Authority recognized pension expense in the amount of $438,742 for the Housing Authority Miscellaneous Plan.

The amortization period differs depending on the source of the gain or loss. The difference between projected and actual earnings is amortized over 5-years straight line. All other amounts are amortized straight-line over the average expected remaining service lives of all members that are provided with benefits (active, inactive and retired) as of the beginning of the measurement period.

The EARSL for PERF C for the measurement date ending June 30, 2018 is 3.8 years, which was obtained by dividing the total service years of 516,147 (the sum of remaining service lifetimes of the active employees) by 135,474 (the total number of participants: active, inactive, and retired) in PERF C. Inactive employees and retirees have remaining service lifetimes equal to 0. Total future service is based on the members' probability of decrementing due to an event other than receiving a cash refund.

Note 11 – Pension Plans (Continued)

D. Component Unit Miscellaneous Plan (Continued)

Pension Liabilities, Pension Expenses and Deferred Outflows/Inflows of Resources Related to Pensions (Continued)

At June 30, 2019, the Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

Miscellaneous Plan - Component Unit

	Deferred outflows of Resources	Deferred inflows of Resources
Pension contributions made subsequent to measurement date	$ 302,136	$ -
Difference between projected and actual earning on pension plan investments	11,274	-
Adjustment due to differences in proportions	8,512	(14,730)
Changes in assumptions	259,978	(63,716)
Difference between actual and expected experience	87,497	(29,775)
Difference between employer's actual contributions and proportionate share of contributions	4,896	(4,141)
Total	$ 674,293	$ (112,362)

For the Housing Authority Miscellaneous Plan, $302,136 was reported as deferred outflows of resources related to pensions resulting from Authority's contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended June 30, 2020.

Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

Year Ended June 30,	Deferred Outflows/ (Inflows) of Resources
2020	$ 228,078
2021	124,417
2022	(72,189)
2023	(20,511)
2024	-
Thereafter	-
	$ 259,795

Note 11 – Pension Plans (Continued)

D. Component Unit Miscellaneous Plan (Continued)

Actuarial Methods and Assumptions Used to Determine Total Pension Liability

For the measurement period ended June 30, 2018 (the measurement date), the total pension liability was determined by rolling forward the June 30, 2017 total pension liability. Both the June 30, 2016 and the June 30, 2017 total pension liabilities were based on the following actuarial methods and assumptions:

Actuarial Cost Method	Entry Age Normal in accordance with the requirement of GASB Statement No. 68
Actuarial Assumptions:	
Discount Rate	7.15%
Inflation	2.75%
Salary Increases	Varies by Entry Age and Service
Investment Rate of Return	7.65%
Mortality Rate Table	Derived using CalPERS' Membership Data for all Funds.
Post Retirement Benefit Increase	Contract COLA up to 2.75% until Purchasing Power Protection Allowance Floor on Purchasing Power applies, 2.75% thereafter

All other actuarial assumptions used in the June 30, 2017 valuation were based on the results of an actuarial experience study for the period from 1997 to 2014, including updates to salary increase, mortality and retirement rates. The Experience Study report can be obtained at CalPERS' website under Forms and Publications.

Discount Rate

The discount rate used to measure the total pension liability was 7.15%. To determine whether the municipal bond rate should be used in the calculation of a discount rate for each plan, CalPERS stress tested plans that would most likely result in a discount rate that would be different from the actuarially assumed discount rate. Based on the testing, none of the tested plans run out of assets. Therefore, the current 7.15% discount rate is adequate and the use of the municipal bond rate calculation is not necessary. The long term expected discount rate of 7.15% is applied to all plans in the Public Employees Retirement Fund. The stress test results are presented in a detailed report called "GASB Crossover Testing Report" that can be obtained at CalPERS' website under the GASB 68 section.

Note 11 – Pension Plans (Continued)

D. Component Unit Miscellaneous Plan (Continued)

Discount Rate (Continued)

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. In determining the long-term expected rate of return, staff took into account both short-term and long-term market return expectations as well as the expected pension fund cash flows. Such cash flows were developed assuming that both members and employers will make their required contributions on time and as scheduled in all future years. Using historical returns of all the funds' asset classes, expected compound (geometric) returns were calculated over the short-term (first 10 years) and the long-term (11-60 years) using a building block approach. Using the expected nominal returns for both short-term and long-term, the present value of benefits was calculated for each fund. The expected rate of return was set by calculating the single equivalent expected return that arrived at the same present value of benefits for cash flows as the one calculated using both short-term and long-term returns. The expected rate of return was then set equivalent to the single equivalent rate calculated above and rounded down to the nearest one quarter of one percent. The table below reflects long-term expected real rate of return by asset class. The rate of return was calculated using the capital market assumptions applied to determine the discount rate and asset allocation. These geometric rates of return are net of administrative expenses.

Asset Class	New Strategic Allocation	Real Return Years 1 - 10 [1]	Real Return Years 11 + [2]
Global equity	50.00%	4.80%	5.98%
Global fixed income	28.00%	1.00%	2.62%
Inflation sensitive assets	0.00%	0.77%	1.81%
Private equity	8.00%	6.30%	7.23%
Real assets	13.00%	3.75%	4.93%
Liquidity	1.00%	0.00%	-0.92%

[1] An expected inflation of 2.00% was used for this period.

[2] An expected inflation of 2.92% was used for this period.

Sensitivity of the Proportionate Share of the Net Pension Liability to Changes in the Discount Rate

The following presents the Authority's proportionate share of the net pension liability for the Housing Authority Miscellaneous Plan, calculated using the discount rate for the Housing Authority Miscellaneous Plan, as well as what the City's proportionate share of the net pension liability would be if it were calculated using a discount rate that is one percentage point lower or one percentage point higher than the current rate:

Plan's Aggregate Net Pension Liability/(Asset)		
Discount Rate - 1% (6.15%)	Current Discount Rate (7.15%)	Discount Rate + 1% (8.15%)
$ 4,561,920	$ 3,179,336	$ 2,038,035

Note 11 – Pension Plans (Continued)

D. Component Unit Miscellaneous Plan (Continued)

Pension Plan Fiduciary Net Position

Detailed information about each pension plan's fiduciary net position is available in the separately issued CalPERS financial reports.

Payable to the Pension Plan

At June 30, 2019, the Successor Agency reported a payable of $0 for the outstanding amount of contributions to the pension plan required for the year ended June 30, 2019.

Note 12 – Other Postemployment Benefits

A. Summary

	Governmental Activities	Business-Type Activities	Total
Deferred outflows of resources:			
Employer contributions made subsequent to the measurement date	$ 25,533	$ 3,916	$ 29,449
Changes in assumptions	57,048	8,280	65,328
Total deferred outflows of resources	$ 82,581	$ 12,196	$ 94,777
Total OPEB liability:			
Total OPEB liability	$ 2,617,787	$ 356,420	$ 2,974,207
Total OPEB liability	$ 2,617,787	$ 356,420	$ 2,974,207
Deferred inflows of Resources:			
Difference between expected and actual experience	$ 193,334	$ 29,652	$ 222,986
Total deferred inflows of resources	$ 193,334	$ 29,652	$ 222,986
OPEB Expense	$ 45,765	$ 6,231	$ 51,996

B. General Information about OPEB

Plan Description

Employees of the Miscellaneous bargaining group and other non-represented employees, who retire from the City with ten years or more of contiguous City service, are eligible for a Post-Retirement Health Benefit for themselves and spouse or child or children. This benefit is finite in nature and provides for the cost of benefits for one year only. This cost is computed at the rate of the current health care premiums and the current dental premiums, in place at the time of retirement.

Note 12 – Other Postemployment Benefits (Continued)

B. General Information about OPEB (Continued)

Eligibility

Employees become eligible to retire under PEMHCA and receive City-paid healthcare benefits upon attainment of age 50 and 5 years of covered PERS service, or by attaining qualifying disability retirement status. The City has selected the unequal contribution method, where it contributes a percent of the amount paid for actives to its eligible retirees. The percent increases each year until the City's contribution for retirees eventually equals that for similarly stated active employees. The City currently covers 100% of the cost of medical coverage for active employees and their dependents up to, but not exceeding, the dollar amount of the family premium for the lowest cost HMO.

Membership in the plan consisted of the following at June 30, 2018, the date of the latest actuarial valuation:

Active employees	252
Transferred and terminated employees	-
Retired employees and beneficiaries	19
Total	271

Contributions

The obligation of the City to contribute to the plan is established and may be amended by the City Council. The City Council has established a policy of funding the actuarially determined contribution (ADC) on a pay as you go basis. For the fiscal year ended June 30, 2019, the City's average contribution rate was 2.41 % of covered-employee payroll. Employees are not required to contribute to the plan.

C. Total OPEB Liability, OPEB Expense and Deferred Outflows/Inflows of Resources Related to OPEB

Total OPEB Liability

The City's total OPEB liability was measured as of June 30, 2018. The total OPEB liability used to calculate the net OPEB liability was determined by an actuarial valuation as of June 30, 2018. The total OPEB liability at June 30, 2019 was $2,974,207.

Actuarial Assumptions

The total OPEB liability in the June 30, 2018 actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement, unless otherwise specified:

Actuarial Assumptions:	
Discount Rate	3.62%
Inflation	3.00%
Aggregate payroll increases	3.00%
Expected long-term investment rate of return	n/a
Mortality, Termination, and Disability	CalPERS 1997-2011 Experience Study
Mortality Improvement Scale	Modified projected fully generational with Scale MP-2014
Healthcare Trend Rate	6.0% for 2018; 5.9% for 2019 and decreasing by .01% per year to 5.0% for 2028 and later years

The actuarial assumptions used in the June 30, 2018 valuation were based on the results of an actuarial experience study for the period July 1, 2017 through June 30, 2018.

Note 12 – Other Postemployment Benefits (Continued)

C. Total OPEB Liability, OPEB Expense and Deferred Outflows/Inflows of Resources Related to OPEB (Continued)

Discount Rate

The discount rate used to measure the total OPEB liability was 3.62% percent. This discount rate is the mid-point, rounded to five basis points, of the range of 3-20 year municipal bond rate indices; S&P Municipal bond 20 Year High Grade Rate Index, Bond Buyer 20-Bond GO Index, and Fidelity GO AA 20 Year Bond Index.

Change in the Total OPEB Liability

	Total OPEB Liability
Balance at June 30, 2017	$ 3,169,504
Changes Recognized for the Measurement Period:	
Service Cost	196,158
Interest on the total OPEB liability	97,813
Changes of benefit terms	(219,769)
Difference between expected and actual experience	74,529
Changes of assumptions	(254,393)
Benefit payments	(89,635)
Net Changes during July 1, 2017 to June 30, 2018	(195,297)
Balance at June 30, 2018 (Measurement Date)	$ 2,974,207

Sensitivity of the Total OPEB Liability to Changes in the Discount Rate

The following presents the total OPEB liability of the City, as well as what the City's total OPEB liability would be if it were calculated using a discount rate that is 1-percentage-point lower (2.62 percent) or 1-percentage- point higher (4.62 percent) than the current discount rate:

Plan's Total OPEB Liability		
Discount Rate - 1% (2.62%)	Current Discount Rate (3.62%)	Discount Rate + 1% (4.62%)
$ 3,347,249	$ 2,974,207	$ 2,650,868

Sensitivity of the Total OPEB Liability to Changes in the Health Care Cost Trend Rates

The following presents the total OPEB liability of the City, as well as what the City's total OPEB liability would be if it were calculated using healthcare cost trend rates that are 1-percentage-point lower or 1-percentage-point higher than the current healthcare cost trend rates:

Plan's Total OPEB Liability		
	Healthcare Cost	
-1%	Trend Rates	1%
$ 2,585,737	$ 2,974,207	$ 3,442,168

Note 12 – Other Postemployment Benefits (Continued)

C. Total OPEB Liability, OPEB Expense and Deferred Outflows/Inflows of Resources Related to OPEB (Continued)

OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB

For the fiscal year ended June 30, 2019, the City recognized OPEB expense of $297,342. At June 30, 2019, the City reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	Deferred outflows of Resources	Deferred inflows of Resources
Difference between expected and actual experience	$ -	$ (222,986)
Changes of assumptions	65,328	-
Employer contributions made subsequent to the measurement date	29,449	-
Total	$ 94,777	$ (222,986)

The difference between projected OPEB plan investment earnings and actual earnings is amortized over a five year period. The remaining gains and losses are amortized over the expected average remaining service life. The expected average remaining service life is 10 years, which was determined as of June 30, 2018, the beginning of the measurement period, for employees covered by the OPEB plan benefit terms as of the valuation date.

Amount reported as deferred outflows of resources related to OPEB will be recognized as future OPEB expense as follows:

Measurement Period Ended June 30	Deferred Outflows/ (Inflows) of Resources
2020	$ (22,206)
2021	(22,206)
2022	(22,206)
2023	(22,206)
2024	(22,206)
Thereafter	(46,628)
	$ (157,658)

Note 13 – Deferred Compensation Plan

A. City

The City offers its employees a deferred compensation plan in accordance with Internal Revenue Code Section 457. The plan was amended so that the assets of the plan are held in trust for the exclusive benefit of the participants and their beneficiaries. Since the plan assets are administered by an outside party and not subject to the claims of the City's general creditors, their assets and related liabilities are not on the City's financial statements in accordance with Governmental Accounting Standards Board (GASB) Statement No. 32, "Accounting and Financial Reporting for Internal Revenue Code Section 457 Deferred Compensation Plans."

Note 13 – Deferred Compensation Plan (Continued)

B. Component Unit

The Housing Authority offers all of its full-time employees a deferred compensation plan (the Plan) created in accordance with Internal Revenue Code Section 457. The Plan permits employees to defer a portion of their current salary until future years. Participating employees may begin to receive the balance of their deferred compensation account upon termination, retirement, death, or emergency. Employees may also borrow against their deferred compensation account while employed (up to 50% of the current balance) under the deferred compensation loan program. Employees direct the investment of Plan assets into certificates of deposits and various mutual funds. The Housing Authority has insignificant administrative duties.

Note 14 – Service Concession Agreement

On October 7, 2009, the City entered into an operation and management lease agreement (Agreement) with the Sierra Golf Management, Inc. (SGM), under which SMG will operate and collect user fees from the Madera Municipal Golf Course for the five years with an additional five years extension of the Agreement. SGM will pay the City installment payment over the course of the Agreement; the present value of these installment payments is $130,000. SGM will also pay a "per round" rate that establishes an initial rate of $1.00 per round but increases in later years. SGM is required to operate and maintain the golf course in accordance with the Agreement. The City reports the golf course and related equipment as capital assets with a carrying amount of $2,028,861 at year-end, and reported a receivable and deferred inflow of resources in the amount of $213,333 at year-end pursuant to the service concession arrangement.

Note 15 – Other Required Disclosures

A. Deficit Fund Balances/Net Position

At June 30, 2019, the Governmental Activities Statement of Net Position had an unrestricted net position deficit of $(12,968,431).

At June 30, 2019, the following funds had a fund balances (deficit) or unrestricted net position (deficit), which will be eliminated through the reduction in future expenditures and/or the use of new funding sources:

Fund	Fund Type	Deficit
Facilities Maintenance	Internal Service	$ 1,037,972
Technology	Internal Service	386,364

B. Expenditures Exceeding Appropriations

For the year ended June 30, 2019, expenditures exceeded appropriations in the following functions of the General Fund and Supplemental Law Enforcement Special Revenue Fund:

Fund	Function	Excess Expenditures over Appropriations
General Fund	Community development	$ 144,867
Supplemental Law Enforcement Special Revenue Fund	Debt service: interest and fiscal charges	1,153

Note 16 – Fund Balance Classification

The City classifies fund balances, as shown on the *Balance Sheet – Governmental Funds*, as follows as of June 30, 2019:

	General Fund	General Development Impact Fee Fund	Special Gas Tax Fund	Non-major Governmental Funds	Total
Nonspendable					
Prepaid items	$ 58,395	$ -	$ -	$ 27	$ 58,422
Inventories	58,825	-	-	-	58,825
Advances to other funds	85,681	-	-	-	85,681
Total nonspendable	202,901	-	-	27	202,928
Restricted					
Community development	-	-	-	11,267,655	11,267,655
Park development	-	-	-	104,975	104,975
Parking improvements	-	-	-	96,794	96,794
Public works and transportation	-	-	13,711,930	28,379	13,740,309
Special assessment project	-	-	-	423,211	423,211
Public protection	-	-	-	91,523	91,523
Capital projects and improvements	4,500,000	13,153,285	-	499,751	18,153,036
Debt service	434,403	-	-	-	434,403
Total restricted	4,934,403	13,153,285	13,711,930	12,512,288	44,311,906
Committed					
General Fund stabilization reserve	9,763,246	-	-	-	9,763,246
Measure K - Police/Fire Protection	720,000	-	-	-	720,000
Total committed	10,483,246	-	-	-	10,483,246
Assigned					
Golf course capital	20,000	-	-	-	20,000
OPEB liability	97,339	-	-	-	97,339
Insurance reserve	2,627,964	-	-	-	2,627,964
Measure K - Police/Fire Protection	2,783,511	-	-	-	2,783,511
Total assigned	5,528,814	-	-	-	5,528,814
Unassigned	3,049,282	-	-	-	3,049,282
Total fund balances	$ 24,198,646	$ 13,153,285	$ 13,711,930	$ 12,512,315	$ 63,576,176

Note 17 – Prior Period Adjustments

A. Government-Wide Financial Statements

The City recorded the following prior period adjustments to the beginning net position of the Government-Wide Financials Statements in order to adjust notes receivable and record accounting change for Internal Service Funds in the amount of $970,387, to record a correction for capital assets in the amount of $359,827, and to record the overpayment of sales tax in the amount of $365,780.

	Governmental Activities	Business-Type Activities	Total
Net position, as previously reported, at July 1, 2018	$ 203,019,608	$ 75,508,769	$ 278,528,377
To record accounting change for Internal Service Funds	(970,387)	970,387	-
To record correction for capital assets	(359,827)	-	(359,827)
To record correction for sales tax overpayment	(365,780)	-	(365,780)
Net position at July 1, 2018, as restated	$ 201,323,614	$ 76,479,156	$ 277,802,770

B. Governmental Fund Financial Statements

The City recorded the following prior period adjustments to the beginning fund balance of the General Fund to record the overpayment of sales tax in the amount of $365,780.

	General Fund
Fund balance, as previously reported, at July 1, 2018	$ 18,048,348
To record correction for sales tax overpayment	(365,780)
Fund balance at July 1, 2018, as restated	17,682,568

Note 18 – Commitments and Contingencies

A. Litigation

The City is currently a party to various claims and legal proceedings. Although the outcome of these lawsuits is not presently determinable, it is management's opinion that the ultimate liabilities, if any, resulting from such claims and proceedings will not materially affect the financial position of the City.

B. Contingent Liabilities

On March 1, 1993, the City issued Certificates of Participation in the aggregate of $10,250,000 for the benefit of Madera Community Hospital (Hospital), a California nonprofit public benefit corporation. The Hospital is not included in the City's reporting entity. The City is obligated to make the purchase payments only from and to the extent that it receives revenue from the Hospital. They are not secured by any pledge of taxes or other revenues of the City. In addition, the purchase payments are insured by the Office of Statewide Health Planning and Development of the State of California. As of June 30, 2019, the City has not recorded revenues from the Hospital.

Note 18 – Commitments and Contingencies (Continued)

C. Federal and State Grants

The City participates in various federal grant programs, the principal of which are subject to program compliance audits pursuant to the Single Audit act as amended. Accordingly, the City's compliance with applicable grant requirements will be established at a future date. The amount of expenditures which may be disallowed by the granting agencies cannot be determined at this time, although the City anticipates such amounts, if any, will be immaterial.

D. Contractual Commitments

The City has active construction projects as of June 30, 2019. At year-end, the City's major contractual commitments are as follows:

	Contract Amount	Spent-to-Date	Remaining Commitment
New Fire Station	$ 6,568,364	$ 608,333	$ 5,960,032
Water System Condition Assessment/Rehab	295,000	131,747	163,253
Sewer System Assessment/Rehab	320,320	119,351	200,969
Sewer Video Inspection Assessment	536,000	369,550	166,450
Sewer Main Installations Various Locations	650,736	84,194	566,542
Downtown Main Street Study	219,349	28,900	190,449
New Transit Facility	3,838,500	1,740,672	2,097,828
WWTP Essential Repairs & Replacements	5,239,741	4,535,265	704,476
New Northeast Water Tank	276,291	149,546	126,745
Total	$ 17,944,301	$ 7,767,558	$ 10,176,743

In addition, the City has various contracts with developers for the cost of public improvements made through construction of new developments within the City. The agreements are for the reimbursement of reasonable costs for the construction of public improvements within the planned developments. The City agrees to reimburse developers for the City's proportionate share of the costs of improvements as determined by the City Engineer. The City will not reimburse any expenses beyond the actual and reasonable costs of installing the improvements.

E. Encumbrances

The City uses an encumbrance system as an extension of normal budgetary accounting for governmental funds. Under this system, purchase orders, contracts, and other commitments for the expenditure of monies are recorded in order to reserve that portion of applicable appropriations. Encumbrances outstanding at year-end are recorded as restricted, committed or assigned fund balance, depending on the classification of the resources to be used to liquidate the encumbrance, since they do not constitute expenditures or liabilities. Outstanding encumbrances at year-end are automatically re-appropriated for the following year. Unencumbered and unexpended appropriations lapse at year-end. Encumbrances outstanding as of June 30, 2019 amounted to $ 1,321,866.

Note 19 – Subsequent Events

2019 HVAC Systems and LED Streetlights Capital Lease

On December 18, 2019 the City Council authorized a lease/purchase agreement, not to exceed $20,000,000 for the acquisition, purchase, financing and leasing of certain equipment related to solar energy, new HVAC systems and LED streetlights. The funding was provided by Banc of America, with a 20-year term with a 2.77% interest rate.

2020 Series Water Revenue Refunding Bonds

On December 18, 2019 the City Council authorized the refunding of the 2010 Water Revenue Bonds in an amount not to exceed $9,500,000. The Council approved a private placement with Opus Bank at 2.64%, maturing March 1, 2037. Estimated annual savings is $143,032.

COVID-19

The COVID-19 outbreak in the United States has caused business disruption through mandated and voluntary closings of business. While the disruption is currently expected to be temporary, there is considerable uncertainty around the duration of the closings. However, the related financial impact on the City and the duration cannot be reasonably estimated at this time.

REQUIRED SUPPLEMENTARY INFORMATION

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City of Madera
Required Supplementary Information (Unaudited)
Budgetary Information
For the Year Ended June 30, 2019

Budgetary Information

The City adheres to the following general procedures in establishing its annual budget, which is reflected in the accompanying schedules:

- Budgets are legally adopted and formal budgetary integration is employed as a management control device during the year for the General, Special Revenue and Debt Service Funds. Budgets presented in this report for comparison to actual amounts are presented in accordance with accounting principles generally accepted in the United States of America. From the effective date of the budget, the amounts stated therein as proposed expenditures become appropriations to the various City departments.

- Reported budget amounts represent the original legally adopted budget as amended. Individual amendments were not material in relation to the original adopted budget amounts. The City Council may amend the budget to increase appropriations only by a duly adopted minute resolution during a regular meeting, providing that sufficient monies are available and that expenditures of proceeds of taxes will not be increased beyond the constitutional appropriation limit as imposed by Article XIIIB of the State Constitution. Management can transfer, without City Council approval, budgeted amounts provided they do not increase or decrease total fund appropriations adopted by the City Council.

- Unexpended budgeted amounts lapse at the end of the budget year. Spending control for the fund is established by the amount of expenditures budgeted for the fund, but management control is exercised at the budgetary line item levels.

- Expenditures may not legally exceed overall budgeted appropriations.

- The budgets of the City's capital projects are primarily "long-term" budgets which emphasize major programs and capital outlay plans extending over a number of fiscal periods. Therefore, no budget-to-actual schedules are presented for Capital Projects Funds.

City of Madera
Required Supplementary Information (Unaudited) (Continued)
Budgetary Comparison Schedules – General Fund
For the Year Ended June 30, 2019

	Budgeted Amounts		Actual	Variance with Final Budget Favorable/
	Original	Final	Amounts	(Unfavorable)
REVENUES:				
Property taxes	$ 3,692,000	$ 3,692,000	$ 3,926,470	$ 234,470
Sales and use taxes	12,400,000	12,536,000	13,399,196	863,196
Other taxes	1,478,950	1,478,950	1,679,229	200,279
Use of money and property	499,821	499,821	1,583,462	1,083,641
Franchise fees	695,000	695,000	649,666	(45,334)
Licenses and permits	1,002,500	1,002,500	1,322,830	320,330
Fines and forfeitures	482,000	482,000	582,208	100,208
Intergovernmental	6,789,474	6,836,145	7,134,588	298,443
Charges for services	1,283,297	1,283,297	1,213,159	(70,138)
Miscellaneous	905,317	950,317	983,646	33,329
Total revenues	29,228,359	29,456,030	32,474,454	3,018,424
EXPENDITURES:				
Current:				
General government	3,071,253	3,698,956	2,989,038	709,918
Public protection	17,534,294	17,582,350	16,959,196	623,154
Social services	219,054	225,725	192,633	33,092
Public ways and facilities	2,104,003	2,133,138	1,799,770	333,368
Community development	3,664,547	3,677,942	3,822,809	(144,867)
Culture and recreation	3,821,169	3,891,222	3,419,300	471,922
Capital outlay	2,700,617	9,591,473	3,110,818	6,480,655
Debt Service:				
Principal	526,460	526,460	414,460	112,000
Interest and fiscal charges	42,992	42,992	41,992	1,000
Total expenditures	33,684,389	41,370,258	32,750,016	8,620,242
REVENUES OVER (UNDER) EXPENDITURES	(4,456,030)	(11,914,228)	(275,562)	11,638,666
OTHER FINANCING SOURCES (USES):				
Proceeds from sale of property	5,000	5,000	16,518	11,518
Proceeds from issuance of long-term debt	-	4,005,000	4,005,000	-
Premium on bond issuance	-	648,613	648,613	-
Cost of issuance	-	(153,613)	(153,613)	-
Transfers in	4,150,042	4,150,042	2,573,926	(1,576,116)
Transfers out	(1,057,742)	(1,057,742)	(298,804)	(758,938)
Total other financing sources (uses)	3,097,300	7,597,300	6,791,640	(2,323,536)
Net change in fund balance	$ (1,358,730)	$ (4,316,928)	6,516,078	$ 10,833,006
FUND BALANCE:				
Beginning of year, as restated (Note 17)			17,682,568	
End of year			$ 24,198,646	

City of Madera
Required Supplementary Information (Unaudited) (Continued)
Budgetary Comparison Schedules – General Development Impact Fee Special Revenue Fund
For the Year Ended June 30, 2019

	Budgeted Amounts		Actual	Variance with Final Budget Favorable/
	Original	Final	Amounts	(Unfavorable)
REVENUES:				
Use of money and property	$ 109,730	$ 109,730	$ 158,536	$ 48,806
Charges for services	1,881,300	1,881,300	2,036,369	155,069
Total revenues	1,991,030	1,991,030	2,194,905	203,875
EXPENDITURES:				
Current:				
Public ways and facilities	308,680	1,768,732	3,153	1,765,579
Capital outlay	2,337,598	5,872,667	1,671,571	4,201,096
Total expenditures	2,646,278	7,666,399	1,685,239	5,981,160
REVENUES OVER (UNDER) EXPENDITURES	(655,248)	(5,675,369)	509,666	6,185,035
OTHER FINANCING SOURCES (USES):				
Transfers out	(584,277)	(584,277)	(584,277)	-
Total other financing sources (uses)	(584,277)	(584,277)	(584,277)	-
Net change in fund balance	$ (1,239,525)	$ (6,259,646)	(74,611)	$ 6,185,035
FUND BALANCE:				
Beginning of year			13,227,896	
End of year			$ 13,153,285	

City of Madera
Required Supplementary Information (Unaudited) (Continued)
Budgetary Comparison Schedules – Special Gas Tax Special Revenue Fund
For the Year Ended June 30, 2019

	Budgeted Amounts		Actual	Variance with Final Budget Favorable/
	Original	Final	Amounts	(Unfavorable)
REVENUES:				
Use of money and property	$ -	$ -	$ 227,331	$ 227,331
Intergovernmental	6,425,579	6,425,579	7,623,871	1,198,292
Total revenues	6,425,579	6,425,579	7,851,202	1,425,623
EXPENDITURES:				
Current:				
Public ways and facilities	873,026	6,854,286	1,071,442	5,782,844
Capital outlay	3,214,126	4,449,241	1,493,909	2,955,332
Total expenditures	4,087,152	11,303,527	2,565,351	8,738,176
REVENUES OVER (UNDER) EXPENDITURES	2,338,427	(4,877,948)	5,285,851	10,163,799
OTHER FINANCING SOURCES (USES):				
Transfers out	(2,432,470)	(2,432,470)	(1,280,468)	(1,152,002)
Total other financing sources (uses)	(2,432,470)	(2,432,470)	(1,280,468)	(1,152,002)
Net change in fund balance	$ (94,043)	$ (7,310,418)	4,005,383	$ 11,315,801
FUND BALANCE:				
Beginning of year			9,706,547	
End of year			$ 13,711,930	

City of Madera
Required Supplementary Information (Unaudited) (Continued)
Schedule of Changes in the Net Pension Liability and Related Ratios
For the Year Ended June 30, 2019

City Miscellaneous Plan

Total Pension Liability	**2017-18**	**2016-17**	**2015-16**	**2014-15**	**2013-14** [1]
Service cost	$ 2,074,876	$ 1,857,394	$ 1,556,770	$ 1,515,655	$ 1,562,632
Interest on total pension liability	5,940,862	5,651,202	5,352,560	5,085,808	4,865,000
Differences between expected and actual experience	1,082,691	1,184,077	337,609	(269,941)	-
Changes in assumptions	(647,285)	4,531,204	-	(1,189,492)	-
Changes in benefit terms	-	-	-	-	-
Benefit payments, including refunds of employee contributions	(4,125,431)	(3,877,650)	(3,532,833)	(3,412,481)	(3,247,986)
Net change in total pension liability	4,325,713	9,346,227	3,714,106	1,729,549	3,179,646
Total pension liability - beginning	83,678,860	74,332,633	70,618,527	68,888,978	65,709,332
Total pension liability - ending (a)	$ 88,004,573	$ 83,678,860	$ 74,332,633	$ 70,618,527	$ 68,888,978
Plan fiduciary net position					
Contributions - employer	2,395,891	$ 2,329,046	$ 1,948,033	$ 1,603,067	$ 1,465,153
Contributions - employee	858,755	829,670	775,135	705,875	787,068
Investment income (net of administrative expenses)	4,851,004	5,795,462	282,173	1,164,130	7,962,241
Benefit payments	(4,125,431)	(3,877,650)	(3,532,833)	(3,412,481)	(3,247,986)
Plan to plan resources	(140)	(1,724)	394	-	-
Other	(258,000)	(76,926)	(32,095)	(59,277)	(55,556)
Net change in plan fiduciary net position	3,722,079	4,997,878	(559,193)	1,314	6,910,920
Plan fiduciary net position - beginning	57,100,351	52,102,473	52,661,666	52,660,352	45,749,432
Plan fiduciary net position - ending (b)	$ 60,822,430	$ 57,100,351	$ 52,102,473	$ 52,661,666	$ 52,660,352
Net pension liability - ending (a)-(b)	$ 27,182,143	$ 26,578,509	$ 22,230,160	$ 17,956,861	$ 16,228,626
Plan fiduciary net position as a percentage of the total pension liability	69.11%	68.24%	70.09%	74.57%	76.44%
Covered payroll	$ 11,429,341	$ 10,780,620	$ 9,754,797	$ 8,841,088	$ 8,601,515
Net pension liability as a percentage of covered payroll	237.83%	246.54%	227.89%	203.11%	188.67%

Notes to Schedule:

Benefit changes: The figures above do not include any liability impact that may have resulted from plan changes which occurred after June 30, 2014. This applies for voluntary benefit changes as well as any offers of Two Years of Additional Service Credit (a.k.a. Golden Handshakes).

Changes of Assumptions: In 2018, demographic assumptions and inflation rate were changed in accordance to the CalPERS Experience Study and Review of Actuarial Assumptions December 2017. There were no changes in the discount rate. In 2017, the discount rate was reduced from 7.65 percent to 7.15 percent. In 2016, there were no changes. In 2015, amounts reported reflect an adjustment of the discount rate from 7.5 percent (net of administrative expense) to 7.65 percent (without a reduction for pension plan administrative expense.) In 2014, amounts reported were based on the 7.5 percent discount rate.

[1] Historical information is presented only for measurement periods for which GASB 68 is applicable.

City of Madera
Required Supplementary Information (Unaudited) (Continued)
Schedule of the City's Proportionate Share of the Net Pension Liability and Related Ratios
For the Year Ended June 30, 2019

City Safety Plan

Measurement period, year ended	6/30/2018	6/30/2017	6/30/2016	6/30/2015	6/30/2014 [1]
Plan's proportion of the net pension liability	0.3191438%	0.314800%	0.324000%	0.340000%	0.337500%
Plan's proportionate share of the net pension liability	$ 18,725,928	$ 18,807,385	$ 16,778,473	$ 14,009,122	$ 12,759,288
Plan's covered payroll	$ 4,574,668	$ 4,428,574	$ 4,211,168	$ 3,797,547	$ 3,916,737
Plan's proportionate share of the net pension liability as a percentage of covered payroll	409.34%	424.68%	398.43%	368.90%	325.76%
Plan's fiduciary net position	$ 15,271,896	$ 15,233,189	$ 14,686,614	$ 15,896,118	$ 17,279,507
Plan's fiduciary net position as a percentage of the total pension liability	44.92%	44.75%	46.68%	53.15%	57.52%
Plan's proportionate share of aggregate employer contributions	$ 4,574,668	$ 4,428,574	$ 4,211,168	$ 3,797,547	$ 3,916,737

Notes to Schedule:

[1] Historical information is presented only for measurement periods for which GASB 68 is applicable.

City of Madera
Required Supplementary Information (Unaudited) (Continued)
Schedule of the City's Proportionate Share of the Net Pension Liability and Related Ratios (Continued)
For the Year Ended June 30, 2019

Component Unit - Miscellaneous Plan

Measurement period, year ended	6/30/2018	6/30/2017	6/30/2016	6/30/2015	6/30/2014 [1]
Plan's proportion of the net pension liability	0.0844000%	0.0821000%	0.0828000%	0.0881000%	0.0786000%
Plan's proportionate share of the net pension liability	$ 3,179,336	$ 3,235,424	$ 2,875,227	$ 2,416,697	$ 1,966,014
Plan's covered payroll	$ 1,270,009	$ 1,140,725	$ 1,043,730	$ 982,585	$ 1,108,052
Plan's proportionate share of the net pension liability as a percentage of covered payroll	250.34%	283.63%	275.48%	245.95%	177.43%
Plan's fiduciary net position	$ 6,579,986	$ 5,930,422	$ 6,264,351	$ 6,281,657	$ 5,399,644
Plan's fiduciary net position as a percentage of the total pension liability	67.42%	64.70%	68.54%	72.22%	73.31%
Plan's proportionate share of aggregate employer contributions	$ 268,409	$ 238,140	$ 257,128	$ 203,184	$ 239,779

Notes to Schedule:

[1] Historical information is presented only for measurement periods for which GASB 68 is applicable.

City of Madera
Required Supplementary Information (Unaudited) (Continued)
Schedule of Contributions - Pension
For the Year Ended June 30, 2019

City Miscellaneous Plan

	2018-19 [1]	2017-18 [1]	2016-17 [1]	2015-16 [1]	2014-15 [1]	2013-14 [1]
Actuarially determined contribution	$ 2,610,313	$ 2,395,891	$ 2,329,046	$ 1,948,033	$ 1,603,067	$ 1,397,058
Contributions in relation to the actuarially determined contributions [2]	(2,610,313)	(2,395,891)	(2,329,046)	(1,948,033)	(1,603,067)	(1,397,058)
Contribution deficiency (excess)	$ -	$ -	$ -	$ -	$ -	$ -
Covered payroll	$ 11,772,221	$ 11,429,341	$ 10,780,624	$ 9,754,797	$ 8,841,088	$ 8,601,515
Contributions as a percentage of covered payroll	22.17%	20.96%	21.60%	19.97%	18.13%	16.24%

[1] Historical information is presented only for measurement periods for which GASB 68 is applicable.

[2] Employers are assumed to make contributions equal to the actuarially determined contributions. However, some employers may choose to make additional contributions towards their unfunded liability. Employer contributions for such plans exceed the actuarially determined contributions.

Notes to Schedule

Valuation date: 6/30/2017

The actuarial methods and assumptions used to set the actuarially determined contributions for Fiscal Year 2017-18 were from the June 30, 2015 public agency valuations.

Methods and assumptions used to determine contribution rates:

Actuarial cost method	Entry Age Normal
Amortization method/period	For details, see June 30, 2015 Funding Valuation Report
Asset valuation method	Actuarial Value of Assets. For details, see June 30, 2015 Funding Valuation Report.
Inflation	2.75%
Salary increases	Varies by entry age and service
Payroll growth	3.00%
Investment rate of return	7.50%, net of pension plan investment and administrative expenses, including inflation
Retirement age	The probabilities of retirement are based on the 2014 CalPERS Experience study for the period from 1997 to 2011.
Mortality	The probabilities of mortality are based on the 2014 CalPERS Experience Study for the period from 1997 to 2011. Pre-retirement and Post-retirement mortality rates include 20 years of projected mortality improvement using Scale BB published by the Society of Actuaries.

City of Madera
Required Supplementary Information (Unaudited) (Continued)
Schedule of Contributions – Pension (Continued)
For the Year Ended June 30, 2019

City Safety Plan

	2018-19 [1]	2017-18 [1]	2016-17 [1]	2015-16 [1]	2014-15 [1]	2013-14 [1]
Actuarially determined contribution	$ 2,197,168	$ 1,942,249	$ 1,806,992	$ 1,650,502	$ 1,388,656	$ 1,405,797
Contributions in relation to the actuarially determined contributions [2]	(2,197,168)	(1,942,249)	(1,806,992)	(1,650,502)	(1,388,656)	(1,405,797)
Contribution deficiency (excess)	$ -	$ -	$ -	$ -	$ -	$ -
Covered payroll	$ 4,711,908	$ 4,574,668	$ 4,428,574	$ 4,211,168	$ 3,797,547	$ 3,916,737
Contributions as a percentage of covered payroll	46.63%	42.46%	40.80%	39.19%	33.87%	45.94%

[1] Historical information is presented only for measurement periods for which GASB 68 is applicable.

[2] Employers are assumed to make contributions equal to the actuarially determined contributions. However, some employers may choose to make additional contributions towards their unfunded liability. Employer contributions for such plans exceed the actuarially determined contributions.

Notes to Schedule

Valuation date: 6/30/2017

The actuarial methods and assumptions used to set the actuarially determined contributions for Fiscal Year 2017-18 were from the June 30, 2015 public agency valuations.

Methods and assumptions used to determine contribution rates:

Actuarial cost method	Entry Age Normal
Amortization method/period	For details, see June 30, 2015 Funding Valuation Report
Asset valuation method	Actuarial Value of Assets. For details, see June 30, 2015 Funding Valuation Report.
Inflation	2.75%
Salary increases	Varies by entry age and service
Payroll growth	3.00%
Investment rate of return	7.50%, net of pension plan investment and administrative expenses, including inflation
Retirement age	The probabilities of retirement are based on the 2014 CalPERS Experience study for the period from 1997 to 2011.
Mortality	The probabilities of mortality are based on the 2014 CalPERS Experience Study for the period from 1997 to 2011. Pre-retirement and Post-retirement mortality rates include 20 years of projected mortality improvement using Scale BB published by the Society of Actuaries.

City of Madera
Required Supplementary Information (Unaudited) (Continued)
Schedule of Contributions – Pension (Continued)
For the Year Ended June 30, 2019

Component Unit - Miscellaneous Plan

	2018-19 [1]	2017-18 [1]	2016-17 [1]	2015-16 [1]	2014-15 [1]	2013-14 [1]
Actuarially determined contribution	$ 302,136	$ 268,409	$ 238,140	$ 257,128	$ 203,184	$ 239,779
Contributions in relation to the actuarially determined contributions [2]	(302,136)	(268,409)	(238,140)	(257,128)	(203,184)	(239,779)
Contribution deficiency (excess)	$ -	$ -	$ -	$ -	$ -	$ -
Covered payroll	$ 1,280,623	$ 1,270,009	$ 1,140,725	$ 1,043,730	$ 982,585	$ 1,108,052
Contributions as a percentage of covered payroll	23.59%	21.13%	20.88%	24.64%	33.87%	45.94%

[1] Historical information is presented only for measurement periods for which GASB 68 is applicable.

[2] Employers are assumed to make contributions equal to the actuarially determined contributions. However, some employers may choose to make additional contributions towards their unfunded liability. Employer contributions for such plans exceed the actuarially determined contributions.

Notes to Schedule

Valuation date: 6/30/2017

The actuarial methods and assumptions used to set the actuarially determined contributions for Fiscal Year 2014-15 were from the June 30, 2012 public agency valuations.

Methods and assumptions used to determine contribution rates:

Actuarial cost method	Entry Age Normal
Amortization method/period	For details, see June 30, 2015 Funding Valuation Report
Asset valuation method	Actuarial Value of Assets. For details, see June 30, 2015 Funding Valuation Report.
Inflation	2.75%
Salary increases	Varies by entry age and service
Payroll growth	3.00%
Investment rate of return	7.50%, net of pension plan investment and administrative expenses, including inflation
Retirement age	The probabilities of retirement are based on the 2014 CalPERS Experience study for the period from 1997 to 2011.
Mortality	The probabilities of mortality are based on the 2014 CalPERS Experience Study for the period from 1997 to 2011. Pre-retirement and Post-retirement mortality rates include 20 years of projected mortality improvement using Scale BB published by the Society of Actuaries.

City of Madera
Required Supplementary Information (Unaudited) (Continued)
Schedule of Changes in Total OPEB Liability and Related Ratios
For the Year Ended June 30, 2019

Measurement period, year ending:	6/30/2018	6/30/2017 [1]
Total OPEB liability		
Service cost	$ 196,158	$ 165,796
Interest	97,813	92,870
Changes of benefit terms	(219,769)	
Differences between expected and actual experience	74,529	-
Changes of assumptions	(254,393)	-
Benefit payments, including refunds of member contributions	(89,635)	(111,633)
Net change in total OPEB liability	(195,297)	147,033
Total OPEB liability - beginning	3,169,504	3,022,471
Total OPEB liability - ending (a)	$ 2,974,207	$ 3,169,504
OPEB fiduciary net position		
Contributions - employer	$ 89,635	$ 111,633
Net investment income	-	-
Benefit payments, including refunds of member contributions	(89,635)	(111,633)
Administrative expense	-	-
Net change in plan fiduciary net position	-	-
Plan fiduciary net position - beginning	-	-
Plan fiduciary net position - ending (b)	$ -	$ -
Plan net OPEB liability - ending (a) - (b)	$ 2,974,207	$ 3,169,504
Plan fiduciary net position as a percentage of the total OPEB liability	0.00%	0.00%
Covered-employee payroll	$ 13,752,967	$ 13,352,395
Plan net OPEB liability as a percentage of covered-employee payroll	21.63%	23.74%

[1] Information only presented from the implementation year

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SUPPLEMENTARY INFORMATION

Non-Major Governmental Funds

Special Revenue Funds:

Business Improvement District Fund - This fund is used to account for the City's efforts of the Business Improvement District (BID) to promote commerce in downtown Madera.

Park Development Fund - This fund is used for park land acquisition and development. Principal revenue sources are parks acquisition and development fees collected from developers and state revenues for park development.

Parking District Fund - This fund is used to support the activities of the City's Parking Enforcement Office. This non-sworn officers patrols a designated area in Madera's downtown and issues citations to motorists who violate the City's vehicle ordinances.

Federal Aid Urban Fund - This fund is used to report various federal grants awarded to the City by the Federal government not otherwise accounted for in the General Fund or Capital Projects funds. A detailed report by program is available under a separate report meeting the criteria of Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* , for all federal grants received by the City

Street Construction Fund - This fund is used to account for right-of-way acquisition, construction, and improvements related to the City's street system. These projects are funded by various state and federal programs and matching City funds.

Landscape Assessment Fund - This fund is used to account for funds received from the landscaping assessment districts to provide for alternative sources of funding for maintenance and service of landscaping located within the public areas of the assessment districts.

Supplemental Law Enforcement Fund - This fund is used to account for revenues and expenditures associated with front line law enforcement and municipal police services.

Intermodal Building Fund - This fund is used to account for for the operation and maintenance of the intermodal building facility for use by the City and its tenants. The Intermodal Facility currently houses the MAX system, the Greyhound Bus terminal, and Madera Cab Co. This facility relies solely on grants and collects rent to fund its operations so this budget does not impact the General Fund.

Economic Development Fund - This fund is used to account for revenues and expenditures related to programs and projects funded with Economic Development grant proceeds.

Residential Rehab Fund - This fund is used to account for revenues and expenditures related to the City's Downpayment Assistance Program (DAP) which assists low-income residents purchase their first homes and the Owner Occupied Rehabilitation (OOR) program that helps existing low-income homeowners to make health and safety repairs to their homes.

Low and Moderate Income Housing Fund - This fund is used to account for balance of the former low and moderate income housing funds of the former Madera Redevelopment Agency and revenues and expenditures related to such housing projects and programs.

Community Facilities Districts (CFD) Fund - This fund is used to account for bond and annual tax assessments proceeds to be used for the construction and implementation of off-site infrastructure improvements. In addition, the Fund accounts for services and administration assessments received annually.

Non-Major Governmental Funds (Continued)

Debt Service Funds:

Park Facilities Fund - This fund was established to account for the debt service payments for the Youth Center and other park-related debt obligations.

Capital Projects Funds:

Streets and Roads Fund - This fund is used to account for right-of-way acquisition, construction, and improvements related to the City's street system. These projects are funded by various state and federal programs and matching City funds.

City of Madera
Combining Balance Sheet
Non-Major Governmental Funds
June 30, 2019

	Special Revenue				
	Business Improvement District	Park Development	Parking District	Federal Aid Urban	Street Construction
ASSETS					
Cash and investments	$ 5,280	$ 104,974	$ 92,963	$ 47,864	$ 236,912
Accounts receivable, net	2,101	134,571	5,855	203,378	322,176
Notes receivable	-	-	-	-	-
Prepaid items	-	-	-	-	-
Land held for resale	-	-	-	-	-
Total assets	$ 7,381	$ 239,545	$ 98,818	$ 251,242	$ 559,088
LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES					
Liabilities:					
Accounts payable	$ 5,309	$ 134,570	$ 2,024	$ 34,977	$ 59,337
Salaries payable	-	-	-	-	-
Due to other funds	-	-	-	-	-
Unearned revenue	-	-	-	-	-
Deposits payable	-	-	-	-	-
Total liabilities	5,309	134,570	2,024	34,977	59,337
DEFERRED INFLOWS OF RESOURCES					
Unavailable revenue	-	-	-	-	-
Total deferred inflows of resources	-	-	-	-	-
Fund Balances:					
Nonspendable	-	-	-	-	-
Restricted	2,072	104,975	96,794	216,265	499,751
Total fund balances	2,072	104,975	96,794	216,265	499,751
Total liabilities, deferred inflows of resources, and fund balances	$ 7,381	$ 239,545	$ 98,818	$ 251,242	$ 559,088

(Continued)

City of Madera
Combining Balance Sheet (Continued)
Non-Major Governmental Funds
June 30, 2019

	Special Revenue				
	Landscape Assessment	Supplemental Law Enforcement	Intermodal Building	Economic Development	Residential Rehab
ASSETS					
Cash and investments	$ 411,677	$ 55,794	$ 51,604	$ 448,865	$ 603,217
Accounts receivable, net	11,615	106,312	17,817	-	-
Notes receivable	-	-	-	-	7,996,577
Prepaid items	-	-	27	-	-
Land held for resale	-	-	-	-	-
Total assets	$ 423,292	$ 162,106	$ 69,448	$ 448,865	$ 8,599,794
LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES					
Liabilities:					
Accounts payable	$ 81	$ 14,271	$ 935	$ -	$ -
Salaries payable	-	-	53	-	-
Due to other funds	-	-	-	-	-
Unearned revenue	-	-	40,054	-	-
Deposits payable	-	-	-	-	-
Total liabilities	81	14,271	41,042	-	-
DEFERRED INFLOWS OF RESOURCES					
Unavailable revenue	-	56,312	-	-	-
Total deferred inflows of resources	-	56,312	-	-	-
Fund Balances:					
Nonspendable	-	-	27	-	-
Restricted	423,211	91,523	28,379	448,865	8,599,794
Total fund balances	423,211	91,523	28,406	448,865	8,599,794
Total liabilities deferred inflows of resources, and fund balances	$ 423,292	$ 162,106	$ 69,448	$ 448,865	$ 8,599,794

(Continued)

City of Madera
Combining Balance Sheet (Continued)
Non-Major Governmental Funds
June 30, 2019

	Special Revenue		Debt Service	Capital Projects	
	Low and Moderate Income Housing	Community Facilities Districts	Park Facilities	Streets and Roads	Total Other Governmental Funds
ASSETS					
Cash and investments	$ 1,101,990	$ 262,004	$ -	$ 45,535	$ 3,468,679
Accounts receivable, net	13,041	34,632	-	-	851,498
Notes receivable	7,000	-	-	-	8,003,577
Prepaid items	-	-	-	-	27
Land held for resale	670,000	-	-	-	670,000
Total assets	$ 1,792,031	$ 296,636	$ -	$ 45,535	$ 12,993,781
LIABILITIES, DEFERRED INFLOWS OF RESOURCES, AND FUND BALANCES					
Liabilities:					
Accounts payable	$ 2,342	$ 155	$ -	$ -	$ 254,001
Salaries payable	-	-	-	-	53
Due to other funds	24,121	-	-	-	24,121
Unearned revenue	-	106,851	-	-	146,905
Deposits payable	74	-	-	-	74
Total liabilities	26,537	107,006	-	-	425,154
DEFERRED INFLOWS OF RESOURCES					
Unavailable revenue	-	-	-	-	56,312
Total deferred inflows of resources	-	-	-	-	56,312
Fund Balances:					
Nonspendable	-	-	-	-	27
Restricted	1,765,494	189,630	-	45,535	12,512,288
Total fund balances	1,765,494	189,630	-	45,535	12,512,315
Total liabilities, deferred inflows of resources, and fund balances	$ 1,792,031	$ 296,636	$ -	$ 45,535	$ 12,993,781

(Concluded)

City of Madera
Combining Statement of Revenues, Expenditures, and Changes in Fund Balances
Non-Major Governmental Funds
For the Year Ended June 30, 2019

	Special Revenue				
	Business Improvement District	Park Development	Parking District	Federal Aid Urban	Street Construction
REVENUES:					
Property taxes	$ -	$ -	$ -	$ -	$ -
Other taxes	-	-	-	-	-
Use of money and property	-	-	-	-	-
Fines and forfeitures	-	-	9,090	-	-
Intergovernmental	-	134,571	-	245,761	853,521
Charges for services	23,320	-	20,888	-	-
Miscellaneous	-	-	-	-	-
Total revenues	23,320	134,571	29,978	245,761	853,521
EXPENDITURES:					
Current:					
General government	22,548	-	21,324	-	-
Public protection	-	-	-	-	-
Public ways and facilities	-	-	-	301,361	889
Community development	-	-	-	-	-
Capital outlay	-	163,553	-	17,054	345,220
Debt service:					
Principal	-	-	-	-	-
Interest and fiscal charges	-	-	-	-	-
Total expenditures	22,548	163,553	21,324	318,415	346,109
REVENUES OVER (UNDER) EXPENDITURES	772	(28,982)	8,654	(72,654)	507,412
OTHER FINANCING SOURCES (USES):					
Proceeds from sale of property	-	-	-	-	-
Transfers in	-	-	-	-	-
Transfers out	-	-	(8,014)	-	(512,000)
Total other financing sources (uses)	-	-	(8,014)	-	(512,000)
NET CHANGES IN FUND BALANCES	772	(28,982)	640	(72,654)	(4,588)
FUND BALANCES:					
Beginning of year	1,300	133,957	96,154	288,919	504,339
End of year	$ 2,072	$ 104,975	$ 96,794	$ 216,265	$ 499,751

(Continued)

City of Madera
Combining Statement of Revenues, Expenditures, and Changes in Fund Balances (Continued)
Non-Major Governmental Funds
For the Year Ended June 30, 2019

	Special Revenue				
	Landscape Assessment	Supplemental Law Enforcement	Intermodal Building	Economic Development	Residential Rehab
REVENUES:					
Property taxes	$ -	$ -	$ -	$ -	$ -
Other taxes	401,982	-	-	-	-
Use of money and property	-	824	-	4,989	72,501
Fines and forfeitures	-	-	-	-	-
Intergovernmental	-	151,969	53,305	-	182,858
Charges for services	-	-	29,253	-	-
Miscellaneous	-	-	-	-	38,628
Total revenues	401,982	152,793	82,558	4,989	293,987
EXPENDITURES:					
Current:					
General government	-	-	37,893	-	-
Public protection	-	237,690	-	-	-
Public ways and facilities	391,981	-	44,467	-	-
Community development	-	-	-	16,312	55,741
Capital outlay	-	-	-	-	-
Debt service:					
Principal	-	33,701	-	-	-
Interest and fiscal charges	-	1,153	-	-	-
Total expenditures	391,981	272,544	82,360	16,312	55,741
REVENUES OVER (UNDER) EXPENDITURES	10,001	(119,751)	198	(11,323)	238,246
OTHER FINANCING SOURCES (USES):					
Proceeds from sale of property	-	-	-	-	-
Transfers in	-	-	-	-	-
Transfers out	-	-	(244)	-	-
Total other financing sources (uses)	-	-	(244)	-	-
NET CHANGES IN FUND BALANCES	10,001	(119,751)	(46)	(11,323)	238,246
FUND BALANCES:					
Beginning of year	413,210	211,274	28,452	460,188	8,361,548
End of year	$ 423,211	$ 91,523	$ 28,406	$ 448,865	$ 8,599,794

(Continued)

City of Madera
Combining Statement of Revenues, Expenditures, and Changes in Fund Balances (Continued)
Non-Major Governmental Funds
For the Year Ended June 30, 2019

	Special Revenue		Debt Service	Capital Projects	
	Low and Moderate Income Housing	Community Facilities Districts	Park Facilities	Streets and Roads	Total Other Governmental Funds
REVENUES:					
Property taxes	$ -	$ 406,169	$ -	$ -	$ 406,169
Other taxes	-	-	-	-	401,982
Use of money and property	29,643	1,658	-	-	109,615
Fines and forfeitures	-	-	-	-	9,090
Intergovernmental	-	-	-	-	1,621,985
Charges for services	-	-	-	-	73,461
Miscellaneous	26,703	-	-	-	65,331
Total revenues	56,346	407,827	-	-	2,687,633
EXPENDITURES:					
Current:					
General government	-	4,907	-	-	86,672
Public protection	-	-	-	-	237,690
Public ways and facilities	-	-	-	620,833	1,359,531
Community development	111,964	-	-	-	184,017
Capital outlay	-	-	-	-	525,827
Debt service:					
Principal	-	-	185,061	-	218,762
Interest and fiscal charges	-	-	9,196	-	10,349
Total expenditures	111,964	4,907	194,257	620,833	2,622,848
REVENUES OVER (UNDER) EXPENDITURES	(55,618)	402,920	(194,257)	(620,833)	64,785
OTHER FINANCING SOURCES (USES):					
Proceeds from sale of property	30,000	-	-	-	30,000
Transfers in	-	-	194,257	-	194,257
Transfers out	-	(308,280)	-	-	(828,538)
Total other financing sources (uses)	30,000	(308,280)	194,257	-	(604,281)
NET CHANGES IN FUND BALANCES	(25,618)	94,640	-	(620,833)	(539,496)
FUND BALANCES:					
Beginning of year	1,791,112	94,990	-	666,368	13,051,811
End of year	$ 1,765,494	$ 189,630	$ -	$ 45,535	$ 12,512,315

Concluded

City of Madera
Schedule of Revenues, Expenditures, and Change in Fund Balance - Budget and Actual
Business Improvement District Special Revenue Fund
For the Year Ended June 30, 2019

	Budgeted Amounts		Actual	Variance with Final Budget Favorable/
	Original	Final	Amounts	(Unfavorable)
REVENUES:				
Use of money and property	$ 16	$ 16	$ -	$ (16)
Charges for services	29,000	29,000	23,320	(5,680)
Total revenues	29,308	29,308	23,320	(5,988)
EXPENDITURES:				
Current:				
General government	26,979	26,979	22,548	4,431
Total expenditures	26,979	26,979	22,548	4,431
Net change in fund balance	$ 2,329	$ 2,329	772	$ (1,557)
FUND BALANCE:				
Beginning of year			1,300	
End of year			$ 2,072	

City of Madera
Schedule of Revenues, Expenditures, and Change in Fund Balance - Budget and Actual
Park Development Special Revenue Fund
For the Year Ended June 30, 2019

	Budgeted Amounts		Actual	Variance with Final Budget Favorable/
	Original	Final	Amounts	(Unfavorable)
REVENUES:				
Intergovernmental	$ 134,000	$ 134,000	$ 134,571	$ 571
Total revenues	134,000	134,000	134,571	571
EXPENDITURES:				
Capital outlay	134,000	372,500	163,553	208,947
Total expenditures	134,000	372,500	163,553	208,947
Net change in fund balance	$ -	$ (238,500)	(28,982)	$ 209,518
FUND BALANCE:				
Beginning of year			133,957	
End of year			$ 104,975	

City of Madera
Schedule of Revenues, Expenditures, and Change in Fund Balance - Budget and Actual
Parking District Special Revenue Fund
For the Year Ended June 30, 2019

	Budgeted Amounts		Actual	Variance with Final Budget Favorable/
	Original	Final	Amounts	(Unfavorable)
REVENUES:				
Fines and forfeitures	$ 18,000	$ 18,000	$ 9,090	$ (8,910)
Charges for services	24,000	24,000	20,888	(3,112)
Total revenues	42,000	42,000	29,978	(12,022)
EXPENDITURES:				
Current:				
General government	28,205	33,205	21,324	11,881
Total expenditures	28,205	33,205	21,324	11,881
REVENUES OVER (UNDER) EXPENDITURES	13,795	8,795	8,654	(141)
OTHER FINANCING SOURCES (USES):				
Transfers out	(8,014)	(8,014)	(8,014)	-
Total other financing sources (uses)	(8,014)	(8,014)	(8,014)	-
Net change in fund balance	$ 5,781	$ 781	640	$ (141)
FUND BALANCE:				
Beginning of year			96,154	
End of year			$ 96,794	

City of Madera
Schedule of Revenues, Expenditures, and Change in Fund Balance - Budget and Actual
Federal Aid Urban Special Revenue Fund
For the Year Ended June 30, 2019

	Budgeted Amounts		Actual Amounts	Variance with Final Budget Favorable/ (Unfavorable)
	Original	Final		
REVENUES:				
Intergovernmental	$ 2,570,290	$ 2,842,962	$ 245,761	$ (2,597,201)
Total revenues	2,570,290	2,842,962	245,761	(2,597,201)
EXPENDITURES:				
Capital outlay	608,590	1,707,590	17,054	1,690,536
Total expenditures	2,570,290	4,089,630	318,415	3,771,215
Net change in fund balance	$ -	$ (1,246,668)	(72,654)	$ 1,174,014
FUND BALANCE:				
Beginning of year			288,919	
End of year			$ 216,265	

City of Madera
Schedule of Revenues, Expenditures, and Change in Fund Balance - Budget and Actual
Street Construction Special Revenue Fund
For the Year Ended June 30, 2019

	Budgeted Amounts		Actual	Variance with Final Budget Favorable/
	Original	Final	Amounts	(Unfavorable)
REVENUES:				
Intergovernmental	$ 1,090,470	$ 1,090,470	$ 853,521	$ (236,949)
Total revenues	1,090,470	1,090,470	853,521	(236,949)
EXPENDITURES:				
Current:				
Public ways and facilities	-	25,000	889	24,111
Capital outlay	614,245	3,933,524	345,220	3,588,304
Total expenditures	614,245	3,958,524	346,109	3,612,415
REVENUES OVER (UNDER) EXPENDITURES	476,225	(2,868,054)	507,412	3,375,466
OTHER FINANCING SOURCES (USES):				
Transfers out	(512,000)	(512,000)	(512,000)	-
Total other financing sources (uses)	(512,000)	(512,000)	(512,000)	-
Net change in fund balance	$ (35,775)	$ (3,380,054)	(4,588)	$ 3,375,466
FUND BALANCE:				
Beginning of year			504,339	
End of year			$ 499,751	

City of Madera
Schedule of Revenues, Expenditures, and Change in Fund Balance - Budget and Actual
Landscape Assessment Special Revenue Fund
For the Year Ended June 30, 2019

	Budgeted Amounts		Actual	Variance with Final Budget Favorable/
	Original	Final	Amounts	(Unfavorable)
REVENUES:				
Other taxes	$ 399,532	$ 399,532	$ 401,982	$ 2,450
Total revenues	399,532	399,532	401,982	2,450
EXPENDITURES:				
Current:				
Public ways and facilities	491,127	491,127	391,981	99,146
Total expenditures	491,127	491,127	391,981	99,146
Net change in fund balance	$ (91,595)	$ (91,595)	10,001	$ 101,596
FUND BALANCE:				
Beginning of year			413,210	
End of year			$ 423,211	

City of Madera
Schedule of Revenues, Expenditures, and Change in Fund Balance - Budget and Actual
Supplemental Law Enforcement Special Revenue Fund
For the Year Ended June 30, 2019

	Budgeted Amounts		Actual	Variance with Final Budget Favorable/
	Original	Final	Amounts	(Unfavorable)
REVENUES:				
Use of money and property	$ -	$ -	$ 824	$ 824
Intergovernmental	135,921	135,921	151,969	16,048
Total revenues	135,921	135,921	152,793	16,872
EXPENDITURES:				
Current:				
Public protection	237,921	237,921	237,690	231
Debt Service:				
Principal	34,000	34,000	33,701	299
Interest and fiscal charges	-	-	1,153	(1,153)
Total expenditures	271,921	271,921	272,544	(623)
Net change in fund balance	$ (136,000)	$ (136,000)	(119,751)	$ 16,249
FUND BALANCE:				
Beginning of year			211,274	
End of year			$ 91,523	

City of Madera
Schedule of Revenues, Expenditures, and Change in Fund Balance - Budget and Actual
Intermodal Building Special Revenue Fund
For the Year Ended June 30, 2019

	Budgeted Amounts		Actual	Variance with Final Budget Favorable/
	Original	Final	Amounts	(Unfavorable)
REVENUES:				
Intergovernmental	$ 59,579	$ 59,579	$ 53,305	(6,274)
Charges for services	28,000	28,000	29,253	1,253
Total revenues	87,579	87,579	82,558	(5,021)
EXPENDITURES:				
Current:				
General government	38,304	38,304	37,893	411
Public ways and facilities	46,048	46,048	44,467	1,581
Capital outlay	-	38,998	-	38,998
Total expenditures	84,352	123,350	82,360	40,990
REVENUES OVER (UNDER) EXPENDITURES	3,227	(35,771)	198	35,969
OTHER FINANCING SOURCES (USES):				
Transfers out	(244)	(244)	(244)	-
Total other financing sources (uses)	(244)	(244)	(244)	-
Net change in fund balance	$ 2,983	$ (36,015)	(46)	$ 35,969
FUND BALANCE:				
Beginning of year			28,452	
End of year			$ 28,406	

City of Madera
Schedule of Revenues, Expenditures, and Change in Fund Balance - Budget and Actual
Economic Development Special Revenue Fund
For the Year Ended June 30, 2019

	Budgeted Amounts		Actual	Variance with Final Budget Favorable/
	Original	Final	Amounts	(Unfavorable)
REVENUES:				
Use of money and property	$ -	$ -	$ 4,989	$ 4,989
Total revenues	-	-	4,989	4,989
EXPENDITURES:				
Current:				
Community development	-	156,500	16,312	140,188
Total expenditures	-	156,500	16,312	140,188
Net change in fund balance	$ -	$ (156,500)	(11,323)	$ 145,177
FUND BALANCE:				
Beginning of year			460,188	
End of year			$ 448,865	

City of Madera
Schedule of Revenues, Expenditures, and Change in Fund Balance - Budget and Actual
Residential Rehab Special Revenue Fund
For the Year Ended June 30, 2019

	Budgeted Amounts		Actual	Variance with Final Budget Favorable/
	Original	Final	Amounts	(Unfavorable)
REVENUES:				
Use of money and property	$ 16,510	$ 16,510	$ 72,501	$ 55,991
Intergovernmental	-	-	182,858	182,858
Miscellaneous	-	-	38,628	38,628
Total revenues	16,510	16,510	293,987	277,477
EXPENDITURES:				
Current:				
Community development	57,859	63,219	55,741	7,478
Total expenditures	57,859	63,219	55,741	7,478
Net change in fund balance	$ (41,349)	$ (46,709)	238,246	$ 284,955
FUND BALANCE:				
Beginning of year			8,361,548	
End of year			$ 8,599,794	

City of Madera
Schedule of Revenues, Expenditures, and Change in Fund Balance - Budget and Actual
Low and Moderate Income Housing Special Revenue Fund
For the Year Ended June 30, 2019

	Budgeted Amounts		Actual	Variance with Final Budget Favorable/
	Original	Final	Amounts	(Unfavorable)
REVENUES:				
Use of money and property	$ -	$ -	$ 29,643	$ 29,643
Miscellaneous	-	27,175	26,703	(472)
Total revenues	-	27,175	56,346	29,171
EXPENDITURES:				
Current:				
Community development	1,011,923	1,389,334	111,964	1,277,370
Total expenditures	1,011,923	1,389,334	111,964	1,277,370
REVENUES OVER (UNDER) EXPENDITURES	(1,011,923)	(1,362,159)	(55,618)	1,306,541
OTHER FINANCING SOURCES (USES):				
Proceeds from sale of property	850,000	50,000	30,000	(20,000)
Total other financing sources (uses)	850,000	50,000	30,000	(20,000)
Net change in fund balance	$ (161,923)	$ (1,312,159)	(25,618)	$ 1,286,541
FUND BALANCE:				
Beginning of year			1,791,112	
End of year			$ 1,765,494	

City of Madera
Schedule of Revenues, Expenditures, and Change in Fund Balance - Budget and Actual
Community Facilities District Special Revenue Fund
For the Year Ended June 30, 2019

	Budgeted Amounts		Actual	Variance with Final Budget Favorable/
	Original	Final	Amounts	(Unfavorable)
REVENUES:				
Property taxes	$ 390,000	$ 390,000	$ 406,169	$ 16,169
Use of money and property	-	-	1,658	1,658
Total revenues	390,000	390,000	407,827	17,827
EXPENDITURES:				
Current:				
General government	6,326	6,326	4,907	1,419
Total expenditures	6,326	6,326	4,907	1,419
REVENUES OVER (UNDER) EXPENDITURES	383,674	383,674	402,920	19,246
OTHER FINANCING SOURCES (USES):				
Transfers out	(300,000)	(300,000)	(308,280)	(8,280)
Total other financing sources (uses)	(300,000)	(300,000)	(308,280)	(8,280)
Net change in fund balance	$ 83,674	$ 83,674	94,640	$ 10,966
FUND BALANCE:				
Beginning of year			94,990	
End of year			$ 189,630	

City of Madera
Schedule of Revenues, Expenditures, and Change in Fund Balance - Budget and Actual
Park Facilities Debt Service Fund
For the Year Ended June 30, 2019

	Budgeted Amounts		Actual	Variance with Final Budget Favorable/
	Original	Final	Amounts	(Unfavorable)
EXPENDITURES:				
Debt Service:				
Principal	$ 185,007	$ 185,007	$ 185,061	$ (54)
Interest and fiscal charges	9,250	9,250	9,196	54
Total expenditures	194,257	194,257	194,257	-
REVENUES OVER (UNDER) EXPENDITURES	(194,257)	(194,257)	(194,257)	-
OTHER FINANCING SOURCES (USES):				
Transfers in	194,257	194,257	194,257	-
Total other financing sources (uses)	194,257	194,257	194,257	-
Net change in fund balance	$ -	$ -	-	$ -
FUND BALANCE:				
Beginning of year			-	
End of year			$ -	

City of Madera
Schedule of Revenues, Expenditures, and Change in Fund Balance - Budget and Actual
Streets and Roads Capital Projects Fund
For the Year Ended June 30, 2019

	Budgeted Amounts		Actual	Variance with Final Budget Favorable/
	Original	Final	Amounts	(Unfavorable)
EXPENDITURES:				
Current:				
Public ways and facilities	$ -	$ 1,763,729	$ 620,833	1,142,896
Total expenditures	-	1,763,729	620,833	1,142,896
Net change in fund balance	$ -	$ (1,763,729)	(620,833)	$ 1,142,896
FUND BALANCE:				
Beginning of year			666,368	
End of year			$ 45,535	

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Non-Major Enterprise Funds

Local Transit Fund - This fund is used to account for the activities of the government's public transit operations.

Golf Course Fund - This fund is used to account for the activities of the government's golf course operations.

Airport Fund - This fund is used to account for the activities of the government's airport operations.

City of Madera
Combining Statement of Net Position
Non-Major Enterprise Funds
June 30, 2019

	Local Transit Fund	Golf Course Fund	Airport Fund	Total
ASSETS				
Current assets:				
Cash and investments	$ -	$ -	$ 1,388,850	$ 1,388,850
Accounts receivable, net	2,159,180	223,069	26,879	2,409,128
Total current assets	2,159,180	223,069	1,415,729	3,797,978
Noncurrent assets:				
Capital assets:				
Non-depreciable	3,990,393	146,933	3,204,012	7,341,338
Depreciable, net	1,035,480	1,881,928	8,411,864	11,329,272
Total capital assets	5,025,873	2,028,861	11,615,876	18,670,610
Total noncurrent assets	5,025,873	2,028,861	11,615,876	18,670,610
Total assets	7,185,053	2,251,930	13,031,605	22,468,588
DEFERRED OUTFLOW OF RESOURCES				
Related to pensions	124,614	-	56,219	180,833
Total deferred outflow of resources	124,614	-	56,219	180,833
LIABILITIES				
Current liabilities:				
Accounts payable	613,722	-	7,487	621,209
Salaries payable	9,526	-	3,995	13,521
Due to other funds	1,501,556	436,549	-	1,938,105
Interest payable	-	7,274	4,046	11,320
Deposits payable	-	-	13,990	13,990
Compensated absences - due within one year	17,604	-	6,584	24,188
Long-term debt - due within one year	-	287,400	23,625	311,025
Total current liabilities	2,142,408	731,223	59,727	2,933,358
Noncurrent liabilities:				
Advances from other funds	-	110,161	-	110,161
Aggregate net pension liability	454,088	-	204,721	658,809
Compensated absences - due in more than one year	4,152	-	-	4,152
Long term debt - due in more than one year	-	1,080,700	77,875	1,158,575
Total noncurrent liabilities	458,240	1,190,861	282,596	1,931,697
Total liabilities	2,600,648	1,922,084	342,323	4,865,055
DEFERRED INFLOWS OF RESOURCES				
Related to service concession arrangement	-	213,333	-	213,333
Related to pensions	40,313	-	21,169	61,482
Total deferred inflows of resources	40,313	213,333	21,169	274,815
NET POSITION				
Net investment in capital assets	5,025,873	660,761	11,514,376	17,201,010
Unrestricted (deficit)	(357,167)	(544,248)	1,209,956	308,541
Total net position	$ 4,668,706	$ 116,513	$ 12,724,332	$ 17,509,551

City of Madera
Combining Statement of Revenues, Expenses, and Changes in Net Position
Non-Major Enterprise Funds
For the Year Ended June 30, 2019

	Local Transit Fund	Golf Course Fund	Airport Fund	Total
OPERATING REVENUES:				
Charges for services	$ 126,870	$ 95,889	$ 535,687	$ 758,446
Other	39,684	-	-	39,684
Total operating revenues	166,554	95,889	535,687	798,130
OPERATING EXPENSES:				
Salaries and benefits	328,458	-	208,565	537,023
General and administrative	1,646,414	72,131	241,613	1,960,158
Supplies and miscellaneous	196,738	-	23,309	220,047
Parts and supplies	-	-	19,978	19,978
Utilities	-	-	36,183	36,183
Depreciation	149,453	-	308,870	458,323
Total operating expenses	2,321,063	72,131	838,518	3,231,712
OPERATING INCOME (LOSS)	(2,154,509)	23,758	(302,831)	(2,433,582)
NONOPERATING REVENUES (EXPENSES):				
Investment income	3,231	-	12,856	16,087
Property taxes	-	-	119,839	119,839
Operating grants	2,056,654	-	-	2,056,654
Capital grants	2,133,292	-	44,058	2,177,350
Interest expense	-	(48,632)	(4,134)	(52,766)
Total nonoperating revenues (expenses)	4,193,177	(48,632)	172,619	4,317,164
INCOME (LOSS) BEFORE TRANSFERS	2,038,668	(24,874)	(130,212)	1,883,582
TRANSFERS				
Transfers in	-	298,804	-	298,804
Transfers out	(61,522)	-	(3,407)	(64,929)
Total transfers	(61,522)	298,804	(3,407)	233,875
Changes in net position	1,977,146	273,930	(133,619)	2,117,457
NET POSITION:				
Beginning of year	2,691,560	(157,417)	12,857,951	15,392,094
End of year	$ 4,668,706	$ 116,513	$ 12,724,332	$ 17,509,551

City of Madera
Combining Statement of Cash Flows
Non-Major Enterprise Funds
For the Year Ended June 30, 2019

	Local Transit Fund	Golf Course Fund	Airport Fund	Total
CASH FLOWS FROM OPERATING ACTIVITIES:				
Cash received from customers/other funds	$ (1,210,661)	$ 94,741	$ 868,921	$ (246,999)
Cash payments to suppliers for goods and services/other funds	(1,437,555)	(74,339)	(343,050)	(1,854,944)
Cash payments to employees for services	(275,692)	-	(181,940)	(457,632)
Receipts from other operating revenues	39,684	-	-	39,684
Net cash provided by (used in) operating activities	(2,884,224)	20,402	343,931	(2,519,891)
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES:				
Operating grants	2,056,654	-	-	2,056,654
Property taxes	-	-	119,839	119,839
Advances from other funds	-	(24,480)	-	(24,480)
Due to other funds	906,504	33,786	-	940,290
Transfers from other funds	-	298,804	-	298,804
Transfers to other funds	(61,522)	-	(3,407)	(64,929)
Net cash provided by noncapital financing activities	2,901,636	308,110	116,432	3,326,178
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:				
Capital grants	2,133,292	-	44,058	2,177,350
Acquisition of capital assets	(2,153,935)	-	-	(2,153,935)
Principal payment of long-term debt	-	(278,400)	(22,547)	(300,947)
Interest paid on debt	-	(50,112)	(5,032)	(55,144)
Net cash provided by (used in) capital and related financing activities	(20,643)	(328,512)	16,479	(332,676)
CASH FLOWS FROM INVESTING ACTIVITIES:				
Interest from investments	3,231	-	12,856	16,087
Net cash provided by investing activities	3,231	-	12,856	16,087
Net increase in cash and cash equivalents	-	-	489,698	489,698
CASH AND CASH EQUIVALENTS:				
Beginning of year	-	-	899,152	899,152
End of year	$ -	$ -	$ 1,388,850	$ 1,388,850

(Continued)

City of Madera
Combining Statement of Cash Flows (Continued)
Non-Major Enterprise Funds
For the Year Ended June 30, 2019

	Local Transit Fund	Golf Course Fund	Airport Fund	Total
RECONCILIATION OF OPERATING INCOME (LOSS) TO NET CASH PROVIDED BY (USED IN) OPERATING ACTIVITIES:				
Operating income (loss)	$ (2,154,509)	$ 23,758	$ (302,831)	$ (2,433,582)
Adjustments to reconcile operating (loss) to net cash provided by (used in) operating activities:				
Depreciation	149,453	-	308,870	458,323
Changes in operating assets and liabilities, and deferred outflows and inflows of resources:				
Accounts receivable, net	(1,337,531)	(164,481)	319,244	(1,182,768)
Prepaid items	877	-	-	877
Deferred outflows - pension related	380	-	199	579
Accounts payable	404,720	(2,208)	(21,967)	380,545
Salaries payable	2,711	-	1,666	4,377
Deposits payable	-	-	13,990	13,990
Compensated absences	522	-	(1,115)	(593)
Aggregate net pension liability	10,228	-	5,382	15,610
Deferred inflows - related to service concession arrangement	-	163,333	-	163,333
Deferred inflows - pension related	38,925	-	20,493	59,418
Total adjustments	(729,715)	(3,356)	646,762	(86,309)
Net cash provided by (used in) operating activities	$ (2,884,224)	$ 20,402	$ 343,931	$ (2,519,891)

(Concluded)

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Internal Service Funds

Fleet Maintenance Fund - This fund is used to account for the accumulation and allocation of costs associated with the maintenance of the City fleet of vehicles.

Facilities Maintenance Fund - This fund is used to account for the accumulation and allocation of costs associated with the maintenance of the City Hall building and other City buildings.

Technology Fund - This fund is used to account for the costs associated with automation maintenance of the City's various computers, servers and interdepartmental electronic communications.

City of Madera
Combining Statement of Net Position
All Internal Service Funds
June 30, 2019

	Fleet Maintenance	Facilities Maintenance	Technology	Total
ASSETS				
Current assets:				
Cash and investments	$ 988,125	$ 100,177	$ 80,206	$ 1,168,508
Accounts receivable, net	224,469	-	-	224,469
Prepaid items	41	46	48,970	49,057
Total current assets	1,212,635	100,223	129,176	1,442,034
Noncurrent assets:				
Capital assets:				
Non-depreciable	109,227	-	-	109,227
Depreciable, net	3,115,126	8,736	207,431	3,331,293
Total capital assets	3,224,353	8,736	207,431	3,440,520
Total noncurrent assets	3,224,353	8,736	207,431	3,440,520
Total assets	4,436,988	108,959	336,607	4,882,554
DEFERRED OUTFLOW OF RESOURCES				
Related to pensions	213,472	348,774	202,071	764,317
Total deferred outflow of resources	213,472	348,774	202,071	764,317
LIABILITIES				
Current liabilities:				
Accounts payable	47,399	20,303	44,774	112,476
Salaries payable	11,556	23,574	25,001	60,131
Compensated absences - due within one year	28,562	59,362	26,948	114,872
Total current liabilities	87,517	103,239	96,723	287,479
Noncurrent liabilities:				
Aggregate net pension liability	777,507	1,272,022	741,564	2,791,093
Compensated absences - due in more than one year	-	-	3,123	3,123
Total noncurrent liabilities	777,507	1,272,022	744,687	2,794,216
Total liabilities	865,024	1,375,261	841,410	3,081,695
DEFERRED INFLOWS OF RESOURCES				
Related to pensions	68,400	120,444	83,632	272,476
Total deferred inflows of resources	68,400	120,444	83,632	272,476
NET POSITION				
Investment in capital assets	3,224,353	8,736	207,431	3,440,520
Unrestricted (deficit)	492,683	(1,046,708)	(593,795)	(1,147,820)
Total net position	$ 3,717,036	$ (1,037,972)	$ (386,364)	$ 2,292,700

City of Madera
Combining Statement of Revenues, Expenses, and Changes in Net Position
All Internal Service Funds
For the Year Ended June 30, 2019

	Fleet Maintenance	Facilities Maintenance	Technology	Total
OPERATING REVENUES:				
Charges for services	$ 1,702,676	$ 988,035	$ 1,294,129	$ 3,984,840
Other	102,645	2,983	-	105,628
Total operating revenues	1,805,321	991,018	1,294,129	4,090,468
OPERATING EXPENSES:				
Salaries and benefits	540,072	1,109,540	725,952	2,375,564
General and administrative	207,477	194,621	352,191	754,289
Supplies and miscellaneous	199,426	63,689	811	263,926
Parts and supplies	7,935	-	263,473	271,408
Utilities	632	312,360	16,635	329,627
Depreciation	468,985	1,263	61,533	531,781
Total operating expenses	1,424,527	1,681,473	1,420,595	4,526,595
OPERATING INCOME (LOSS)	380,794	(690,455)	(126,466)	(436,127)
NONOPERATING REVENUES (EXPENSES):				
Capital grants	220,000	-	-	220,000
Total nonoperating revenues (expenses)	220,000	-	-	220,000
INCOME (LOSS) BEFORE TRANSFERS	600,794	(690,455)	(126,466)	(216,127)
TRANSFERS:				
Transfers in	57,000	524,892	-	581,892
Transfers out	(57,724)	(15,249)	(9,899)	(82,872)
Total transfers	(724)	509,643	(9,899)	499,020
Changes in net position	600,070	(180,812)	(136,365)	282,893
NET POSITION:				
Beginning of year	3,116,966	(857,160)	(249,999)	2,009,807
End of year	$ 3,717,036	$ (1,037,972)	$ (386,364)	$ 2,292,700

City of Madera
Combining Statement of Cash Flows
All Internal Service Funds
For the Year Ended June 30, 2019

	Fleet Maintenance	Facilities Maintenance	Technology	Total
CASH FLOWS FROM OPERATING ACTIVITIES:				
Cash received from customers/other funds	$ 1,480,264	$ 988,035	$ 1,294,129	$ 3,762,428
Cash payments to suppliers for goods and services/other funds	(414,199)	(634,227)	(649,648)	(1,698,074)
Cash payments to employees for services	(450,556)	(945,517)	(624,712)	(2,020,785)
Receipts from other operating activities	102,645	2,983	-	105,628
Net cash provided by (used in) operating activities	718,154	(588,726)	19,769	149,197
CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES:				
Transfers from other funds	57,000	524,892	-	581,892
Transfers to other funds	(57,724)	(15,249)	(9,899)	(82,872)
Net cash provided by noncapital financing activities	(724)	509,643	(9,899)	499,020
CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:				
Capital grants	220,000	-	-	220,000
Acquisition of capital assets, net	(1,349,418)	-	(21,615)	(1,371,033)
Principal payment of long-term debt	-	(22,154)	-	(22,154)
Net cash (used in) capital and related financing activities	(1,129,418)	(22,154)	(21,615)	(1,173,187)
Net (decrease) in cash and cash equivalents	(411,988)	(101,237)	(11,745)	(524,970)
CASH AND CASH EQUIVALENTS:				
Beginning of year	1,400,113	201,414	91,951	1,693,478
End of year	$ 988,125	$ 100,177	$ 80,206	$ 1,168,508

(Continued)

City of Madera
Combining Statement of Cash Flows (Continued)
All Internal Service Funds
For the Year Ended June 30, 2019

	Fleet Maintenance	Facilities Maintenance	Technology	Total
RECONCILIATION OF OPERATING INCOME (LOSS) TO NET CASH PROVIDED BY (USED IN) OPERATING ACTIVITIES:				
Operating income (loss)	$ 380,794	$ (690,455)	$ (126,466)	$ (436,127)
Adjustments to reconcile operating income (loss) to net cash provided by (used in) operating activities:				
Depreciation	468,985	1,263	61,533	531,781
Changes in operating assets and liabilities, and deferred outflows and inflows of resources:				
Accounts receivable, net	(222,412)	-	-	(222,412)
Prepaid items	(8)	67	(46,701)	(46,642)
Deferred outflows -pension related	642	1,140	788	2,570
Accounts payable	1,279	(63,624)	30,163	(32,182)
Salaries payable	3,777	6,881	6,969	17,627
Compensated absences	1,661	7,734	(8,873)	522
Aggregate net pension liability	17,361	30,806	21,286	69,453
Deferred inflows - pension related	66,075	117,462	81,070	264,607
Total adjustments	337,360	101,729	146,235	585,324
Net cash provided by (used in) operating activities	$ 718,154	$ (588,726)	$ 19,769	$ 149,197

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Agency Funds

The Agency Funds are used to account for assets held by the City in a custodial capacity for individuals, private organizations, other governments, and/or other funds. The City maintains the following Agency Funds for the purposes indicated:

Payroll Tax/Withholding Fund - This fund is used to account for all payroll related transactions.

General Deposit Fund - This fund is used to account for all money collected to pay for certain deposits.

Community Facilities Districts - This fund is used to account for the collection of assessments from property owners and for the remittance of such assessments to bondholders as required by the Improvement Bond Act of 1915 and related California State statutes for the Community Facilities District No. 2006-1.

City of Madera
Combining Statement of Fiduciary Assets and Liabilities
Agency Funds
June 30, 2019

	Payroll Tax/ Withholding Fund	General Deposit Fund	Community Facilities Districts	Total
ASSETS				
Cash and investments	$ -	$ 1,224,350	$ 318,055	$ 1,542,405
Accounts receivable, net	1,953	-	2,088	4,041
Prepaid items	259,091	-	645	259,736
Restricted cash and investments with fiscal agents	-	-	48,137	48,137
Total assets	$ 261,044	$ 1,224,350	$ 368,925	$ 1,854,319
LIABILITIES				
Accounts payable	$ 27,207	$ 77,109	$ 78	$ 104,394
Accrued liabilities	53,442	-	-	53,442
Due to other governments	-	1,131,643	-	1,131,643
Due to City	180,395	-	-	180,395
Deposits payable	-	15,598	-	15,598
Due to bondholders	-	-	368,847	368,847
Total liabilities	$ 261,044	$ 1,224,350	$ 368,925	$ 1,854,319

(Concluded)

City of Madera
Combining Statement of Changes in Fiduciary Assets and Liabilities
Agency Funds
For the Year Ended June 30, 2019

	Balance July 1, 2018	Additions	Deletions	Balance June 30, 2019
Payroll Tax/Withholding Fund				
Assets:				
Cash and investments	$ (116,598)	$ -	$ 116,598	$ -
Accounts receivable, net	1,047	906	-	1,953
Prepaid items	252,315	6,776	-	259,091
Total assets	$ 136,764	$ 7,682	$ 116,598	$ 261,044
Liabilities:				
Accounts payable	$ 21,928	$ 5,279	$ -	$ 27,207
Accrued liabilities	114,836	-	(61,394)	53,442
Due to City	-	180,395	-	180,395
Total liabilities	$ 136,764	$ 185,674	$ (61,394)	$ 261,044
General Deposit Fund				
Assets:				
Cash and investments	$ 1,033,696	$ 190,654	$ -	$ 1,224,350
Total assets	$ 1,033,696	$ 190,654	$ -	$ 1,224,350
Liabilities:				
Accounts payable	$ 5,411	$ 71,698	$ -	$ 77,109
Due to other governments	1,013,287	118,356	-	1,131,643
Deposits payable	14,998	600	-	15,598
Total liabilities	$ 1,033,696	$ 190,654	$ -	$ 1,224,350
Community Facilities Districts				
Assets:				
Cash and investments	$ 321,951	$ -	$ (3,896)	$ 318,055
Accounts receivable, net	1,268	820	-	2,088
Prepaid items	825	-	(180)	645
Restricted cash and investments with fiscal agents	47,386	751	-	48,137
Total assets	$ 371,430	$ 1,571	$ (4,076)	$ 368,925
Liabilities:				
Accounts payable	$ 338	$ -	$ (260)	$ 78
Due to bondholders	371,092	-	(2,245)	368,847
Total liabilities	$ 371,430	$ -	$ (2,505)	$ 368,925
Total All Agency Funds				
Assets:				
Cash and investments	$ 1,239,049	$ 190,654	$ 112,702	$ 1,542,405
Accounts receivable, net	2,315	1,726	-	4,041
Prepaid items	253,140	6,776	(180)	259,736
Restricted cash and investments with fiscal agents	47,386	751	-	48,137
Total assets	$ 1,541,890	$ 199,907	$ 112,522	$ 1,854,319
Liabilities:				
Accounts payable	$ 27,677	$ 76,977	$ (260)	$ 104,394
Accrued liabilities	114,836	-	(61,394)	53,442
Due to other governments	1,013,287	118,356	-	1,131,643
Due to City	-	180,395	-	180,395
Deposits payable	14,998	600	-	15,598
Due to bondholders	371,092	-	(2,245)	368,847
Total liabilities	$ 1,541,890	$ 376,328	$ (63,899)	$ 1,854,319

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STATISTICAL SECTION

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CITY OF MADERA - STATISTICAL SECTION

This part of the City of Madera's comprehensive annual financial report presents detailed information as a context for understanding what the information in the financial statements, note disclosures, and required supplementary information says about the City's overall financial health

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Financial Trends - These schedules contain trend information to help the reader understand how the City of Ridgecrest's financial performance and well being have changed over time

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2	Changes in Net Position	186
3	Fund Balances of Governmental Funds	190
4	Changes in Fund Balances of Governmental Funds	192

Revenue Capacity - These schedules contain information to help the reader assess the City of Ridgecrest's most significant local revenue source, the property tax.

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6	Direct and Overlapping Property Tax Rates	196
7	Top Ten Principal Property Taxpayers	197

Debt Capacity - These schedules present information to help the reader assess the affordability of the City's current level of outstanding debt and the City's ability to issue additional debt in the future.

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Demographic and Economic Information - These schedules offer demographic and economic indicators to help the reader understand the environment within which the City's financial activities take place.

13	Demographic and Economic Statistics	204
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Operating Information - These schedules contain service and infrastructure data to help the reader understand how the information in the City's financial report relates to the services the City provides and the activities it performs.

15	Full Time Equivalent City Government Employees by Function/Program	206

Sources: Unless otherwise noted, the information in these schedules is derived from the City's comprehensive annual financial reports for the relevant year

City of Madera
Schedule 1
Net Position by Component
Last Ten Fiscal Years (accrual basis of accounting)

	Fiscal Years				
	2019	2018	2017	2016	2015
Governmental activities					
Net invement in capital assets,	$ 172,189,172	$ 176,114,816	$ 178,119,000	$ 178,483,617	$ 182,403,676
Restricted	44,311,906	37,033,179	34,863,951	32,193,071	32,671,232
Unrestricted	(12,968,431)	(10,128,387)	(9,560,807)	(11,207,039)	(14,435,936)
Total governmental activities net position	$ 203,532,647	$ 203,019,608	$ 203,422,144	$ 199,469,649	$ 200,638,972
Business type activities					
Net invement in capital assets	$ 61,048,060	$ 58,537,120	$ 58,792,617	$ 57,639,498	$ 58,455,927
Restricted	4,940,553	1,125,151	1,076,451	-	-
Unrestricted	17,336,248	15,846,498	13,966,875	17,152,594	15,542,964
Total business type activities net position	$ 83,324,861	$ 75,508,769	$ 73,835,943	$ 74,792,092	$ 73,998,891
Primary government					
Net invement in capital assets	$ 233,237,232	$ 234,651,936	$ 236,911,617	$ 236,123,115	$ 240,859,603
Restricted	49,252,459	38,158,330	35,940,402	32,193,071	32,671,232
Unrestricted	4,367,817	5,718,111	4,406,068	5,945,555	1,107,028
Total primary government net position	$ 286,857,508	$ 278,528,377	$ 277,258,087	$ 274,261,741	$ 274,637,863

City of Madera
Schedule 1
Net Position by Component (Continued)
Last Ten Fiscal Years (accrual basis of accounting)

	Fiscal Years				
	2014	2013	2012	2011	2010
Governmental activities					
Net investment in capital assets	$ 185,644,703	$ 182,862,086	$ 137,089,854	$ 132,750,912	$ 128,740,484
Restricted	32,451,846	24,794,707	13,273,859	19,532,483	30,922,600
Unrestricted	12,294,870	10,951,919	25,594,770	23,183,849	19,817,409
Total governmental activities net position	$ 230,391,419	$ 218,608,712	$ 175,958,483	$ 175,467,244	$ 179,480,493
Business type activities					
Net investment in capital assets	$ 60,056,090	$ 60,768,756	$ 68,322,670	$ 70,536,834	$ 80,648,940
Restricted	-	-	9,718,860	15,659,386	9,682,085
Unrestricted	19,739,870	19,386,182	20,277,451	17,270,502	20,957,222
Total business type activities net position	$ 79,795,960	$ 80,154,938	$ 98,318,981	$ 103,466,722	$ 111,288,247
Primary government					
Net investment in capital assets	$ 245,700,793	$ 243,630,842	$ 205,412,524	$ 203,287,746	$ 209,389,424
Restricted	32,451,846	24,794,707	22,992,719	35,191,869	40,604,685
Unrestricted	32,034,740	30,338,101	45,872,221	40,454,351	40,774,631
Total primary government net position	$ 310,187,379	$ 298,763,650	$ 274,277,464	$ 278,933,966	$ 290,768,740

City of Madera
Schedule 2
Changes in Net Position
Last Ten Fiscal Years (accrual basis of accounting)

	Fiscal Years				
	2019	2018	2017	2016	2015
Expenses					
Governmental activities:					
General government	$ 9,703,723	$ 8,697,525	$ 7,692,256	$ 8,890,092	$ 11,483,880
Public protection	18,983,486	18,425,675	12,903,321	14,722,091	13,759,629
Public ways and facilities	330,498	5,081,612	4,607,237	6,852,731	3,695,605
Social services	5,478,070	346,863	303,015	182,286	331,774
Culture and recreation	4,525,133	4,744,555	4,421,827	4,451,155	4,335,983
Community development	4,492,799	4,022,163	3,029,515	5,249,438	5,812,948
Interest on long-term debt	210,504	74,490	110,856	280,037	258,764
Depreciation (unallocated)	-	-	-	-	-
Total governmental activities expenses	43,724,213	41,392,883	33,068,027	40,627,830	39,678,583
Business type activities:					
Local transit	2,321,063	2,166,293	2,184,533	2,051,814	1,996,563
Water	7,654,315	9,262,549	10,066,546	5,590,810	5,668,873
Sewer	9,924,665	9,854,304	8,758,885	8,476,744	7,573,475
Golf course	120,763	199,012	115,882	74,596	122,102
Airport	842,652	1,163,134	893,106	852,560	871,796
Solid waste	6,056,309	5,811,095	6,305,944	4,936,291	4,675,782
Drainage operations	1,149,676	887,698	956,287	1,024,498	900,903
Total business type activities expenses	28,069,443	29,344,085	29,281,183	23,007,313	21,809,494
Total primary government expenses	$ 71,793,656	$ 70,736,968	$ 62,349,210	$ 63,635,143	$ 61,488,077
Program Revenues					
Governmental activities:					
Program revenues:					
General government	$ 6,223,401	$ 5,727,717	$ 5,526,628	$ 6,996,758	$ 8,763,455
Public protection	1,498,740	1,268,539	1,160,181	1,414,790	1,558,094
Public ways and facilities	10,385,688	6,320,845	7,164,876	7,865,237	7,432,036
Social services	45,159	87,568	82,637	69,314	80,730
Culture and recreation	941,359	837,220	934,173	1,529,999	996,481
Community development	3,434,002	2,831,560	3,085,754	3,833,881	5,481,186
Total governmental activities program revenues	22,528,349	17,073,449	17,954,249	21,709,979	24,311,982
Business type activities:					
Program revenues:					
Local transit	4,316,816	2,263,648	2,297,400	2,811,840	1,870,304
Water	12,323,836	11,932,955	9,232,389	7,312,514	5,616,869
Sewer	10,352,115	8,791,285	8,108,977	7,469,167	6,474,652
Golf course	95,889	100,469	93,797	96,542	117,562
Airport	579,745	1,038,032	1,810,619	551,005	647,283
Solid waste	5,890,085	5,872,152	5,889,675	5,695,241	5,697,468
Drainage operations	938,423	692,227	706,793	955,602	686,328
Total business type activities program revenues	34,496,909	30,690,768	28,139,650	24,891,911	21,110,466
Total primary government program revenues	$ 57,025,258	$ 47,764,217	$ 46,093,899	$ 46,601,890	$ 45,422,448
Net (Expense)/Revenue					
Governmental activities	$ (21,195,864)	$ (24,319,434)	$ (15,113,778)	$ (18,917,851)	$ (15,366,601)
Business type activities	6,427,466	1,346,683	(1,141,533)	1,884,598	(699,028)
Total primary government net expense	$ (14,768,398)	$ (22,972,751)	$ (16,255,311)	$ (17,033,253)	$ (16,065,629)

City of Madera
Schedule 2
Changes in Net Position (Continued)
Last Ten Fiscal Years (accrual basis of accounting)

	Fiscal Years				
	2014	2013	2012	2011	2010
Expenses					
Governmental activities:					
General government	$ 11,482,393	$ 11,946,360	$ 8,275,715	$ 8,881,111	$ 9,585,543
Public protection	13,358,929	13,096,060	12,384,317	12,804,525	11,316,857
Public ways and facilities	3,766,236	2,940,005	2,350,315	10,694,614	14,755,199
Social services	517,537	686,717	577,321	880,543	803,568
Culture and recreation	3,814,936	3,749,071	2,693,874	3,566,110	2,649,167
Community development	5,478,644	5,639,070	5,879,206	7,524,543	7,889,176
Interest on long-term debt	269,845	291,000	2,851,745	3,006,689	3,062,165
Interest on long-term debt	-	-	8,627,095	-	-
Total governmental activities expenses	38,688,520	38,348,283	43,639,588	47,358,135	50,061,675
Business type activities:					
Local transit	1,827,194	1,792,905	1,641,113	1,703,622	1,504,690
Water	4,788,350	5,212,633	7,826,911	9,906,133	5,991,586
Sewer	7,318,263	7,281,744	7,414,003	7,479,461	7,905,642
Golf course	66,651	130,394	229,294	256,165	626,776
Airport	687,228	697,826	690,753	772,654	797,580
Solid waste	4,326,840	5,524,217	6,207,826	6,243,637	6,242,272
Drainage operations	933,506	895,238	904,659	1,095,639	1,010,406
Total business type activities expenses	19,948,032	21,534,957	24,914,559	27,457,311	24,078,952
Total primary government expenses	$ 58,636,552	$ 59,883,240	$ 68,554,147	$ 74,815,446	$ 74,140,627
Program Revenues					
Governmental activities:					
Program revenues:					
General government	$ 7,894,884	$ 8,555,784	$ 911,568	$ 502,907	$ 376,950
Public protection	1,820,803	1,783,858	2,033,459	1,694,299	1,576,798
Public ways and facilities	14,609,971	10,477,637	3,876,380	5,481,458	6,905,742
Social ervices	111,223	116,756	426,912	540,243	482,053
Culture and recreation	836,826	606,757	548,135	332,905	306,111
Community development	9,596,690	7,308,357	5,949,796	4,309,949	2,388,730
Total governmental activities program revenues	34,870,397	28,849,149	13,746,250	12,861,761	12,036,384
Business type activities:					
Program revenues:					
Local transit	2,191,542	2,259,213	2,111,263	1,629,525	1,440,958
Water	5,759,100	5,534,033	5,121,649	4,725,435	4,692,464
Sewer	6,275,667	5,875,561	6,160,478	5,518,527	5,365,630
Golf course	122,494	111,362	34,000	27,500	163,056
Airport	1,341,754	837,714	1,026,107	1,056,764	1,316,758
Solid waste	5,550,361	6,493,343	6,840,962	6,618,314	6,612,827
Drainage operations	793,149	664,900	640,695	630,379	635,653
Total business type activities program revenues	22,034,067	21,776,126	21,935,154	20,206,444	20,227,346
Total primary government program revenues	$ 56,904,464	$ 50,625,275	$ 35,681,404	$ 33,068,205	$ 32,263,730
Net (Expense)/Revenue					
Governmental activities	$ (3,818,123)	$ (9,499,134)	$ (29,893,338)	$ (34,496,374)	$ (38,025,291)
Business type activities	2,086,035	241,169	(2,979,405)	(7,250,867)	(3,851,606)
Total primary government net expense	$ (1,732,088)	$ (9,257,965)	$ (32,872,743)	$ (41,747,241)	$ (41,876,897)

City of Madera
Schedule 2
Changes in Net Position (Continued)
Last Ten Fiscal Years (accrual basis of accounting)

	Fiscal Years				
	2019	2018	2017	2016	2015
General Revenues and Other Changes in Net Position					
Governmental activities:					
Taxes					
Property taxes	$ 4,332,639	$ 3,824,185	$ 4,040,067	$ 3,571,669	$ 2,837,432
Sales and use taxes	13,399,196	12,923,918	9,112,909	6,506,004	5,638,847
Franchises taxes	649,666	666,238	649,415	678,438	612,474
Other taxes	1,964,472	1,707,452	1,694,786	2,172,574	2,035,238
Motor vehicle fees	-	-	-	-	-
Investment earnings	1,910,967	265,581	203,973	603,795	309,988
Miscellaneous	829,050	1,147,727	343,287	580,398	577,213
Gain (loss) on sale of capital assets	43,791	-	31,374	16,304	26,983
Transfers	275,116	374,407	172,913	1,718,751	1,065,193
Transfers of capital assets	-	-	-	-	-
Extraordinary items - RDA dissolution	-	-	-	-	-
Total governmental activities	23,404,897	20,909,508	16,248,724	15,847,933	13,103,368
Business type activities:					
Property taxes	209,374	182,390	171,878	58,333	70,353
Investment earnings	407,450	68,049	120,594	210,257	262,948
Miscellaneous	76,531	3,956	26,004	34,976	28,170
Gain (loss) on sale of capital assets	-	12,990	39,821	4,250	14,476
Capital Contribution	-	-	-	-	-
Transfers	(275,116)	(372,671)	(172,913)	(1,718,751)	(1,065,193)
Total business type activities	418,239	(105,286)	185,384	(1,410,935)	(689,246)
Total primary government	$ 23,823,136	$ 20,804,222	$ 16,434,108	$ 14,436,998	$ 12,414,122
Change in Net Position					
Governmental activities	$ 2,209,033	$ (3,409,926)	$ 1,134,946	$ (3,069,918)	$ (2,263,233)
Business type activities	6,845,705	1,241,397	(956,149)	473,663	(1,388,274)
Total primary government	$ 9,054,738	$ (2,168,529)	$ 178,797	$ (2,596,255)	$ (3,651,507)

City of Madera
Schedule 2
Changes in Net Position (Continued)
Last Ten Fiscal Years (accrual basis of accounting)

	Fiscal Years				
	2014	2013	2012	2011	2010
General Revenues and Other Changes in Net Position					
Governmental activities:					
Taxes					
Property taxes	$ 2,943,796	$ 2,757,456	$ 7,295,050	$ 7,139,383	$ 8,149,256
Sales and use taxes	5,472,283	4,573,272	15,573,874	5,341,362	5,040,743
Transient occupancy taxes	591,116	584,160	558,779	619,343	531,629
Other taxes	1,821,326	1,899,648	6,009,672	7,234,721	4,934,113
Motor vehicle fees	-	-	3,750,000	4,625,761	4,897,130
Investment earnings	795,691	1,216,644	1,112,556	942,314	799,188
Miscellaneous	1,071,486	841,992	(70,336)	3,922,479	650,972
Gain (loss) on sale of capital assets	75,607	14,184	-	-	-
Transfers	2,538,648	1,305,047	892,807	657,762	381,921
Transfers of capital assets	-	-	-	-	(280,412)
Extraordinary items - RDA dissolution	-	-	(4,737,825)		
Total governmental activities	15,309,953	13,192,403	30,384,577	30,483,125	25,104,540
Business type activities:					
Other taxes	61,049	98,923	-	-	-
Investment earnings	19,076	19,315	70,281	104,900	158,244
Miscellaneous	25,478	35,542	430,375	675,774	793,908
Gain (loss) on sale of capital assets	(11,968)	(52,915)	-	-	-
Capital Contribution	-	-	-	-	280,412
Transfers	(2,538,648)	(1,305,047)	(892,807)	(657,762)	(381,921)
Total business type activities	(2,445,013)	(1,204,182)	(392,151)	122,912	850,643
Total primary government	$ 12,864,940	$ 11,988,221	$ 29,992,426	$ 30,606,037	$ 25,955,183
Change in Net Position					
Governmental activities	$ 11,491,830	$ 3,693,269	$ 491,239	$ (4,013,249)	$ (12,920,751)
Business type activities	(358,978)	(963,013)	(3,371,556)	(7,127,955)	(3,000,963)
Total primary government	$ 11,132,852	$ 2,730,256	$ (2,880,317)	$ (11,141,204)	$ (15,921,714)

City of Madera
Schedule 3
Fund Balances of Governmental Funds
Last Ten Fiscal Years (modified accrual basis of accounting)

	Fiscal Years				
	2019	2018	2017	2016	2015
General fund					
Reserved	$ -	$ -	$ -	$ -	$ -
Unreserved	-	-	-	-	-
Nonspendable	202,901	601,522	272,102	368,959	258,252
Restricted	4,934,403	-	-	-	646,823
Committed	10,483,246	11,574,005	-	-	-
Assigned	5,528,814	1,199,518	1,199,518	1,199,518	727,159
Unassigned	3,049,282	4,673,303	13,968,482	12,879,473	12,326,175
Total general fund	24,198,646	18,048,348	15,440,102	14,447,950	13,958,409
All other governmental funds					
Reserved		-	-	-	-
Unreserved: designations		-	-	-	-
Unreserved: special revenue funds		-	-	-	-
Nonspendable	27	42	-	8,547,157	-
Restricted	39,377,503	35,986,212	33,857,600	23,974,874	32,277,375
Committed	-	-		-	-
Assigned	-	-	-	-	-
Unassigned	-	-	-	(231,803)	(221,039)
Total all other governmental fund	$ 39,377,530	$ 35,986,254	$ 33,857,600	$ 32,290,228	$ 32,056,336
TOTAL FUND BALANCES	$ 63,576,176	$ 54,034,602	$ 49,297,702	$ 46,738,178	$ 46,014,745

City of Madera
Schedule 3
Fund Balances of Governmental Funds
Last Ten Fiscal Years (modified accrual basis of accounting) (Continued)

	Fiscal Years				
	2014	2013	2012	2011	2010
General fund					
Reserved	$ -	$ -	$ -	$ -	$ 2,014,105
Reserved	-	-	-	-	9,057,188
Nonspendable	282,184	362,753	49,121	64,621	-
Restricted	87,453	-	1,554,240	-	-
Committed	-	-	952,768	-	-
Assigned	1,199,518	1,174,374	86,003	-	-
Unassigned	11,280,658	8,651,615	7,833,114	9,977,418	-
Total general fund	12,849,813	10,188,742	10,475,246	10,042,039	11,071,293
All other governmental funds					
Reserved	-	-	-	-	7,783,752
Unreserved: designations	-	-	-	-	1,373,436
Unreserved: special revenue funds	-	-	-	-	30,795,400
Nonspendable	-	-	7,280	2,139,840	-
Restricted	32,615,786	25,059,067	11,719,619	19,532,483	-
Committed	-	-	6,146,083	5,799,175	-
Assigned	-	-	40,025	470,313	-
Unassigned	42,897	(148,056)	12,912,675	6,520,986	-
Total all other governmental fund	$ 32,658,683	$ 24,911,011	$ 30,825,682	$ 34,462,797	$ 39,952,588
TOTAL FUND BALANCES	$ 45,508,496	$ 35,099,753	$ 41,300,928	$ 44,504,836	$ 51,023,881

City of Madera
Schedule 4
Changes in Fund Balances of Governmental Funds
Last Ten Fiscal Years (modified accrual basis of accounting)

	Fiscal Years				
	2019	2018	2017	2016	2015
Revenues					
Taxes	$ 4,332,639	$ 3,825,921	$ 4,054,503	$ 3,115,740	$ 3,087,520
Sales and used taxes	13,399,196	13,262,908	8,741,373	6,506,004	5,638,847
Franchises	649,666	666,238	649,415	678,438	612,474
Other taxes	2,081,211	1,707,452	1,698,487	2,141,433	2,041,961
Licenses, permits and fees	1,322,830	1,049,103	701,825	646,800	595,255
Fines	591,298	588,584	750,388	935,358	985,169
Revenue from use of money and property	2,078,944	392,428	358,735	767,778	463,853
Aid from governmental agencies	16,380,444	11,781,034	12,654,660	16,326,841	15,934,329
Charges for services	3,322,989	3,457,257	3,497,588	3,240,452	6,041,361
Other revenue	1,048,977	924,918	632,560	437,305	908,991
Donations	-	-	-	-	-
Unrealized gain (loss) on investments	-	-	-	-	-
Total revenues	45,208,194	37,655,843	33,739,534	34,796,149	36,309,760
Expenditures					
General government	3,075,710	2,106,580	1,796,055	2,959,739	5,123,445
Public protection	17,196,886	16,932,579	14,934,669	14,621,471	13,616,969
Public ways and facilities	4,233,896	3,476,106	3,101,070	3,834,908	2,532,178
Social services	192,633	309,121	405,251	357,699	330,062
Culture and recreation	3,429,815	3,800,416	3,831,163	3,392,870	3,425,208
Community development	4,006,826	3,598,837	3,106,938	5,219,577	5,380,767
Capital outlay	6,802,125	2,519,381	3,143,357	7,073,119	5,255,764
Debt service:					
Principal	633,222	1,452,775	568,464	977,512	425,970
Interest	52,341	75,660	113,860	266,431	259,255
Total expenditures	39,623,454	34,271,455	31,000,827	38,703,326	36,349,618
Excess of revenues over (under) expenditures	5,584,740	3,384,388	2,738,707	(3,907,177)	(39,858)
Other financing sources (uses)					
Proceeds from sale of property	46,518	41,691	37,027	9,969	-
Proceeds from issuance of long-term debt	4,005,000	895,900	-	-	-
Premium on bond issuance	648,613	-	-	1,540,065	157,755
Cost of issuance	153,613	-	-	-	-
Transfers in	2,768,183	5,005,541	4,504,230	7,289,955	5,557,426
Transfers out	(2,992,087)	(5,284,157)	(4,812,845)	(6,109,973)	(5,111,740)
Total other financing sources (uses)	4,629,840	658,975	(271,588)	2,730,016	603,441
Exraordinary items					
Dissolution of Redevelopment Agency	-	-	-	-	-
Total extraordinary items	4,629,840	658,975	(271,588)	2,730,016	603,441
Net change in fund balances	$ 10,214,580	$ 4,043,363	$ 2,467,119	$ (1,177,161)	$ 563,583
Debt service as a percentage of non-capital expenditures	2.1%	4.8%	2.4%	3.9%	2.2%

City of Madera
Schedule 4
Changes in Fund Balances of Governmental Funds
Last Ten Fiscal Years (modified accrual basis of accounting) (Continued)

	Fiscal Years				
	2014	2013	2012	2011	2010
Revenues					
Taxes	$ 2,869,599	$ 2,581,565	$ 7,295,050	$ 7,139,383	$ 8,149,256
Sales and used taxes	5,539,847	4,505,707	15,573,874	5,341,362	5,040,743
Franchises	591,116	584,160	558,779	619,343	531,629
Other taxes	1,842,002	1,872,250	9,759,672	11,788,596	9,831,243
Licenses, permits and fees	395,730	313,382	344,732	246,139	206,367
Fines	874,861	1,028,320	1,487,506	904,913	570,404
Revenue from use of money and property	961,315	1,366,160	1,112,556	1,035,809	939,458
Aid from governmental agencies	28,437,678	18,255,556	6,139,170	8,516,744	8,552,793
Charges for services	5,775,536	5,489,685	6,119,574	5,364,830	5,400,811
Other revenue	1,453,736	612,804	521,575	1,170,483	937,738
Donations	-	-	101,333	411,950	136,136
Unrealized gain (loss) on investments	-	-	(408,926)	-	52,158
Total revenues	48,741,420	36,609,589	48,604,895	42,539,552	40,348,736
Expenditures					
General government	4,797,564	4,844,346	9,030,842	8,387,319	10,272,432
Public protection	13,177,569	12,829,516	12,384,317	12,551,085	12,110,239
Public ways and facilities	3,012,275	2,673,089	2,350,315	3,446,831	8,485,031
Social services	510,579	473,128	577,321	864,358	784,143
Culture and recreation	2,814,466	2,724,788	2,693,874	2,610,744	2,389,968
Community development	4,681,217	5,044,076	5,879,206	7,225,112	8,589,641
Capital outlay	10,925,198	6,931,137	10,341,664	10,999,374	7,053,979
Debt service:					
Principal	415,920	439,424	1,393,502	1,449,446	1,401,270
Interest	270,255	291,385	2,766,733	2,822,090	2,987,534
Total expenditures	40,605,043	36,250,889	47,417,774	50,356,359	54,074,237
Excess of revenues over (under) expenditures	8,136,377	358,700	1,187,121	(7,816,807)	(13,725,501)
Other financing sources (uses)					
Proceeds from sale of property	-	-	-	640,000	-
Proceeds from issuance of long-term debt	-	-	-	-	-
Premium on bond issuance	-	-	-	-	-
Cost of issuance	-	-	-	-	-
Transfers in	6,338,959	5,044,924	5,956,838	14,603,608	29,766,391
Transfers out	(4,357,470)	(3,787,978)	(5,610,042)	(13,945,846)	(29,464,421)
Total other financing sources (uses)	1,981,489	1,256,946	346,796	1,297,762	301,970
Dissolution of Redevelopment Agency	-	-	(4,737,825)	-	-
Total other financing sources (uses)	1,981,489	1,256,946	(4,737,825)	-	-
Net change in fund balances	$ 10,117,866	$ 1,615,646	$ (3,203,908)	$ (6,519,045)	$ (13,423,531)
Debt service as a percentage of non-capital expenditures	2.3%	2.5%	11.2%	10.9%	9.3%

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City of Madera
Schedule 5
Governmental Activities Tax Revenues by Source
Last Ten Fiscal Years (modified accrual basis of accounting)

Sources of Tax Revenues	Business Licenses	Franchise Fees	Property Tax [1]	Sales Tax [3]	Transient Occupancy	Gas Tax [2]	TOTAL
2018-2019	1,322,830	649,666	4,332,639	13,399,196	903,124	7,623,871	28,231,326
2017-2018	1,049,103	666,238	3,467,163	12,934,817	-	3,425,547	21,542,868
2016-2017	701,825	649,415	3,696,995	8,741,373	-	-	13,789,608
2015-2016	646,800	678,438	3,115,740	6,506,004	-	3,215,791	14,162,773
2014-2015	595,255	612,474	3,087,520	5,638,847	-	-	9,934,096
2013-2014	395,730	591,116	2,869,599	5,539,847	-	4,007,477	13,403,769
2012-2013	313,382	584,160	2,581,565	4,505,707	-	4,679,304	12,664,118
2011-2012	344,732	558,779	2,333,736	5,384,826	-	1,655,468	10,277,541
2010-2011	-	-	-	-	-	-	-
2009-2010	376,747	531,629	8,149,256	5,040,743	421,766	3,400,946	17,921,087

NOTES:

1) Property tax amounts include state reimbursement of homeowners property tax relief and real property transfer tax and property tax in lieu of MVLF. Property tax for fiscal years 2012 and earlier included redevelopment tax increment.
2) Increase in Gas Tax from FY 2010 onward was due to the "Fuel Tax Swap of 2010". This was the addition of Section 2103 fund allocation from a new motor vehicle excise tax that replace the allocation from Prop. 42 sales tax on gasoline. Figures for fiscal years 2010 and earlier did not include the Prop. 42 revenue.
3) The City passed "Measure L" allowing an additional increase of 0.75% in the local sale tax rate. This local measure became effective on October 1, 2012 and ended on March 31, 2018 when it was replaced by "Measure V" allowing an increase 1% in the local sales tax rate. Measure V becomes effective April 1, 2018 and will sunset on March 31, 2025

City of Madera
Schedule 6
Direct and Overlapping Property Tax Rates
Last Ten Fiscal Years (RATE PER $100 OF TAXABLE VALUE)

10 Year Detail of Rates producing Revenue for City of Madera					
City General Fund Direct Rates				RDA Incremental Rate[2]	Total Direct Rate [5]
Year	City Share of 1% Levy per Prop. 13	Debt Rate(s)	Total City Rates	1% + applicable voter approved debt	
2018-2019	0.00000%	0.00000%	0.05190%	-	0.00000%
2017-2018	0.00000%	0.00000%	0.05190%	-	0.00000%
2016-2017	0.00000%	0.00000%	0.05190%	-	0.00000%
2015-2016	0.00000%	0.00000%	0.05190%	-	0.00000%
2014-2015	0.00000%	0.00000%	0.05190%	-	0.00000%
2013-2014	0.00000%	0.00000%	0.05468%	-	0.00000%
2012-2013	0.00000%	0.00000%	0.05469%	1.00000%	0.00000%
2011-2012	0.00000%	0.00000%	0.05469%	1.00000%	0.00000%
2010-2011	0.00000%	0.00000%	0.05196%	1.00000%	0.00000%
2009-2010	0.00000%	0.00000%	0.05196%	1.00000%	0.00000%

10 Year Detail Breakdown of the Property Tax Dollar										
Agency	2018-2019	2017-2018	2016-2017	2015-2016	2014-2015	2013-2014	2012-2013	2011-2012	2010-2011	2009-2010
City of Madera 1	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Prop 13	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000	1.00000
Madera Unified	0.09686	0.10282	0.11388	0.12786	0.07268	0.07859	0.07573	0.07667	0.07500	0.06706
State Center Community College D	0.02297	0.02593	0.00848	0.00806	0.00931	0.00960	0.00936	0.00806	0.01005	0.01581
	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
TOTAL PROP. 13 RATE [4]	**1.11983**	**1.12875**	**1.12236**	**1.13592**	**1.08198**	**1.08819**	**1.08509**	**1.08473**	**1.08505**	**1.08287**
	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000	0.00000
Total Voter Approved Rate [3]	**0.00000**	**0.00000**	**0.00000**	**0.00000**	**0.00000**	**0.00000**	**0.00000**	**0.00000**	**0.00000**	**0.00000**
TOTAL TAX RATE	**1.11983**	**1.12875**	**1.12236**	**1.13592**	**1.08198**	**1.08819**	**1.08509**	**1.08473**	**1.08505**	**1.08287**

NOTES:

1) City share of 1% levy is based on the City's share of the general fund tax rate area with the largest net taxable value within the City. ERAF general fund tax shifts may not be included in tax ratio figures.

2) Redevelopment rate is based on the largest RDA tax rate area and includes only rate(s) from indebtedness adopted prior to 1989 per California State statute. RDA direct and overlapping rates are applied only to the incremental property values. The approval of ABX1 26 eliminated Redevelopment from the State of California for the fiscal year

3) Overlapping rates are those of local and county governments that apply to property owners within the City. Not all overlapping rates apply to all city property owners.

4) In 1978, California voters passed Proposition 13 which set the property tax rate at a 1% fixed amount. This 1% is shared by all taxing agencies for which the subject property resides within. In addition to the 1% fixed amount, property owners are charged taxes as a percentage of assessed property values for the payment of any voter

5) Total Direct Rate is the weighted average of all individual direct rates applied by the City of Madera and excludes revenues derived from aircraft. Beginning in FY 2013/2014 the Total Direct Rate no longer includes revenue generated from the former redevelopment tax rate areas. For the purposes of this report, residual revenue is assumed to be distributed to the City in the same proportions as general fund revenue.

Source: HdL Coren Cone

City of Madera
Schedule 7
Top Ten Principal Property Taxpayers
Fiscal Year 2019 and Ten Years Prior

	2018-2019			2009-2010		
Taxpayer	Rank	Taxable Assessed Value	Percentage of Total Taxable Assessed Value	Rank	Taxable Assessed Value	Percentage of Total Taxable Assessed Value
David L. and Patricia R. Berry	1	$ 24,219,228	0.82%	1	$ 26,228,940	1.08%
Oldcastle Precast, Inc.	2	19,672,228	0.67%	7	15,126,337	0.63%
Sealed Air Corporation	3	18,799,568	0.64%	6	16,156,825	0.67%
John Bean Technologies Corp.	4	15,693,763	0.53%			
Eurodrip USA Inc.	5	15,572,874	0.53%	11	12,842,467	0.53%
Yosemite Point Partnership	6	14,477,082	0.49%	8	14,633,312	0.61%
HPC Hallmark Investors LP	7	14,185,194	0.48%			
Color Box LLC	8	14,105,579	0.48%			
Advanced Drainage Systems, Inc.	9	14,051,447	0.48%	2	22,163,966	0.92%
CVS Caremark Corporation	10	13,183,485	0.45%			
DMP Development Corp.				3	19,329,140	0.80%
Claddagh LP				4	18,765,420	0.78%
Berry & Berry, Inc.				5	17,102,075	0.71%
Manufacturers Hanover				9	13,074,452	0.54%
Zelman Madera LLC				10	12,870,360	0.53%
Top Ten Totals		$ 163,960,448	5.58%		$ 188,293,294	7.79%
CITY TOTALS		$2,936,557,354			$2,418,644,149	

Source: HdL Coren Cone

City of Madera
Schedule 8
Ratios of Outstanding Debt by Type
Last Ten Fiscal Years

	GOVERNMENTAL ACTIVITIES							
Fiscal Year	General Obligation Bonds	Redevelopment Bonds [b]	Special Assessment Bonds	Loans Payable	Capital Lease	Total Primary Government	Percentage of Personal Income [a]	Per Capita [a]
2019	-	39,862,859	-	738,900	492,602	41,094,361	0.65%	$ 1,030
2018	-	43,765,850	-	863,554	1,023,325	45,652,729	0.77%	$ 1,199
2017	-	45,039,358	-	60,088	2,425,766	47,525,212	0.83%	$ 1,277
2016	-	46,207,821	2,683,119	98,022	3,002,145	51,991,107	0.93%	$ 1,430
2015	-	47,346,304	2,722,525	661,052	1,874,496	52,604,377	0.96%	$ 1,471
2014	-	48,439,787	2,756,931	842,091	1,964,615	54,003,424	1.08%	$ 1,629
2013	-	49,488,270	2,786,337	1,053,926	2,179,997	55,508,530	1.16%	$ 1,751
2012	-	50,567,725	2,825,000	-	2,461,155	55,853,880	1.23%	$ 1,862
2011	-	51,541,099	2,845,000	-	2,412,717	56,798,816	1.32%	$ 1,997
2010	-	52,479,473	2,860,000	-	3,095,856	58,435,329	2.04%	$ 3,045

NOTES:

a) See Schedule 15 Demographic and Economic Statistics for personal income and population data

b) As of February 1, 2012 all redevelopment agencies in California ceased to exist per AB X1 26. The Madera Redevelopment Agencies's obligations were transferred to the Successor Agency.

City of Madera
Schedule 9
Ratios of General Bonded Debt Outstanding
Last Ten Fiscal Years

	GOVERNMENTAL ACTIVITIES				Percentage of Taxable	
Fiscal Year	General Obligation Bonds	Redevelopment Bonds [c]	Special Assessment Bonds	Total	Assessed Property Values [a]	Per Capita [b]
2019	-	39,862,859	-	39,862,859	1.36%	$ 253
2018	-	43,794,788	-	43,794,788	1.55%	$ 281
2017	-	45,039,358	-	45,039,358	1.62%	$ 292
2016	-	46,231,429	2,683,119	48,914,548	1.80%	$ 318
2015	-	47,379,250	2,722,525	50,101,775	1.88%	$ 326
2014	-	48,459,969	2,756,931	51,216,900	1.96%	$ 338
2013	-	49,455,270	2,786,337	52,241,607	2.04%	$ 345
2012	-	50,567,725	2,825,000	53,392,725	2.12%	$ 352
2011	-	51,541,099	2,845,000	54,386,099	2.20%	$ 360
2010	-	52,479,473	2,860,000	55,339,473	2.29%	$ 371

NOTES:

a) Assessed Value and Actual Value of Taxable Property

b) Demographic and Economic Statistics for personal income and population data

c) As of February 1, 2012 all redevelopment agencies in California ceased to exist per AB X1 26. The Madera Redevelopment Agencies's obligations were transferred to the Successor Agency.

City of Madera
Schedule 10
Direct and Overlapping Governmental Activities Debt
As of June 30, 2019

2018-19 Assessed Valuation: $3,217,917,151

OVERLAPPING TAX AND ASSESSMENT DEBT:	Debt Outstanding 6/30/2019	% Applicable [1]	City's Share of Debt as of 6/30/19
State Center Community College District	$ 174,485,000	3.763%	$ 6,565,871
Madera Unified School District	144,536,440	49.114%	$ 70,987,627
City of Madera Community Facilities District No. 2006-1	2,389,616	100.000%	$ 2,389,616
TOTAL OVERLAPPING TAX AND ASSESSMENT DEBT			$ 79,943,114
DIRECT AND OVERLAPPING GENERAL FUND OBLIGATION DEBT:			
Madera County Certificates of Participation	10,075,269	22.347%	2,251,520
Madera County Board of Education General Fund Obligations	20,772,208	22.347%	4,641,965
Madera Unified School District Certificates of Participation	88,480,000	49.114%	43,456,067
City of Madera	**6,112,000**	**100.000%**	**6,112,000**
TOTAL DIRECT AND OVERLAPPING GENERAL FUND OBLIGATION DEBT			$ 56,461,553
OVERLAPPING TAX INCREMENT DEBT (Successor Agency):	35,510,000	96.592%	$ 34,299,819
TOTAL DIRECT DEBT			**$ 6,112,000**
TOTAL OVERLAPPING DEBT			$ 164,592,486
COMBINED TOTAL DEBT			**$ 170,704,486**

NOTES:

(1) Percentage of overlapping agency's assessed valuation located within boundaries of the city.

2) Excludes tax and revenue anticipation notes, enterprise revenue, mortgage revenue and non-bonded capital lease obligations.

Source: MuniServices, LLC

City of Madera
Schedule 11
Legal Debt Margin Information
Last Ten Fiscal Years

Legal Debt Margin Calculation	FY 2019	FY 2018	FY 2017	FY 2016	FY 2015
Assessed value	$ 3,217,917,151	$ 2,987,907,906	$ 2,845,369,165	$ 2,720,749,149	$ 2,584,595,788
Debt limit (15% of assessed value)	482,687,573	448,186,186	426,805,375	408,112,372	387,689,368
Debt applicable to limit:					
General obligation bonds	-	-	-	-	-
Less: Amount set aside for repayment of general obligation debt	-	-	-	-	-
Total net debt applicable to limit	-	-	-	-	-
Legal Debt Margin	482,687,573	448,186,186	426,805,375	408,112,372	387,689,368
Total debt applicable to the limit as a percentage of debt limit	0.00%	0.00%	0.00%	0.00%	0.00%

NOTES:

Under State Finance Law, the City's outstanding general obligation debt should not exceed 15% of total assessed property value. By law, the general obligation debt subject to the limitation may be offset by amounts set aside for repaying general obligation bonds.

City of Madera
Schedule 11
Legal Debt Margin Information (Continued)
Last Ten Fiscal Years

Legal Debt Margin Calculation	FY 2014	FY 2013	FY 2012	FY 2011	FY 2010
Assessed value	$ 2,470,166,846	$ 2,393,305,788	$ 2,391,018,513	$ 2,399,868,652	$ 2,618,406,469
Debt limit (15% of assessed value)	370,525,027	358,995,868	358,652,777	359,980,298	392,760,970
Debt applicable to limit:					
General obligation bonds	-	-	-	-	-
Less: Amount set aside for repayment of general obligation debt	-	-	-	-	-
Total net debt applicable to limit	-	-	-	-	-
Legal Debt Margin	370,525,027	358,995,868	358,652,777	359,980,298	392,760,970
Total debt applicable to the limit as a percentage of debt limit	0.00%	0.00%	0.00%	0.00%	0.00%

NOTES:

Under State Finance Law, the City's outstanding general obligation debt should not exceed 15% of total assessed property value. By law, the general obligation debt subject to the limitation may be offset by amounts set aside for repaying general obligation bonds.

City of Madera
Schedule 12
Pledged Revenue Coverage
Last Ten Fiscal Years

2010 and 2015 Water Revenue Bonds

Fiscal Year	Gross Revenues	Net Revenue Available for Debt Service	Debt Service		Coverage
			Principal	Interest	
2019	11,592,927	7,089,979	395,000	527,622	7.68
2018	11,876,412	3,289,860	385,000	539,662	3.56
2017	9,139,387	(301,986)	370,000	554,252	(0.33)
2016	7,265,789	2,234,038	295,000	509,635	2.78
2015	5,590,602	539,861	245,000	498,462	0.73
2014	5,716,031	1,507,176	150,000	502,962	2.31
2013	5,456,783	900,616	65,000	504,912	1.58
2012	1,876,199	235,086	-	504,912	0.47
2011	4,725,435	(4,752,168)	-	155,681	(30.53)
2010			-		-

2015 Wastewater Revenue Bonds

Fiscal Year	Gross Revenues	Net Revenue Available for Debt Service	Debt Service		Coverage
			Principal	Interest	
2019	9,776,777	986,633	1,045,000	964,775	0.49
2018	8,788,389	266,204	1,005,000	1,001,960	0.13
2017	8,042,174	613,008	970,000	1,037,850	0.31
2016	7,407,933	788,484	65,000	257,174	2.45
2015	-	-	-	-	-
2014	-	-	-	-	-
2013	-	-	-	-	-
2012	-	-	-	-	-
2011	-	-	-	-	-
2010	-	-	-	-	-

Successor Agency 2018 Tax Allocation Bonds

Fiscal Year	Special Assessment Collections	Net Revenue Available for Debt Service	Debt Service		Coverage
			Principal	Interest	
2019	3,343,667	2,227,379	1,215,000	1,777,468	0.74
2018	3,686,763	2,917,577	1,295,000	2,269,784	0.82
2017	3,879,515	2,780,354	1,250,000	2,323,983	0.78
2016	1,951,305	209,883	1,190,000	2,374,693	0.06
2015	6,218,663	5,727,877	1,140,000	2,427,021	1.61
2014	724,744	444,534	1,095,000	2,474,236	0.12
2013	4,877,524	2,730,101	1,055,000	2,516,502	0.76
2012	4,961,314	4,310,943	1,015,000	2,555,078	1.21
2011	4,912,960	(1,161,632)	980,000	2,590,024	(0.33)
2010	5,555,646	(6,741,555)	945,000	2,621,858	(1.89)

City of Madera
Schedule 13
Demographic and Economic Statistics
Last Ten Fiscal Years

Year	Population (1)	Personal Income	Personal Per Capita Income (1)	School Enrollment	Unemployment Rate
2019	157,672	6,290,639,784	39,897	31,925	6.2%
2018	155,904	5,934,018,048	38,062	31,728	7.8%
2017	154,160	5,736,139,440	37,209	31,468	8.9%
2016	153,739	5,589,488,823	36,357	31,077	n/a
2015	153,590	5,491,456,860	35,754	30,865	n/a
2014	151,470	5,022,745,200	33,160	30,861	10.7%
2013	151,594	4,805,226,612	31,698	30,478	12.4%
2012	151,702	4,549,846,384	29,992	30,308	15.8%
2011	151,006	4,295,516,676	28,446	29,993	16.5%
2010	149,234	2,863,501,992	19,188	29,643	15.8%

NOTES:

1. Provided by U.S. Bureau of Economic Analysis (BEA)
2. California Department of Education, California Basic Educational Data System
3. Unemployment rates are provided by the Employment Development Department

n/a = not available

Source: MuniServices, LLC
www.cde.ca.gov

City of Madera
Schedule 14
Principal Employers
Fiscal Year 2019 and Ten Years Prior

	2018-2019			2008-2009		
Employer	Employees	Rank	Percentage of Total City Employment	Employees	Rank	Percentage of Total City Employment
Children Hospital Central CA	3000	1	6.67%	2700	1	N/A
Madera Unifies School District	2013	2	4.48%	1800	3	N/A
State of California	1953	3	4.34%	2700	2	N/A
County of Madera	1188	4	2.64%	1500	4	N/A
Madera Community Hospital	936	5	2.08%	950	5	N/A
Constellation wines	400	6	0.89%	430	6	N/A
Ardagh Group	350	7	0.78%	-		N/A
City of Madera	310	8	0.69%	345	7	N/A
Sierra Tel Communications Group	256	9	0.57%	-		N/A
Baltimore Aircoil Company	242	10	0.54%	-		N/A
	10648		8.19%	10425		0.00%
Total City Employment (1)			44,980			-

Source: California Employment Department or employer provided

Total City Employment not available for 2008-2009

(-) No data available.

City of Madera
Schedule 15
Full Time Equivalent City Government Employees by Function/Program
Last Ten Fiscal Years (As of June 30)

	Fiscal Years									
FUNCTION/PROGRAM	2019	2018	2017	2016	2015	2014	2013	2012	2011	2010
General Government										
City Attorney	2	2	2	2	2	2	2	3	3	3
City Council	7	7	7	7	7	7	7	7	5	5
City Manager	1.7	1.95	2.7	0.7	0.7	1	2	2	2	3
City Clerk	2	2	2	2	2	2	2	2	2	2
Finance	24.73	23.73	24.5	24.03	24.45	25.48	25.28	26.78	28.7	27
Information Technology	4.25	4	4	4	4	4	4	4	4	4
Human Resources	4	4	4	4	4	4	4	4	3	3
Community Development	19.59	21.46	21.86	22.13	21.38	21.27	24.8	26.13	27.12	25.66
Planning Commissioners	0	0	0	0	0	0	0	0	0	0
Public Safety										
Police Officers-Sworn	70.01	69.84	60	57.25	57	57	58	59	61.77	57
Other Full Time Employees	23.48	23.48	20	20	20	20	20.26	21.56	24.26	22.03
PACT Volunteers	0	0	0	0	0	0	0	0	0	0
Public Works										
Engineering	14.67	11.21	11.69	11.85	10.74	10.61	11.52	14.11	13.99	14.35
Maintenance	27.33	28.88	29.57	30.97	30.71	34.78	28.8	27.28	31.31	31.64
Transit Services	3.08	3.08	3.38	3.38	2.98	2.98	3.73	3.73	3.93	3.89
Airport	2.88	2.98	2.46	2.46	2.36	2.58	2.36	2.03	2.68	2.88
Solid Waste Disposal	6.48	8.88	9.02	7.77	6.69	3.38	5.48	1.99	2.72	2.87
Storm Drainage	5.74	4.54	5.19	4.89	5.89	5.45	6.2	6.77	7.52	7.57
Waster	23.08	25.18	20.66	18.66	16.81	14.74	16.76	17.96	19.42	18.62
Wastewater/Sewer	26.29	26.62	20.32	20.07	19.04	17.59	20.49	20.92	22.12	21.03
Waste Disposal Recycling	1	1.3	1.35	1.3	1.2	0	0	3.14	3.18	3
Successor Agency/RDA	1.8	2.3	2.3	2.3	2.59	2.62	2.62	3.5	4.8	4.8
Culture & Recreation	51.42	56.05	61.12	60.9	53.01	45.67	47.89	50.88	54.27	60.27
Total	322.53	330.48	315.12	307.66	294.55	284.15	295.19	307.78	326.79	322.61

RETURN TO AGENDA

Madera City Council Agenda 04/15/20
Agenda Item E-4

Discussion on Status and Action Taken on Measures to Mitigate the Impacts of the COVID-19 (Coronavirus) Pandemic (Report by Arnoldo Rodriguez)

There is no written report for this item.